

CONNECTOR TABLE					
Uplift SP	Uplift SPF	Truss Connector	To Plate	To Truss/Rafter	
615	485	SDWC15600	-	-	-
415	290	H3	4-8dX1 1/2"	4-8dX1 1/2"	-
575	495	H2.5A	5-8dX1 1/2"	5-8dX1 1/2"	-
1340	1015	H10A	8-10dX1 1/2"	8-10dX1 1/2"	-
720	620	LTS12-20	5-10dX1 1/2"	5-10dX1 1/2"	-
1000	860	MTS12-30	7-10dX1 1/2"	7-10dX1 1/2"	-
1450	1245	HTS20-30	12-10dX1 1/2"	12-10dX1 1/2"	-
Uplift SP Uplift SPF Strap Ties					
			To One Member	To Other Member	
1235	1235	LSTA21	8-10d	8-10d	-
1540	1455	LSTA24	8-10d	8-10d	-
1030	1030	CS20	7-10d	7-10d	-
Uplift SP Uplift SPF Stud Plate Ties					
			To Stud	To Plate	
585	535	SP2	6-10d	4-10d	-
1065	605	SP2	6-10d	6-10d	-
771	771	LSTA24	10-10d	wrap under or over plate	-
1235	1235	LSTA24	14-10d	wrap under or over plate	-
Uplift SP Uplift SPF Holdowns @ Stemwall					
			To Stud / Post	Anchor	
1825	1800	DTT22	8-SDS 1/4"x1 1/2"	1/2"x12" Titen HD	-
4235	3640	HTT4	18-16dX2 1/2"	1/2"x12" Titen HD	-
Uplift SP Uplift SPF Holdowns @ Mono					
			To Stud / Post	Anchor	
1825	1800	DTT22	8-SDS 1/4"x1 1/2"	1/2"x12" Titen HD	-
4235	3640	HTT4	18-16dX2 1/2"	1/2"x12" Titen HD	-
Uplift SP Uplift SPF Post Bases @ Stemwall					
			To Post	Anchor	
2200		ABU44	12-16d	5/8"x12" Drill & Epoxy	-
2300		ABU66	12-16d	5/8"x12" Drill & Epoxy	-
Uplift SP Uplift SPF Post Bases @ Mono					
			To Post	Anchor	
2200		ABU44	12-16d	5/8"x12" Drill & Epoxy	-
2300		ABU66	12-16d	5/8"x12" Drill & Epoxy	-

**GENERAL NOTES:**

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 TRUSS 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)

CONCRETE: MINIMUM COMPRESSIVE STRENGTH OF CONCRETE AT 28 DAYS,  $f'_c = 2500$  PSI.

WELDED WIRE REINFORCED SLAB 8" x 6" W1.4 x W1.4,  $F_y = 85$ KSI, WELDED WIRE REINFORCEMENT FABRIC (W.W.M.), CONFORMING TO ASTM A198, LOCATED IN MIDDLE OF THE SLAB, SUPPORTED WITH APPROVED MATERIALS & OR SUPPORTS AT SPACINGS NOT TO EXCEED 3'.

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, SAWY 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 12'. DO NOT CUT WMM 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 A615, GRADE 40, DEFORMED BARS,  $F_y = 40$  KSI, ALL LAP SPACES 4' DB (25' FOR #5 BARS); UNO. ALL REINFORCEMENT SHALL BE DETAILED AND PLACED IN ACCORDANCE WITH ACI 315-98, U.N.O.

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

STRUCTURAL CONNECTORS: MANUFACTURERS AND PRODUCT NUMBER FOR CONNECTORS, 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 TO ACHIEVE RATED LOADS.

