BUILDING PROFILE

Width (ft) = 50	Eave Height (ft) = 16
Length (ft) = 200	Roof Slope (Rise/12) = 1.0:12

BUILDING LOADS

A) THIS IS TO CERTIFY THAT THIS STRUCTURE IS DESIGNED UTILIZING THE LOADS INDICATED AND APPLIED AS REQUIRED BY FBC 20 / 7TH EDITION

B) THIS CERTIFICATION IS LIMITED TO THE STRUCTURAL DESIGN OF THE FRAMING AND COVERING PARTS MANUFACTURED BY THE BUILDING MANUFACTURER AND AS SPECIFIED IN THE CONTRACT. ACCESSORY ITEMS SUCH AS DOORS, WINDOWS, LOUVERS, TRANSLUCENT PANELS, VENTILATORS ARE NOT INCLUDED. ALSO EXCLUDED ARE OTHER PARTS OF THE PROJECT NOT PROVIDED BY THE BUILDING MANUFACTURER SUCH AS FOUNDATIONS, MASONRY WALLS, MECHANICAL EQUIPMENT AND THE ERECTION AND INSPECTION OF THE BUILDING. THE BUILDING SHOULD BE ERECTED ON A PROPERLY DESIGNED FOUNDATION IN ACCORDANCE WITH THE BUILDING MANUFACTURER'S DESIGN MANUAL, THE ATTACHED DRAWINGS, AND GOOD ERECTION PRACTICES. THE END USER AND/OR ENGINEER OF RECORD IS TO CONFIRM THAT THESE LOADS COMPLY WITH REQUIREMENTS OF THE LOCAL BUILDING DEPT.

OCCUPANCY/RISK CATEGORY: II – Normal Ie 1.00

WIND LOAD: ULTIMATE 119 MPH NOMINAL 92.18 MPH WIND EXPOSURE B

CLOSURE TYPE: Partially Enclosed

INTERNAL WIND COEFFICIENT: –0.55 / 0.55

COLLATERAL DEAD LOAD: 1 PSF

ROOF LIVE LOAD: 20.00 PSF (REDUCIBLE Yes)

DEAD LOAD: 2.000 PSF (FOR ROOF PANELS AND PURLINS)

SEISMIC

SPECTRAL RESPONSE Ss 0.0859 S1 0.0507 Sds 0.0907 Sd1 0.0800

SITE CLASS d DESIGN RISK CATEGORY B Cs 0.0302

RESPONSE MODIFICATION FACTOR, R 3.000* FRAMES 3.000* BRACING

BASIC SEISMIC FORCE RESISTING SYSTEM (LATERAL DIRECTIONS) = ORDINARY STEEL MOMENT FRAMES

BASIC SEISMIC FORCE RESISTING SYSTEM (ENDWALLS) = ORDINARY STEEL CONCENTRICALLY BRACED FRAMES

BASIC SEISMIC FORCE RESISTING SYSTEM (FSW) = ORDINARY STEEL MOMENT FRAMES

BASIC SEISMIC FORCE RESISTING SYSTEM (BSW) = ORDINARY STEEL CONC. BRACED FRAMES

ANALYSIS PROCEDURE = EQUIVALENT LATERAL FORCE PROCEDURE

SERVICEABILITY CRITERIA

* STEEL SYSTEM NOT SPECIFICALLY DETAILED FOR SEISMIC RESISTANCE.

MINIMUM DESIGN DEFLECTIONS			
Endwall Column	= 120	Roof Panel (Live)	= 60
Endwall Rafter (Live)	= 180	Roof Panel (Wind)	= 60
Endwall Rafter (Wind)	= 180	Rigid Frame (Horz)	= 60
Wall Girt	= 90	Rigid Frame (Vert)	= 180
Roof Purlin (Live)	= 150	Rigid Frame (Seismic)	= 50
Roof Purlin (Wind)	= 150		
Wall Panel	= 60		

GENERAL NOTES

A) THE STRUCTURE UNDER THIS CONTRACT HAS BEEN DESIGNED AND DETAILED FOR THE LOADS AND CONDITIONS STIPULATED IN THE CONTRACT AND SHOWN ON THESE DRAWINGS. ANY ALTERATIONS TO THE STRUCTURAL SYSTEM OR REMOVAL OF ANY COMPONENT PARTS, OR THE ADDITION OF OTHER CONSTRUCTION MATERIALS OR LOADS MUST BE DONE UNDER THE ADVICE AND DIRECTION OF A REGISTERED ARCHITECT, CIVIL OR STRUCTURAL ENGINEER. THE BUILDING MANUFACTURER WILL ASSUME NO RESPONSIBILITY FOR ANY LOADS NOT INDICATED.

B) THIS METAL BUILDING IS DESIGNED WITH THE BUILDING MANUFACTURER'S STANDARD PRACTICES WHICH ARE BASED ON PERTINENT PROCEDURES AND RECOMMENDATIONS OF THE FOLLOWING ORGANIZATIONS AND CODES.

1. AMERICAN INSTITUTE OF STEEL CONSTRUCTION: " AISC SPECIFICATION FOR STRUCTURAL STEEL BUILDINGS–ALLOWABLE STRESS DESIGN"
2. AMERICAN IRON AND STEEL INSTITUTE: "SPECIFICATION FOR THE DESIGN OF COLD FORMED STEEL STRUCTURAL MEMBERS"
3. AMERICAN WELDING SOCIETY: "STRUCTURAL WELDING CODE" AWS D1.1.
4. METAL BUILDING MANUFACTURER'S ASSOCIATION: "LOW RISE BUILDING SYSTEMS MANUAL"

C) 1) MATERIAL PROPERTIES OF STEEL PLATE USED IN THE FABRICATION OF PRIMARY RIGID FRAMES, AND OTHER PRIMARY STRUCTURAL EXCLUSIVE OF COLD–FORMED SECTIONS, CONFORM TO ASTM–A529 OR A572 . FLANGES WITH THICKNESS OF ONE INCH OR LESS AND WIDTH OF 12" OR LESS CONFORM TO A529 WITH A MINIMUM YIELD POINT OF 55,000 psi. FLANGES GREATER THAN 1" IN THICKNESS OR 12" IN WIDTH CONFORM TO A572 WITH A MINIMUM YIELD POINT OF 50,000 psi. WEB MATERIAL CONFORMS TO ASTM–A529 WITH A MINIMUM YIELD POINT OF 55,000 psi.

2) MATERIAL PROPERTIES OF PIPE SECTIONS CONFORM TO ASTM–A500, GRADE B WITH A MINIMUM YIELD POINT OF 42,000 psi.

3) MATERIAL PROPERTIES OF TUBE SECTIONS CONFORM TO ASTM–A500, GRADE B WITH A MINIMUM YIELD POINT OF 46,000 psi.

4) MATERIAL PROPERTIES OF HOT ROLLED CHANNEL AND ANGLE MEMBERS CONFORM TO THE REQUIREMENTS OF ASTM–A529 WITHMINIMUM YIELD POINT OF 50,000 PSI. HOT ROLLED W–SHAPED MEMBERS CONFORM TO THE REQUIREMENTS OF ASTM–A992WITH MINIMUM YIELD POINT OF 50,000 PSI.

5) MATERIAL PROPERTIES OF COLD FORMED LIGHT GAGE STEEL MEMBERS CONFORM TO EITHER ASTM A653–06 GR 55 OR A1011–04 HSLAS GRADE 55 WITH YIELD OF 55,000 psi.

6) MATERIAL PROPERTIES OF ROOF/WALL SHEETING, BASE METAL CONFORM TO ASTM–A792 GRADES 80 CLASS 1, 2 OR 3 WITH A MINIMUM YIELD STRENGTH OF 80,000 PSI. COATING OF BASE MATERIAL IS 55% ALUMINUM–ZINC ALLOY IN ACCORDANCE WITH AZ55 SPECIFICATIONS.

7) CABLE UTILIZED FOR BRACING CONFORMS TO ASTM A475. CABLE BRACING IS TO BE INSTALLED TO A TAUT CONDITION.

8) ROD UTILIZED FOR BRACING MEMBERS CONFORM TO ASTM–A36 WITH MINIMUM YIELD POINT OF 36,000 PSI.

9) IT IS THE RESPONSIBILITY OF ERECTOR TO ENSURE PROPER BOLT TIGHTNESS IN ACCORDANCE WITH APPLICABLE "RCSC SPECIFICATION FOR STRUCTURAL JOINTS USING A–325 OR A–490 BOLTS". ALL A–325 BOLTS IN PRIMARY FRAMING MUST BE "SNUG–TIGHT", EXCEPT AS FOLLOWS:
"FULLY–PRETENSION" A–325 BOLTS IF:
a) BUILDING LOCATED IN A HIGH SEISMIC AREA. FOR IBC–BASED CODE, "HIGH SEISMIC AREA" IS DEFINED AS "SEISMIC DESIGN CATEGORY" OF "D", "E" OR "F".
b) BUILDING SUPPORTS A CRANE SYSTEM WITH A CAPACITY GREATER THAN 5.00 TONS.
c) BUILDING SUPPORTS MACHINERY THAT CREATES VIBRATION, IMPACT OR STRESS – REVERSALS ON THE CONNECTIONS.
d) ANY CONNECTION DESIGNATED IN THESE DRAWINGS AS "A–325 – SC".

10) SECONDARY MEMBERS AND FLANGE BRACE CONNECTIONS SHALL ALWAYS BE SNUG TIGHT, UNO.

11) ANCHOR BOLTS 3/4" IN DIAMETER THRU 1 1/4" IN DIAMETER CONFORM TO A.S.T.M. F1554 GR. 36. ANCHOR BOLTS 1/2" IN DIAMETER CONFORM TO A.S.T.M. A–307.

D) UNLESS NOTED OTHERWISE ON FRAMING COLOR CHART: ALL STEEL MEMBERS EXCEPT BOLTS, FASTENERS, CABLE AND RODS SHALL RECEIVE ONE COAT OF STANDARD RED OXIDE SHOP PRIMER.

E) SHOP AND FIELD INSPECTIONS AND ASSOCIATED FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR, UNLESS STIPULATED OTHERWISE IN THE CONTRACT.

APPROVAL NOTES

THE FOLLOWING CONDITIONS APPLY IN THE EVENT THAT THESE DRAWINGS ARE USED AS APPROVAL DRAWINGS:

A) IT IS IMPERATIVE THAT ANY CHANGES TO THESE DRAWINGS:
1) BE MADE IN CONTRASTING INK.
2) HAVE ALL INSTANCES OF CHANGE CLEARLY INDICATED.
3) BE LEGIBLE AND UNAMBIGUOUS.

B) DATED SIGNATURE IS REQUIRED ON ALL PAGES.

C) MANUFACTURER RESERVES THE RIGHT TO RESUBMIT DRAWINGS WITH EXTENSIVE OR COMPLEX CHANGES REQUIRED TO AVOID MISFABRICATION. THIS MAY IMPACT THE DELIVERY SCHEDULE.

D) APPROVAL OF THESE DRAWINGS INDICATES CONCLUSIVELY THAT THE MANUFACTURER HAS CORRECTLY INTERPRETED THE CONTRACT REQUIREMENTS, AND FURTHER CONSTITUTES AGREEMENT THAT THE BUILDING AS DRAWN, OR AS DRAWN WITH INDICATED CHANGES REPRESENTS THE TOTAL OF THE MATERIALS TO BE SUPPLIED BY MANUFACTURER.

E) ANY CHANGES NOTED ON THE DRAWINGS NOT IN CONFORMANCE WITH THE TERMS AND REQUIREMENTS OF THE CONTRACT BETWEEN MANUFACTURER AND ITS CUSTOMER ARE NOT BINDING ON MANUFACTURER UNLESS SUBSEQUENTLY SPECIFICALLY ACKNOWLEDGED AND AGREED TO IN WRITING BY CHANGE ORDER OR SEPARATE DOCUMENTATION. MANUFACTURER RECOGNIZES THAT RUBBER STAMPS ARE ROUTINELY USED FOR INDICATING APPROVAL, DISAPPROVAL, REJECTION, OR MERE REVIEW OF THE DRAWINGS SUBMITTED. HOWEVER, MANUFACTURER DOES NOT ACCEPT CHANGES OR ADDITIONS TO CONTRACTUAL TERMS AND CONDITIONS THAT MAY APPEAR WITH USE OF A STAMP OR SIMILAR INDICATION OF APPROVAL, DISAPPROVAL, ETC. SUCH LANGUAGE APPLIED TO MANUFACTURER'S DRAWINGS BY THE CUSTOMER, ARCHITECT, ENGINEER, OR ANY OTHER PARTY WILL BE CONSIDERED AS UNACCEPTABLE ALTERATIONS TO THESE DRAWING NOTES, AND WILL NOT ALTER THE CONTRACTUAL RIGHTS AND OBLIGATIONS EXISTING BETWEEN MANUFACTURER AND ITS CUSTOMER.

SAFETY COMMITMENT

A) THE BUILDING MANUFACTURER HAS A COMMITMENT TO MANUFACTURE QUALITY BUILDING COMPONENTS THAT CAN BE SAFELY ERECTED. HOWEVER, THE SAFETY COMMITMENT AND JOB SITE PRACTICES OF THE ERECTOR ARE BEYOND THE CONTROL OF THE BUILDING MANUFACTURER.

B) IT IS STRONGLY RECOMMENDED THAT SAFE WORKING CONDITIONS AND ACCIDENT PREVENTION PRACTICES BE THE TOP PRIORITY OF ANY JOB SITE.

C) LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS SHOULD ALWAYS BE FOLLOWED TO HELP INSURE WORKER SAFETY.

D) MAKE CERTAIN ALL EMPLOYEES KNOW THE SAFEST AND MOST PRODUCTIVE WAY OF ERECTING A BUILDING. EMERGENCY PROCEDURES SHOULD BE KNOWN TO ALL EMPLOYEES.

E) DAILY MEETINGS HIGHLIGHTING SAFETY PROCEDURES ARE ALSO RECOMMENDED. THE USE OF HARD HATS, RUBBER SOLE SHOES FOR ROOF WORK, PROPER EQUIPMENT FOR HANDLING MATERIAL, AND SAFETY NETS WHERE APPLICABLE, ARE RECOMMENDED.

ERECTOR / CONTRACTOR RESPONSIBILITIES

A) IT IS THE RESPONSIBILITY OF THE ERECTOR/CONTRACTOR TO INSURE THAT ALL PROJECT PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE REQUIREMENTS OF ANY GOVERNING BUILDING AUTHORITIES. THE SUPPLYING OF SEALED ENGINEERING DATA AND DRAWINGS FOR THE METAL BUILDING SYSTEM DOES NOT IMPLY OR CONSTITUTE AN AGREEMENT THAT THE BUILDING MANUFACTURER OR ITS DESIGN ENGINEER IS ACTING AS THE ENGINEER OF RECORD OR DESIGN PROFESSIONAL FOR A CONSTRUCTION PROJECT.

B) THE CONTRACTOR MUST SECURE ALL REQUIRED APPROVALS AND PERMITS FROM THE APPROPRIATE AGENCY AS REQUIRED.

C) APPROVAL OF THE MANUFACTURER'S DRAWINGS AND CALCULATIONS INDICATE THAT THE BUILDING MANUFACTURER CORRECTLY INTERPRETED AND APPLIED THE REQUIREMENTS OF THE CONTRACT DRAWINGS AND SPECIFICATIONS. (SECT. 4.4.1 AISC CODE OF STANDARD PRACTICES, 13TH ED.)

D) WHERE DISCREPANCIES EXIST BETWEEN THE MANUFACTURER'S STRUCTURAL STEEL PLANS AND THE PLANS FOR OTHER TRADES, THE STRUCTURAL STEEL PLANS SHALL GOVERN. (SECT. 3.3 AISC CODE OF STANDARD PRACTICE 13TH ED.)

E) DESIGN CONSIDERATIONS OF ANY MATERIALS IN THE STRUCTURE WHICH ARE NOT FURNISHED BY THE BUILDING MANUFACTURER ARE THE RESPONSIBILITY OF THE CONTRACTORS AND ENGINEERS OTHER THAN THE BUILDING MANUFACTURER'S ENGINEERS UNLESS SPECIFICALLY INDICATED.

F) THE ERECTOR/CONTRACTOR IS RESPONSIBLE FOR ALL ERECTION OF STEEL AND ASSOCIATED WORK IN COMPLIANCE WITH THE BUILDING MANUFACTURER'S "FOR CONSTRUCTION" DRAWINGS.

G) PRODUCTS SHIPPED TO ERECTOR/CONTRACTOR OR HIS CUSTOMER SHALL BE INSPECTED BY ERECTOR/CONTRACTOR IMMEDIATELY UPON ARRIVAL. CLAIMS FOR SHORTAGES OR DEFECTIVE MATERIAL IF NOT PACKAGED MUST BE SENT TO THE MANUFACTURER IN WRITING WITHIN FIVE (5) DAYS AFTER RECEIPT OF THE SHIPMENT. HOWEVER, IF A DEFECT IS OF SUCH A NATURE THAT REASONABLE VISUAL INSPECTION WOULD FAIL TO DISCLOSE IT, THEN THE CLAIM MUST BE MADE WITHIN FIVE (5) DAYS AFTER THE ERECTOR/CONTRACTOR LEARNS OF THE DEFECT. THE MANUFACTURER WILL NOT BE LIABLE FOR ANY DEFECT UNLESS CLAIM IS MADE WITHIN ONE (1) YEAR AFTER DATE OF THE ORIGINAL SHIPMENT BY THE MANUFACTURER TO CONTRACTOR OR HIS CUSTOMER. THE MANUFACTURER WILL BE GIVEN A REASONABLE OPPORTUNITY TO INSPECT DEFECTIVE MATERIALS UPON RECEIPT OF CLAIM BY CONTRACTOR.
IF A DEFECT IS OF SUCH NATURE THAT IT CAN BE REMEDIED BY A FIELD OPERATION AT THE JOB SITE WITHOUT THE NECESSITY OF RETURNING THE MATERIAL TO THE MANUFACTURER, THEN UPON WRITTEN AUTHORIZATION OF THE MANUFACTURER THE CONTRACTOR MAY REPAIR OR CAUSE THE MATERIAL TO BE REPAIRED AND THE MANUFACTURER WILL REIMBURSE THE CONTRACTOR FOR THE COST OF THE REPAIR IN ACCORDANCE WITH THE WRITTEN AUTHORIZATION.

THE CORRECTION OF MINOR MISFITS BY THE USE OF DRIFT PINS TO DRAW THE COMPONENTS IN TO LINE, MODERATE AMOUNTS OF REAMING,CHIPPING AND CUTTING, AND THE REPLACEMENT OF MINOR SHORTAGES OF MATERIAL ARE A NORMAL PART OF ERECTION AND ARE NOT SUBJECT TO CLAIM.

H) ALL BRACING AS SHOWN AND PROVIDED BY THE MANUFACTURER FOR THIS BUILDING IS REQUIRED AND SHALL BE INSTALLED BY THE ERECTOR AS A PERMANENT PART OF THE STRUCTURE.

I) TEMPORARY SUPPORTS, SUCH AS TEMPORARY GUYS, BRACES, FALSE WORK, CRIBBING OR OTHER ELEMENTS REQUIRED FOR THE ERECTION OPERATION WILL BE DETERMINED AND FURNISHED AND INSTALLED BY THE ERECTOR. THESE TEMPORARY SUPPORTS WILL SECURE THE STEEL FRAMING, OR ANY PARTLY ASSEMBLED STEEL FRAMING, AGAINST LOADS COMPARABLE IN INTENSITY TO THOSE FOR WHICH THE STRUCTURE WAS DESIGNED, RESULTING FROM WIND, SEISMIC FORCES AND ERECTION OPERATIONS, BUT NOT THE LOADS RESULTING FROM THE PERFORMANCE OF WORK BY OR THE ACTS OF OTHERS, NOR SUCH UNPREDICTABLE LOADS AS THOSE DUE TO TORNADO, EXPLOSION OR COLLISION. (SECT. 7.10.3 AISC CODE OF STANDARD PRACTICE, 13TH ED.)

