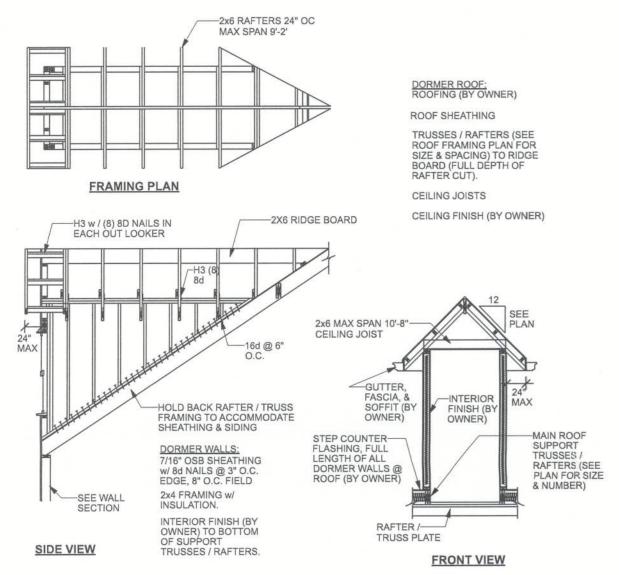
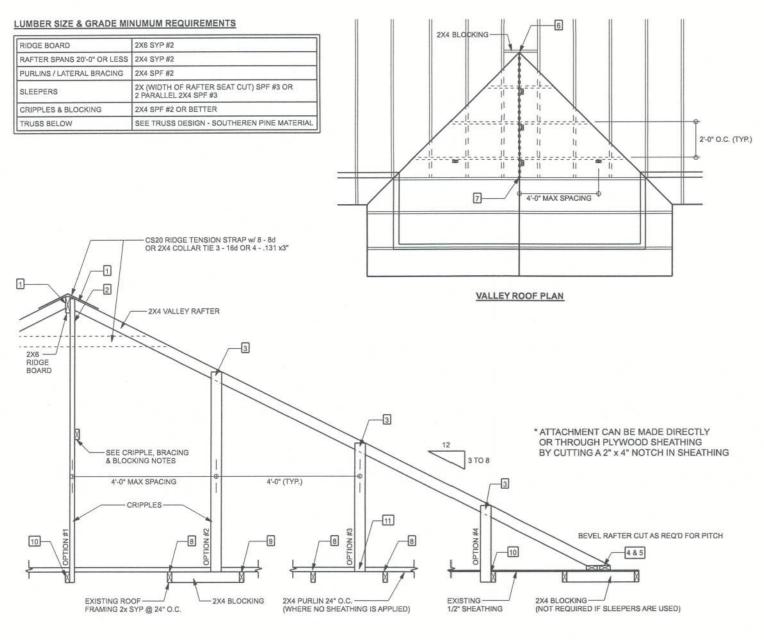


BONUS ROOM / GABLE END BRACING SCALE: 1/2"=1'-0"



DORMER ANCHORING DETAIL (ON ROOF) SCALE: N.T.S.



SECTION CUT PARALLEL TO VALLEY RAFTER

CRIPPLES 4'-0" O.C. FOR 20 psf (TL) AND 10 psf (TD) (TYP. SHINGLE ROOF) MAX CONNECTION REQUIREMENT NOTES 3-16d OR 6 - .131 x 3" TOE NAILS 2X4 RAFTERS TO RIDGE CRIPPLE TO RAFTERS 3 - 16d OR 6 - .131 x 3" FACE NAILS RAFTER TO SLEEPER OR BLOCKING 6 -16d OR 12 - .131 x 3" TOE NAILS SLEEPER TO TRUSS 4 - 16d OR 8 - .131 x 3" FACE NAILS EACH TRUS RIDGE BOARD TO TRUSS 3 -16d OR 6 - .131 x 3" TOE NAILS

TRUSS

■ CRIPPLE

= = = TRUSS UNDER VALLEY FRAMING

: = = = : VALLEY RAFTER OR RIDGE

3 -16d OR 6 - .131 x 3" NAILS B PURLIN TO TRUSS (IF CRIPPLE IS ATTACHED TO PURLIN) 4 -16d OR 8 - .131 x 3" NAILS CRIPPLE TO TRUSS 3 -16d OR 6 - .131 x 3" FACE NAILS 3 -16d OR 6 - .131 x 3" FACE NAILS **GENERAL NOTES** MAXIMUM RAFTER SPANS 6'-0" FOR 2X4, 9'-0" FOR 2X6 SPF #2 OR SYP #2. 6°-0" FOR 2X4, 9'-0" FOR 2X6 SPF #2 OR SYP #2.

