ITW Building Components Group, Inc.

1950 Marley Drive Haines City, FL 33844 Florida Engineering Certificate of Authorization Number: 0 278 Florida Certificate of Product Approval # FL1999 Document ID:1TBN8228Z0316144725 Page 1 of 1

Truss Fabricator: Anderson Truss Company

Job Identification: 7-296--Freeman Design Group Rigsby Car Wash -- , **

Truss Count: 8

Model Code: Florida Building Code 2004 and 2006 Supplement

Truss Criteria: ANSI/TPI-2002 (STD) /FBC

Engineering Software: Alpine Software, Version 7.36.

Structural Engineer of Record: The identity of the structural EOR did not exist as of

Address: the seal date per section 61G15-31.003(5a) of the FAC

Minmum Design Loads: Roof - 40.0 PSF @ 1.25 Duration

Floor - N/A

Wind - 110 MPH ASCE 7-02 -Partially Enclosed

Notes:

- 1. Determination as to the suitability of these truss components for the structure is the responsibility of the building designer/engineer of record, as defined in ANSI/TPI 1
- 2. The drawing date shown on this index sheet must match the date shown on the individual truss component drawing.
- 3. As shown on attached drawings; the drawing number is preceded by: HCUSR8228

Details: BRCLBSUB-140GC-

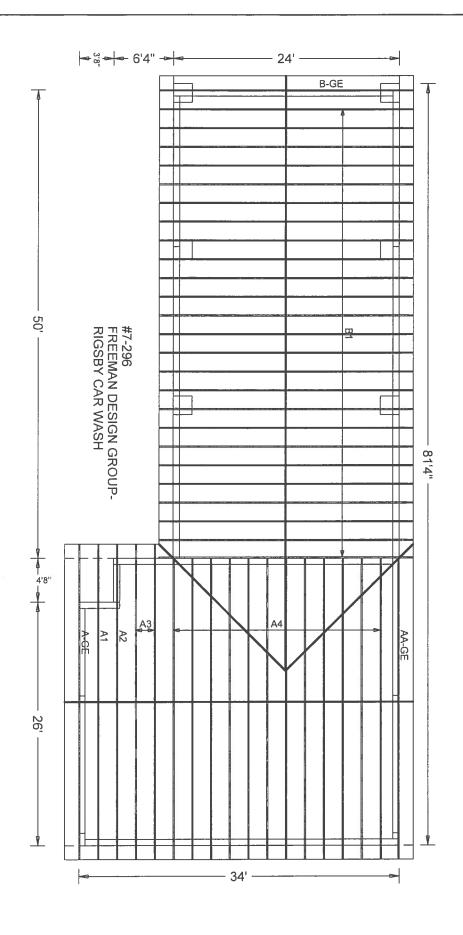
#	Ref Description	Drawing#	Date
1	77204A1	07289011	10/16/07
	77205 A2	07289012	10/16/07
	77206A3	07289008	10/16/07
	77207 - A4	07289009	10/16/07
	77208 AA - GE	07289013	10/16/07
	77209A-GE	07289014	10/16/07
		07289010	10/16/07
	77210B1	07289015	10/16/07
8	77211B-GE	0/209013	10/10/01



Seal Date, 10/16/2007

-Truss Design Engineer-James F. Collins Jr. Florida License Number: 52212 1950 Marley Drive Haines City, FL 33844





JOB NO: 7-296 PAGE NO: 1 OF 1 JOB DESCRIPTION:: Freeman Design Group
/: Rigsby Car Wash

Top chord 2x4 SP #2 Dense Bot chord 2x4 SP #2 Dense Webs 2x4 SP #3 Haines City, FL 33844
FL Carifforte of Authorization # Caro PLT Deflection meets L/240 live and L/180 total load. Creep increase factor for dead load is $1.50\,.$ $\widehat{\geq}$ (7-296--Freeman Design Group Rigsby Car Wash Continuous lateral bracing equally spaced on member TYP. ALPINE Wave 2.5X6(A1) 6 III **IMPORTANT***URRIEN A COPY OF THIS DESIGN TO THE INSTALLATION CONTRACTOR. ITW BCG, THC. SHALL NOT BE RESPONSIBLE FOR NAY DEVIATION FROM THIS DESIGN; ANY TATIONE, BOULD THE RUSSE IN COMPORMANCE HIM IP: OR LANGLATING, NAMEDIAG, SHAPPING, INSTALLING & BRACING OF TRUSSES.