J) METAL BUILDING MANUFACTURER IS NOT RESPONSIBLE FOR THE DESIGN,MATERIAL AND WORKMANSHIP OF FOUNDATION. ANCHOR BOLT PLANS PREPARED BY MBM ARE INTENDED TO SHOW ONLY LOCATION, DIAMETER AND PROJECTION OF THE ANCHOR RODS REQUIRED TO ATTACH THE METAL BUILDING SYSTEM TO FOUNDATION. IT IS RESPONSIBILITY OF THE END CUSTOMER TO ENSURE THAT ADEQUATE PROVISIONS ARE MADE FOR SPECIFYING ROD EMBEDMENT, BEARING VALUES, TIE RODS AND OTHER ASSOCIATED ITEMS EMBEDDED IN THE CONCRETE FOUNDATION, AS WELL AS FOUNDATION DESIGN FOR THE LOADS IMPOSED BY MB SYSTEM, OTHER IMPOSED LOAD, AND THE BEARING CAPACITY OF THE SOIL AND OTHER CONDITIONS OF THE BUILDING SITE (MBMA 06 SECTIONS 3.2.2 AND A3)

K) METAL BUILDING MANUFACTURER DOES NOT PROVIDE ANY FIELD SUPERVISION FOR THE ERECTION, NOR DOES MBM PERFORM ANY INSPECTIONS DURING OR AFTER ERECTION.

COMPONENTS & CLADDING (unfactored)					
Wall Field Values	=	25.729	psf	/	–27.326 psf
Wall Edge Values	=	25.729	psf	/	–32.116 psf

FLORIDA PRODUCT APPROVAL NUMBER

PBR ROOF PANEL	36875.1
PBR WALL PANEL	36876.1

IT IS THE RESPONSIBILITY OF THE CUSTOMER TO PROVIDE ALL DOCUMENTATION REQUIRED FOR ANY ACCESSORIES NOT PROVIDED BY MBM TO THEIR LOCAL PERMITTING OFFICE. ALL ACCESSORIES MUST COMPLY AND MEET ALL DESIGN REQUIREMENTS PER LOCAL CODES.

ALL VEHICULAR FRAMED OPENINGS SUPPLIED ON THIS PROJECT HAVE BEEN DESIGNED TO SUPPORT WIND LOADS NORMAL TO A DOOR SYSTEM, BASED ON THE STANDARD BUILDING CODE CRITERIA. THE VEHICULAR FRAMED OPENING HAS NOT BEEN DESIGNED FOR ANY ADDITIONAL MOMENT OR CATENARY FORCE FROM THE DOOR SYSTEM. ANY CHANGES TO THE INFORMATION SHOWN HERE WOULD REQUIRE AN ENGINEERING INVESTIGATION AND POSSIBLE BUILDING REINFORCEMENT.

FRAMING COLORS

Rigid Frame: RO
Flange brace: RO
Angle: RO

RO – Red Oxide
GP – Grey Primer
GZ – Galvanized

	Grt	Pur	EvSt	Jmb	BB	Endwall Col	Endwall Raf
U SECTION:	RO	RO	RO	RO	RO	RO	RO
C SECTION:	RO	RO	RO	RO	RO	RO	RO
D SECTION:	RO	RO	RO	RO	RO	RO	RO
Z SECTION:	RO	RO	RO	RO	RO	RO	RO
E SECTION:	RO	RO	RO	RO	RO	RO	RO
R SECTION:	RO	RO	RO	RO	RO	RO	RO
W SECTION:	RO	RO	RO	RO	RO	RO	RO

WHEN GALVANIZED PROVIDED: ALL FINISHED PRIMARY BUILT–UP AND HOT ROLL MEMBERS ARE HOT DIPPED GALVANIZED. ALL SECONDARY COLD FORMED MEMBERS ARE PRE–GALVANIZED.

IAS ACCREDITED Metal Building Systems AC 472

BUILDING DESIGNED & MANUFACTURED BY AN IAS ACCREDITED FACILITY.

DRAWING INDEX

FOR OCCUPANCY (RISK) CATEGORY I OR II, IBC PROVISIONS INDICATE THAT SINGLE–STORY BUILDINGS SHALL HAVE "NO DRIFT LIMIT" PROVIDED THAT INTERIOR WALLS, PARTITIONS, CEILINGS AND EXTERIOR WALL SYSTEMS HAVE BEEN DESIGNED TO ACCOMMODATE THE SEISMIC STORY DRIFTS. INTERIOR WALLS, PARTITIONS, CEILINGS OR EXTERIOR SYSTEMS NOT PROVIDED BY MBM SHALL BE DESIGNED AND DETAILED BY OTHERS TO ACCOMODATE THE SEISMIC STORY DRIFTS. [4]

THIS PROJECT IS DESIGNED AS A PARTIALLY ENCLOSED BUILDING AS DEFINED BY THE REFERENCED BUILDING CODE. [5]

1.0 PSF COLL ONLY ALLOW LIGHTING AND HVAC DUCT TO HANG FROM ROOF SYSTEMS SUSPENSION OF ANY LOAD INDUCING SYSTEM IS EXPLICITLY PROHIBITED, UNLESS A CORRESPONDING REDUCTION IN CERTIFIED LIVE/SNOW LOADS CAN BE PERMITTED BY CODE. [8M]

BAM BUILDINGS AND MORE

ISSUE	DET	CHK	DATE
1 REVISED BUILDING LENGTH TO 200'–0"	DAR		8/23/23

FOR: F TRAFFIC OPS BUILDINGS
607 NW QUINTEN ST
LAKE CITY, FL 32055

JOBSITE: LAKE CITY, FL 32055

FROM: BUILDINGS AND MORE
792 SW BASCOM NORRIS DR.
LAKE CITY, FL 32052

Wayne Brad Baker PE 235 Sanders Road Hahira, GA 31632

Wayne Brad Baker State of Florida, Professional Engineer, License No. 58828. This item has been digitally signed and sealed by Wayne Brad Baker, PE on the date shown here using a Digital Signature. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

Digitally signed by Wayne B Baker
Date: 2023.09.05 14:37:23 -04'00'

COLORS:	
ROOF:	GALVALUME
WALLS:	GALVALUME
GABLE:	GALVALUME
EAVE:	GALVALUME
CORNER:	GALVALUME
FRAMED OPENINGS:	GALVALUME
GUTTER:	GALVALUME
DOWNSPOUTS:	GALVALUME
BASE:	GALVALUME

DRAWING STATUS

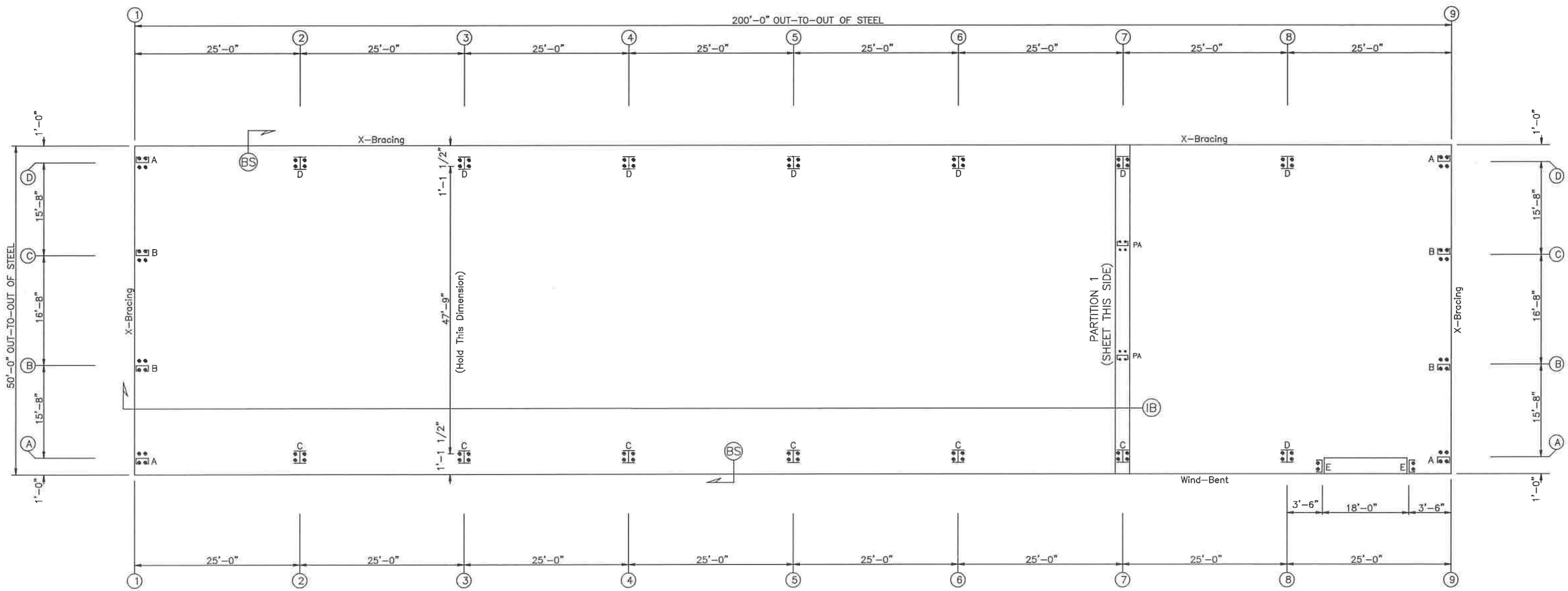
☐ FOR APPROVAL: THESE DRAWINGS, BEING FOR APPROVAL, ARE BY DEFINITION NOT FINAL, AND ARE FOR CONCEPTUAL REPRESENTATION ONLY. THEIR PURPOSE IS TO CONFIRM PROPER INTERPRETATION OF THE PROJECT DOCUMENTS. ONLY DRAWINGS ISSUED "FOR CONSTRUCTION" CAN BE CONSIDERED AS COMPLETE.

☒ FOR PERMIT: THESE DRAWINGS, BEING FOR PERMIT, ARE BY DEFINITION NOT FINAL IN THAT, AS A MINIMUM, PIECE MARKINGS ARE NOT IDENTIFIED. ONLY DRAWINGS ISSUED " FOR CONSTRUCTION " CAN BE CONSIDERED AS COMPLETE.

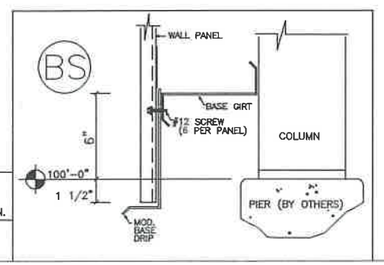
☐ FOR CONSTRUCTION: THESE DRAWINGS ARE FINAL AND ISSUED FOR FIELD USE FOR BUILDING ERECTION

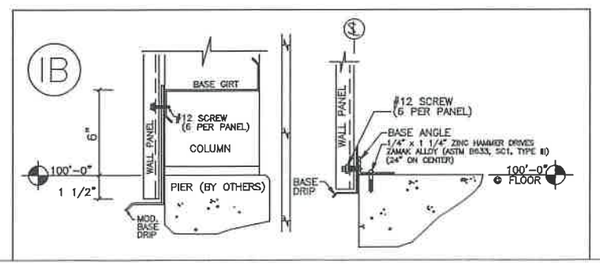
JOB NO : 7966/8227
DATE : 8/23/23
BY : DAR
SCALE : NONE
TITLE : COVER PAGE
NUMBER : PAGE 0

⊕ Dia= 5/8"
⊗ Dia= 3/4"



ANCHOR BOLT PLAN
NOTE: All Base Plates @ 100'-0" (Unless Noted)





NOTE: ALL FIELD LOCATED FRAMED OPENING LOCATIONS SHALL BE AT THE DISCRETION OF THE ERECTOR/CUSTOMER. IT IS RECOMMENDED THAT THESE ANCHORS BE LOCATED AT TIME OF ERECTION.

FIELD LOCATE:
(2) 3'-4" x 7'-2" FRAMED OPENINGS
(3) 3'-0" x 3'-0" FRAMED OPENING

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: ANCHOR BOLT LAYOUT

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 1	DAR	SPW	NONE

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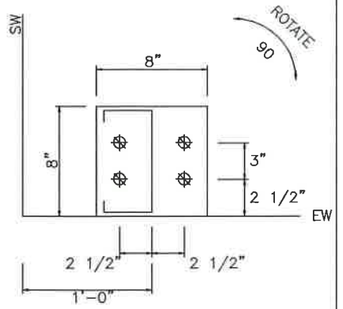

DETAIL A

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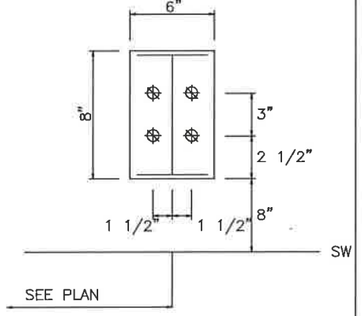

DETAIL D

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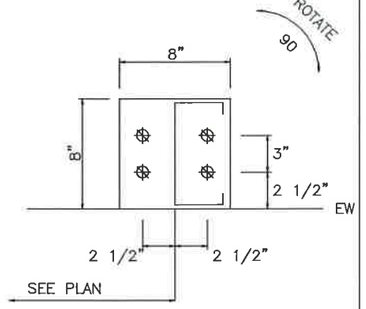

DETAIL B

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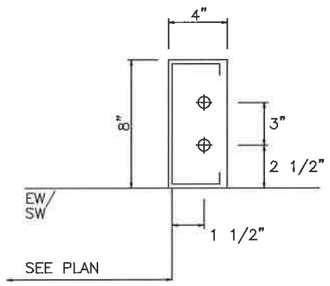

DETAIL E

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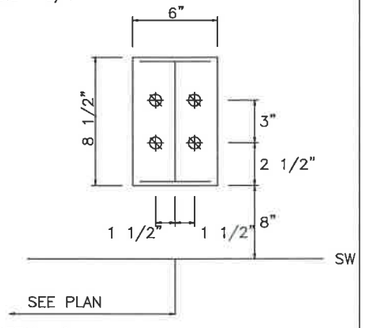

DETAIL C

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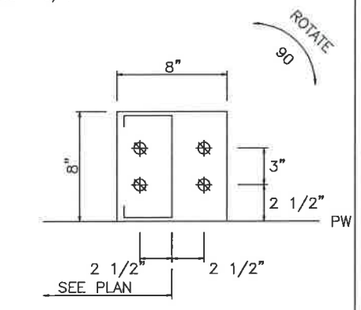
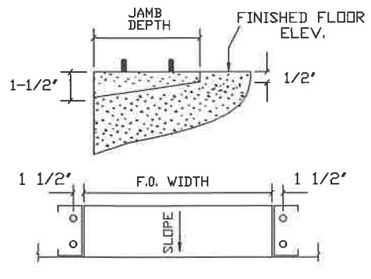
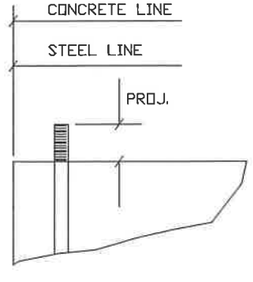


DETAIL PA



TYP. O.H. DOOR RECESS DETAIL



ANCHOR BOLT PROJECTION

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

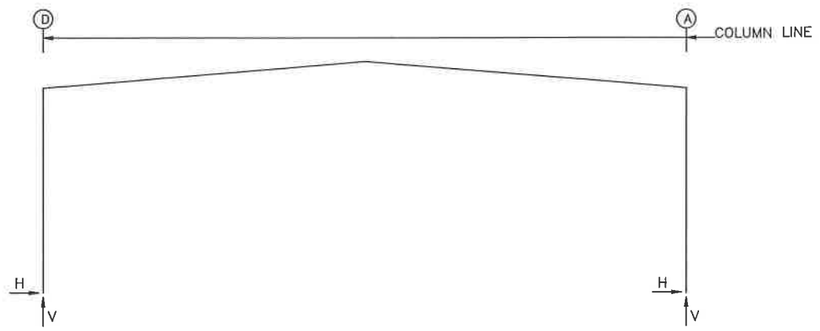
JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: ANCHOR BOLT DETAILS

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 1.1	DAR	DAR	NONE

FRAME LINES: 2 3 4 5 6 7 8



RIGID FRAME: ANCHOR BOLTS & BASE PLATES

Frm Line	Col Line	Anc. Bolt Qty	Bolt Dia	Base Plate (in) Width	Length	Thick	Grout (in)
2*	D	4	0.750	6.000	8.000	0.375	0.0
2*	A	4	0.750	6.000	8.500	0.375	0.0

2* Frame lines: 2 3 4 5 6

RIGID FRAME: ANCHOR BOLTS & BASE PLATES

Frm Line	Col Line	Anc. Bolt Qty	Bolt Dia	Base Plate (in) Width	Length	Thick	Grout (in)
7	D	4	0.750	6.000	8.000	0.375	0.0
7	A	4	0.750	6.000	8.500	0.500	0.0

RIGID FRAME: ANCHOR BOLTS & BASE PLATES

Frm Line	Col Line	Anc. Bolt Qty	Bolt Dia	Base Plate (in) Width	Length	Thick	Grout (in)
8	D	4	0.750	6.000	8.000	0.375	0.0
8	A	4	0.750	6.000	8.000	0.500	0.0

ENDWALL COLUMN: ANCHOR BOLTS & BASE PLATES

Frm Line	Col Line	Anc. Bolt Qty	Bolt Dia	Base Plate (in) Width	Length	Thick	Grout (in)
1	D	4	0.750	8.000	8.000	0.250	0.0
1	C	4	0.750	8.000	8.000	0.250	0.0
1	B	4	0.750	8.000	8.000	0.250	0.0
1	A	4	0.750	8.000	8.000	0.250	0.0
9	A	4	0.750	8.000	8.000	0.250	0.0
9	B	4	0.750	8.000	8.000	0.250	0.0
9	C	4	0.750	8.000	8.000	0.250	0.0
9	D	4	0.750	8.000	8.000	0.250	0.0

NOTES FOR REACTIONS

Building reactions are based on the following building data:

Width (ft)	= 50.0
Length (ft)	= 200.0
Eave Height (ft)	= 16.0/ 16.0
Roof Slope (Rise/12)	= 1.0/ 1.0
Dead Load (psf)	= 2.0
Collateral Load (psf)	= 1.0
Roof Live Load(psf)	= 20.0
Frame Live Load(psf)	= 12.0
Wind Speed (mph)	= 119.0
Wind Code	= FBC 20 (7TH EDITION)
Exposure	= B
Closure	= PARTIALLY ENCLOSED
Importance Wind	= 1.00
Importance Seismic	= 1.00
Seismic Zone	= B
Seismic Coeff (Fa*Ss)	= 0.14

RIGID FRAME: BASIC COLUMN REACTIONS (k)

Frame Line	Column Line	Dead Horiz	Dead Vert	Collateral Horiz	Collateral Vert	Live Horiz	Live Vert	Wind_Left1 Horiz	Wind_Left1 Vert	Wind_Right1 Horiz	Wind_Right1 Vert	Wind_Left2 Horiz	Wind_Left2 Vert
2*	D	0.9	1.8	0.4	0.6	4.2	7.5	−6.8	−15.2	−1.7	−12.0	−7.0	−2.4
2*	A	−0.9	1.8	−0.4	0.6	−4.2	7.5	8.7	−13.7	10.1	−16.9	−2.5	2.9
7	D	0.9	1.8	0.4	0.6	4.2	7.5	−8.9	−16.6	−2.1	−12.2	−6.4	−1.9
7	A	−0.9	1.8	−0.4	0.6	−4.2	7.5	2.1	−12.3	8.9	−16.7	−0.4	2.5
8	D	0.9	1.8	0.3	0.6	4.1	7.5	−8.7	−16.6	−1.9	−12.3	−6.4	−1.9
8	A	−0.9	1.8	−0.3	0.6	−4.1	7.5	1.9	−12.3	8.7	−16.6	−0.4	2.4

Frame Line	Column Line	Wind_Right2 Horiz	Wind_Right2 Vert	Wind_Long1 Horiz	Wind_Long1 Vert	Wind_Long2 Horiz	Wind_Long2 Vert	Seismic_Left Horiz	Seismic_Left Vert	Seismic_Right Horiz	Seismic_Right Vert
2*	D	−2.1	0.8	−1.5	−14.0	−1.9	−12.0	−0.1	−0.1	0.1	0.1
2*	A	−1.0	−0.3	10.4	−14.9	10.1	−16.9	−0.1	0.1	0.1	−0.1
7	D	0.4	2.5	−3.6	−15.4	−4.0	−13.5	−0.1	−0.1	0.1	0.1
7	A	6.4	−1.9	4.0	−13.5	3.6	−15.5	−0.1	0.1	0.1	−0.1
8	D	0.4	2.4	−3.4	−15.4	−3.8	−13.5	−0.1	−0.1	0.1	0.1
8	A	6.4	−1.9	3.8	−13.5	3.4	−15.4	−0.1	0.1	0.1	−0.1