MAXIMUM ROOF AREA PER SUPPORT
1682 IN ZONES 2 8.3, 2482 IN ZONE 1. (EXAMPLE: 4'-0" O.C. X 4'-0" SPAN
= 1682 OR 2'-0" X 8'-0" SPAN = 1682)

PURLINS REQUIRED 2'-0" O.C. IF EXISTING SHEATHING IS REMOVED.
PURLINS SHOULD OVERLAP SHEATHING ONE TRUSS SPACING MINIMUM.
IN CASES THAT THIS IS IMPRACTICAL, OVERLAP SHEATHING A MINIMUM
OF 6", AND NAIL UPWARDS THROUGH SHEATHING INTO PURLIN WITH A
MINIMUM OF 8 - 8d COMMON WIRE NAILS.
THIS DRAWING APPLIES TO VALLEYS WITH THE FOLLOWING CONDITIONS:
-SPANS (DISTANCS BETWEEN HEELS) 40'-0" OR LESS
- MAXIMUM VAILEY HEIGHT: 14'-0" OR LESS
- MAXIMUM WIND SPEED: 130 MPH
- MAXIMUM WIND SPEED: 130 MPH
- MAXIMUM MICAN ROOF HEIGHT: 30 FEET
- MAXIMUM TOTAL LOADING: 40 psf
- MEETS FBC / IASCE 7-16 WIND REQUIREMENTS
- EXPOSURE CATEGORY "C", I = 1.0, Kzt = 1.0
- ENCLOSED BUILDING

CRIPPLE, BRACING, & BLOCKING NOTES CRIPPLE, BRACING, & BLOCKING NOTES

-2X4 CONTINUOUS LATERAL BRACE (CLB) MIN. IS REQUIRED FOR CRIPPLES 5-0" TO 10'-0" LONG NAILED W 2 - 104 NAILS OR 2X4 "T" OR SCAB BRACE NAILD TO FLAT EDGE OF CRIPPLE WITH 8d NAILS @ 8" O.C. "T" OR SCAB MUST BE 90% OF CRIPPLE LENGTH. CRIPPLES OVER 10'-0" LONG REQUIRE TWO CLB's OR BOTH FACES W "T" OR SCAB. USE STRESS GRADED LUMBER & BOX OR COMMON NAILS.

