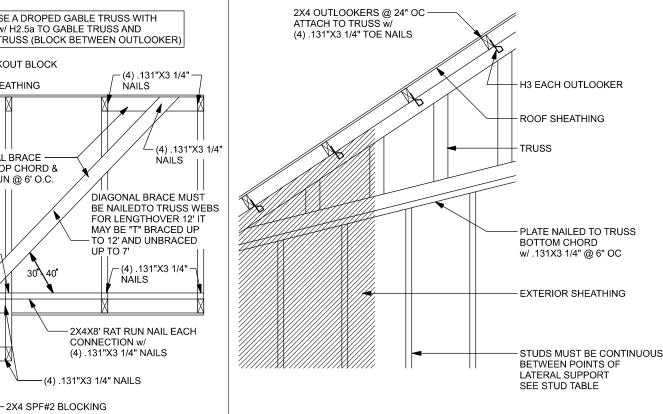
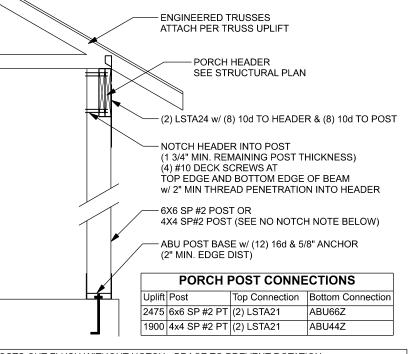


AILS		(TYP) INTERIO	OR BEARING V	Λ/ΔΙ
<u>JPLIFT</u>	465 plf	LSTA24, 14-10d @ 32" OC Wrap Under Plate	LSTA24, 14-10d @ 32" OC Wrap Over Plate	32" OC
	309 plf	LSTA24, 14-10d @ 48" OC Wrap Under Plate	LSTA24, 14-10d @ 48" OC Wrap Over Plate	48" OC
	454 plf	SP2 @ 16" OC	SP1 @ 16" OC	32" OC
	227 plf	SP2 @ 32" OC	SP1 @ 32" OC	48" OC



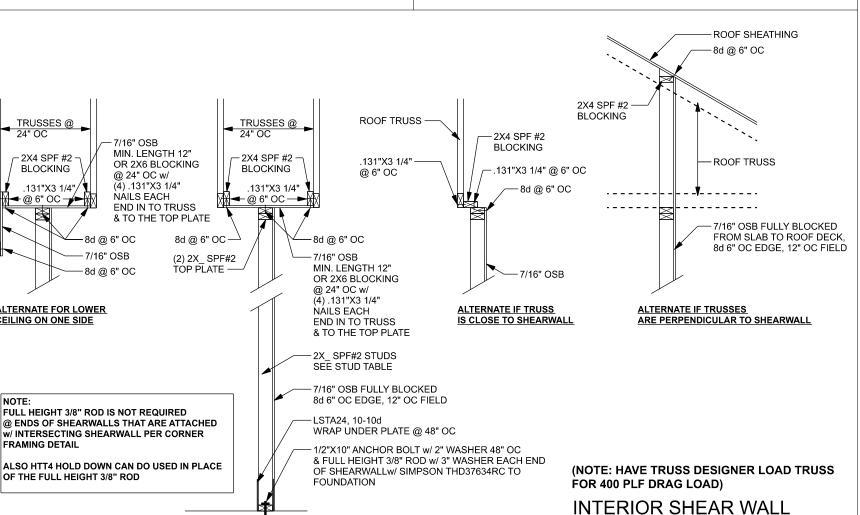
(TYP.) GABLE WALL w/ VAULTED CEILING





POSTS CUT FLUSH WITHOUT NOTCH - BRACE TO PREVENT ROTATION: EAVE / HIP ROOF: - STRAP TRUSS w/ H2.5A OR EQUAL TO EACH SIDE OF HEADER (FRONT & BACK) USE LONGER STRAP AS NEEDED IF TOP PLATES ARE INSTALLED (2) LSTA24 16-10d OR (2) MTS20 14-10d ON FRONT AND REAR OF POST TO HEADER ATTACH HEADER TO POST w/ (8) .131" x 3.25" TOE-NAIL - EXTEND GABLE SHEATHING TO BOTTOM OF HEADER NAILED WITH 8d NAILS @ 6" MIN. INTO TRUSS BOTTOM CHORD AND INTO BEAM AT 1 1/2" FROM TOP & BOTTOM EDGE ATTACH HEADER TO POST w/ (8) .131" x 3.25" TOE-NAIL