2* Frame lines: 2 3 4 5 6

ENDWALL COLUMN: BASIC COLUMN REACTIONS (k)

Frm Line	Col Line	Dead Vert	Collat Vert	Live Vert	Wind Left1 Vert	Wind Right1 Vert	Wind Left2 Vert	Wind Right2 Vert	Wind Press Horz	Wind Suct Horz	Wind Long1 Vert	Wind Long2 Vert	Seis Left Vert	Seis Right Vert	Seis Long Vert	E1PAT_LL_1 Horz	E1PAT_LL_1 Vert	E1PAT_LL_2 Horz	E1PAT_LL_2 Vert	E1PAT_LL_3 Horz	E1PAT_LL_3 Vert	E1PAT_LL_4 Horz	E1PAT_LL_4 Vert
1	D	0.3	0.1	1.7	−2.4	−1.8	−0.4	0.2	−1.4	1.6	−2.5	−1.8	0.0	0.0	0.0	0.0	1.7	0.0	−0.2	0.0	2.0	0.0	−0.2
1	C	0.7	0.2	4.5	−5.9	−4.0	−1.6	0.2	−2.9	3.1	−5.7	−4.0	0.0	0.0	0.0	0.0	4.9	0.0	1.9	0.0	2.2	0.0	2.3
1	B	0.7	0.2	4.5	−4.0	−5.9	0.2	−1.6	−2.9	3.1	−4.0	−5.7	0.0	0.0	0.0	0.0	1.9	0.0	4.9	0.0	2.2	0.0	2.3
1	A	0.3	0.1	1.7	−1.8	−2.4	0.2	−0.4	−1.4	1.6	−1.8	−2.5	0.0	0.0	0.0	0.0	−0.2	0.0	1.7	0.0	2.0	0.0	−0.2
9	A	0.3	0.1	1.7	−2.4	−1.8	−0.4	0.2	−1.4	1.6	−2.5	−1.8	0.0	0.0	0.0	0.0	1.7	0.0	−0.2	0.0	2.0	0.0	−0.2
9	B	0.7	0.2	4.5	−5.9	−4.0	−1.6	0.2	−2.9	3.1	−5.7	−4.0	0.0	0.0	0.0	0.0	4.9	0.0	1.9	0.0	2.2	0.0	2.3
9	C	0.7	0.2	4.5	−4.0	−5.9	0.2	−1.6	−2.9	3.1	−4.0	−5.7	0.0	0.0	0.0	0.0	1.9	0.0	4.9	0.0	2.2	0.0	2.3
9	D	0.3	0.1	1.7	−1.8	−2.4	0.2	−0.4	−1.4	1.6	−1.8	−2.5	0.0	0.0	0.0	0.0	−0.2	0.0	1.7	0.0	2.0	0.0	−0.2

ANCHOR BOLT SUMMARY

Qty	Locate	Dia (in)	Type	Projection (in)
4	Jamb	5/8"	A307	1.50
32	Endwall	3/4"	GR36	1.50
56	Frame	3/4"	GR36	2.50
8	PC	3/4"	GR36	1.50

GENERAL NOTES

1. FOUNDATION DESIGN AND CONSTRUCTION ARE NOT THE RESPONSIBILITY OF METAL BUILDING MANUFACTURER.
2. ALL REACTIONS ARE UNFACTORED.
3 ULTIMATE WIND LOADS ARE USED TO DERIVE THE WIND REACTION.
4. ANCHOR BOLTS SHALL BE ACCURATELY SET TO A TOLLERANCE OF +/− 1/8" IN BOTH ELEVATION AND LOCATION.
5. COLUMN BASE PLATES ARE DESIGNED NOT TO EXCEED A BEARING PRESSURE OF 1050 POUNDS PER SQUARE INCH.

MAXIMUM REACTION

Part Id	Orient	Max(k) Dead Vert	Max(k) Wind Horz
1	Trans.	0.1	1.9

NOTE: THE FRAMING AT BOTH ENDWALLS IS NOT DESIGNED TO ACCOMMODATE FUTURE ADDITIONS. REACTIONS CORRESPONDING TO THESE FRAME LINES REFLECT LOADINGS FOR ACTUAL TRIBUTARY AREA AND ARE NOT INTENDED TO INCLUDE ANY FUTURE MODIFICATIONS UNLESS NOTED OTHERWISE. 1

BUILDING BRACING REACTIONS

Wall Loc	Wall Line	Col Line	± Reactions(k) Wind Horz	Wind Vert	Seismic Horz	Seismic Vert	Panel_Shear (lb/ft) Wind	Seis	Note
L_EW	1	C,B	1.8	1.8	0.1	0.1			
F_SW	A	7,8	1.7	2.0	0.4	0.5			(b)
R_EW	9	B,C	1.8	1.8	0.1	0.1			
B_SW	D	8,7	1.7	1.0	0.4	0.3			
		3,2	1.7	1.0	0.4	0.3			

(b)Wind bent in bay, base above finish floor

Reactions for seismic represent shear force, Eh

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

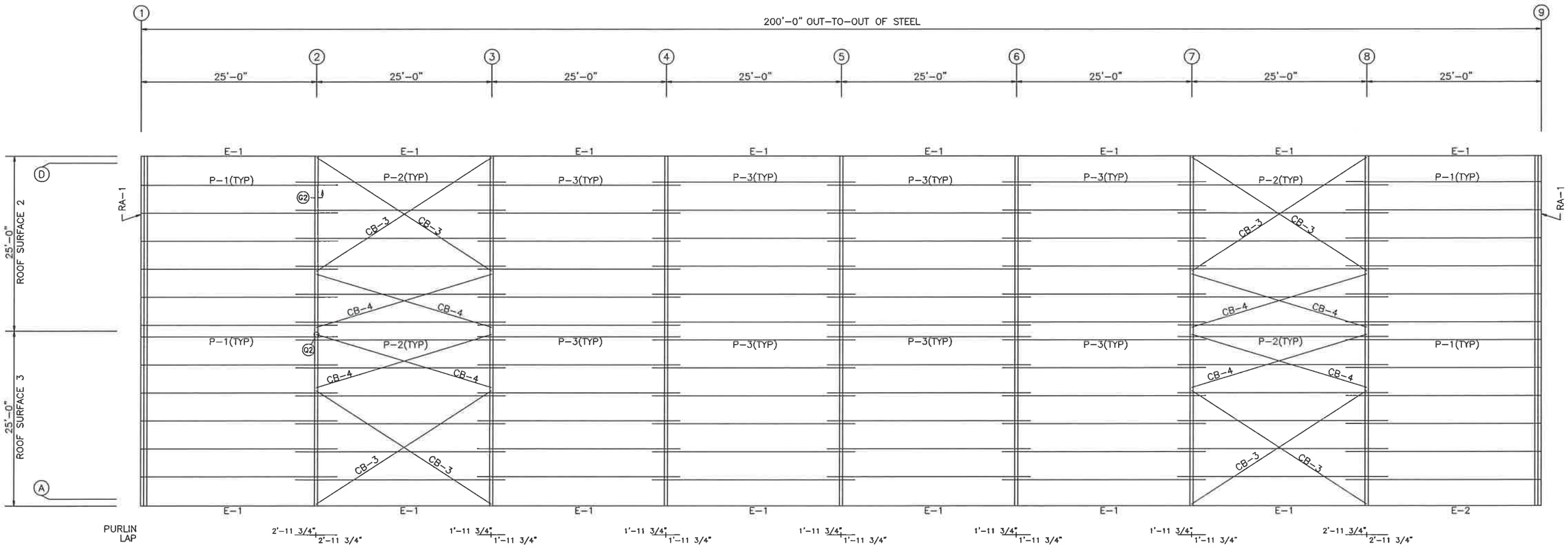
JOB NO: 7966/8227 DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: ANCHOR BOLT REACTIONS

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 1.2	DAR	SPW	NONE

MEMBER TABLE ROOF PLAN		
MARK	PART	LENGTH
P-1	8x25Z14	27'-11 1/2"
P-2	8x25Z16	29'-11 1/2"
P-3	8x25Z16	28'-11 1/2"
E-1	8LE14@1	24'-11 1/2"
E-2	8LE14@1	24'-11 1/2"
CB-3	1/4 CBL	29'-7"
CB-4	1/4 CBL	26'-9"



ROOF FRAMING PLAN

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: ROOF FRAMING LAYOUT

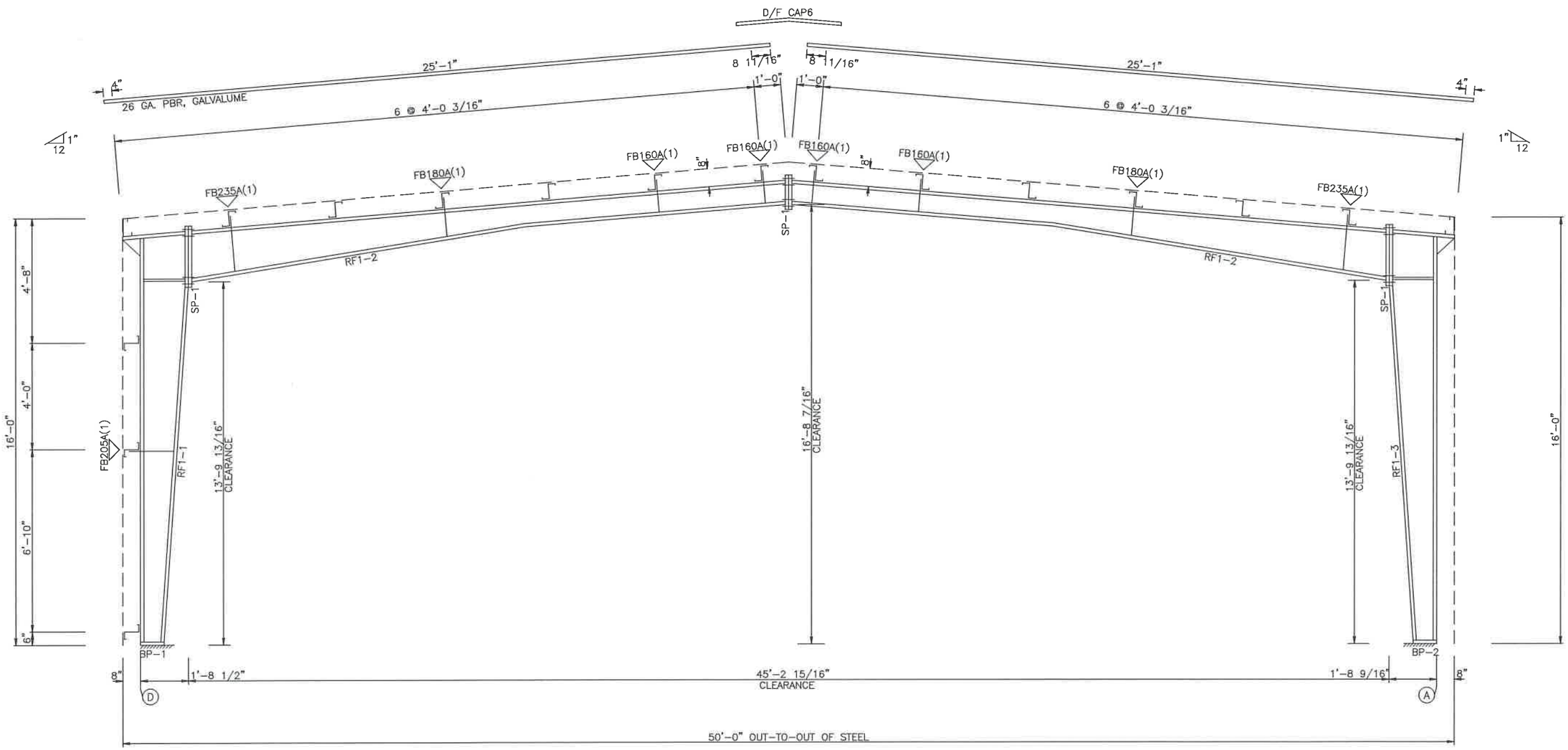
DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 2	DAR	SPW	NONE

SPLICE BOLT TABLE						
MARK	Qty Top	Bot	Int	TYPE	DIA	Length
SP-1	4	4	0	A325	5/8"	2"

BASE PLATE TABLE			
COL MARK	PLATE SIZE Width	THICK	Length
BP-1	6"	3/8"	8"
BP-2	6"	3/8"	8 1/2"

▽FLANGE BRACES: (1) One Side; (2) Two Sides
FBxxA(1): xx=length(in)
A - L2x2x14

MEMBER TABLE						
MARK	Weight	Web Depth Start/End	Web PLATE THICK	Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF1-1	275	7.5/ 9.4	0.135	2'-0"	5 x 1/4" x 15'-4"	5 x 1/4" x 13'-6 1/8"
		9.4/20.0	0.135	13'-5 11/16"	5 x 1/4" x 2'-4 5/16"	
RF1-2	358	20.0/ 8.0	0.135	12'-9"	5 x 1/4" x 20'-0"	5 x 1/4" x 12'-9 7/16"
		8.0/ 8.0	0.135	10'-0"	5 x 1/4" x 2'-7 5/16"	5 x 1/4" x 9'-11 5/16"
RF1-3	317	20.0/ 9.4	0.135	13'-5 11/16"	6 x 1/4" x 2'-4 5/16"	6 x 5/16" x 13'-6 1/8"
		9.4/ 7.5	0.135	2'-0"	6 x 1/4" x 15'-4"	



RIGID FRAME ELEVATION: FRAME LINE 2 3 4 5 6

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: RIGID FRAME CROSS SECTION

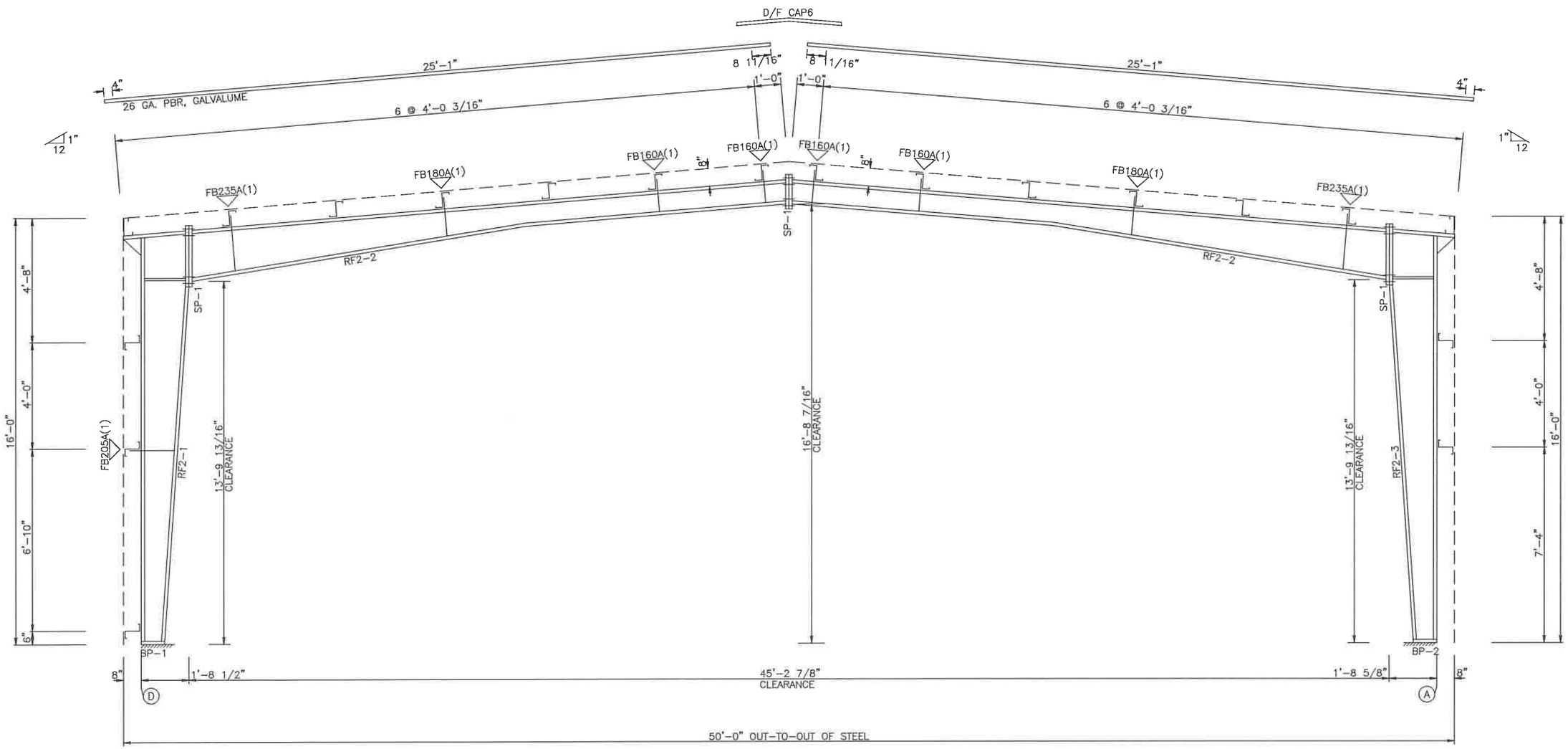
DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 2.1	DAR	DAR	NONE

SPLICE BOLT TABLE						
MARK	Qty Top	Bot	Int	TYPE	DIA	Length
SP-1	4	4	0	A325	5/8"	2"

BASE PLATE TABLE			
COL MARK	PLATE SIZE Width	THICK	Length
BP-1	6"	3/8"	8"
BP-2	6"	1/2"	8 1/2"

▽FLANGE BRACES: (1) One Side; (2) Two Sides
FBxxA(1): xx=length(in)
A - L2x2x14

MEMBER TABLE						
MARK	Weight	Web Depth Start/End	Web PLATE THICK	Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF2-1	280	7.5/ 9.4	0.135	2'-0"	5 x 1/4" x 15'-4"	5 x 1/4" x 13'-6 1/8"
		9.4/20.0	0.135	13'-5 11/16"	5 x 1/4" x 2'-4 5/16"	
RF2-2	359	20.0/ 8.0	0.135	12'-9"	5 x 1/4" x 20'-0"	5 x 1/4" x 12'-9 7/16"
		8.0/ 8.0	0.135	10'-0"	5 x 1/4" x 2'-7 5/16"	5 x 1/4" x 9'-11 5/16"
RF2-3	313	20.0/20.0	0.188	2'-0"	5 x 1/4" x 2'-4 5/16"	5 x 3/8" x 13'-6"
		20.0/ 7.5	0.135	13'-5 9/16"	5 x 1/4" x 15'-3 7/8"	