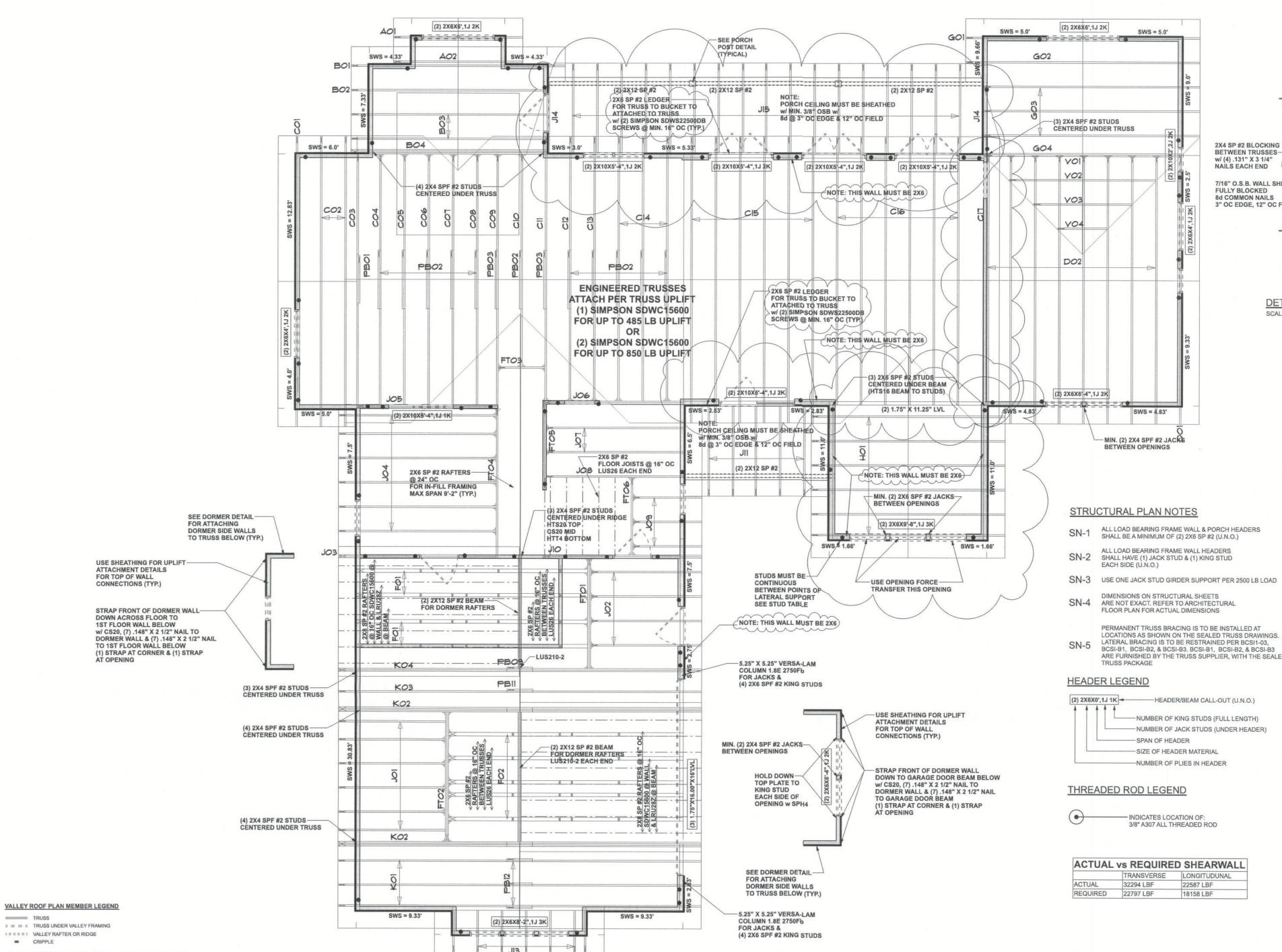
NARROW EDGE OF CRIPPLE CAN FACE RIDGE OR RAFTER, AS LONG AS THE PROPER NUMBER OF NAILS ARE INSTALLED INTO RIDGE BOARD

INSTALLED INTO RIDGE BOARD

INSTALL BLOCKING UNDER RAFTER IF SLEEPERS ARE NOT USED.

INSTALL BLOCKING UNDER CRIPPLES IF CRIPPLES FALL BETWEEN LOWER TRUSS TOP CHORDS AND LATERAL BRACING IS NOT USED,

- APPLY ALL NAILING IN ACCORDANCE TO NDS-1997 SECTION 12. NAILS ARE COMMON WIRE NAILS UNLESS NOTED OTHERWISE.



STRUCTURAL PLAN SCALE: 3/16" = 1'-0"

-2X4 SP #2 CONTINUOUS RAT RUN

ATTACHED TO EACH TRUSS AND TO BLOCKING WITH

(4) .131" X 3 1/4" NAIL

DETAIL @ TRUSSES WITH RAISED HEELS

2X4 SP #2 BLOCKING

w/ (4) .131" X 3 1/4"

NAILS EACH END

FULLY BLOCKED 8d COMMON NAILS 3" OC EDGE, 12" OC FIELD

- MIN. (2) 2X4 SPF #2 JACRS

EACH SIDE (U.N.O.)