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ANY INSPECTION OF PLATES FOLLOWID BY (1) SHALL BE FER ANDER AS JOT FPI1 2002 SEC.3.
BRAWING INDICATES ACCEPTANCE OF PROFESSIONAL ENGLIEFRING RESPONSIBILITY SQLEETY FOR THE TRUSS COMPONENT 0 6 3 X 4 Ⅲ 3×6/ R=1622 U=344 W=8" 3X5# 15-4-0 Design Crit: 1.5X4 III 3 X 8 ≡ * -30-8 Ξ A1) 0 TPI-2002(STD)/FBC Cq/RT=1.00(1.25)/0(0) 0ver 4 X 5 (R) ■ 3×5≡ 2 Supports THE RESPONSIBILITY OF 3 X 8 ≡ .5X4 Ⅲ 110 mph wind, 17.81 ft mean hgt, ASCE 7-02, PART._ENC. bldg. Located anywhere in roof, CAT II, EXP B, wind TC DL=5.0 psf, wind BC DL=5.0 psf. IW=1.00 GCpi(+/-)=0.55 Wind reactions based on MWFRS pressures 15-4-0 3×5/ 3 X 4 Ⅲ 6 ORIV R=1104 U=301 W=8" THE RES SHEET WILL 3×6/ 2.5X6(A1) 1-6-0 BC DL BC LL TC DL TC LL DUR.FAC. TOT.LD. FL/-/4/-/-/R/-40.0 10.0 PSF 10.0 PSF 20.0 PSF 1.25 0.0 PSF PSF REF FROM SEQN-DATE HC-ENG MNM/AP DRW HCUSR8228 07289011 Scale = .1875"/Ft. destricted at these time. R8228-55751 10/16/07 ∞ 77204 0 ىٰي

SPACING

24.0"

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Top chord 2x4 SP #2 Dense Bot chord 2x4 SP #2 Dense Webs 2x4 SP #3 Haines City, FL 33844
FL Carter te of Authorizin He Caro PLT Deflection meets L/240 live and L/180 total load. Creep increase factor for dead load is 1.50. $\widehat{\mathbb{A}}$ (7 296 Freeman Design Group Rigsby Car Wash Continuous lateral bracing equally spaced on member. TYP. ALPINE Wave $2.5 \times 6 (A1) =$ 6-0 R=299 **IMPORTANT**JURNISH A COPY OF THIS DESIGN TO THE INSTALLATION CONTRACTOR. THY BCG, INC. SHALL HOT BE RESPONSIBLE FOR ANY DEVIATION FROM HITS DESIGN, ANY FAILURE TO BUILD THE TRUSS IN COMPORMANCE WITH TPI: OR FARRICALING. SHAPPLING. HISTALLING & BRACING OF TRUSSES.

DESIGN CONTENES WITH APPLICABLE PROVISIONS OF HOS (MAJIDNAL DESIGN SPEC, BY AFAPA) AND TPI. THY BCG CONNECTOR PLATES ARE MADE OF 20/10/16GA (M.JKS/K) ASTH A653 GRADE 40/50 (M. KJM.SS) GAAV. SHEEL, APPLY PLATES TO EACH FACE OF HISTS AND. UNIESS OFHERWISE LOCATED ON THIS DESIGN, POSITION FOR DRAWHINGS 16GA Z ANY THEFECTION OF PLATES OLDER DRAWHING SHEEL CAPICO WITH S DESIGN. POSITION FOR DRAWHING SHOW ANY THEFECTION OF PLATES OLDER DRAWHING SHEEL CAPICO WITH S DESIGN. POSITION FOR DRAWHING SHOW ANY THEFECTION OF PLATES OLDER DRAWHING SHEEL CAPICO WITH S DESIGN. POSITION FOR DRAWHING SHOW ANY THEFECTION OF PLATES OLDER DRAWHING SHEEL CAPICO WITH S DESIGN. POSITION FOR DRAWHING SHOW ANY THEFECTION OF PLATES OLDER DRAWHING SHEEL CAPICO WITH S DESIGN AND THE TRUSS COMPANIES. **WARNING** IRUSSES BEQUIRE EXTRIBLE CARE IN FARRICATION, HANDLING, SHIPPING, INSTALLING AND BRACING, REFER TO BEST. (BUILDING COMPONENT SAFETY INFORMATION), PUBLISHED BY TET (TRUSS PLATE INSTITUTE, 218 HORTH LEE STREET, SUITE 312, ALEXANDRIA, VA, 22314) AND WIGA (MOOD TRUSS COUNCILS OF AMERICA, 6500 CHIERPRISE LANC, MADISON, WI 53279) FOR SAFETY PRACTICES MAJOR TO PERFORMING THESE FUNCTIONS. UNILESS OHLERNESS. HOLICAND TO CHORD SMALL HAVE PROPERLY ATTACHED STRUCTURAL PANELS AND BOTTOM CHORD SMALL HAVE DESIGN SHOWN. THE SUITABILITY AND USE OF THIS COMPONENT FOR BUILDING DESIGNER PER ANSI/TPL 1 SEC. 2. PLF U=80 DRAWING INDICATES ACCEPTANCE OF PROFESSIONAL ENGINEERING RE A PROPERLY ATTACHED RIGID CEILING. 6 3 X 4 Ⅲ ٦ 3×6/ J1d ₩=5-4 3×5/ 15-4-0 Design Crit: TPI-2002(STD)/FBC Cq/RT=1.00(1.25)/0(0) UNILESS OHMERMISE, DOCATED ON HIMS DESIGN, POSITION PER RORAMINGS IGNS OF PROFESSIONAL EMBRISHED ACATED ON HIMS DESIGN, POSITION PER RORAMINGS AGO T PH 1 2002 SEC. 3.