RIGID FRAME ELEVATION: FRAME LINE 7

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: RIGID FRAME CROSS SECTION

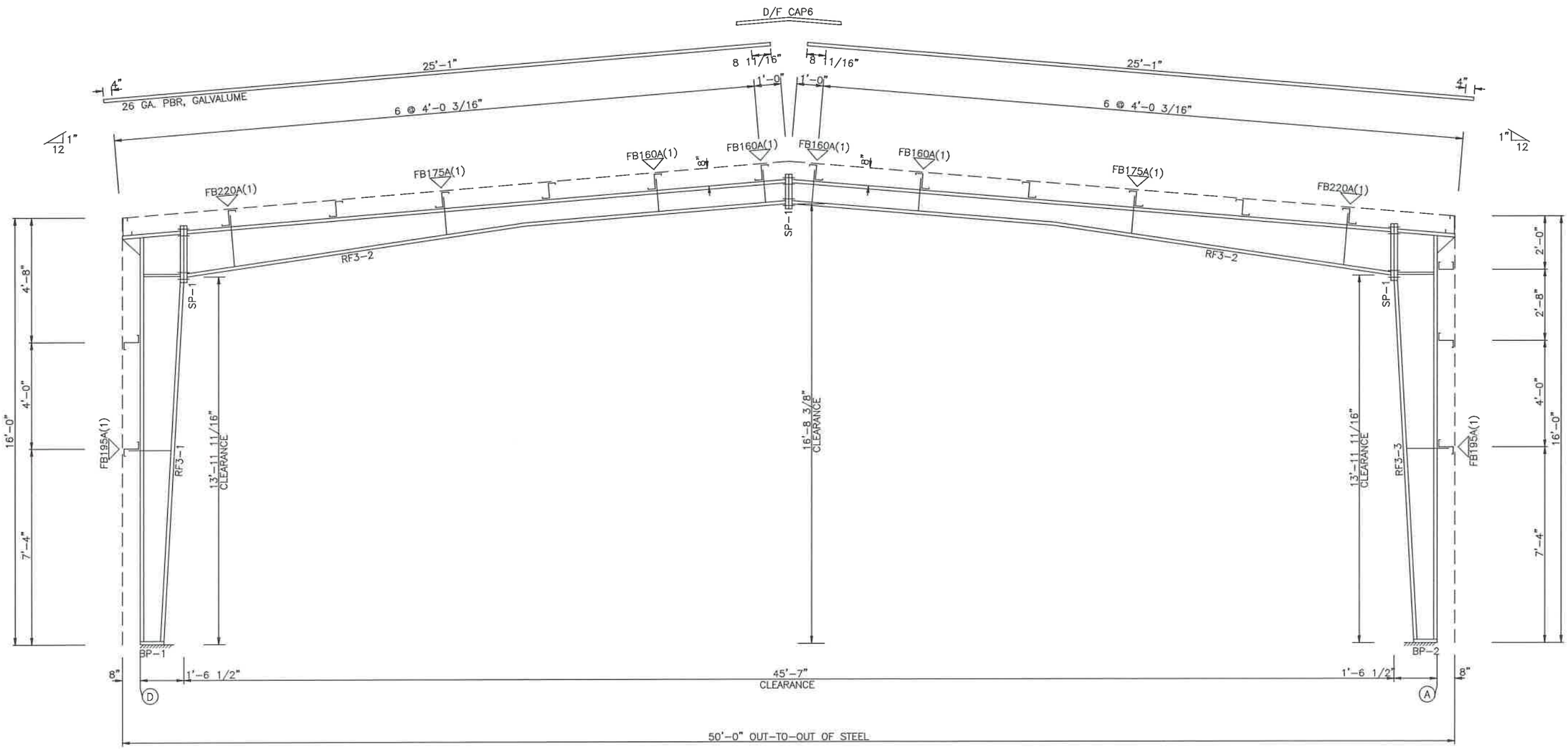
DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 2.2	DAR	DAR	NONE

SPLICE BOLT TABLE						
MARK	Qty Top	Bot	Int	TYPE	DIA	Length
SP-1	4	4	0	A325	5/8"	2"

BASE PLATE TABLE			
COL MARK	PLATE SIZE Width	THICK	Length
BP-1	6"	3/8"	8"
BP-2	6"	1/2"	8"

▽FLANGE BRACES: (1) One Side; (2) Two Sides
FBxxA(1): xx=length(in)
A - L2x2x14

MEMBER TABLE						
MARK	Weight	Web Depth Start/End	Web PLATE THICK	Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF3-1	271	7.5/18.0	0.135	13'-7 1/2"	5 x 1/4" x 15'-4"	5 x 1/4" x 13'-7 7/8"
		18.0/18.0	0.188	1'-10"	5 x 1/4" x 2'-2 5/16"	
RF3-2	356	18.0/ 8.0	0.135	12'-10 11/16"	5 x 1/4" x 20'-0"	5 x 1/4" x 12'-11"
		8.0/ 8.0	0.135	10'-0"	5 x 1/4" x 2'-9 3/16"	5 x 1/4" x 9'-11 5/16"
RF3-3	272	18.0/18.0	0.188	1'-10"	5 x 1/4" x 2'-2 5/16"	5 x 1/4" x 13'-7 3/4"
		18.0/ 7.5	0.135	13'-7 3/8"	5 x 1/4" x 15'-3 7/8"	



RIGID FRAME ELEVATION: FRAME LINE 8

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 | DATE: 8/23/23

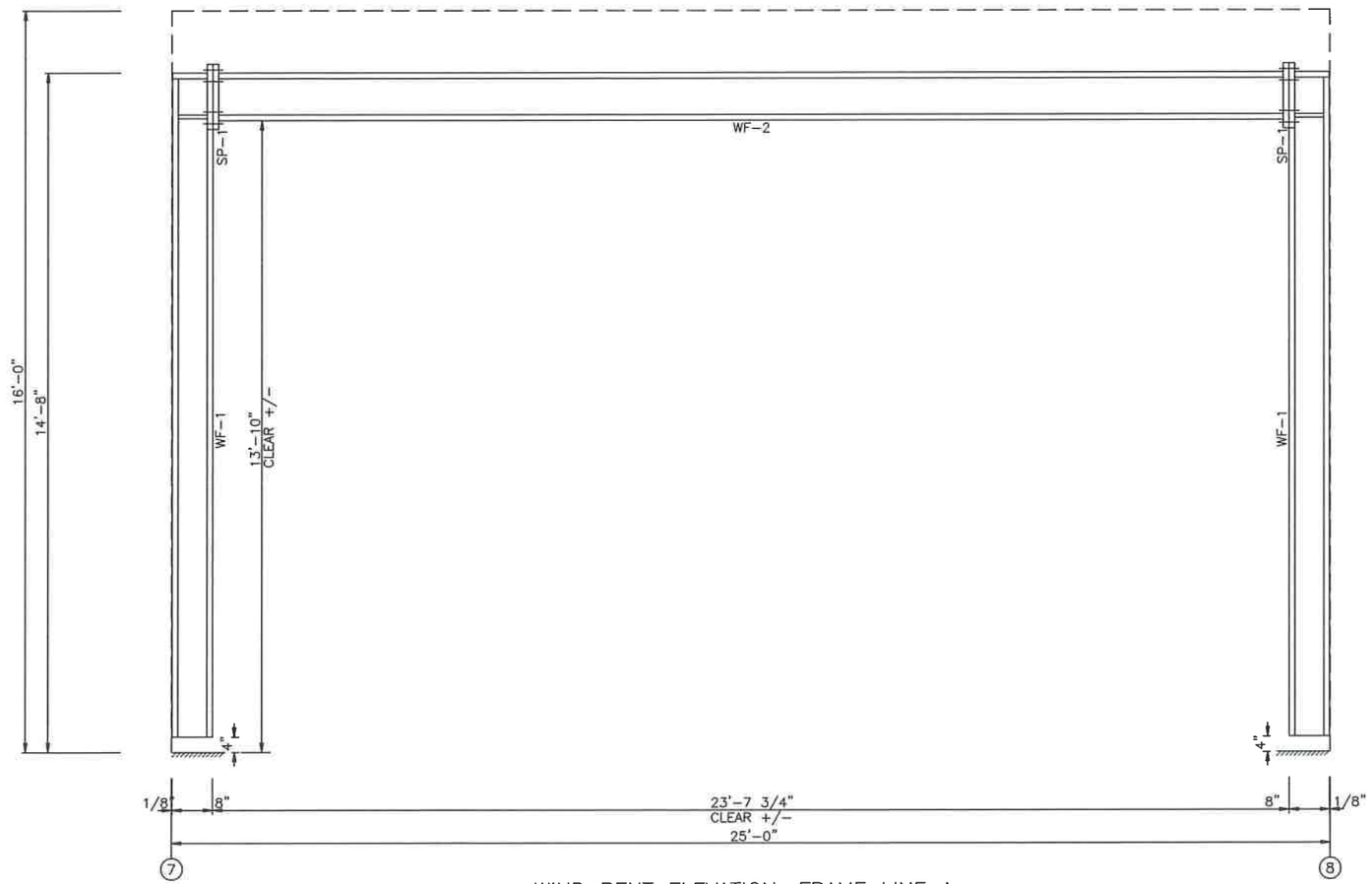
LOCATION: LAKE CITY, FL 32055

DRAWING NAME: RIGID FRAME CROSS SECTION

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 2.3	DAR	DAR	NONE

SPLICE BOLTS					
Splice Mark	Quan Top/	Bot	Bolt Type	Dia	Length
SP- 1	4	4	A325	5/8"	2"

MEMBER SIZE TABLE		
MARK	MEMBER	LENGTH
WF-2	B10651	23'-7 1/2"
WF-1	B08541	14'-4"



WIND BENT ELEVATION: FRAME LINE A

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: RIGID FRAME CROSS SECTION

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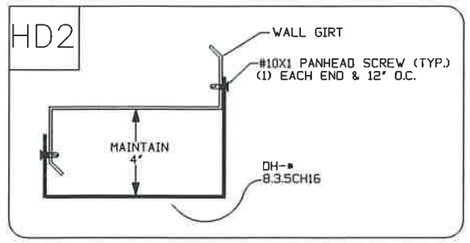
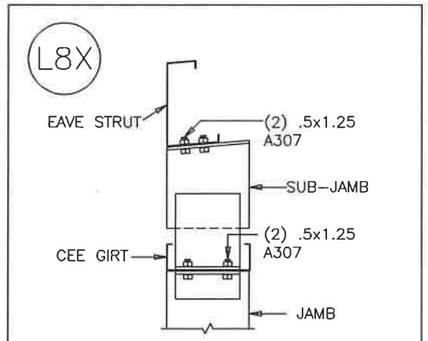


ALL VEHICULAR FRAMED OPENINGS SUPPLIED ON THIS PROJECT HAVE BEEN DESIGNED TO SUPPORT WIND LOADS NORMAL TO A DOOR SYSTEM, BASED ON THE STANDARD BUILDING CODE CRITERIA. THE VEHICULAR FRAMED OPENING HAS NOT BEEN DESIGNED FOR ANY ADDITIONAL MOMENT OR CATENARY FORCE FROM THE DOOR SYSTEM. ANY CHANGES TO THE INFORMATION SHOWN HERE WOULD REQUIRE AN ENGINEERING INVESTIGATION AND POSSIBLE BUILDING REINFORCEMENT.

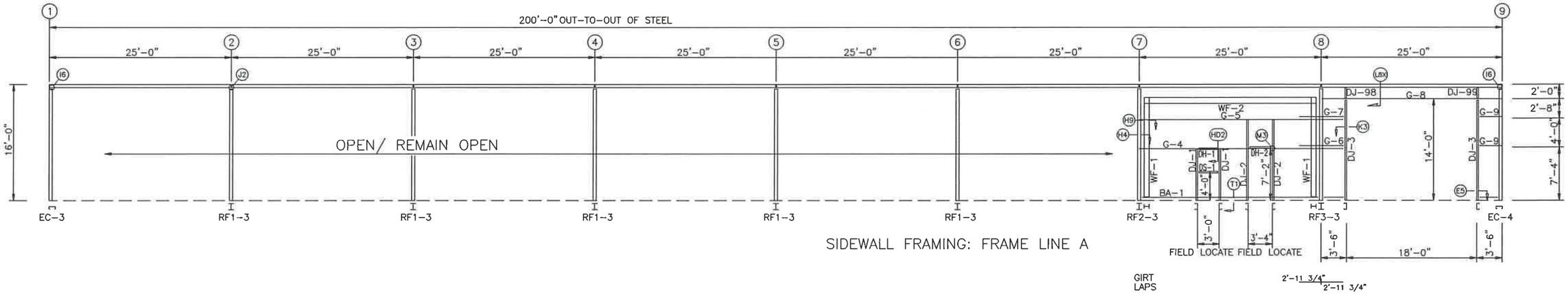
15



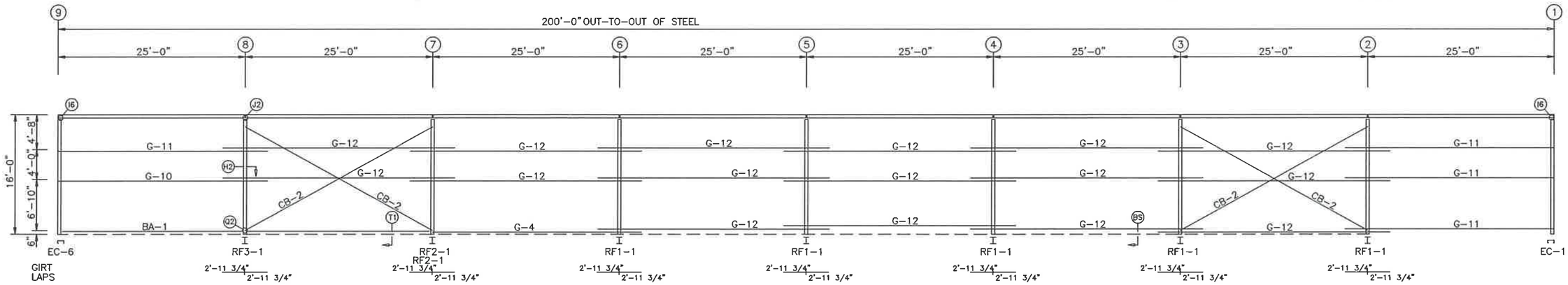
FRAMED OPENING JAMB TO CEE GIRT TO SUBJAMB TO EAVE STRUT

BOLT TABLE FRAME LINE A & D				
LOCATION	QUAN	TYPE	DIA	LENGTH
WF-1 – WF-2	8	A325	5/8"	2"
WF-1 – RF2-3	8	A325	5/8"	2"
WF-1 – RF3-3	8	A325	5/8"	2"

MEMBER TABLE FRAME LINE A & D		
MARK	PART	LENGTH
WF-1	B08541	14'-4"
WF-2	B10651	23'-7 1/2"
DJ-1	8X25C16	7'-4"
DJ-2	8X25C16	11'-4"
DJ-3	8X35C12	14'-0"
DJ-98	8X35C12	1'-4 1/2"
DJ-99	8X35C12	1'-4 1/2"
DH-1	8.3.5CH6	3'-0"
DH-2	8X25C16	3'-4"
DS-1	8X25C16	3'-0"
G-4	8x25Z16	28'-3 1/2"
G-5	8x25Z12	28'-3 1/2"
G-6	8x25Z16	6'-1 1/2"
G-7	8x25Z12	6'-1 1/2"
G-8	8x25C16	24'-11 1/2"
G-9	8x25Z16	3'-1 1/2"
G-10	8x25Z14	27'-11 1/2"
G-11	8x25Z16	27'-11 1/2"
G-12	8x25Z16	30'-11 1/2"
CB-2	1/4 CBL	29'-7"



SIDEWALL FRAMING: FRAME LINE A



SIDEWALL FRAMING: FRAME LINE D

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: SIDEWALL FRAMING LAYOUT

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
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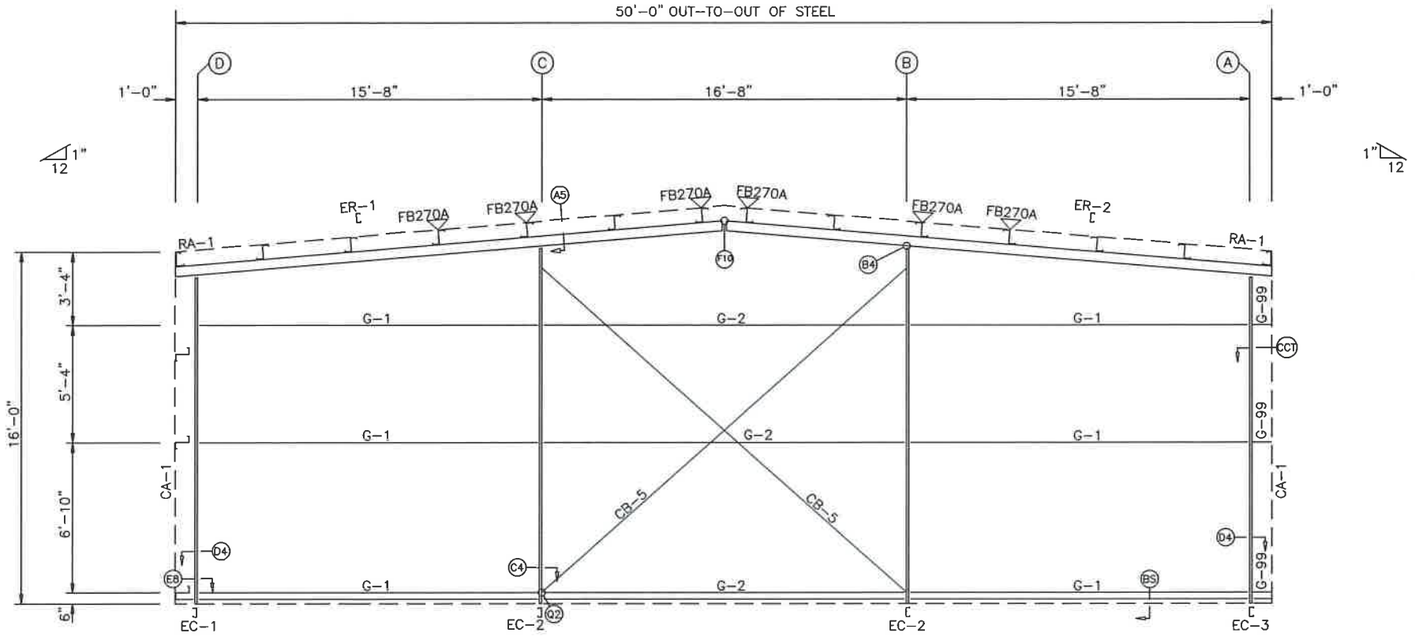
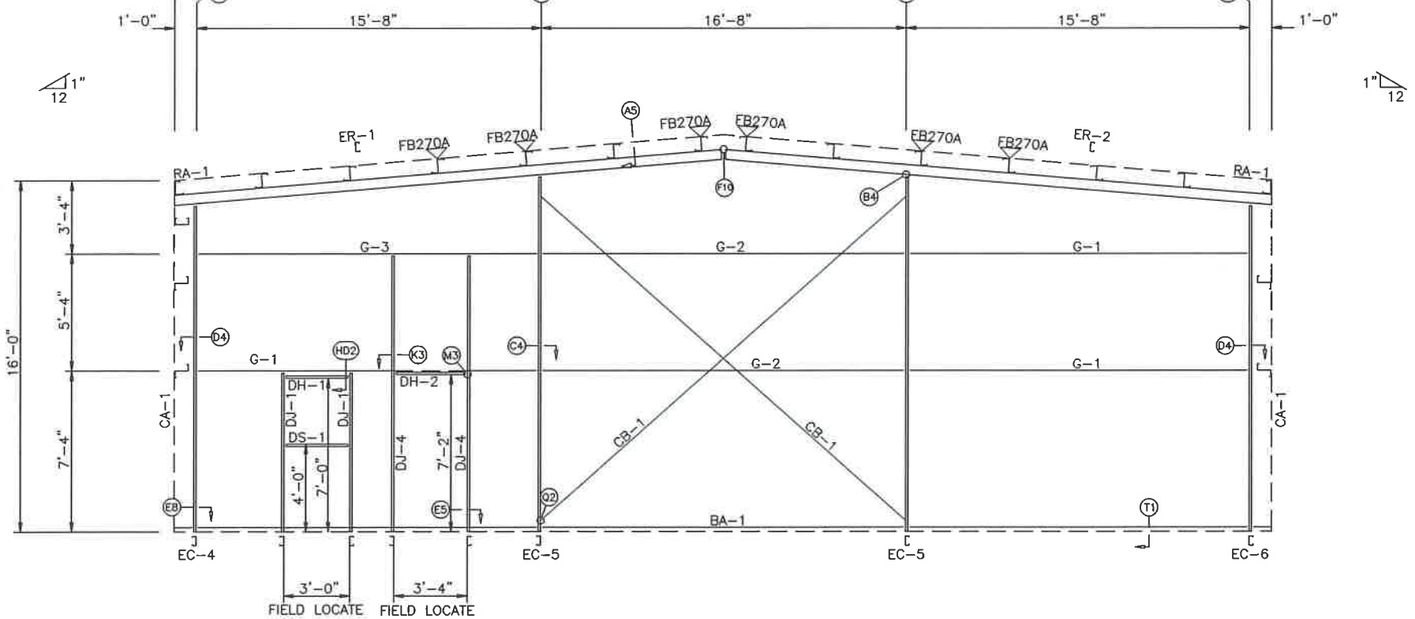


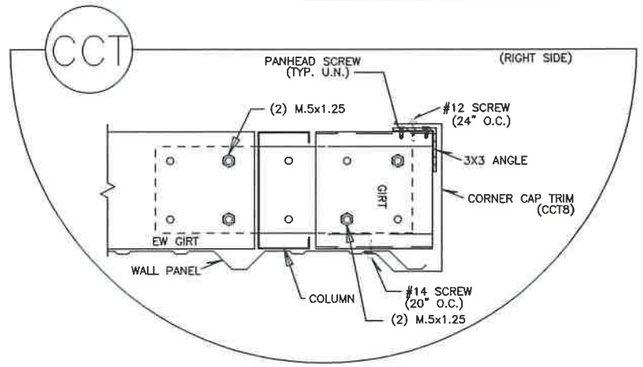
ENDWALL FRAMING: FRAME LINE 1



ENDWALL FRAMING: FRAME LINE 9

BOLT TABLE FRAME LINE 1 & 9				
LOCATION	QUAN	TYPE	DIA	LENGTH
ER-1/ER-2	8	A325	5/8"	2"
Columns/Raf	2	A325	5/8"	2"

MEMBER TABLE FRAME LINE 1 & 9		
MARK	PART	LENGTH
EC-1	8X35C16	14'-6 15/16"
EC-2	8X35C12	15'-10 5/8"
EC-3	8X35C16	14'-6 15/16"
EC-4	8X35C16	14'-6 15/16"
EC-5	8X35C12	15'-10 5/8"
EC-6	8X35C16	14'-6 15/16"
ER-1	8X35C12	25'-0 13/16"
ER-2	8X35C12	25'-0 13/16"
DJ-1	8X25C16	7'-4"
DJ-4	8X25C16	12'-8"
DH-1	8.3.5CH6	3'-0"
DH-2	8X25C16	3'-4"
DS-1	8X25C16	3'-0"
G-1	8x25Z16	15'-3 1/2"
G-2	8x25Z16	16'-7 1/2"
G-3	8x25Z12	15'-3 1/2"
G-99	8x25Z16	7 1/2"
CB-1	1/4 CBL	23'-0"
CB-5	1/4 CBL	22'-9"



NOTE: FIELD SLOT GIRTS FOR CABLE PASSAGE

NOTE: THE FRAMING AS DEPICTED ABOVE IS NOT DESIGNED TO ACCOMMODATE ANY FUTURE EXPANSION.

