

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

CONCRETE: MINIMUM COMPRESSIVE STRENGTH OF CONCRETE AT 28 DAYS, F'c = 2500 PSI. 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

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

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

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

ROOF SHEATHING: ALL ROOFS ARE HORIZONTAL DIAPHRAGMS; SHEATHING, 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

DRAWINGS BUT NO LESS THAN 7" IN CONCRETE OR REINFORCED BOND BEAM OR

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

THE SEAL ON THESE PLANS FOR COMPLIANCE WITH FBCR, 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 TO 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 RESPONSIBILITY FOR THE LAYOUT PER NOTES ON THEIR SEALED

DESIGN CRITERIA & LOADS:

4:12 TO < 12:12

12:12 & GREATER

FLOOD ZONE

16x7 GARAGE DOOR

SOIL BEARING CAPACITY 1500 PSF

5" OC

4" OC

3" OC

BUILDING CODE FLORIDA BUILDING CODE RESIDENTIAL CODE FOR DESIGN LOADS ASCE 7-16 WINDLOADS BASIC WIND SPEED (ASCE 7-16, 3S GUST) WIND EXPOSURE (BUILDER MUST FIELD VERIFY) TOPOGRAPHIC FACTOR (BUILDER MUST FIELD VERIFY) RISK CATEGORY ENCLOSURE CLASSIFICATION INTERNAL PRESSURE COEFFICIENT ROOF ANGLE -45 DEGREES MEAN ROOF HEIGHT C&C DESIGN PRESSURES SEE TABLE FLOOR LOADING ROOMS OTHER THAN 40 PSF LIVE LOAD SLEEPING ROOM SLEEPING ROOMS 0 PSF LIVE LOAD **ROOF LOADING** FLAT OR < 4:12

COMPONENT & CLADING DESIGN PRESSURES 130 MPH (EXP B)-

WIND AREA (FT2) INTERIOR END 4' FROM ALL **OUTSIDE CORNER** +25.6(Vasd) -27.8(Vasd) +25.6(Vasd) -34.2(Vasd) +42.6(Vult) -46.2(Vult) +42.6(Vult) -57(Vult) GARAGE DOOR DESIGN PRESSURES 130 MPH (EXP B)-9x7 GARAGE DOOR +22.6(Vasd) -25.5(Vasd)

+21.7(Vasd) -24.1(Vasd)

16 PSF LIVE LOAD

12 PSF LIVE LOAD

THIS BUILDING IS NOT IN THE FLOOD ZONE

JOB NUMBER: 230665 **S-1**

Mark Disosway PE No 53915 / STATE OF 2023-05-31

Stated dimensions supercede scaled dimensions. Refer all questions to Mark Disosway, P.E. for resolution.

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CERTIFICATION: I hereby certify that I have examined this plan, and that the applicable 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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OF 3 SHEETS