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BY (1) 1.5X4 III 3 X 8 ≡ * 30-8-0 Ξ A2) 0ver 4X5(R) # 3 X 5 ≡ 2 Supports 1.5X4 III 3 X 8 ≡ 110 mph wind, 17.81 ft mean hgt, ASCE 7-02, PART._ENC. bidg. Located anywhere in roof, CAT II, EXP B, wind TC DL=5.0 psf. wind BC DL=5.0 psf. Iw=1.00 GCpi(+/-)=0.55 Wind reactions based on MWFRS pressures 15-4-0 3X5// 3 X 6 🦔 3 X 4 Ⅲ R=1129 U=298 W-8" $2.5 \times 6 (A1) =$ Q **1** 6 - 0 SPACING BC LL BC DL TC LL DUR.FAC. TOT.LD. # DE FL/-/4/-/-/R/-24.0" 1.25 40.0 PSF 10.0 PSF 10.0 PSF 20.0 PSF 0.0 PSF JRFF-FROM SEQN-DATE REF HC-ENG MNM/AP DRW HCUSR8228 07289012 Scale =.1875"/Ft. R8228-1TBNR228Z03 55746 10/16/07 77205 Ö

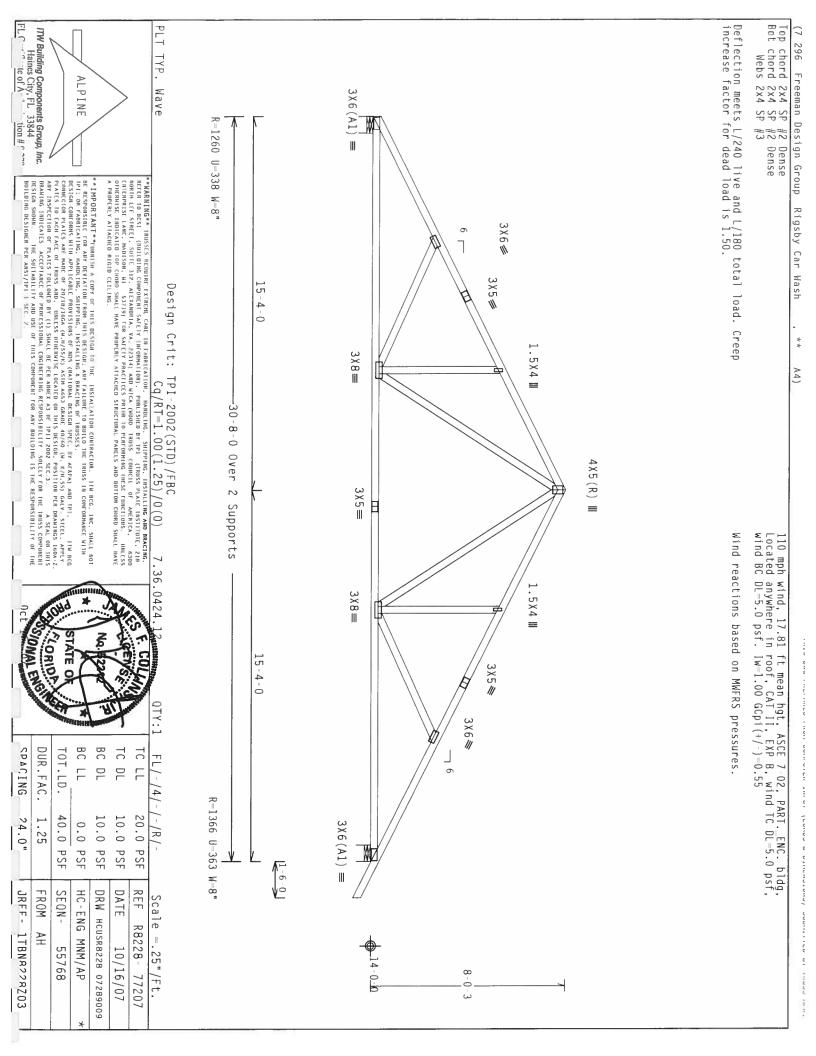
BUILDING DESIGNER PER ANSI/TPI I SEC.

SPACING

24.0"

JRFF-

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Webs 2x4 SP #3 :Stack Chord SC1 2x4 SP #2 Dense: :Stack Chord SC2 2x4 SP #2 Dense: Top chord 2x4 Bot chord 2x4 chord 2x4 SP #2 Dense chord 2x4 SP #2 Dense

must not be cut or notched. Truss spaced at 24.0" OC designed to support 1 6 0 top chord outlookers. Cladding load shall not exceed 10.00 PSF. Top chord

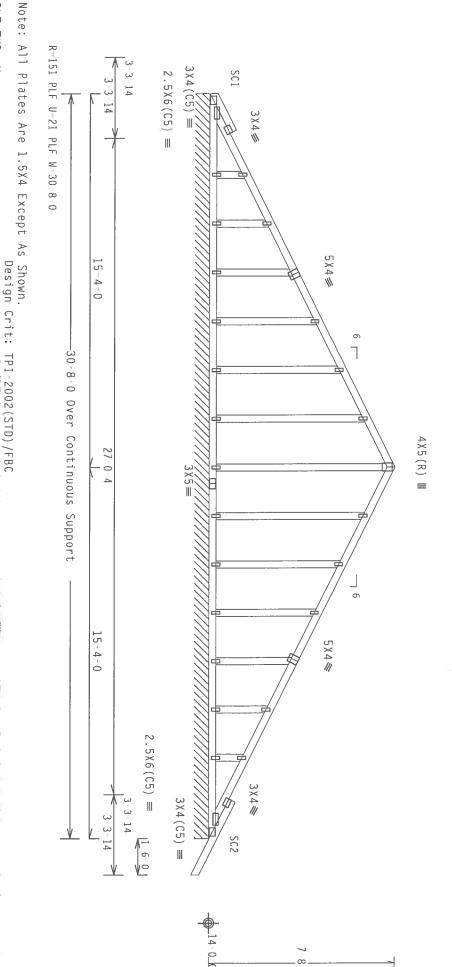
Deflection meets L/240 live and L/180 total load. Creep increase factor for dead load is $1.50\,.$