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

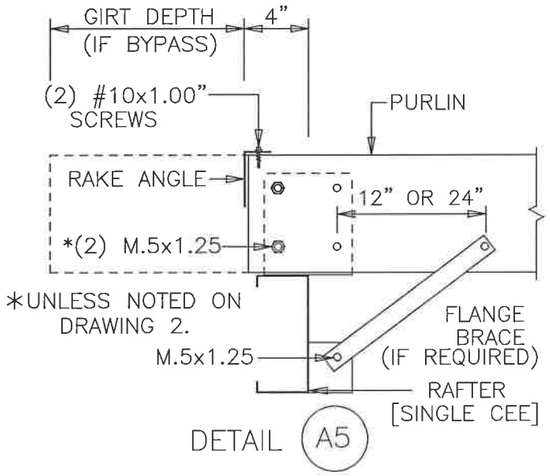
CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 DATE: 8/23/23

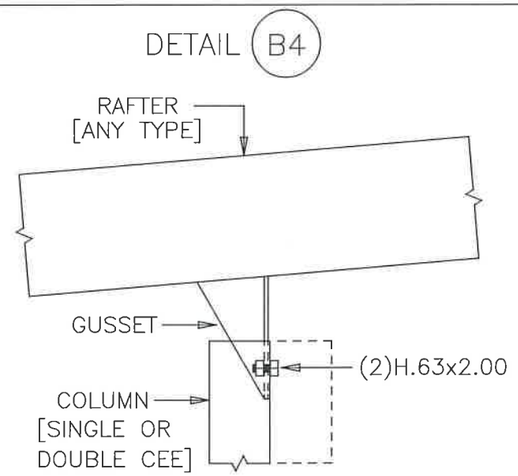
LOCATION: LAKE CITY, FL 32055

DRAWING NAME: ENDWALL FRAMING LAYOUT

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 4	DAR	DAR	NONE

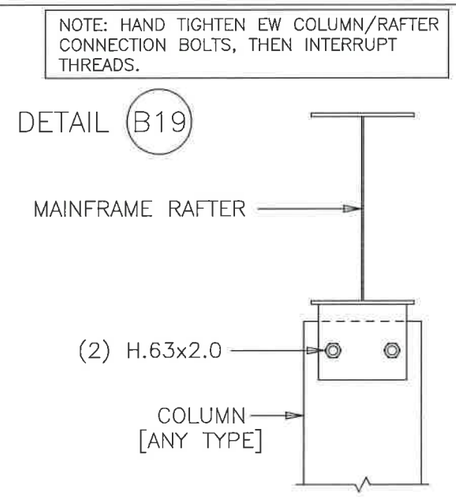


PURLIN TO ENDWALL RAFTER

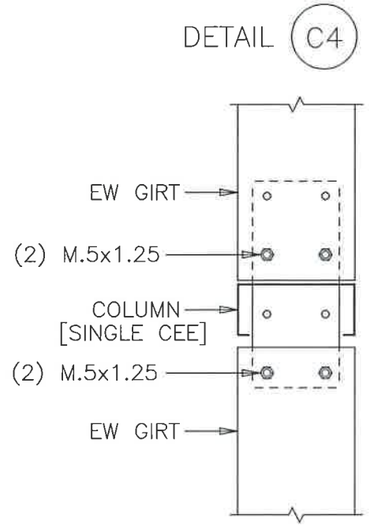


* UNLESS NOTED ON EW FRAMING PLAN

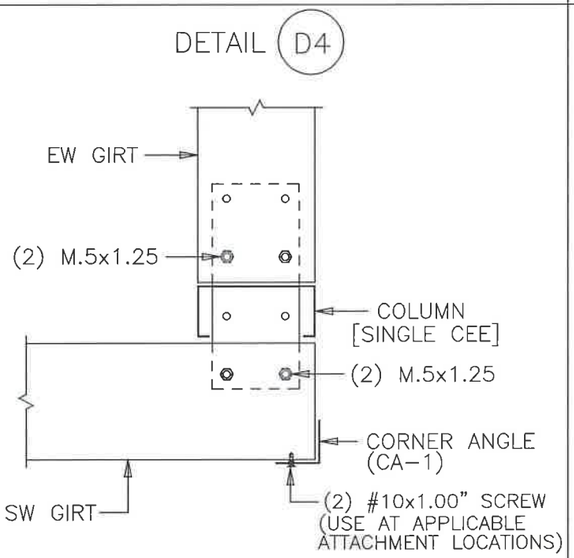
CEE COLUMN / RAFTER CONNECTION



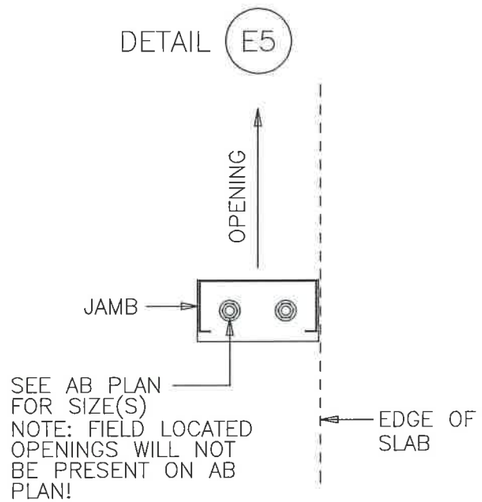
MAINFRAME RAFTER / COLUMN CONNECTION



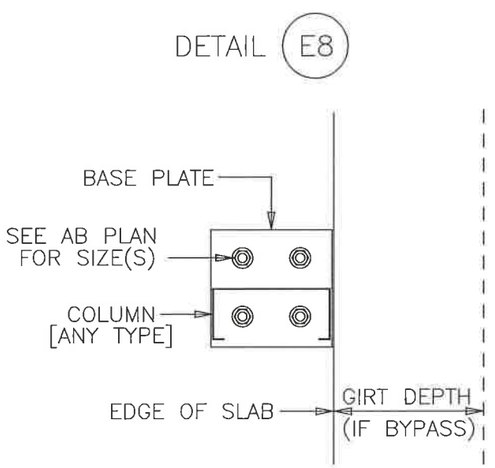
ENDWALL GIRTS TO INTERIOR COLUMN



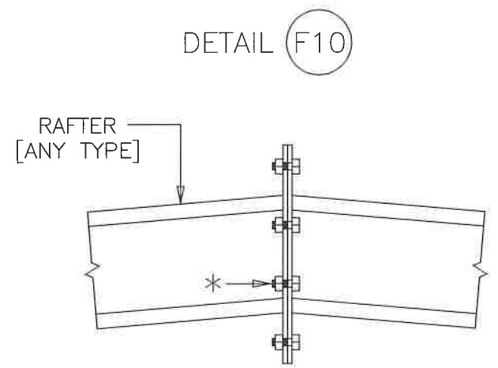
GIRTS TO CORNER COLUMN



FRAMED OPENING JAMB BASE DETAIL



ENDWALL COLUMN BASE DETAIL



* SEE EW FRAMING PLAN FOR SIZE
AND QUANTITY OF BOLTS.

RAFTER DETAIL AT RIDGE

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 | DATE: 8/23/23

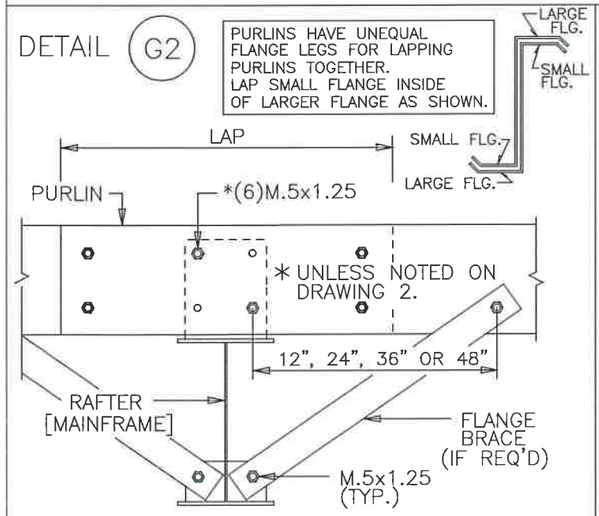
LOCATION: LAKE CITY, FL 32055

DRAWING NAME: FRAMING DETAILS

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 5	DAR	DAR	NONE

DETAIL G2

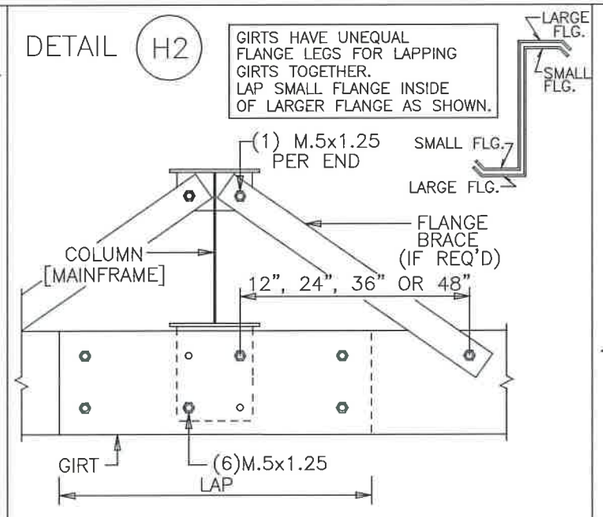
PURLINS HAVE UNEQUAL FLANGE LEGS FOR LAPPING PURLINS TOGETHER. LAP SMALL FLANGE INSIDE OF LARGER FLANGE AS SHOWN.



PURLIN TO MAINFRAME RAFTER

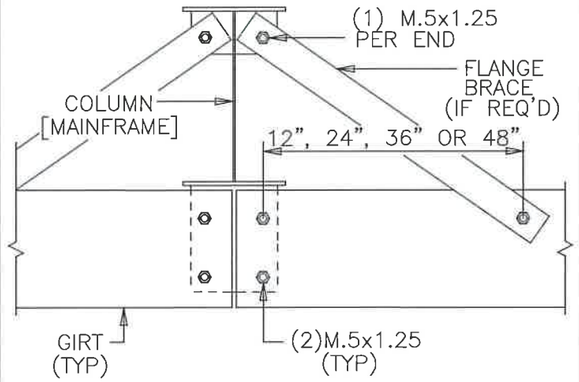
DETAIL H2

GIRTS HAVE UNEQUAL FLANGE LEGS FOR LAPPING GIRTS TOGETHER. LAP SMALL FLANGE INSIDE OF LARGER FLANGE AS SHOWN.



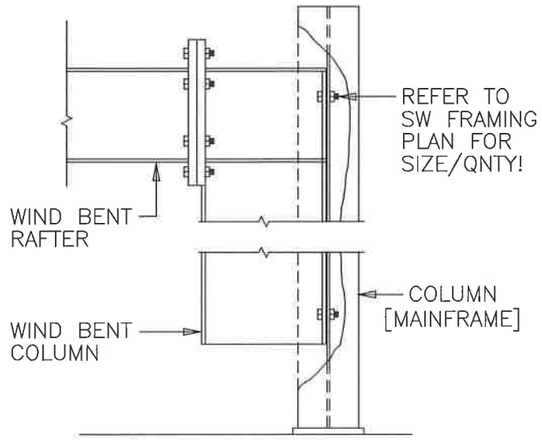
GIRT TO MAINFRAME COLUMN

DETAIL H4

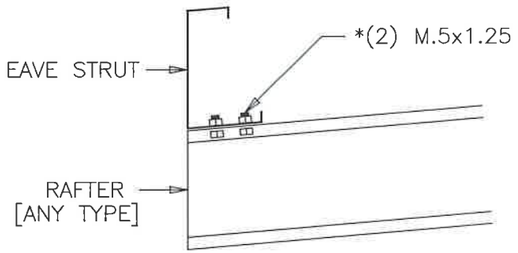


GIRT TO MAINFRAME COLUMN

DETAIL H9

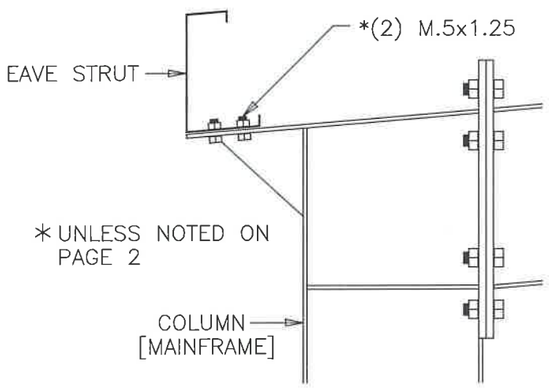


WIND BENT DETAIL



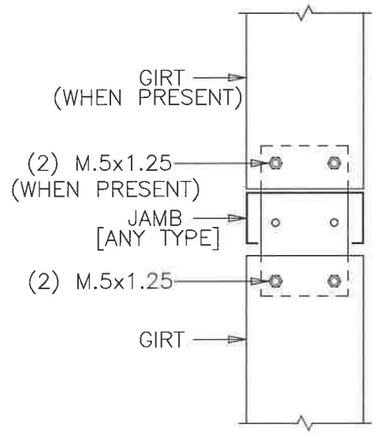
*UNLESS NOTED ON DRAWING 2.

I6 EAVE STRUT CONNECTION AT ENDWALL



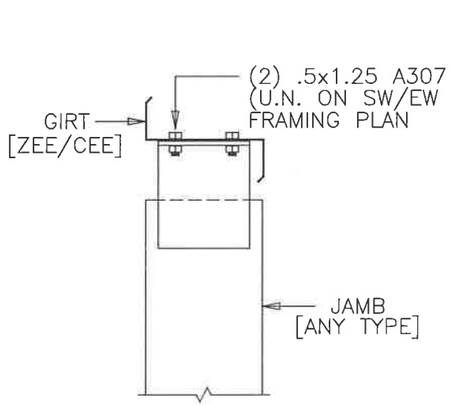
J2 EAVE STRUT CONNECTION AT MAINFRAME

DETAIL K3



GIRTS TO JAMB

DETAIL L8



FRAMED OPENING JAMB TO GIRT

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

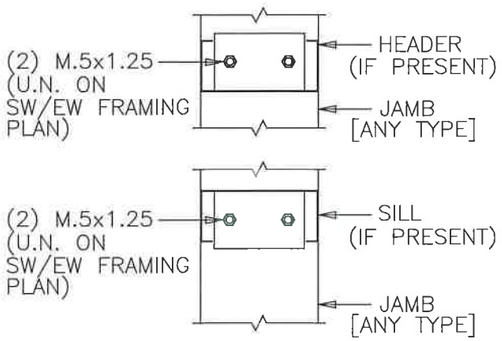
JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: FRAMING DETAILS

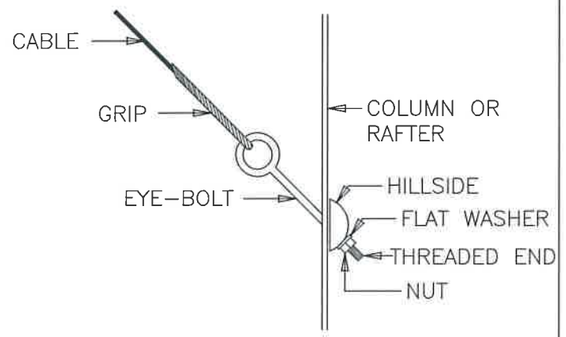
DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 5.1	DAR	DAR	NONE

DETAIL (M3)



FRAMED OPENING HEADER/SILL TO JAMB

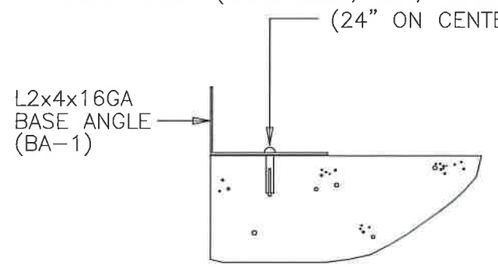
(Q2) CABLE INSTALLATION DETAIL



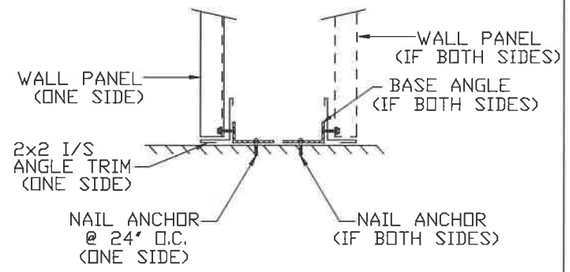
NOTE: WHEN FLUSH GIRTS/PURLINS ARE USED, FIELD SLOT GIRT OR PURLIN AS REQ'D FOR CABLE/ROD PASSAGE THROUGH PURLIN/GIRT.

DETAIL (T1)

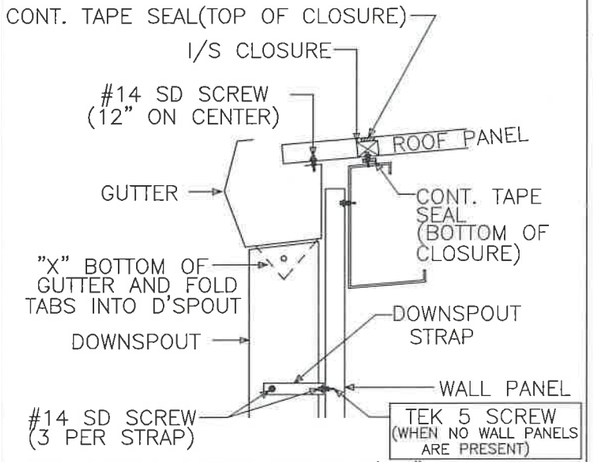
1/4" x 1 1/4" ZINC HAMMER DRIVES
ZAMAK ALLOY (ASTM B633, SC1, TYPE III)



BASE ANGLE DETAIL



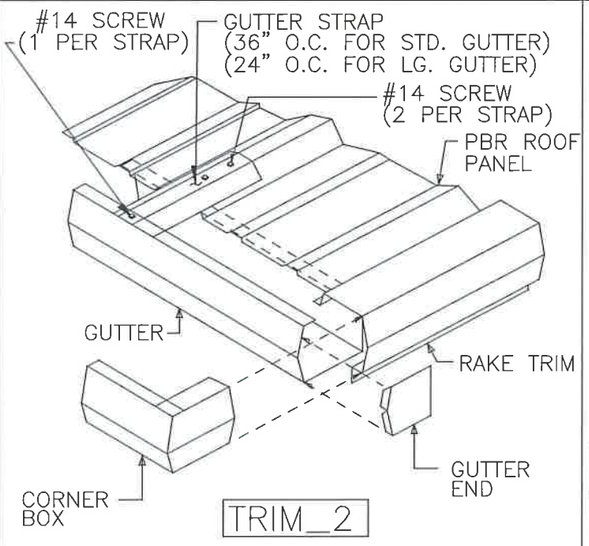
(T10) SECTION THRU PARTITION BASE AND CONCRETE FLOOR



NOTE: INSTALL GUTTER STRAPS 3'-0" ON CENTER.
NOTE: INSTALL D'SPOUT STRAPS 5'-0" ON CENTER.