(TYP.) PORCH POST ONE STORY WOOD





2X6 SP #2 GARAGE DOOR BUCK ATTACHMENT ATTACH GARAGE DOOR BUCK TO STUD PACK AT EACH SIDE OF DOOR OPENING WITH 3/8"X4" LAG SCREWS w/ 1" WASHER LAG SCREWS MAY BE COUNTERSUNK. HORIZONTAL JAMBS DO NO STAGGER 16d NAILS OR (2) ROWS OF .131X3 1/4" GN PER TABLE BELOW:

ONE STORY WOOD FRAME w/ STRAPS & AB

DOOR WIDTH	3/8"X4" LAG	16d STAGGER	(2) ROWS OF .131"X3 1/4" NAILS
8' - 10'	24" OC	5" OC	5" OC
11' - 15'	18" OC	4" OC	4" OC
16' - 18'	16" OC	3" OC	3" OC
R BUCK			

(TYP.) GARAGE DOOR BUCK INSTALLATION

	11' - 15'	18" OC	4" OC	4" OC
	16' - 18'	16" OC	3" OC	3" OC
2X6 SP #2 DOC	R BUCK ———			

COMPONENT & CLADING DESIGN PRESSURES 130 MPH (EXP C) END 4' FROM ALI WIND AREA (FT2) **OUTSIDE CORNER** +25.6(Vasd) -27.8(Vasd) +25.6(Vasd) -34.2(Vasd) +42.6(Vult) -46.2(Vult) +42.6(Vult) -57(Vult) GARAGE DOOR DESIGN PRESSURES 130 MPH (EXP C)

GENERAL NOTES:

RUSSES: TRUSSES SHALL BE DESIGNED BY A FLORIDA LICENSED ENGINEER IN ACCORDANCE WITH THE FBCR. TRUSS ENGINEERING SHALL INCLUDE TRUSS DESIGN, PLACEMENT PLANS, TEMPORARY AND PERMANENT BRACING DETAILS. RUSS-TO-TRUSS CONNECTIONS, AND UPLIFT AND REACTION LOADS FOR LL BEARING LOCATIONS. TRUSS ENGINEERING IS THE RESPONSIBILITY OF THE TRUSS MANUFACTURER AND SHALL BE SIGNED & SEALED BY THE MANUFACTURER'S DESIGN ENGINEER. IT IS THE BUILDER'S RESPONSIBILITY VERIFY THE TRUSS DESIGNER ULLY SATISFIED ALL THE ABOVE REQUIREMENTS AND TO SELECT UPLIFT CONNECTIONS BASED ON TRUSS ENGINEERING UPLIFT AND PROVIDE FOOTINGS FOR INTERIOR BEARING WALLS. BUILDER IS TO FURNISH TRUSS ENGINEERING TO WIND LOAD ENGINEER FOR REVIEW OF TRUSS REACTIONS ON THE BUILDING STRUCTURE. STRAP 2X6 RAFTERS WITH MIN. UPLIFT CONNECTION 415LB EACH END; 2X8 RAFTERS 700 LB EACH END. SITE PREPARATION: SITE ANALYSIS AND PREPARATION IS NOT PART OF THIS PLAN FOLINDATION: CONFIRM THAT THE FOLINDATION DESIGN & SITE CONDITIONS MEET

GRAVITY LOAD REQUIREMENTS (ASSUME 1500 PSF BEARING CAPACITY UNLESS VISUAL OBSERVATION OR SOILS TEST PROVES OTHERWISE) CONCRETE: MINIMUM COMPRESSIVE STRENGTH OF CONCRETE AT 28 DAYS, F'c = 2500 PSI. WELDED WIRE REINFORCED SLAR: 6" v 6" W1.4 v W1.4 ER = 85KSL WELDED WIRE REINFORCEMENT FABRIC (W.W.M.) CONFORMING TO ASTM A185: LOCATED IN MIDDLI