TRUSS PACKAGE

SPAN OF HEADER

ALL LOAD BEARING FRAME WALL & PORCH HEADERS

SHALL BE A MINIMUM OF (2) 2X6 SP #2 (U.N.O.)

ALL LOAD BEARING FRAME WALL HEADERS

DIMENSIONS ON STRUCTURAL SHEETS

ARE NOT EXACT. REFER TO ARCHITECTURAL FLOOR PLAN FOR ACTUAL DIMENSIONS

PERMANENT TRUSS BRACING IS TO BE INSTALLED AT

LOCATIONS AS SHOWN ON THE SEALED TRUSS DRAWINGS. LATERAL BRACING IS TO BE RESTRAINED PER BCSI1-03,

NUMBER OF KING STUDS (FULL LENGTH)

NUMBER OF JACK STUDS (UNDER HEADER)

- SIZE OF HEADER MATERIAL

- INDICATES LOCATION OF:

3/8" A307 ALL THREADED ROD

TRANSVERSE LONGITUDUNAL

-NUMBER OF PLIES IN HEADER

BCSI-B1, BCSI-B2, & BCSI-B3, BCSI-B1, BCSI-B2, & BCSI-B3 ARE FURNISHED BY THE TRUSS SUPPLIER, WITH THE SEALED

BETWEEN TRUSSES-

7/16" O.S.B. WALL SHI

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Disosway

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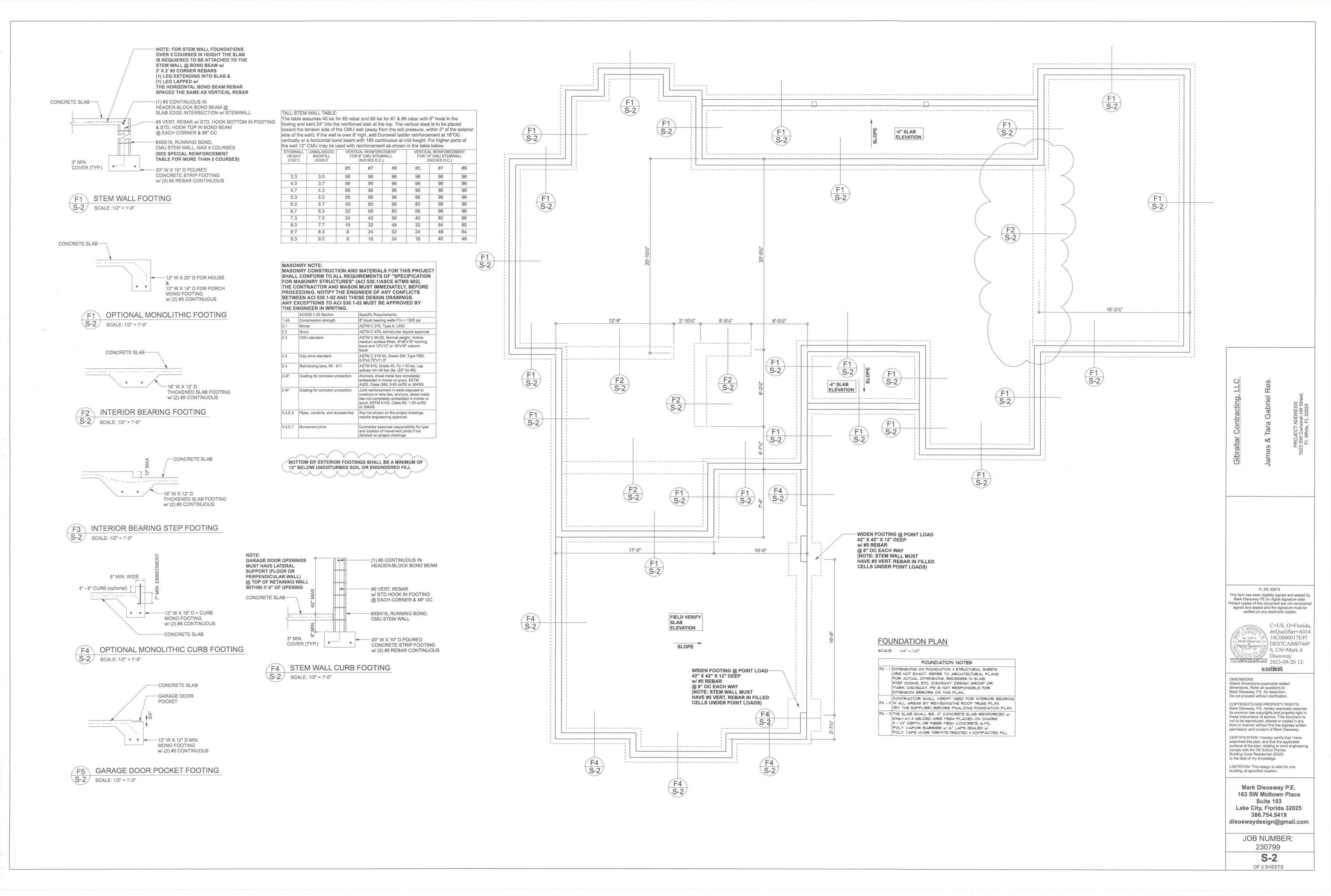
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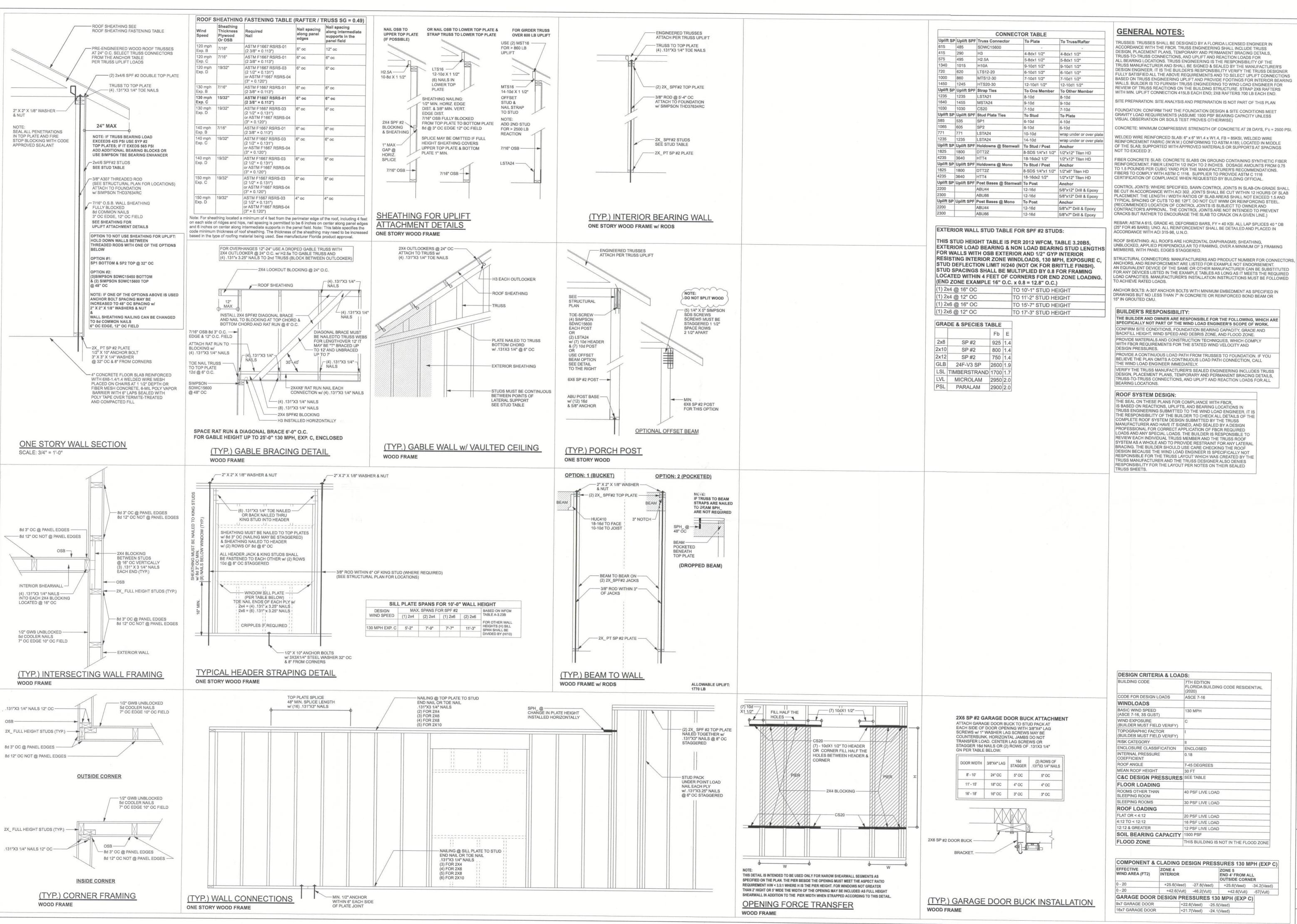
Mark Disosway P.E. 163 SW Midtown Place Suite 103 Lake City, Florida 32025 386.754.5419 disoswaydesign@gmail.com