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

**BUILDER'S RESPONSIBILITY:**

THE BUILDER AND OWNER ARE RESPONSIBLE FOR THE FOLLOWING, WHICH ARE SPECIFICALLY NOT PART OF THE WIND LOAD ENGINEER'S SCOPE OF WORK:

CONFIRM SITE CONDITIONS: FOUNDATION BEARING CAPACITY, GRADE AND BACKFILL HEIGHT, WIND SPEED AND DEBRIS ZONE, AND FLOOD ZONE.

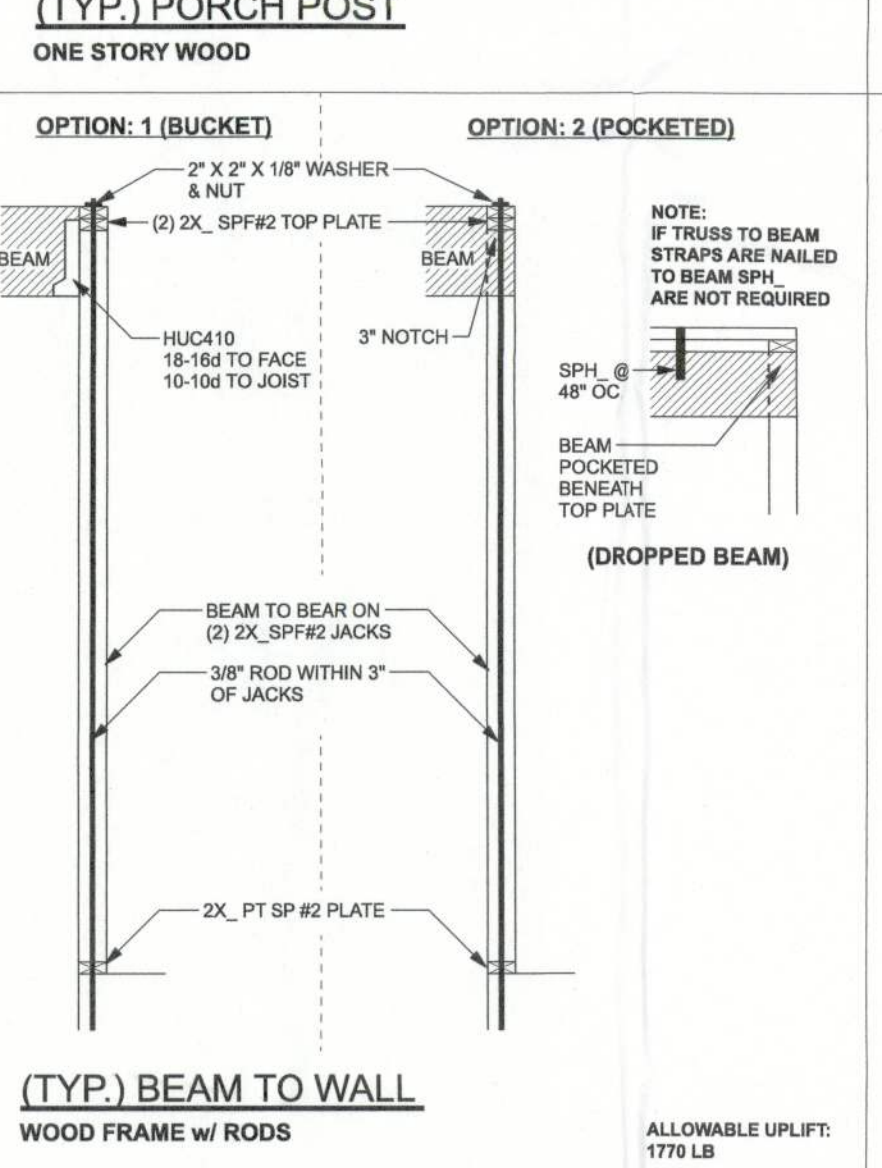