THE SLAB; SUPPORTED WITH APPROVED MATERIALS OR SUPPORTS AT SPACINGS

FIBER CONCRETE SLAB: CONCRETE SLABS ON GROUND CONTAINING SYNTHETIC FIBER REINFORCEMENT. FIBER LENGTH 1/2 INCH TO 2 INCHES. DOSAGE AMOUNTS FROM 0.75 TO 1.5 POUNDS PER CUBIC YARD PER THE MANUFACTURER'S RECOMMENDATIONS. FIBERS TO COMPLY WITH ASTM C 1116. SUPPLIER TO PROVIDE ASTM C 1116

CERTIFICATION OF COMPLIANCE WHEN REQUESTED BY BUILDING OFFICIAL

CONTROL JOINTS: WHERE SPECIFIED, SAWN CONTROL JOINTS IN SLAB-ON-GRADE SHALL BE CUT IN ACCORDANCE WITH ACI 302. JOINTS SHALL BE CUT WITHIN 12 HOURS OF SLAB PLACEMENT THE LENGTH / WIDTH RATIOS OF SLAB AREAS SHALL NOT EXCEED 1.5 AND TYPICAL SPACING OF CUTS TO BE 12FT. DO NOT CUT WWM OR REINFORCING STEEL. RECOMMENDED LOCATION OF CONTROL JOINTS IS SUBJECT TO OWNER AND CONTRACTOR'S APPROVAL. THE CONTROL JOINTS ARE NOT INTENDED TO PREVENT

REBAR: ASTM A 615, GRADE 40, DEFORMED BARS, FY = 40 KSI. ALL LAP SPLICES 40 * DB (25" FOR #5 BARS); UNO. ALL REINFORCEMENT SHALL BE DETAILED AND PLACED IN ACCORDANCE WITH ACI 315-96, U.N.O.

ROOF SHEATHING: ALL ROOFS ARE HORIZONTAL DIAPHRAGMS: SHEATHING. UNBLOCKED, APPLIED PERPENDICULAR TO FRAMING, OVER A MINIMUM OF 3 FRAMING MEMBERS, WITH PANEL EDGES STAGGERED.

CRACKS BUT RATHER TO ENCOURAGE THE SLAB TO CRACK ON A GIVEN LINE.)

STRUCTURAL CONNECTORS: MANUFACTURERS AND PRODUCT NUMBER FOR CONNECTORS, ANCHORS, AND REINFORCEMENT ARE LISTED FOR EXAMPLE NOT ENDORSEMENT. AN FOLIVALENT DEVICE OF THE SAME OR OTHER MANUFACTURER CAN BE SUBSTITUTED FOR ANY DEVICES LISTED IN THE EXAMPLE TABLES AS LONG AS IT MEETS THE REQUIRED LOAD CAPACITIES. MANUFACTURER'S INSTALLATION INSTRUCTIONS MUST BE FOLLOWED TO ACHIEVE RATED LOADS

ANCHOR BOLTS: A-307 ANCHOR BOLTS WITH MINIMUM EMBEDMENT AS SPECIFIED IN DRAWINGS BUT NO LESS THAN 7" IN CONCRETE OR REINFORCED BOND BEAM OR 15" IN GROUTED CMU.

BUILDER'S RESPONSIBILITY

THE BUILDER AND OWNER ARE RESPONSIBLE FOR THE FOLLOWING, WHICH ARE SPECIFICALLY NOT PART OF THE WIND LOAD ENGINEER'S SCOPE OF WORK. CONFIRM SITE CONDITIONS, FOUNDATION BEARING CAPACITY, GRADE AND BACKFILL HEIGHT, WIND SPEED AND DEBRIS ZONE, AND FLOOD ZONE PROVIDE MATERIALS AND CONSTRUCTION TECHNIQUES, WHICH COMPLY WITH FBCR REQUIREMENTS FOR THE STATED WIND VELOCITY AND DESIGN PRESSURES.