more requirements See DWG HCUSR001-02086015 for

110 mph wind, 17.99 ft mean hgt, ASCE 7-02, PART._ENC. bldg, Located anywhere in roof, CAT II, EXP B, wind TC DL=5.0 psf, wind BC DL=5.0 psf, Iw=1.00 GCpi(+/-)=0.55

Wind reactions based on MWFRS pressures

Stacked top chord must NOT be notched or cut in area (NNL). Dropped top chord braced at 24" o.c. intervals. Attach stacked top chord (SC) to dropped top chord in notchable area using 3x4 tie-plates 24" o.c. Center plate on stacked/dropped chord interface, plate length perpendicular to chord length. Splice top chord in notchable area using 3x6.



Haines City, FL 33844
FL Carrie of A American House

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IMPORTANTTURNISH A COPY OF THIS DESIGN TO THE INSTALLATION CONTRACTOR. THE BCG, INC. SHALL NOT BE RESPONSIBLE FOR MAY DEVIATION FROM THIS DESIGN. ANY FALLURE TO BUILD THE TRUSS IN COMPORMANCE WITH PRI. OR FARECHING. HANDLIGG. SHIPPIG. INSTALLIGE A BRACLING OF IRMSSES.

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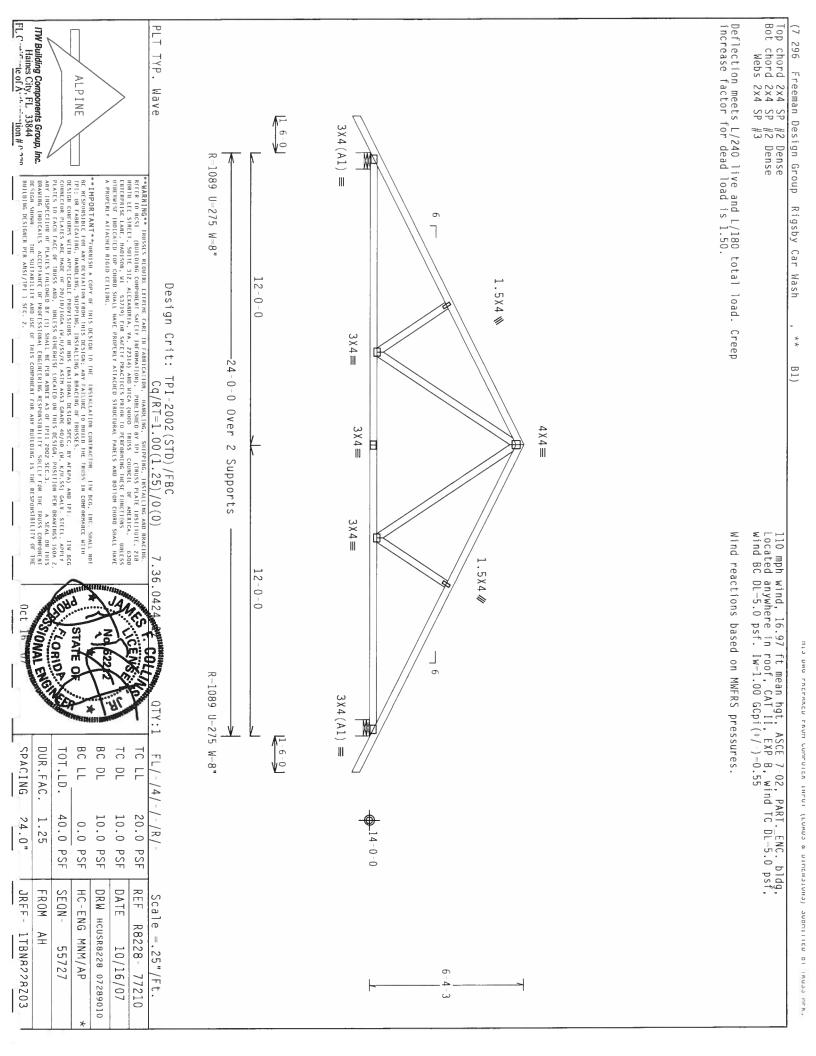
#ARNIG RUSSES REQUIRE EXTREME CARE IN FABRICATION, HANDLISHER, SHIPPING, INSTALLING AND BRACING.
RELER TO BEST. (BUILDING COMPONENT SAFETY INFORMATION.)
BUT TO THE SERVEL, SUITE JEZ, ALEXANDRÍA, VA. ZZZIA) AND M. FOR (MODD. TRUSS CONNECLE OF AMERICA. 6300
CHIERRESE LAME, MADISON, HI. 53719) FOR SAFETY PRACTIFES PRIOR TO PERFORMING THESE FUNCTIONS. UNLESS
OTHERRISE LAME, MADISON, HI. 53719) FOR SAFETY PRACTIFES PRIOR TO PERFORMING THESE FUNCTIONS. UNLESS
OTHERRISE LIDICATED 199 FUNDED SHALL HAVE PROPERLY ATTACHED STRUCTURAL PANELS AND BOTTOM CHORD SHALL HAVE
A PROPERLY ATTACHED RIGID CELLING.