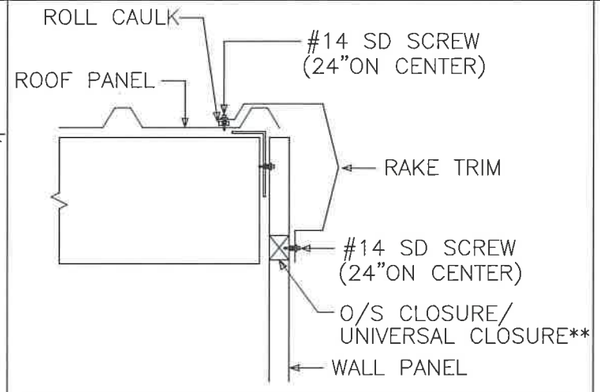
TRIM_1

GUTTER DETAIL



TRIM_2

GUTTER END DETAIL

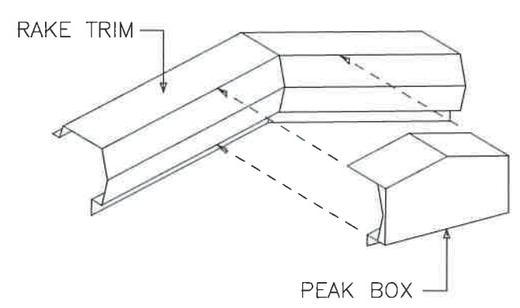


** - O/S CLOSURE FOR ROOF PITCHES UP TO 2:12"
UNIVERSAL CLOSURE FOR ROOF PITCHES ABOVE 2:12"

NOTE: FIELD CUT UNIVERSAL CLOSURES TO MATCH WALL PANEL PROFILE (ON PITCH).

TRIM_3

RAKE TRIM DETAIL



TRIM_4

PEAK BOX DETAIL

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

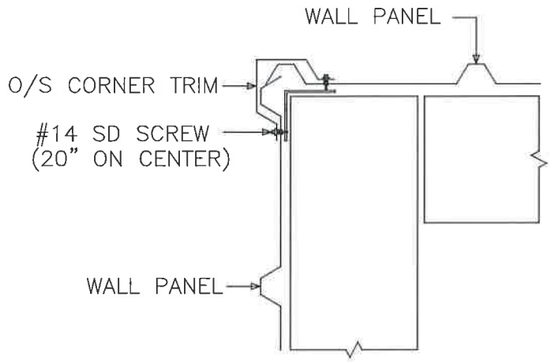
CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

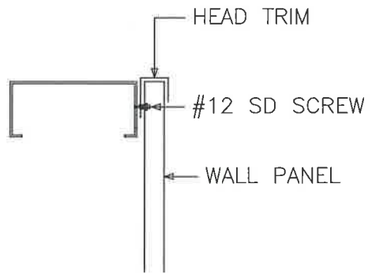
DRAWING NAME: FRAMING DETAILS

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 5.2	DAR	DAR	NONE



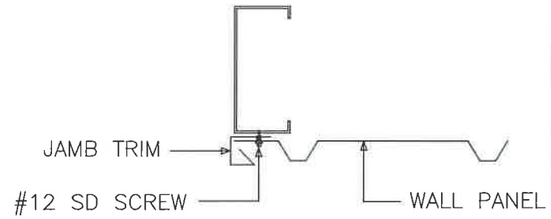
TRIM_5

O/S CORNER DETAIL



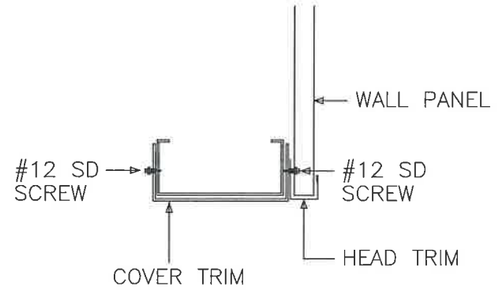
TRIM_7

HEAD TRIM DETAIL AT SILL



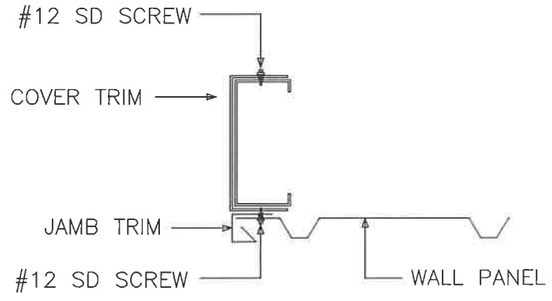
TRIM_8

JAMB TRIM DETAIL AT JAMB



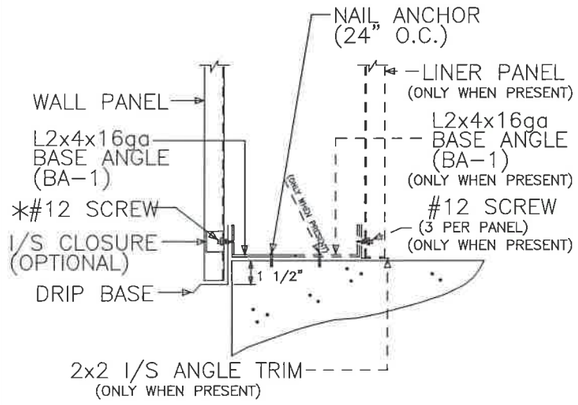
TRIM_10

COVER TRIM DETAIL AT HEADER



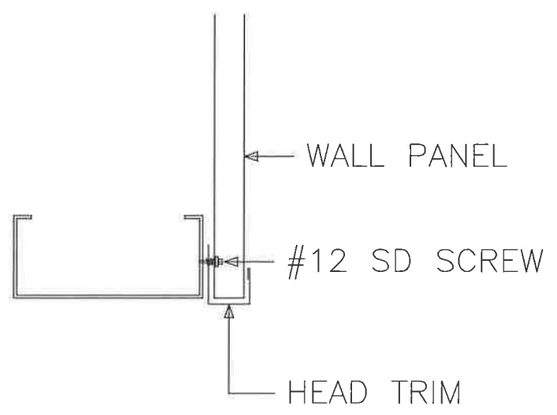
TRIM_11

COVER TRIM DETAIL AT JAMB



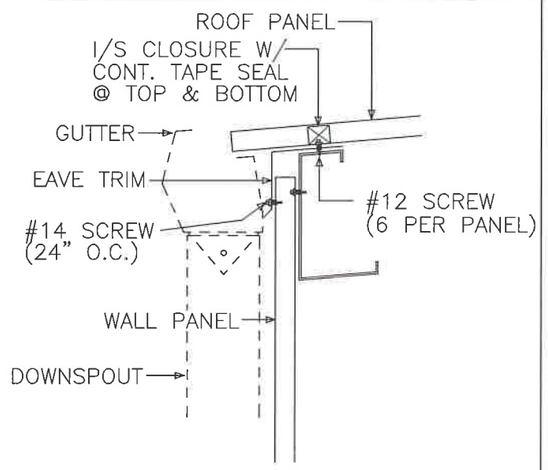
*= 6 PER PANEL FOR STANDARD PBR
3 PER PANEL FOR REV. ROLLED PBR

TRIM_16 BASE TRIM DETAIL



TRIM_61

HEAD TRIM DETAIL AT HEADER



TRIM_120

EAVE/GUTTER TRIM DETAIL

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

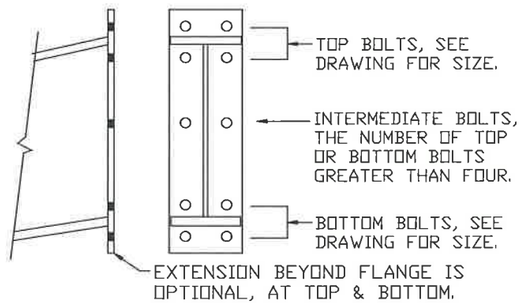
CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: FRAMING DETAILS

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 5.3	DAR	DAR	NONE



BOLTED END PLATE CONNECTION

STRUCTURAL BOLTED CONNNECTIONS

REFER TO COVER PAGE "GENERAL NOTES" PARAGRAPH "C", SECTION "9" FOR INSTRUCTIONS ON TIGHTENING ALL A325 AND A490 CONNECTION BOLTS.

TRIM NOTES:

[1] SEAL TRIM SPLICES WITH TUBE CAULK.
[2] SECURE GUTTER SPLICES AND END PLUGS WITH RIVETS.
[3] SECURE ALL OTHER ROOF TRIM SPLICES WITH TRIM SCREWS UNLESS NOTED OTHERWISE.
[4] TRIM SCREWS ARE LOCATED 24" ON CENTER UNLESS NOTED OTHERWISE.
[5] STD. TRIM SPLICES ARE 3" TOTAL UNLESS NOTED OTHERWISE.

MORTISE PREPPED PERSONNEL DOORS

ALL MORTISE PREPPED PERSONNEL DOORS COME AS RIGHTHAND REVERSED SWING.

(i.e. STANDING ON THE OUTSIDE OF THE BUILDING FACING THE DOOR, THE LOCK WILL BE ON THE LEFTHAND SIDE OF THE DOOR AND THE DOOR WILL SWING OUTWARD FROM THE BUILDING.)

ANY FIELD MODIFICATIONS ARE THE RE-SPONSIBILITY OF THE ERECTOR AND MBM IS NOT LIABLE FOR LABOR CHARGES NOR DAMAGES DUE TO ERROR.

BUILT-UP MEMBER LEGEND

BEAM TYPE	BEAM DEPTH	FLANGE WIDTH	FLANGE THK.	WEB THK.
B	08	5	4	1
B= BUILT-UP	08= 8" 10= 10" 12= 12" 14= 14" ETC.	5,6,8,10 OR 12 (INCHES)	MEASURED IN 16ths. (4= 1/4", 5= 5/16" ETC.)	1= 10ga 3= 3/16" ETC.

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

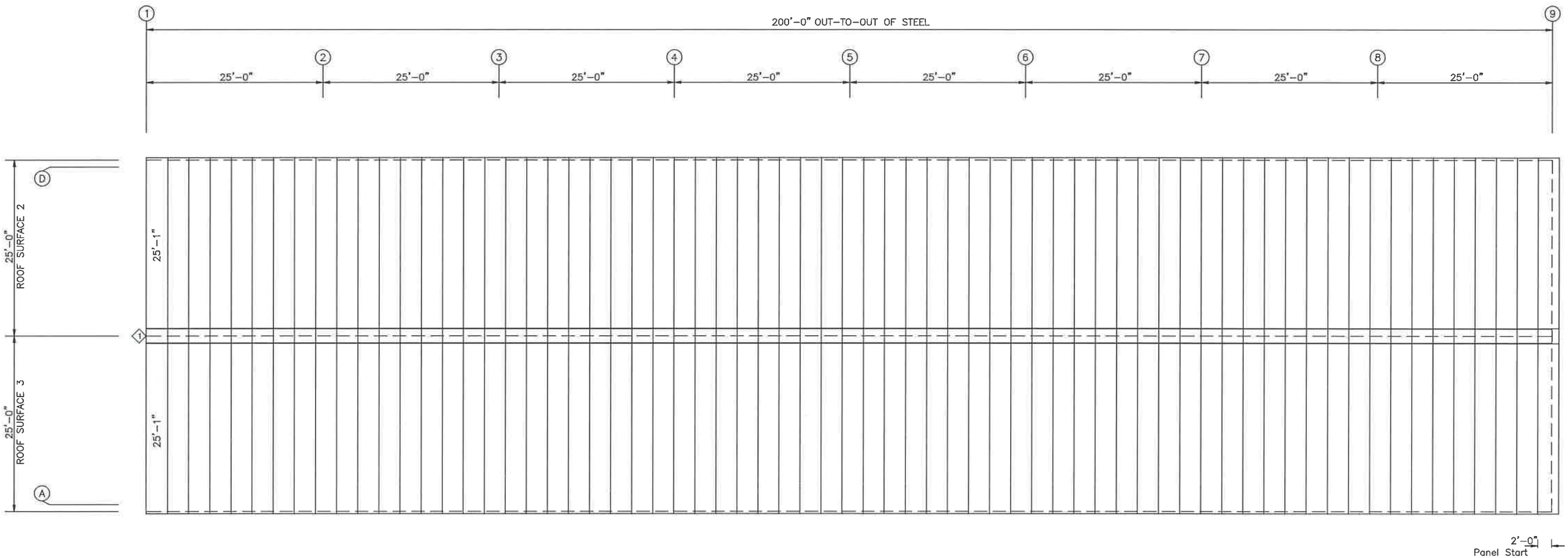
JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: FRAMING DETAILS

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 5.4	DAR	DAR	NONE

TRIM TABLE ROOF PLAN		
◇ID	PART	LENGTH
1	D/F CAP6	3'-0"



ROOF SHEETING PLAN

PANELS: 26 GA. PBR – GALVALUME

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

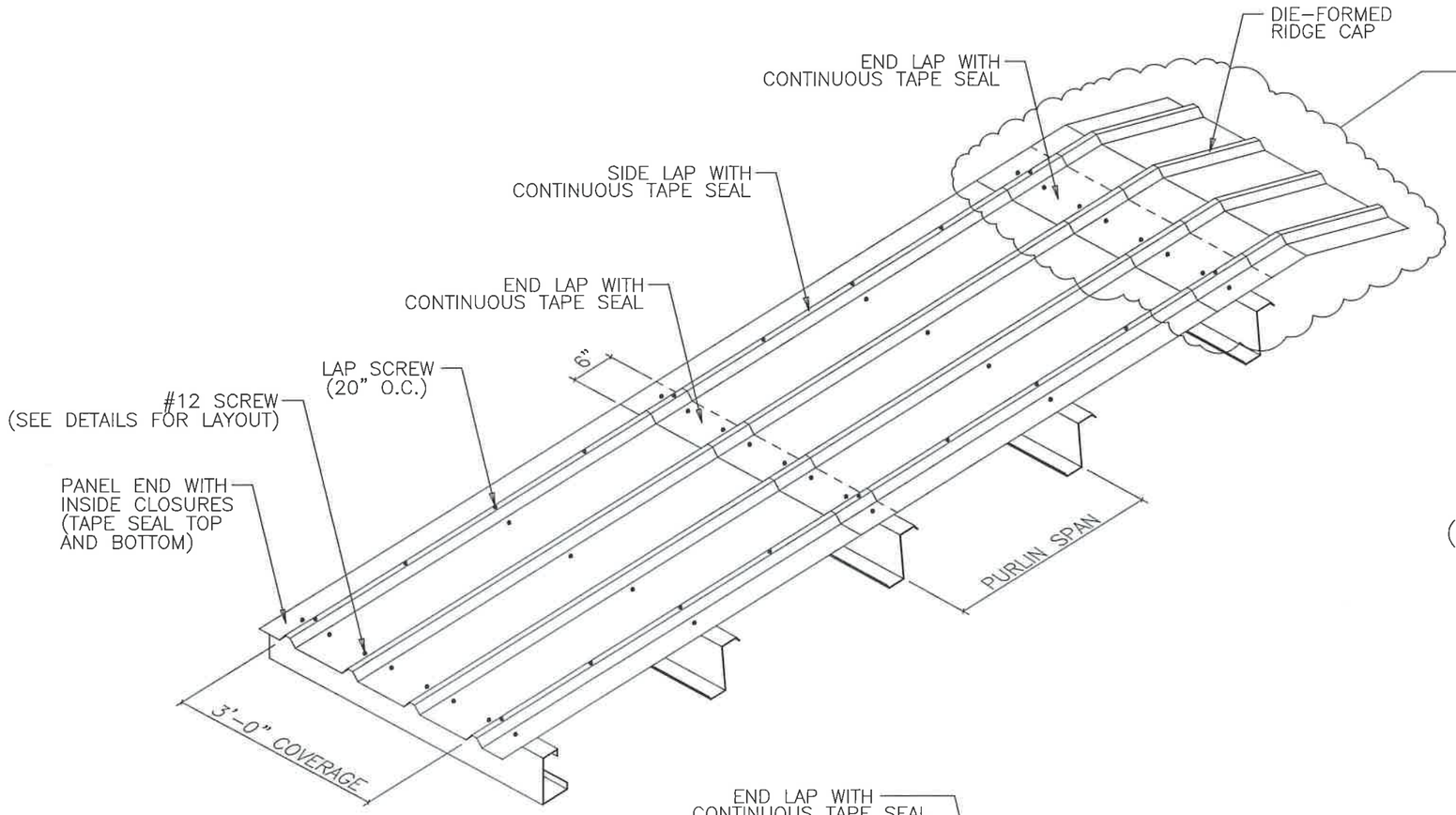
CUSTOMER: F TRAFFIC OPS BUILDINGS

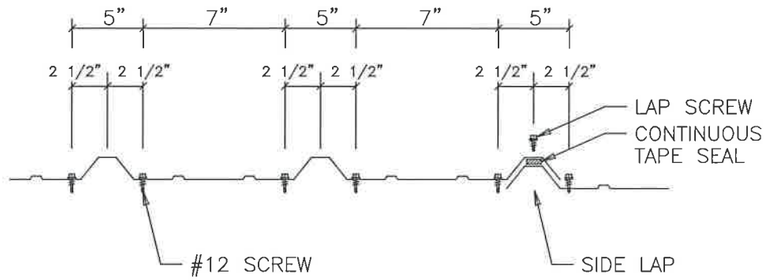
JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

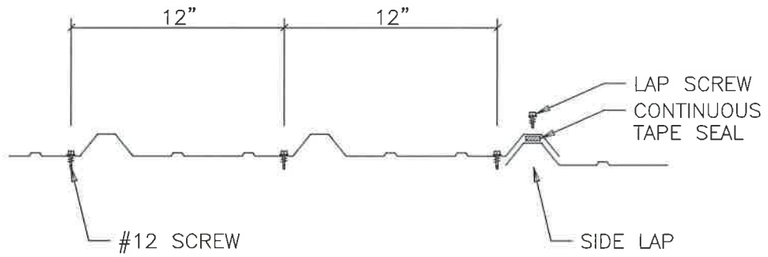
DRAWING NAME: ROOF PANELS & TRIM

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 6	DAR	SPW	NONE

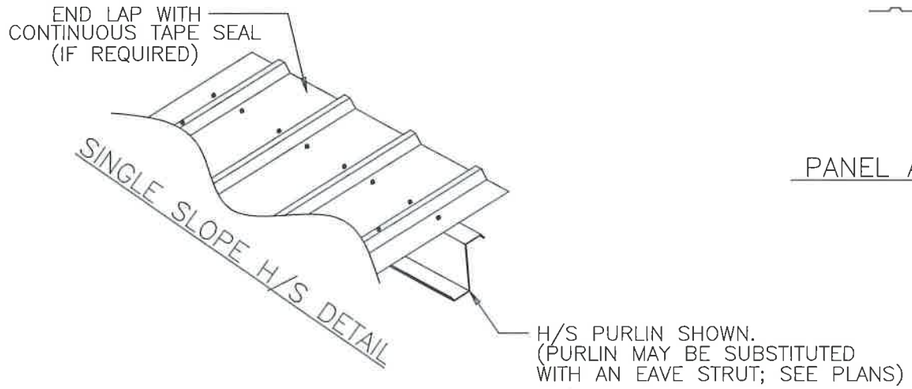




PANEL ATTACHMENT AT PANEL END
(PEAK PURLIN, EAVE STRUT, AND PANEL END LAPS)



PANEL ATTACHMENT AT INTERMEDIATE MEMBERS



NOTES:

[1] ALL END LAPS MUST BE A MINIMUM OF 6".

[2] METAL SHAVINGS MUST BE SWEPT FROM THE ROOF EACH DAY DURING ERECTION TO PREVENT SURFACE RUSTING.

[3] TAPE SEAL MUST BE APPLIED WITH NO GAPS OR BREAKS.

[4] #12 SCREWS ARE USED TO ATTACH THE PANEL TO THE PURLINS. #14 LAP SCREWS ARE USED AT THE PANEL-TO-PANEL ATTACHMENTS. ALL FASTENERS ARE SELF-DRILLING.