PROVIDE A CONTINUOUS LOAD PATH FROM TRUSSES TO FOUNDATION. IF YOU BELIEVE THE PLAN OMITS A CONTINUOUS LOAD PATH CONNECTION, CALL THE WIND LOAD ENGINEER IMMEDIATELY. /ERIFY THE TRUSS MANUFACTURER'S SEALED ENGINEERING INCLUDES TRUSS

DESIGN, PLACEMENT PLANS, TEMPORARY AND PERMANENT BRACING DETAILS, USS-TO-TRUSS CONNECTIONS, AND UPLIFT AND REACTION LOADS FOR ALL BEARING LOCATIONS

ROOF SYSTEM DESIGN: THE SEAL ON THESE PLANS FOR COMPLIANCE WITH FBCR, S BASED ON REACTIONS, UPLIFTS, AND BEARING LOCATIONS IN TRUSS ENGINEERING SUBMITTED TO THE WIND LOAD ENGINEER. IT IS THE RESPONSIBILITY OF THE BUILDER TO CHECK ALL DETAILS OF THE COMPLETE ROOF SYSTEM DESIGN SUBMITTED BY THE TRUSS MANUFACTURER AND HAVE IT SIGNED, AND SEALED BY A DESIGN PROFESSIONAL FOR CORRECT APPLICATION OF FBCR REQUIRED LOADS AND ANY SPECIAL LOADS. THE BUILDER IS RESPONSIBLE TO EVIEW EACH INDIVIDUAL TRUSS MEMBER AND THE TRUSS ROOF SYSTEM AS A WHOLE AND TO PROVIDE RESTRAINT FOR ANY LATERAL BRACING, THE BUILDER SHOULD USE CARE CHECKING THE ROOF DESIGN BECAUSE THE WIND LOAD ENGINEER IS SPECIFICALLY NOT RESPONSIBLE FOR THE TRUSS LAYOUT WHICH WAS CREATED BY THE TRUSS MANUFACTURER AND THE TRUSS DESIGNER ALSO DENIES RESPONSIBILITY FOR THE LAYOUT PER NOTES ON THEIR SEALED

EXTERIOR WALL STUD TABLE FOR SPF #2 STUDS: THIS STUD HEIGHT TABLE IS PER 2012 WFCM, TABLE 3,20B5 FOR WALLS WITH OSB EXTERIOR AND 1/2" GYP INTERIOR RESISTING INTERIOR ZONE WINDLOADS, 130 MPH, EXPOSURE C STUD DEFLECTION LIMIT H/240 (NOT OK FOR BRITTLE FINISH). STUD SPACINGS SHALL BE MULTIPLIED BY 0.8 FOR FRAMING LOCATED WITHIN 4 FEET OF CORNERS FOR END ZONE LOADING.

(END ZONE EXAMPLE 16" O.C. x 0.8 = 12.8" O.C.) 1) 2x4 @ 16" OC TO 10'-1" STUD HEIGHT 1) 2x4 @ 12" OC O 11'-2" STUD HEIGHT) 2x6 @ 16" OC TO 15'-7" STUD HEIGHT 2x6 @ 12" OC TO 17'-3" STUD HEIGHT

FLORIDA BUILDING CODE RESIDENTIAL

ASCE 7-16

7-45 DEGREES

40 PSF LIVE LOAD

30 PSF LIVE LOAD

20 PSF LIVE LOAD

16 PSF LIVE LOAD 12 PSF LIVE LOAD

+22.6(Vasd) -25.5(Vasd)

+21.7(Vasd) -24.1(Vasd)

THIS BUILDING IS NOT IN THE FLOOD ZONE

GRADE & SPECIES TABLE					
		Fb	Е		
2x8	SP #2	925	1.4		
2x10	SP #2	800	1.4		
2x12	SP #2	750	1.4		
GLB	24F-V3 SP	2600	1.9		
LSL	TIMBERSTRAND	1700	1.7		
LVL	MICROLAM	2950	2.0		
PSL	PARALAM	2900	2.0		

BUILDING CODE

WINDLOADS

BASIC WIND SPEED

WIND EXPOSURE

RISK CATEGORY

COEFFICIENT

ROOF ANGLE

INTERNAL PRESSURE

MEAN ROOF HEIGHT

FLOOR LOADING

ROOMS OTHER THAN

SLEEPING ROOM

SLEEPING ROOMS

ROOF LOADING

FLAT OR < 4:12

4:12 TO < 12:12

12:12 & GREATER

FLOOD ZONE

x7 GARAGE DOOR

16x7 GARAGE DOOR

(ASCE 7-16, 3S GUST

CODE FOR DESIGN LOADS

(BUILDER MUST FIELD VERIFY)

(BUILDER MUST FIELD VERIFY)

ENCLOSURE CLASSIFICATION ENCLOSED

C&C DESIGN PRESSURES SEE TABLE

SOIL BEARING CAPACITY 1500 PSF

TOPOGRAPHIC FACTOR

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Stated dimensions supercede scale

to the best of my knowledge. LIMITATION: This design is valid for one building, at specified location.