CONNECTIONS, WALL, & HEADER DESIGN IS BASED ON REACTIONS & UPLIFTS FROM TRUSS ENGINEERING FURNISHED BY BUILDER, W.B. HOWLAND TRUSS CO. JOB #23-9546

JOB NUMBER: 230799 **S-3**

OF 3 SHEETS





TRUSSES: 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 TRUSS-TO-TRUSS CONNECTIONS, AND UPLIFT AND REACTION LOADS FOR ALL BEARING LOCATIONS. TRUSS ENGINEERING IS THE RESPONSIBILITY OF THE RUSS MANUFACTURER AND SHALL BE SIGNED & SEALED BY THE MANUFACTURER'S DESIGN ENGINEER. IT IS THE BUILDER'S RESPONSIBILITY VERIFY THE TRUSS DESIGNER FULLY 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 FOUNDATION: CONFIRM THAT THE FOUNDATION DESIGN & SITE CONDITIONS MEET

GRAVITY LOAD REQUIREMENTS (ASSUME 1500 PSF BEARING CAPACITY UNLESS VISUAL OBSERVATION OR SOILS TEST PROVES OTHERWISE)

WELDED WIRE REINFORCED SLAB: 6" x 6" W1.4 x W1.4, FB = 85KSI, WELDED WIRE REINFORCEMENT FABRIC (W.W.M.) CONFORMING TO ASTM A185; LOCATED IN MIDDLE OF 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

UNBLOCKED, APPLIED PERPENDICULAR TO FRAMING, OVER A MINIMUM OF 3 FRAMING

ANCHORS, AND REINFORCEMENT ARE LISTED FOR EXAMPLE NOT ENDORSEMENT.
AN EQUIVALENT 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

ANCHOR BOLTS: A-307 ANCHOR BOLTS WITH MINIMUM EMBEDMENT AS SPECIFIED IN RAWINGS BUT NO LESS THAN 7" IN CONCRETE OR REINFORCED BOND BEAM OR

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

PROVIDE A CONTINUOUS LOAD PATH FROM TRUSSES TO FOUNDATION. IF YOU BELIEVE THE PLAN OMITS A CONTINUOUS LOAD PATH CONNECTION, CALL

VERIFY THE TRUSS MANUFACTURER'S SEALED ENGINEERING INCLUDES TRUSS DESIGN, PLACEMENT PLANS, TEMPORARY AND PERMANENT BRACING DETAILS, TRUSS-TO-TRUSS CONNECTIONS, AND UPLIFT AND REACTION LOADS FOR ALL

IS 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 T REVIEW 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 ESPONSIBILITY FOR THE LAYOUT PER NOTES ON THEIR SEALED

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portions of the plan, relating to wind engineering comply with the 7th Edition Florida Building Code Residential (2020) to the best of my knowledge.

LIMITATION: This design is valid for one building, at specified location.

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JOB NUMBER: 230799

END 4' FROM ALL

OUTSIDE CORNER

S-1 OF 3 SHEETS