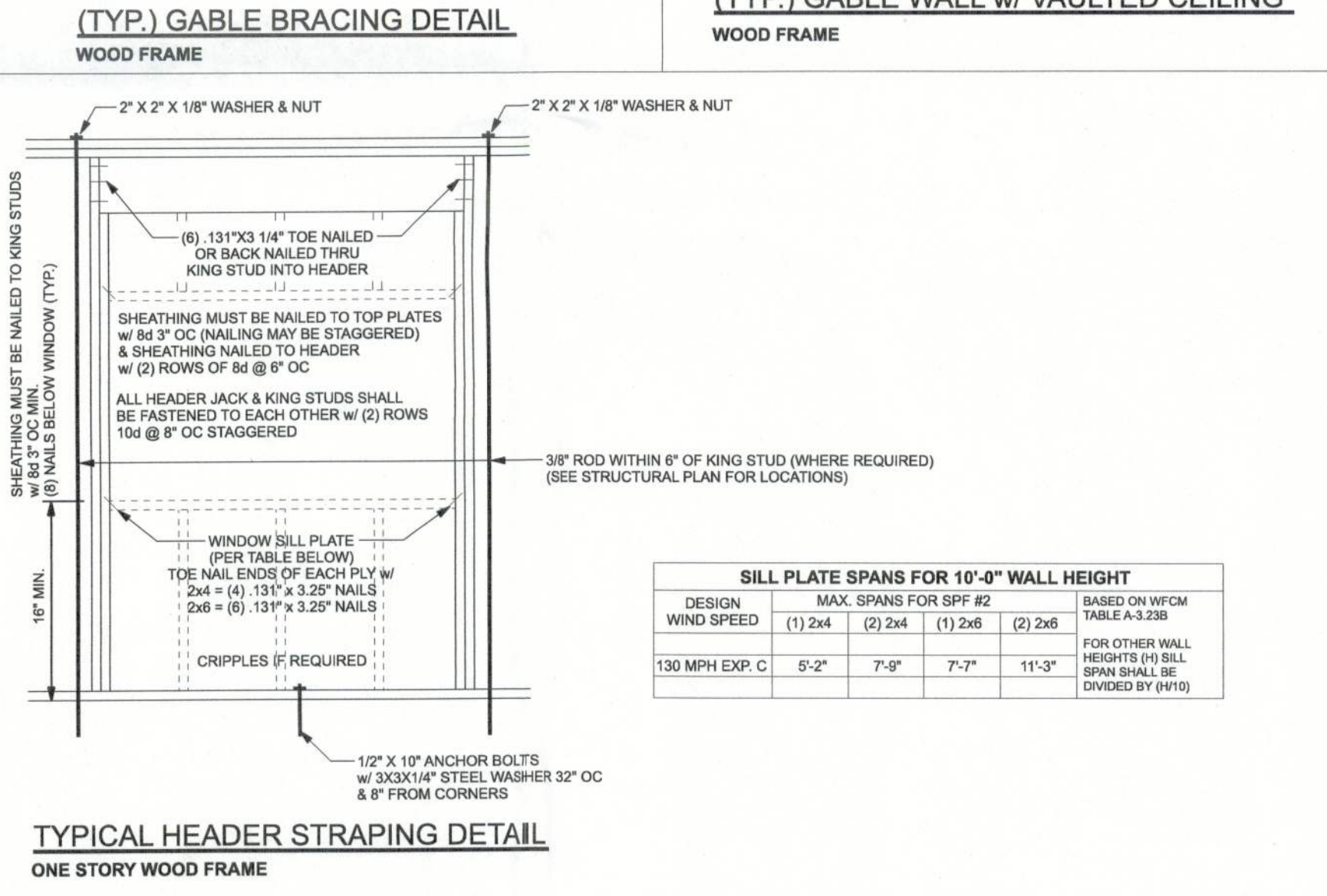
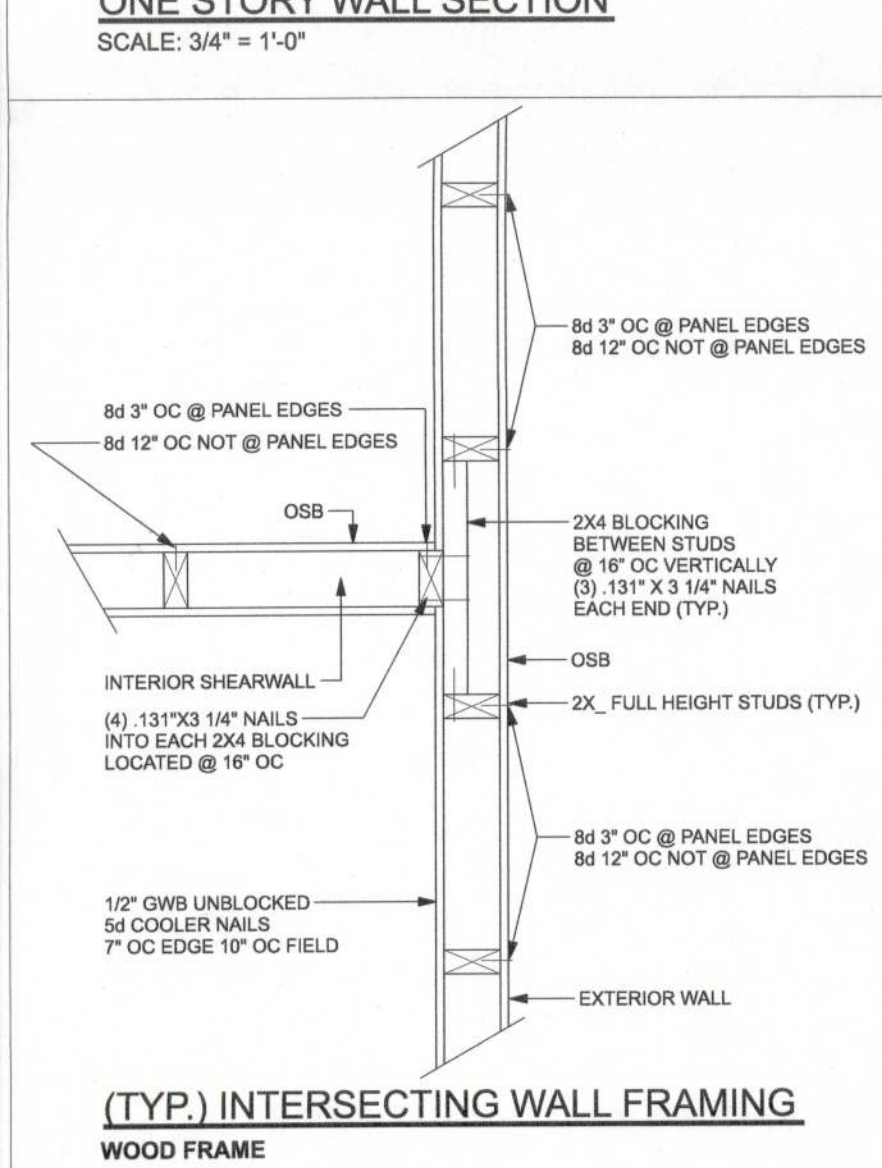
PROVIDE MATERIALS AND CONSTRUCTION TECHNIQUES, WHICH COMPLY WITH FBCR REQUIREMENTS FOR THE STATED WIND VELOCITY AND DESIGN PRESSURES.