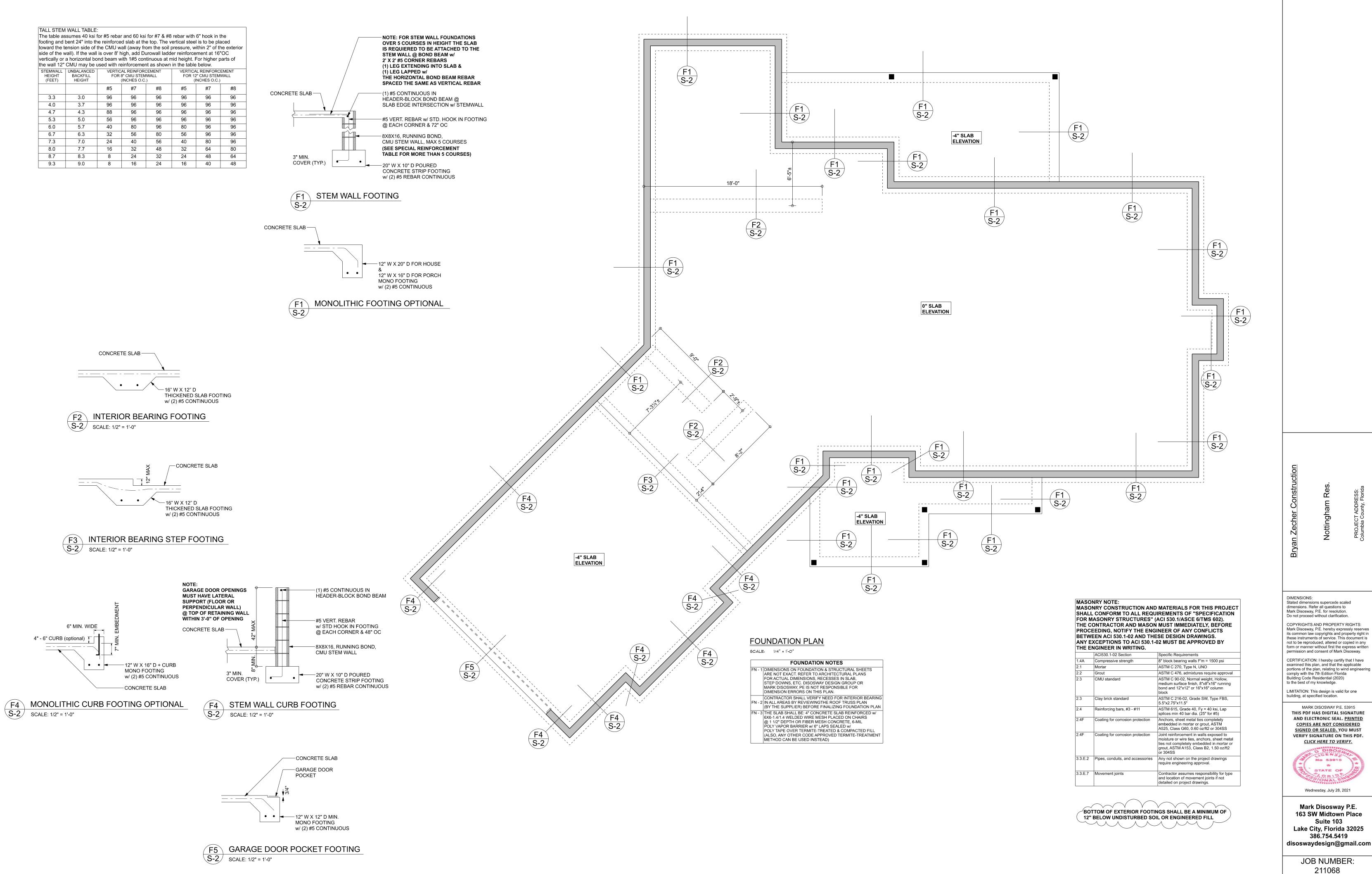
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Wednesday, July 28, 2021