Cq/RT-1.00(1.25)/0(0)

TYP.

Wave

Top chord 2x4 SP #2 Dense
Bot chord 2x4 SP #2 Dense
Webs 2x4 SP #3
:Stack Chord SC1 2x4 SP #2 D
:Stack Chord SC2 2x4 SP #2 D (A) $1x4\ \#3$ or better "L" brace. 80% length of web Attach with 8d Box or Gun (0.113"x2.5",min.)nails Truss spaced at 24.0" OC designed to support 1–6–0 top chord outlookers. Cladding load shall not exceed 10.00 PSF. Top chord must not be cut or notched. Note: All Plates Are 1.5X4 Except As Shown. more requirements. See DWG HCUSR001-02086015 increase factor for dead load is 1.50 Deflection meets L/240 live and L/180 total load. Creep 296 Freeman Design Group TYP. ALPINE Wave tion # 6 and 3X4(C6) SCI 0-0-9 3×4 ≤ |||-4 - 8 - 0 **—** DESIGN CONTONERS HITH APPLICANCE PROVISIONS OF NDS (MAIDONAL DESIGN SPEC, BY ATRA) AND THE THE ROCCOMMETCION PLATES AND THE ATRAL AND THE THE ADDRESS AND THE ATRAL AND TH BUILDING DESIGNER PER ANSI/IPI 1 SEC. 2. R = 1835 X 6 ≡ Dense: for Rigsby Car Wash PLF U=20 THE SUITABILITY AND 5 X 4 ∅ 15 PEF 4 Design Crit: 0 W=26-0 30-8-0 USE OF THIS 6 member. @ 6" OC. Ö 0ver TPI-2002 (STD) /FBC Cq/RT=1.00(1.25) /0(0) GE) Continuous Support 4 X 5 (R) Ⅲ 2 X 4 III ANY BUILDING ά 3×5≡ $\widehat{\mathbb{A}}$ RESPONSIBILITY OF 6 Stacked top chord must NOT be notched or cut in area (NNL). Dropped top chord braced at 24" o.c. intervals. Attach stacked top chord (SC) to dropped top chord in notchable area using 3x4 tie-plates 24" o.c. Center plate on stacked/dropped chord interface, plate length perpendicular to chord length. Splice 110 mph wind, 17.99 ft mean hgt, ASCE 7-02, PART._ENC. bldg, Located anywhere in roof, CAT II, EXP B, wind TC DL=5.0 psf, wind BC DL=5.0 psf, Iw=1.00 GCpi(+/-)=0.55 Wind reactions based on MWFRS pressures. top chord in notchable area using 3x6. 15-4-0 5×4// $2.5 \times 6 (C5) =$ CORIOR TATE O 3 X 4 // 3X4(C5) =3-0-0 0-0-1-6-0 * SC2 SPACING BC DL TC DL TC LL DUR.FAC. TOT.LD. FL/-/4/-**⊕**14-0-0 / - /R/ -24.0" 1.25 40.0 10.0 10.0 20.0 0.0 PSF PSF PSF PSF PSF DATE JRFF-FROM SEQN-REF HC-ENG MNM/AP DRW HCUSR8228 07289014 Scale =.1875"/Ft. R8228-LIBNA228Z03 55805 10/16/07 77209 œ REV



Top chord 2x4 SP #2 Dense
Bot chord 2x4 SP #2 Dense
Webs 2x4 SP #3
:Stack Chord SC1 2x4 SP #2 Dense:
:Stack Chord SC2 2x4 SP #2 Dense:

Truss spaced at 24.0" OC designed to support 1-6-0 top chord outlookers. Cladding load shall not exceed 10.00 PSF. Top chord must not be cut or notched.

In lieu of structural panels use purlins to brace TC @

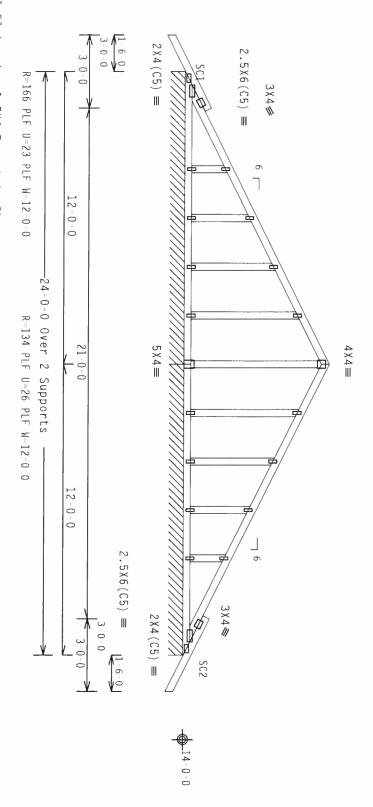
more requirements. DWG HCUSR001-02086015 for

110 mph wind, 17.16 ft mean hgt, ASCE 7-02, PART._ENC. bldg. Located anywhere in roof, CAT II, EXP 8, wind TC DL=5.0 psf, wind BC DL=5.0 psf, Iw=1.00 GCpi(+/-)=0.55

Wind reactions based on MWFRS pressures.