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

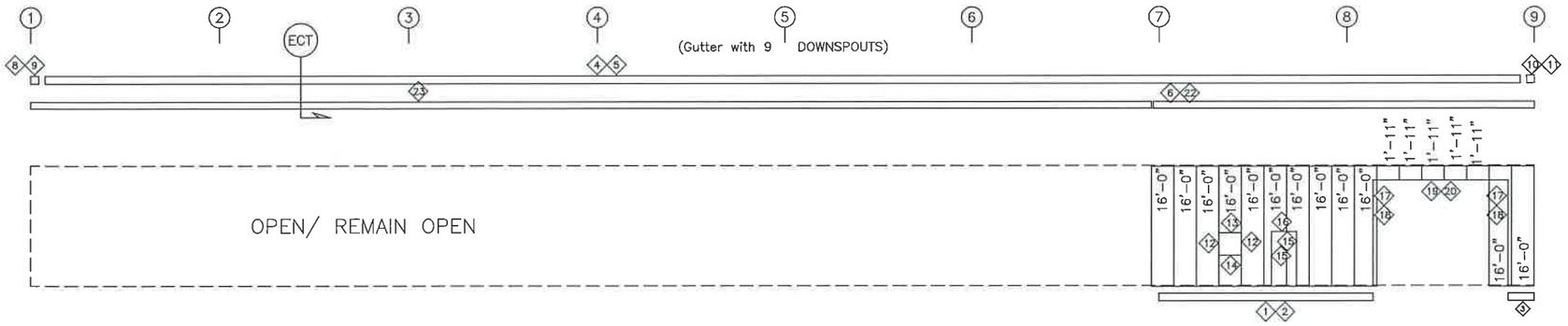
CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: ROOF PANEL DETAILS

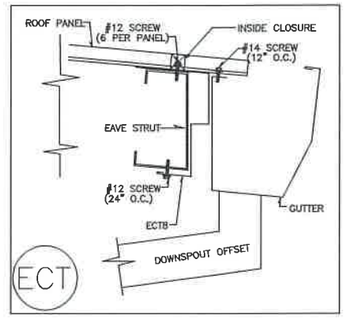
DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 6.1	DAR	DAR	NONE

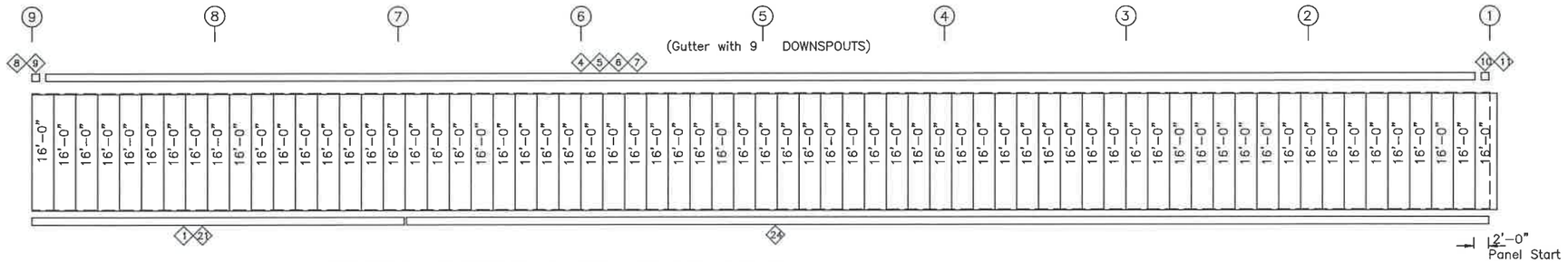


SIDEWALL SHEETING & TRIM: FRAME LINE A

PANELS: 26 GA. PBR – GALVALUME

TRIM TABLE FRAME LINE A & D			
◇ID	PART	LENGTH	DETAIL
1	DRIP BASE	20'-3"	TRIM_16
2	DRIP BASE	9'-1"	TRIM_16
3	DRIP BASE	3'-9"	TRIM_16
4	GUTTER	20'-3"	TRIM_1
5	GUTTER	10'-3"	TRIM_1
6	EAVE TRM	20'-3"	TRIM_120
7	EAVE TRM	10'-3"	TRIM_120
8	GUTEND L	1"	TRIM_2
9	CORBOX L	1'-0"	TRIM_2
10	GUTEND R	1"	TRIM_2
11	CORBOX R	1'-0"	TRIM_2
12	R JAMB	3'-3"	TRIM_8
13	R HEAD	3'-3"	TRIM_61
14	R HEAD	3'-3"	TRIM_7
15	R JAMB	7'-5"	TRIM_8
16	R HEAD	3'-7"	TRIM_61
17	CT8	14'-1"	TRIM_11
18	R JAMB	14'-3"	TRIM_8
19	CT8	18'-0"	TRIM_10
20	R HEAD	18'-3"	TRIM_61
21	DRIP BASE	10'-7"	TRIM_16
22	EAVE TRM	10'-7"	TRIM_120
23	ECT8	20'-3"	ECT
24	MOD. DRIP	20'-3"	IB





SIDEWALL SHEETING & TRIM: FRAME LINE D

PANELS: 26 GA. PBR – GALVALUME

ALL VEHICULAR FRAMED OPENINGS SUPPLIED ON THIS PROJECT HAVE BEEN DESIGNED TO SUPPORT WIND LOADS NORMAL TO A DOOR SYSTEM, BASED ON THE STANDARD BUILDING CODE CRITERIA. THE VEHICULAR FRAMED OPENING HAS NOT BEEN DESIGNED FOR ANY ADDITIONAL MOMENT OR CATENARY FORCE FROM THE DOOR SYSTEM. ANY CHANGES TO THE INFORMATION SHOWN HERE WOULD REQUIRE AN ENGINEERING INVESTIGATION AND POSSIBLE BUILDING REINFORCEMENT.

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

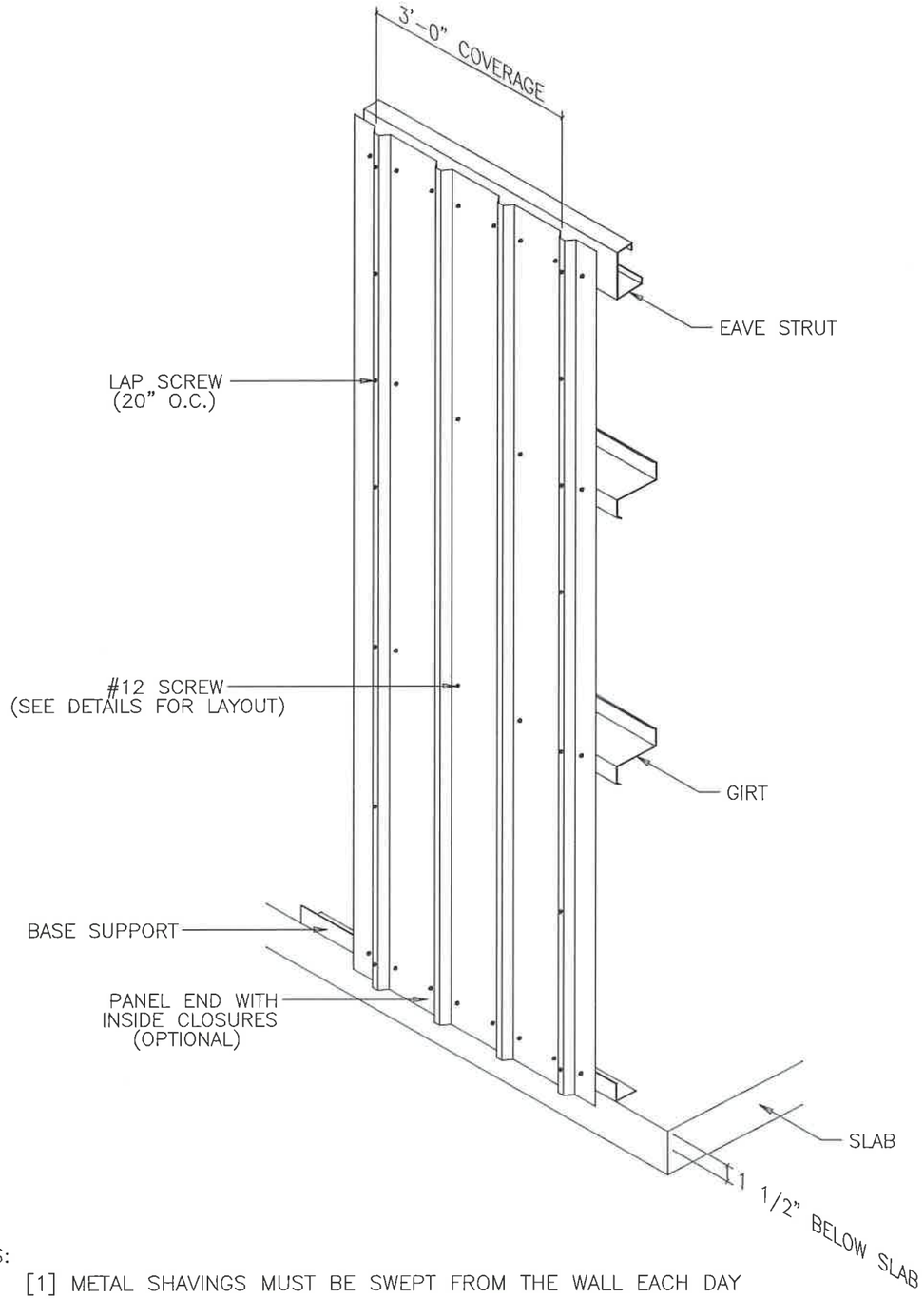
CUSTOMER: F TRAFFIC OPS BUILDINGS

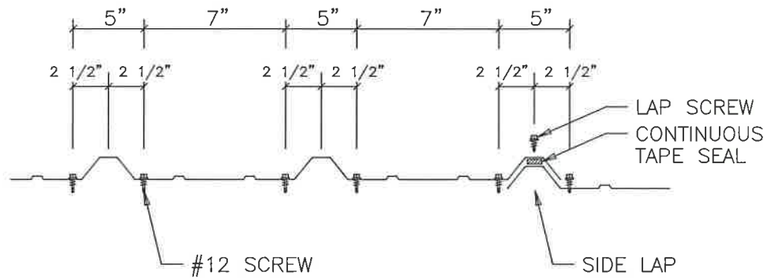
JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

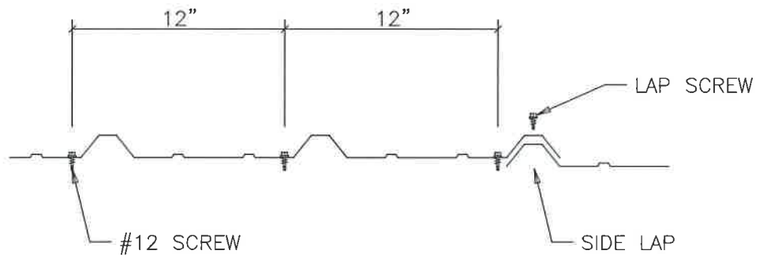
DRAWING NAME: SIDEWALL PANELS & TRIM

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 7	DAR	SPW	NONE





PANEL ATTACHMENT AT PANEL END
(BASE, EAVE STRUT, HEADER, SILL, AND PANEL END LAPS)



PANEL ATTACHMENT AT INTERMEDIATE MEMBERS

NOTES:

[1] METAL SHAVINGS MUST BE SWEPT FROM THE WALL EACH DAY DURING ERECTION TO PREVENT SURFACE RUSTING.

[2] #12 SCREWS ARE USED TO ATTACH THE PANEL TO THE GIRTS. #14 LAP SCREWS ARE USED AT THE PANEL-TO-PANEL ATTACHMENTS. ALL FASTENERS ARE SELF-DRILLING.

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

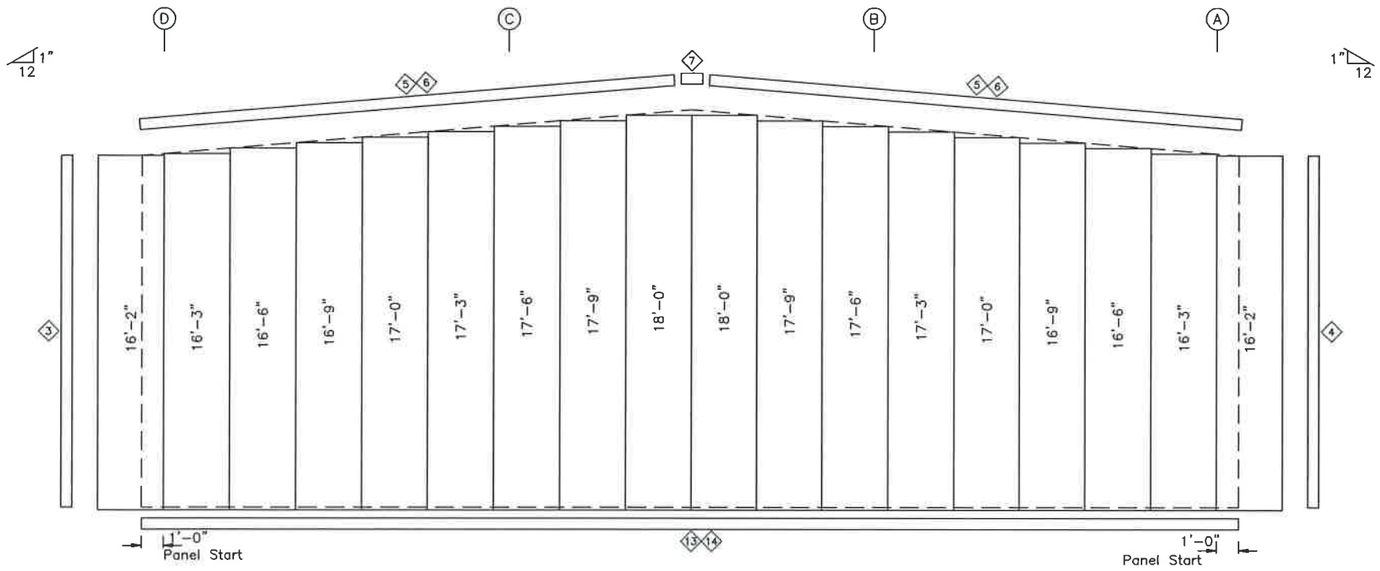
JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: SIDEWALL PANEL DETAILS

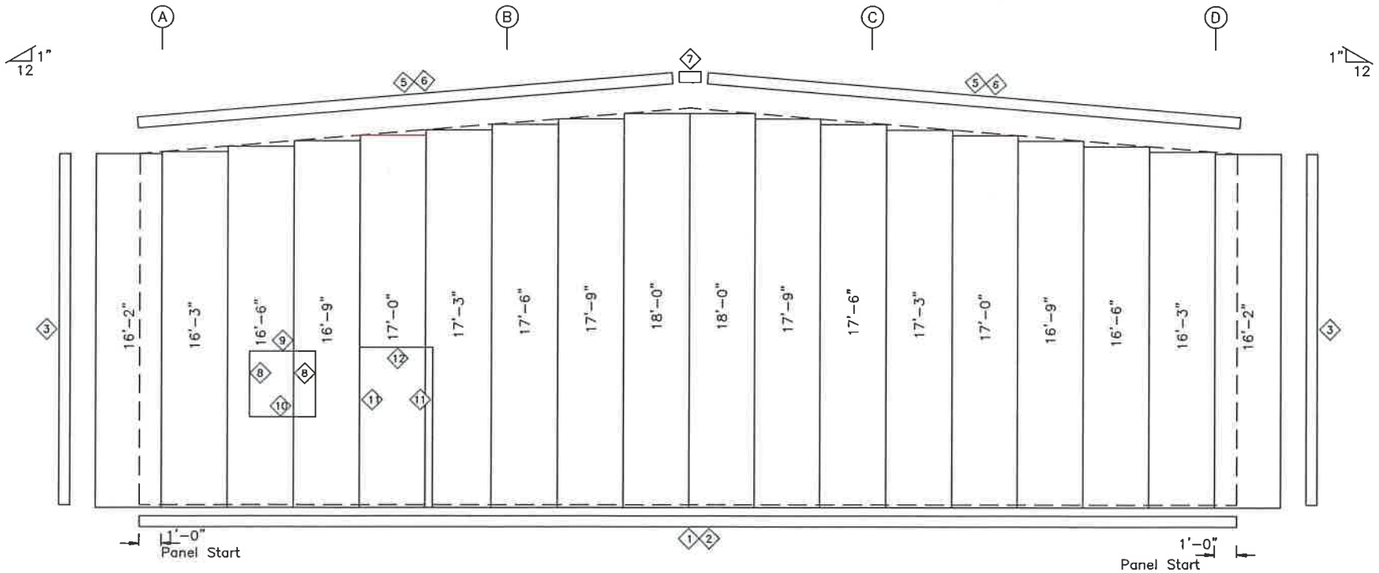
DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 7.1	DAR	DAR	NONE

TRIM TABLE FRAME LINE 1 & 9			
◇ID	PART	LENGTH	DETAIL
1	DRIP BASE	20'-3"	TRIM_16
2	DRIP BASE	10'-3"	TRIM_16
3	O/S CORN	16'-2"	TRIM_5
4	CCT8	16'-2"	CCT
5	RAKE TRM	20'-3"	TRIM_3
6	RAKE TRM	5'-2"	TRIM_3
7	PEAK BOX	1'-4"	TRIM_4
8	R JAMB	3'-3"	TRIM_8
9	R HEAD	3'-3"	TRIM_61
10	R HEAD	3'-3"	TRIM_7
11	R JAMB	7'-5"	TRIM_8
12	R HEAD	3'-7"	TRIM_61
13	MOD. DRIP	20'-3"	IB
14	MOD. DRIP	10'-3"	IB



ENDWALL SHEETING & TRIM: FRAME LINE 1

PANELS: 26 GA. PBR – GALVALUME



ENDWALL SHEETING & TRIM: FRAME LINE 9

PANELS: 26 GA. PBR – GALVALUME

NOTE: THE FRAMING AS DEPICTED ABOVE IS NOT DESIGNED TO ACCOMMODATE ANY FUTURE EXPANSION.