STATE OF

Mark Disosway P.E. 163 SW Midtown Place Suite 103 Lake City, Florida 32025 386.754.5419 disoswaydesign@gmail.com

JOB NUMBER: 211068 **S-1** OF 3 SHEETS



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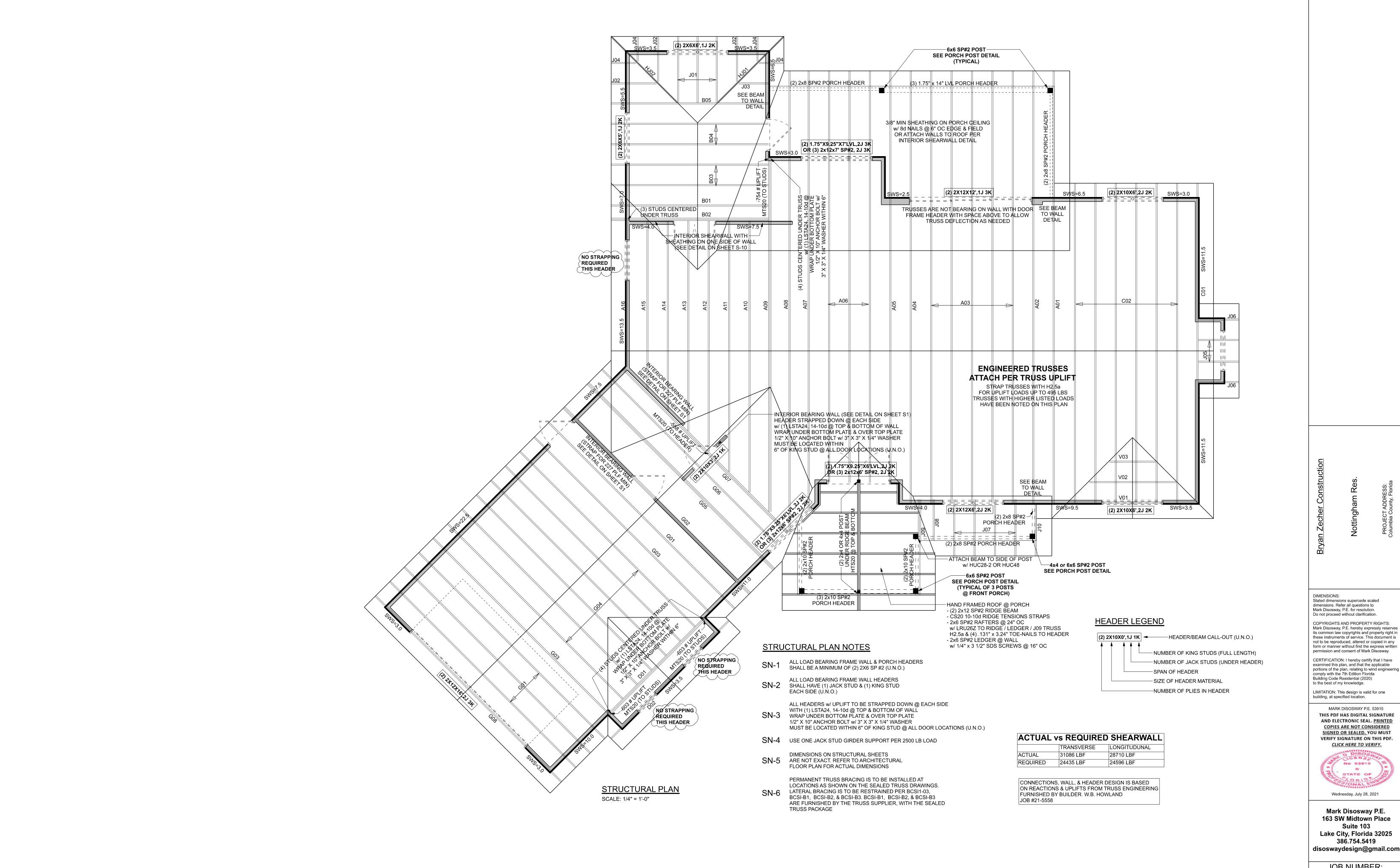
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