Stacked top chord must NOT be notched or cut in area (NNL). Dropped top chord braced at 24" o.c. intervals. Attach stacked top chord (SC) to dropped top chord in notchable area using 3x4 tie-plates 24" o.c. Center plate on stacked/dropped chord interface, plate length perpendicular to chord length. Splice top chord in notchable area using 3x6.

Deflection meets L/240 live and L/180 total load. Creep increase factor for dead load is 1.50



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Note: All Plates Are 1.5X4 Except As Shown.

TYP.

Wave **WARNING** IRUSATS BYONINE CYTREM, CARE IN FARRICATION, INANDLING, SHIPPING, INSTALLING AND BRACHE BY IRU BEST (BUILDING COMPORED SAFETY INFORMATION), PROBLEMED BY TPT (FRUSS PLATE INSTITUTE, 2019 1081) INC. 2019 1081) LLE STRET, SUITE 312, ALEXANDRAL, VA, 22314) AND MICA (MODD TRUSS COUNCIL OF AMERICA, 6000 ITULBERS LAKE, MADISON, MI 53719) FOR SAFETY PRACTICES PRIOR TO PERFORMING HIESE FUNCTIONS. DHE 6SS OTHERWIST HOLDING HALLED OF CHORD SHALL HAVE PROPERLY ATTACHED STRUCTURAL PARELS AND BOTTOM CHORD SHALL HAVE PROPERLY ATTACHED STRUCTURAL PARELS AND BOTTOM CHORD SHALL HAVE Design Crit: TPI-2002 (STD) /FBC Cq/RT=1.00(1.25)/0(0)

IMPORTANT*URRISI A COPY OF THIS DESIGN TO THE THISTALLATION CONTRACTOR. THE BCG, THE, SHALL NOT BE RESPONSIBLE FOR ANY DEVIATION FROM HITS DESIGN; ANY FALIURE TO BUILD THE TRUSS IN COMFORMANCE WITH FP; OR FABRICATHIG, INNOLLING, SHIPPING, INSALLING & BRACING OF TRUSSES.

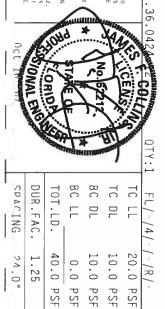
THE RESPONSIBLE FOR ANY DEVIATION, SHIPPING, INSALLING & BRACING OF TRUSSES.

BUSIEGU CONFORMS WITH APPLICABLE PROVISIONS OF HUS (MATIONAL DESIGN SPFC, BY AFAPA) AND FP. STEEL. APPLY CONFICED REVAILES ARE MADE OF ZO/BE/16GA (#.H/SS/K) SATE ASS GRADE 40/60 (#.K/M,SS) GAVE. STEEL. APPLY DALIES OF THE AREA (MINES OF THE DESIGN OF THE DESIGN FOR DRAWINGS 16GA Z ANY HESPECTION OF PLATES FOLLOWED BY (1) SHALL BE PER ANIMEX AS GRADE OF THE DESIGN OF THE STEEL APPLY DALIES OF THE AREA (MINES OF THE DESIGN AND HIS DESIGN FOR THE DESIGN OF THE STEEL APPLY DALIES OF THE AREA (MINES OF THE DESIGN AND HIS DESIGN FOR THE APPLY DALIES AND HIS SHOULD BE PER ANIMEX AS GRADE OF THE DESIGN OF THE STEEL APPLY DALIES OF THE APPLY (MINES OF T

DESIGN SHOWN. THE SUITABILITY AND USE OF THIS COMPONENT FOR BUILDING DESIGNER PER ANST/TPI 1 SEC. 2. DRAWING INDICATES ACCEPTANCE OF PROFESSIONAL ENGINEERING RESPONSIBILITY

ITW Building Components Group, Inc.
Haines City, FL 33844
FL Certificate of Authorization #0 270

ALPINE



JREF-

1TBNP228703

SEQN-

FROM

HC-ENG

MNM/AP 55732

DRW HCUSR8228 07289015

DATE REF

10/16/07

Scale =.25"/Ft.

R8228- 77211

BRACE SUBSTITUTION

THIS DETAIL IS TO BE USED WHEN CONTINUOUS LATERAL BRACING (CLB) IS SPECIFIED ON AN ALPINE TRUSS DESIGN BUT AN ALTERNATIVE WEB BRACING METHOD IS DESIRED.