PROVIDE A CONTINUOUS LOAD PATH FROM TRUSSES TO FOUNDATION. IF YOU BELIEVE THE PLAN OMMITS A CORNER OR LATERAL LOAD PATH CONNECTION, CALL THE WIND LOAD ENGINEER IMMEDIATELY.

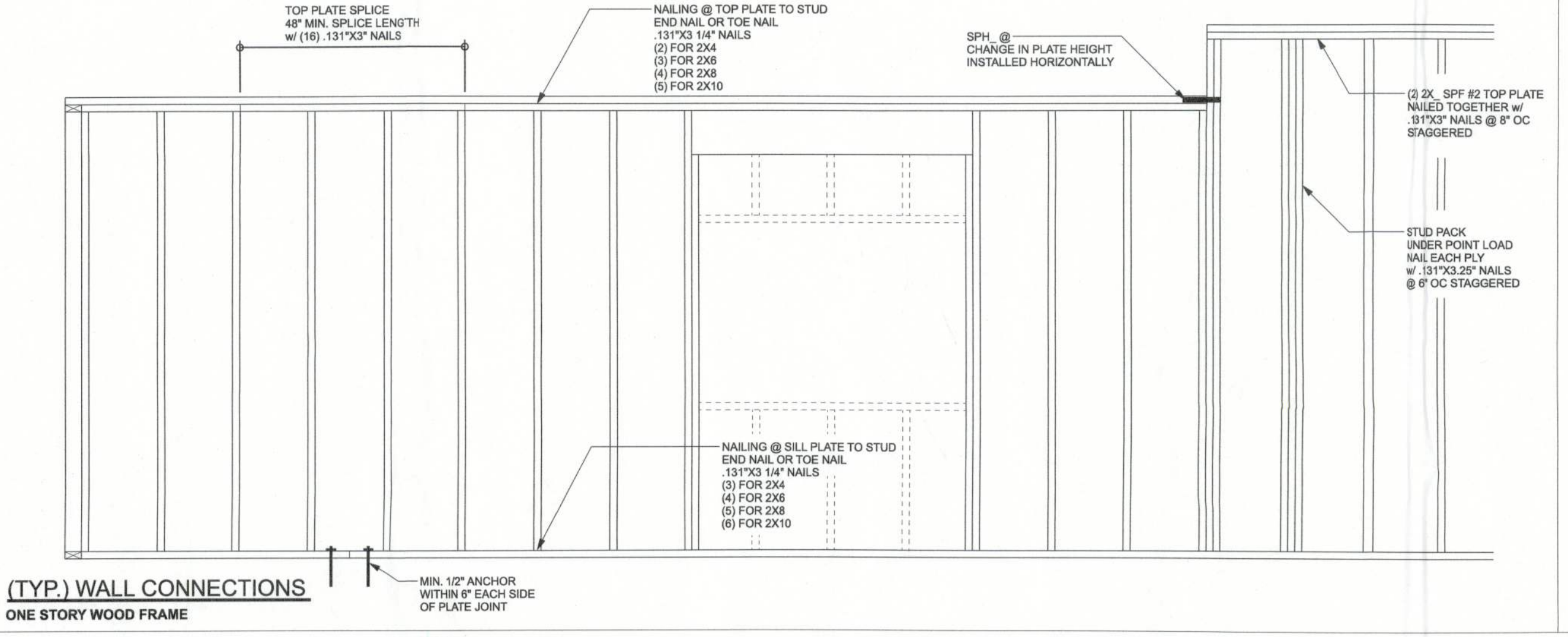
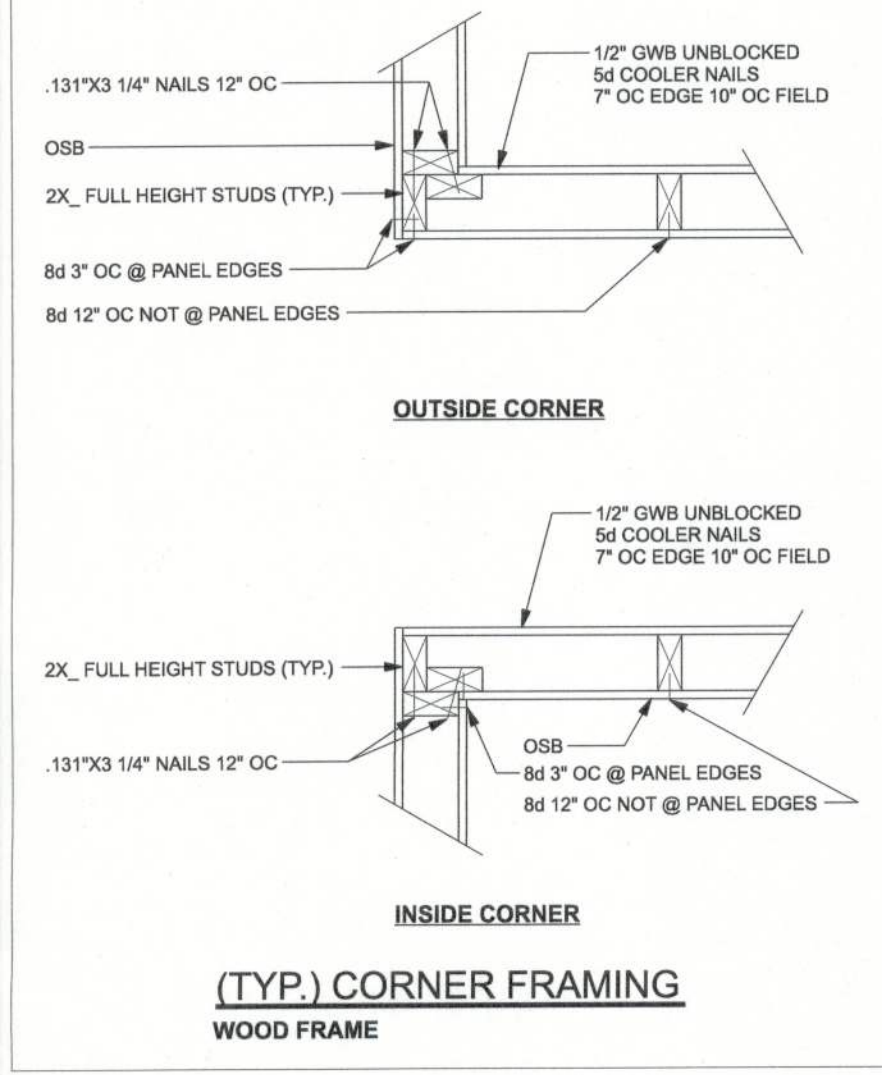