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

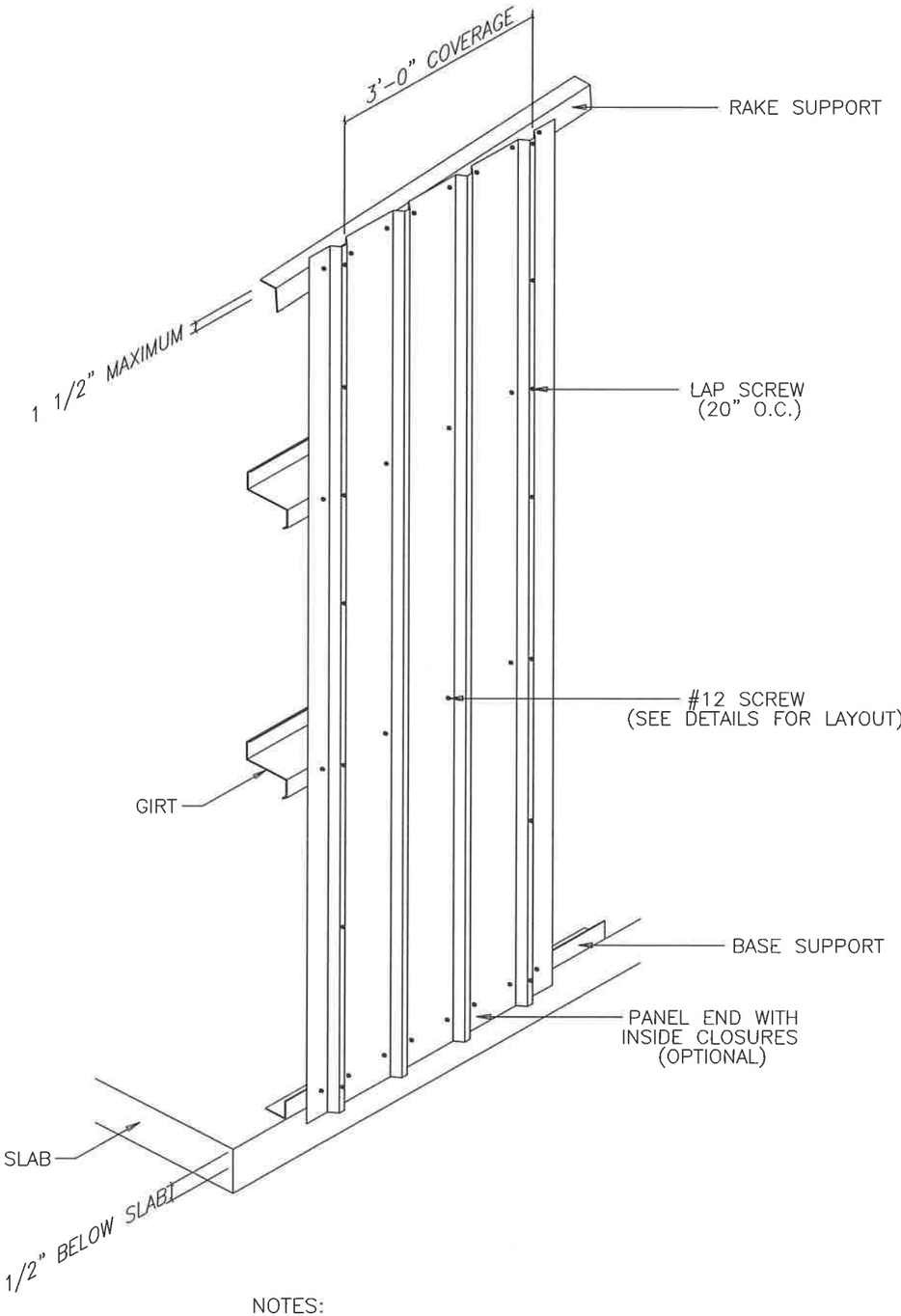
CUSTOMER: F TRAFFIC OPS BUILDINGS

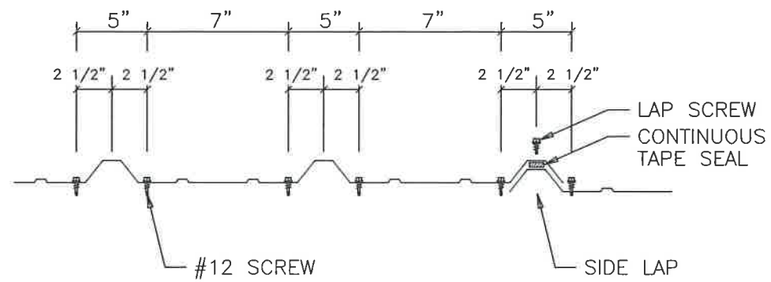
JOB NO: 7966/8227 | DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

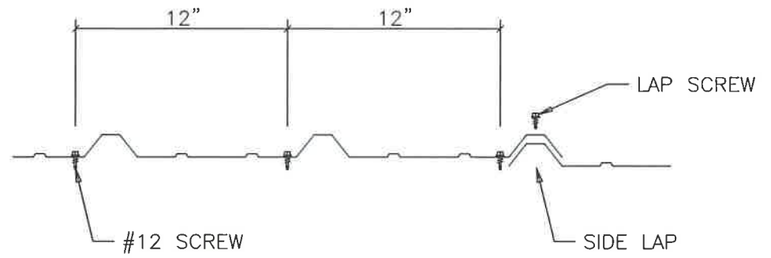
DRAWING NAME: ENDWALL PANELS & TRIM

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 8	DAR	DAR	NONE





PANEL ATTACHMENT AT PANEL END
(BASE, EAVE STRUT, HEADER, SILL, AND PANEL END LAPS)



PANEL ATTACHMENT AT INTERMEDIATE MEMBERS

NOTES:

[1] METAL SHAVINGS MUST BE SWEPT FROM THE WALL EACH DAY DURING ERECTION TO PREVENT SURFACE RUSTING.

[2] #12 SCREWS ARE USED TO ATTACH THE PANEL TO THE GIRTS. #14 LAP SCREWS ARE USED AT THE PANEL–TO–PANEL ATTACHMENTS. ALL FASTENERS ARE SELF–DRILLING.

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: ENDWALL PANEL DETAILS

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
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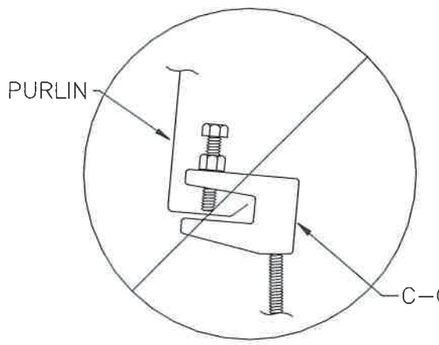
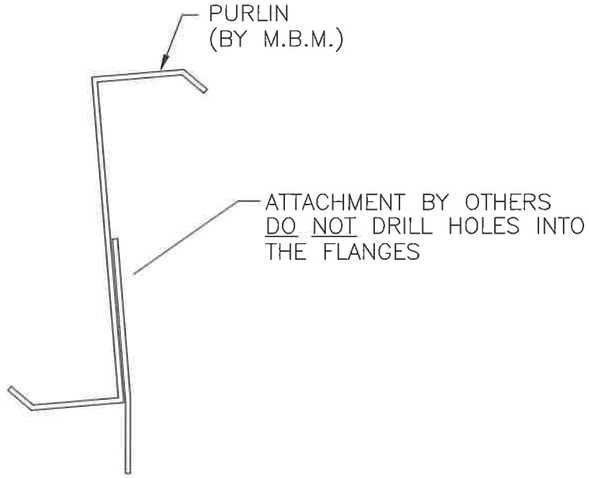


Flange C–Clamp is not an acceptable connection



NOTE: M.B.M. only provides the roof purlin. All other material and hardware is by others.

Recommended Connection Detail

NOTE

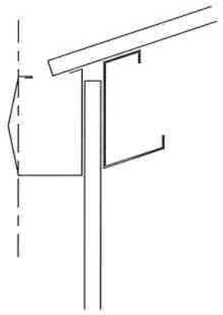
MANY FACTORS BEYOND THE CONTROL OF THE METAL BUILDING SUPPLIER AFFECT THE ABILITY OF A PURLIN TO SAFELY SUPPORT HANGING LOADS COMBINED WITH OTHER REQUIRED ROOF LOADS. DUE TO THE VARIABLES INVOLVED IN HANGING LOADS AND THEIR ATTACHMENTS TO THE PURLINS, THE METAL BUILDING SUPPLIER CANNOT ASSURE THAT THE PURLINS FOR A PARTICULAR BUILDING PROJECT CAN SAFELY SUPPORT THE MAXIMUM ALLOWABLE HANGING LOADS IN COMBINATION WITH OTHER ROOF LOADS.

IT IS THE RESPONSIBILITY OF THE HANGER SYSTEM INSTALLER TO COORDINATE WITH THE ENGINEER OF RECORD FOR THE OVERALL PROJECT TO ENSURE A SAFE HANGING LOAD INSTALLATION. THE METAL BUILDING ENGINEER IS NOT THE ENGINEER OF RECORD FOR THE OVERALL PROJECT. WITHOUT SPECIFIC CERTIFICATION FOR INDIVIDUAL HANGING LOADS, THE NET EFFECTS OF APPLIED HANGER LOADS INSTALLED ON A PARTICULAR PURLIN SHALL NOT EXCEED THE NET EFFECTS OF THE CERTIFIED UNIFORMLY APPLIED DESIGN COLLATERAL LOAD.

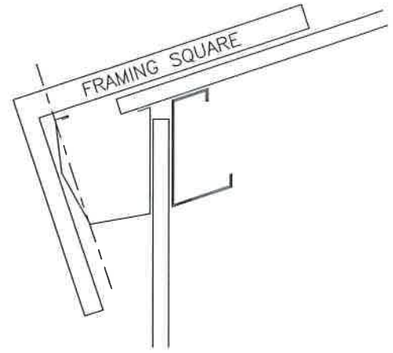
HANGING LOADS SHOULD NOT BE APPLIED TO THE PURLIN LIP. WHERE PERMISSIBLE, THE BEST PRACTICE FOR HANGING LOADS IS TO ATTACH TO THE PURLIN WEB USING A BOLT AND NUT, OR SELF–DRILLING SCREWS.

HANGING UNIFORM LOADS SUCH AS SPRINKLER MAINS OR HVAC EQUIPMENT SHOULD BE DISTRIBUTED OVER SEVERAL PURLINS, AND SHOULD NEVER EXCEED THE COLLATERAL LOAD ALLOWANCE FOR THE ROOF SYSTEM. FOR UNIFORM LOADS THAT RUN PARALLEL TO THE PURLINS, IT MAY BE NECESSARY TO USE TRANSVERSE SUPPORT CHANNELS(A.KA. TRAPEZE BEAMS) ATTACHED TO THE WEBS OR FLANGES OF ADJACENT PURLINS TO SPREAD THE LOAD BETWEEN TWO OR MORE PURLINS. IN SUCH CASES, CONTACT THE BUILDING MANUFACTURER OR A LOCAL PROFESSIONAL ENGINEER PRIOR TO ATTEMPTING TO HANG LOADS FROM THE PURLINS

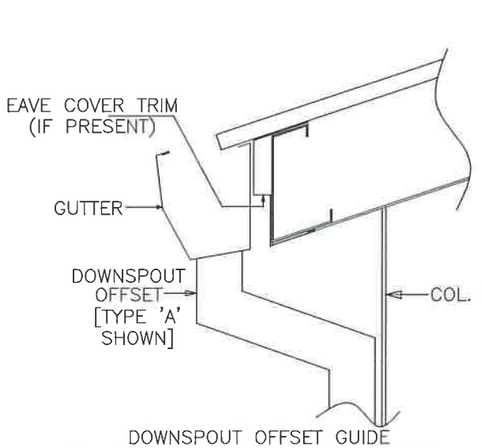
GUTTER INSTALLATION DETAIL (ONLY IF PROVIDED)



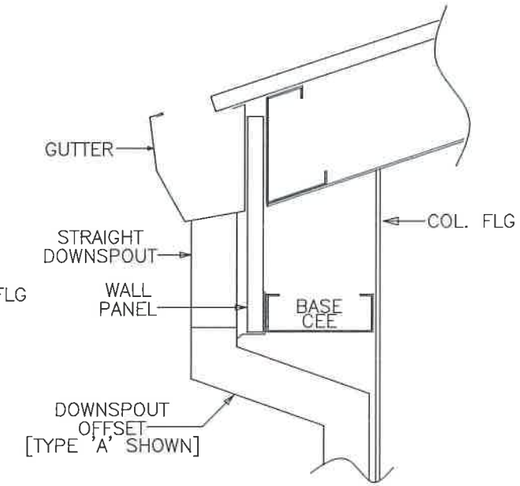
DO NOT INSTALL GUTTER WITH OUTSIDE FACE PERPENDICULAR TO THE GROUND.



INSTALL GUTTER WITH OUTSIDE FACE PERPENDICULAR TO THE ROOF.



DOWNSPOUT OFFSET GUIDE FOR SIDEWALLS WITHOUT WALL PANELS (REFER TO TRIM DETAILS FOR STRAP AND FASTENER INSTALLATION INSTRUCTIONS!)



DOWNSPOUT OFFSET GUIDE FOR PARTIAL SIDEWALLS WITH WALL PANELS (REFER TO TRIM DETAILS FOR STRAP AND FASTENER INSTALLATION INSTRUCTIONS!)

ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

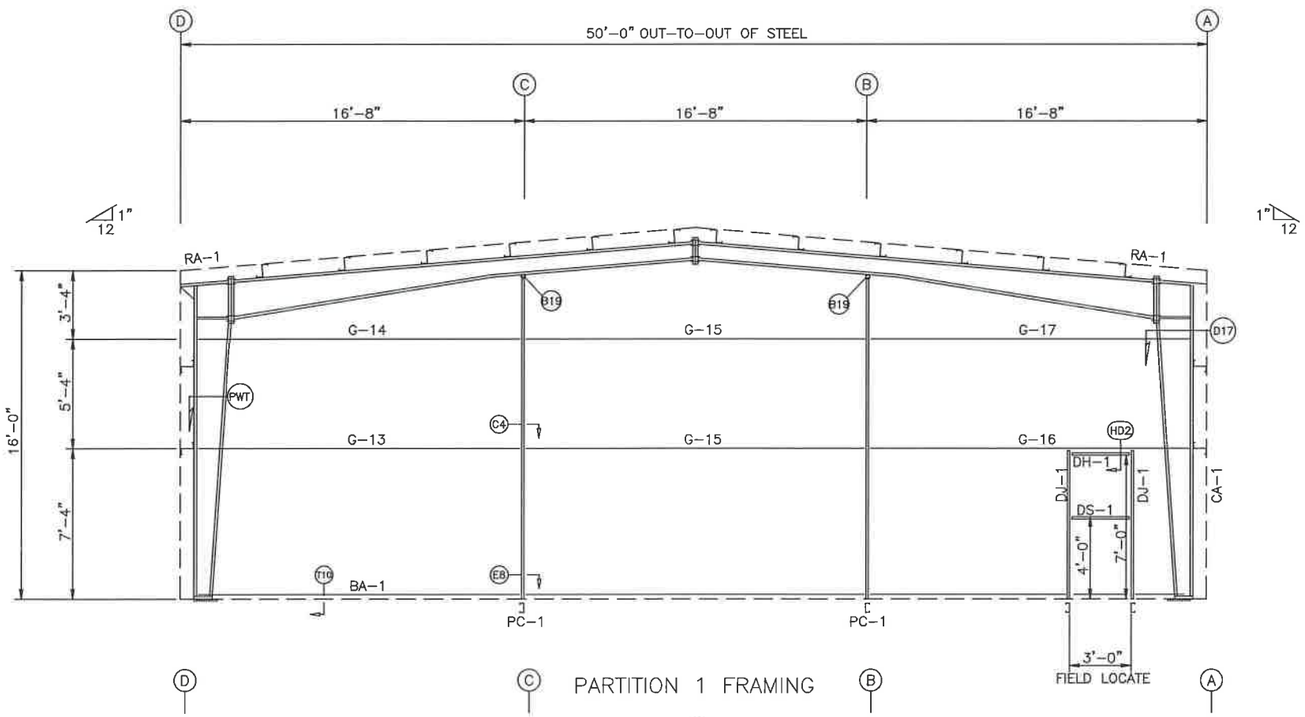
CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 | DATE: 8/23/23

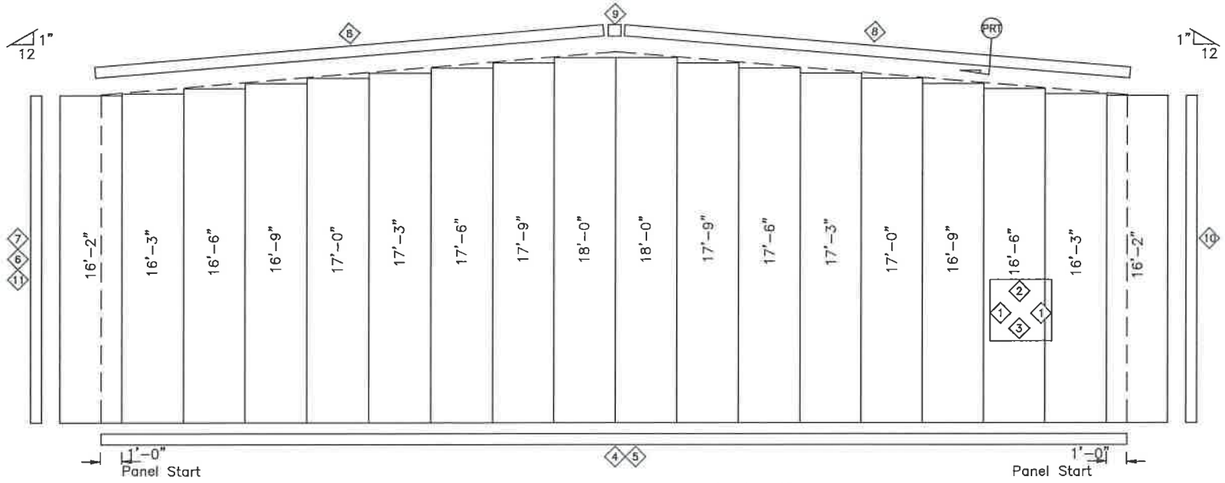
LOCATION: LAKE CITY, FL 32055

DRAWING NAME: SPECIAL DETAILS

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 9	DAR	DAR	NONE



PARTITION 1 FRAMING

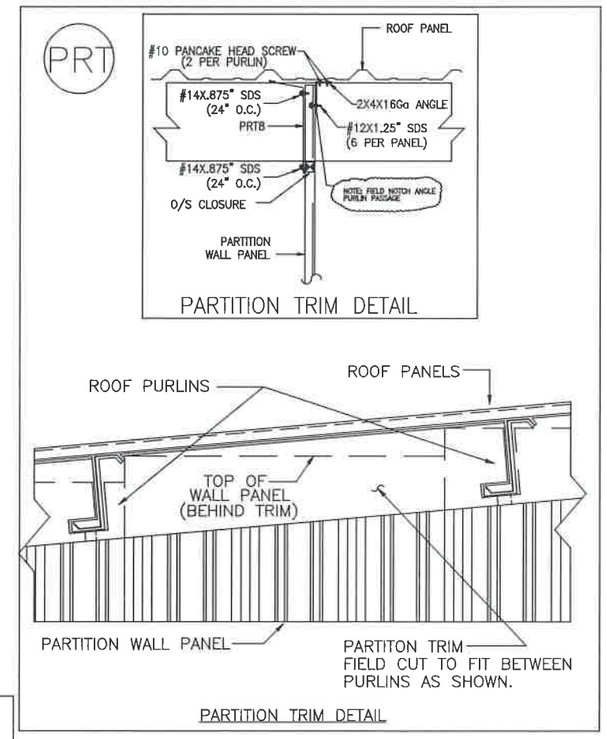


PARTITION 1 LEFT SHEETING & TRIM

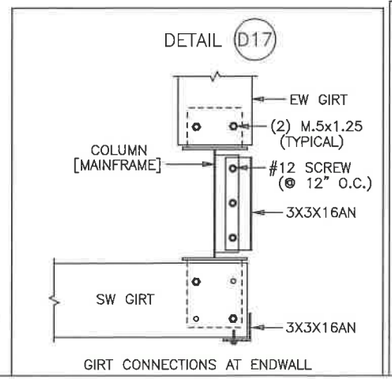
PANELS: 26 Ga. R – GALVALUME

TRIM TABLE PARTITION 1			
◇ID	PART	LENGTH	DETAIL
1	R JAMB	3'-3"	TRIM_8
2	R HEAD	3'-3"	TRIM_61
3	R HEAD	3'-3"	TRIM_7
4	DRIP BASE	20'-3"	TRIM_16
5	DRIP BASE	10'-3"	TRIM_16
6	PWT	7'-10"	PWT
7	PWT	5'-4"	PWT
8	PRT8	4'-7"	PRT
9	PRT8	3'-0"	PRT
10	MOD O/S CORNER	16'-2"	TRIM_5
11	PWT	1'-0"	PWT

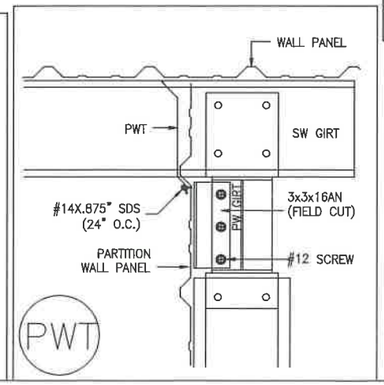
MEMBER TABLE PARTITION 1		
MARK	PART	LENGTH
PC-1	8X35C12	15'-10 1/8"
DJ-1	8X25C16	7'-4"
DH-1	8.3.5CH6	3'-0"
DS-1	8X25C16	3'-0"
G-13	8x25Z16	14'-4 3/4"
G-14	8x25Z16	13'-11 3/4"
G-15	8x25Z16	16'-7 1/2"
G-16	8x25Z16	14'-4 5/8"
G-17	8x25Z16	13'-11 5/8"



PARTITION TRIM DETAIL



GIRT CONNECTIONS AT ENDWALL



ISSUE	DET	CHK	DATE

BUILDINGS AND MORE

CUSTOMER: F TRAFFIC OPS BUILDINGS

JOB NO: 7966/8227 DATE: 8/23/23

LOCATION: LAKE CITY, FL 32055

DRAWING NAME: PARTITION FRAMING, SHEETING & TRIM

DRAWING NO:	DRAWN BY:	CHECKED BY:	SCALE:
PAGE 10	DAR	DAR	NONE