NOTES

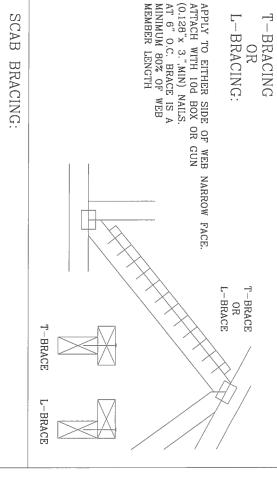
BRACING. THIS DETAIL IS ONLY APPLICABLE FOR CHANGING THE SPECIFIED CLB SHOWN ON SINGLE PLY SEALED DESIGNS TO T-BRACING OR SCAB

BRACING. ALTERNATIVE BRACING SPECIFIED IN CHART BELOW MAY BE CONSERVATIVE. FOR MINIMUM ALTERNATIVE BRACING, RE-RUN DESIGN WITH APPROPRIATE RE-RUN DESIGN WITH APPROPRIATE

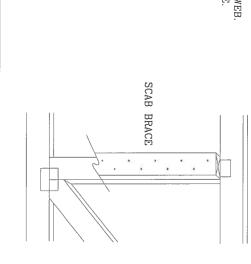
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1-2X8	2X6	1 ROW	2X8
2-2X4(*)	2X6	2 ROWS	2X6
1-2X6	2X4	1 ROW	2X6
2-2X4	2X6	2 ROWS	OR
1-2X4	2X4	1 ROW	2X3 OR 2X4
SCAB BRACE	T OR L-BRACE	BRACING	SIZE
E BRACING	ALTERNATIVE BRACING	SPECIFIED CLB	WEB MEMBER

T-BRACE, L-BRACE AND SCAB BRACE TO BE SAME SPECIES AND GRADE OR BETTER THAN WEB MEMBER UNLESS SPECIFIED OTHERWISE ON ENGINEER'S SEALED DESIGN.

* CENTER SCAB ON WIDE FACE OF WEB. FACE OF WEB APPLY (1) SCAB TO EACH



(0.128"x 3.",MIN) NAILS. AT 6" O.C. BRACE IS A MINIMUM 80% OF WEB MEMBER LENGTH APPLY SCAB(S) TO WIDE FACE OF WEB. NO MORE THAN (1) SCAB PER FACE. ATTACH WITH 10d BOX OR GUN

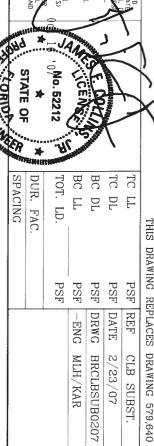




ITWBUILDING COMPONENTS GROUP, INC. POMPANO BEACH, FLORIDA

WARNING TRUSSES REQUIRE EXTREME CARE IN FABRICATING, HANDLING, SHIPPING, INSTALLING BRACING. REFET IO BESS (BUILDING COMPONENT SAFETY IN GRENATION), PUBLISHED BY TEL (TRUSS INSTITUTE, 218 MORTH LEE STR., SUITE 132, ALCXANDERA, VA. 22314) AND WTOA (AVOID TRUSS COMPONENT SAFETY PRACTICES PRIBE TO PERFORMING HERICA, 6300 ENTERPRISE LN, MADISON, VI 53719) FOR SAFETY PRACTICES PRIBE TO PERFORMING FUNCTIONS. (UNEXES OTHERWISE MUICHED, TOPODE SHALL HAVE PROPERLY ATTACHED STRUCPANELS AND BOTTOM CHORD SHALL HAVE A PROPERLY ATTACHED STRUCPANELS AND BOTTOM CHORD SHALL HAVE A PROPERLY ATTACHED TRUCK

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`	TC	DL	PSF	DATE	2/23/07	
	ВС	DL	PSF	DRWG	BRCLBSUB0207	207
	BC LL	T	PSF	-ENG	-ENG MLH/KAR	
.A	TOT	TOT. LD.	PSF			
神神	DUI	DUR. FAC.	į			
	N D N	SPACING				

140 MPH WIND, 30.0 FT IN ROOF, CAT II, EXP 30.0 FT MEAN HGT, ASCE 7-98, C. WIND TCDL=5.0 PSF, WIND BCDL=5.0 PSF. PART. ENC. BLDG, LOCATED ANYWHERE

140 MPH WIND, IN ROOF, CAT 30.0 FT MEAN HGT. ASCE 7-02, PART. II. EXP C. WIND TCDL=5.0 PSF, WIND BCDL=5.0 PSF.

- F OR VERTICAL VERTICAL
- WEBS LESS THAN 4'0": W1X4
 GREATER THAN 4'0" BUT N O MORE THAN 11'6": W2X4
- PEAK. AND HEEL PLATES TO MATCH COMMON TRUSS
- 2X4 OR GREATER CHORDS

DROP GABLE SPACED 24" WILL SUPPORT 4'0"
O.C., OR THE LOAD OUTLOOKERS WITH 2'0" OVERHANG (DROP HEEL GABLE) FROM 12" PLYWOOD OVERHANG (NOMINAL HEEL GABLE).

IT IS THE RESPONSIBILITY OF THE BUILDING DESIGNER TO DESIGN THE ROOF AND CEILING DIAPHRAGMS AND SPECIFY COMMECTIONS TO TRANSFER ALL OUT-OF-PLANE LOADS INTO THE ROOF AND CEILING DIAPHRAGMS.