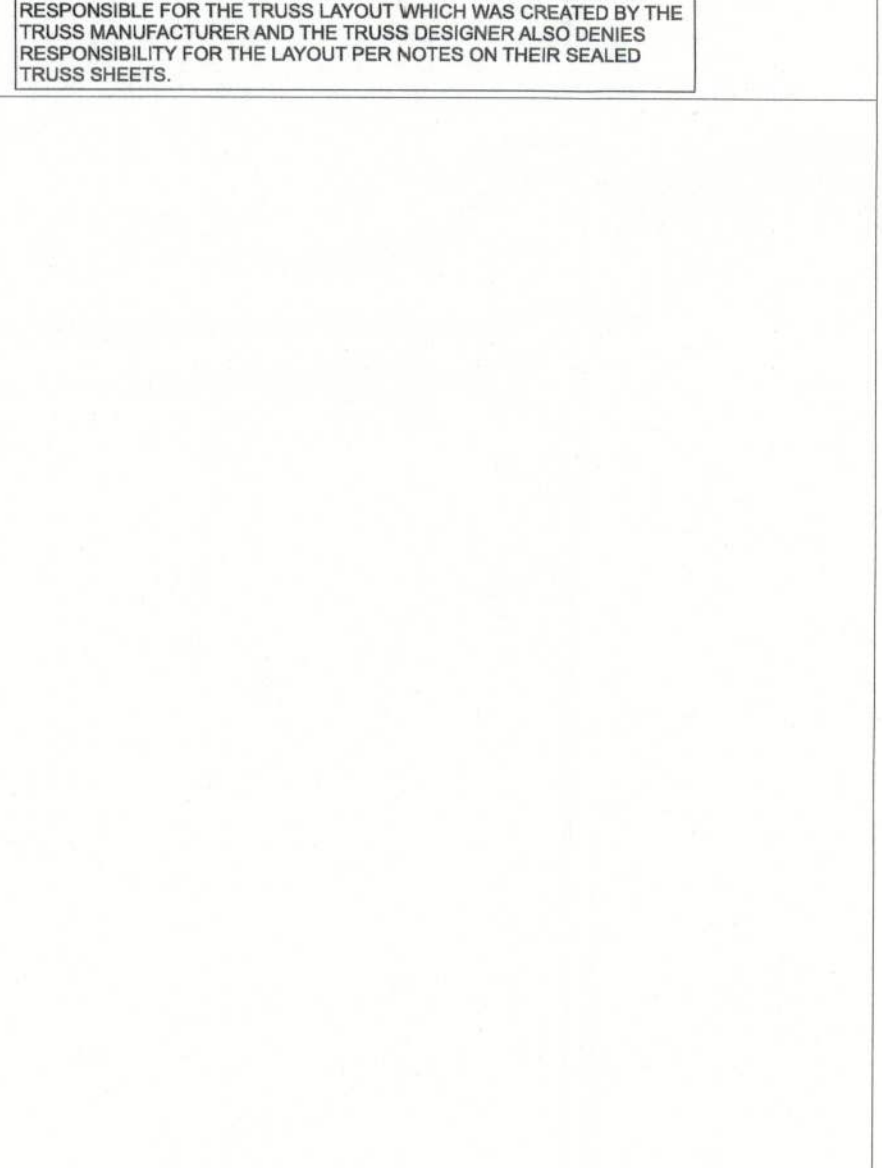
VERIFY THE TRUSS MANUFACTURER'S SEALED ENGINEERING INCLUDES TRUSS DESIGN, PLACEMENT PLANS, TEMPORARY AND PERMANENT BRACING DETAILS, TRUSS-TO-TRUSS CONNECTIONS, AND UPLIFT AND REACTION LOADS FOR ALL BEARING LOCATIONS.