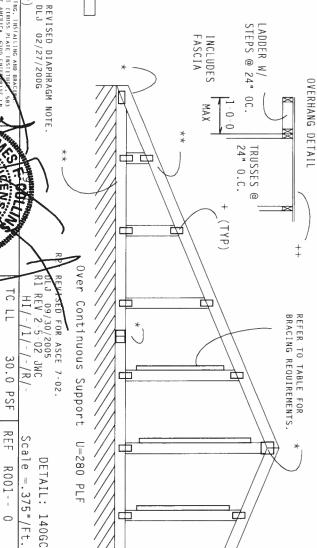
AND HE ROOF SHEATHING DIAPHRAGM CONNECTIONS, AND ALL TRUSS TO WALL CONNECTIONS. BUILDING DESIGNER IS RESPONSIBLE FOR THE GABLE SHEAR WALL DESIGN, CEILING

+ 7/16 MINIMUM APA RATED SHEATHING PROPERLY ATTACHED WITH LONG DIMENSION PERPENDICULAR TO SUPPORTS.

R NOTE: NAIL STEPS OF LADDER TRUSS ONTO THE OUTSIDE PIECES WITH 2-16D NAILS AT EACH END.

RI ATTACH LADDER TRUSS TO TOP CHORD OF GABLE TRUSS WITH TWO ROWS 0F 16D NAILS @ 8" 0.C. STAGGERED

> 16" 12" 12" 16" 24" BRACING DEFINITIONS: SPACING STUD 2X4 SP STUD SPACING / BRACING TABLE: (D) 0 (B) A NOTE: "END ZONE" EXISTS (1) (2) (1) END (2) END #3 2X4 SP 2X6 SP ZONES; 4" 2X4 SP ZONES: ZONES: ZONES: L/180 L/360 L/360 L/180 DEFLEC CRITERIA SP #3 "L" BRACES. 6" OC. BETWEEN 9 #2 #2 N "L" BRACE. ATTA 4" OC. BETWEEN ZONES. #3 "L" OC. BETWEEN ZONES. OC. BETWEEN ZONES. BRACE. BRACE 18" BRACES. 30 ΑŢ ZONES ATTACH WITH 0.128"X3" NAILS BOTH ATTACH ATTACH ATTACH EACH WITH 0.128"X3" NAILS @ 3" 4 . 7 " 4' 9" 3'11" 3, 1, (1) 2X4 "L" BRACE TYPE ENDS EACH HIIM <u>A</u> 0F HIIM 0.128"X3" VERTICAL (2) 2X4 "L" BRACE TYPE 8 6 5 ¹ 2 0.128"X3" 4 " 3, 7, 2, (B) NAILS "L" BRACE $\widehat{\Box}$ 8'11" 11' 0" TYPE (C) 6, 3, **@** NAILS @ 7'10" 9 2 X 6 **@** 2 6" 00. ري ي (2) 2X6 "L" BRACE 11' 0" 8' 0" 11'0" TYPE (D) 9'11" OC. OC. Ξ N



ALT.

GABLE SHAPES

Note: All Plates Are 2X4 Except As Shown.

Wave

R3:

TPI-95 ****WARNING*** RRISES REQUIRE LYBERE CARE IN FARRIFATION, FAMORIES, SUPPOR, INSTALLING AND BRA-RETER TO BEST I OR (BUILDING CHAPMENT SAFETY TURBANION), PHALESHO BY FIT (TRUSS FALE INSTITUT DE PROPERTO OR . SUITE ZOO, HAUSSM, HI 53/19) AND MEA (4000 TRUSS COUNCIL OF MERICA, ASIG ENTAF RADISON, HI 53/19/10 FOR SETTLY PRACTICES FROM THE PERFORMANION DESCRIPTION COUNCIL OF MERICA, ASIG ENTAFAL TOP CHORD SHALL HAVE PROPERTY ATTACHED STRUCTURAL PARES AND BOTTON CHORD SHALL HAVE A PROPERTY TO RIGIO CITLING Design Crit: TPI-1995 (STD)

IMPORTANT*URBISH A COPY OF THIS DESIGN TO THE INSTALLATION CONTRACTOR.

APPRODUCTS, THE SHALL NOT BE RESPONSIBLE TOR ANY DEVIATION FROM THIS DESIGN: ANY FALLURE TOWN

ROUSES IN COMPROMEN WITH APPLICABLE PROVISIONS OF MOS (MAIDMAL DESIGN SPEC. BY ALRA), AND TPI
ROUSE TO CHART SATE MADE OF 20/18/16/AC (MAIDSA), STANDAL DESIGN SPEC. BY ALRA), AND TPI
CONNECTION PLAITS ARE MADE OF 20/18/16/AC (MAIDSA), STANDAL OFSIGN SPEC. BY ALRA), AND TPI
CONNECTION PLAITS ARE MADE OF 20/18/16/AC (MAIDSA), STANDAL OFSIGN SPEC. BY ALRA), AND TPI
CONNECTION PLAITS ARE MADE OF 20/18/16/AC (MAIDSA), STANDAL OFSIGN SPEC. BY ALRAY, STEEL

CONNECTION PLAITS OF TOLORED BY (1) SHALL BE FUR ANNEX AT OF TPI-12005 SEC. A

ASKALL

ANY ALMADE AND ALRAY OF TRAINS AND SPECIAL SP POSITION PER DRAWINGS

MGINEEREE

FOR THE TRUSS COMP

Alpine Engineered Products, Inc.

ALPINE

Haines City, FL 33844 Feate of / on # 567

ANY BUILDING IS THE RESPONSIBILITY OF

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SPACING

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