**ROOF SYSTEM DESIGN:**

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 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 TRUSS SHEETS.



2X6 SP #2 GARAGE DOOR BUCK ATTACHMENT					
ATTACH GARAGE DOOR BUCK TO STUD PACK AT EACH SIDE OF DOOR OPENING WITH 3/8"x4" LAG SCREWS w/ 1" WASHER LAG SCREWS MAY BE COUNTERSUNK, HORIZONTAL JAMBS DO NOT TRANSFER LOAD. CENTER LAG SCREWS OR STAGGER 16d NAILS OR (2) ROWS OF 131X3 1/4" GN PER TABLE BELOW.					
DOOR WIDTH	3/8"x4" LAG	16d STAGGER	(2) ROWS OF 131X3 1/4" NAILS		
8'-10"	24" OC	8" OC	8" OC		
11'-15"	18" OC	4" OC	4" OC		
16'-18"	18" OC	3" OC	3" OC		



COMPONENT & CLADING DESIGN PRESSURES 130 MPH (EXP C)					
EFFECTIVE WIND AREA (FT2)	ZONE 4 INTERIOR	ZONE 5 END 4' FROM ALL OUTSIDE CORNER			
0 - 20	+25.6(V <sub>vel</sub> )	-27.8(V <sub>vel</sub> )	+25.6(V <sub>vel</sub> )	-34.2(V <sub>vel</sub> )	
0 - 20	+42.6(V <sub>ult</sub> )	-46.2(V <sub>ult</sub> )	+42.6(V <sub>ult</sub> )	-57(V <sub>ult</sub> )	
GARAGE DOOR DESIGN PRESSURES 130 MPH (EXP C)					
16x7 GARAGE DOOR	+22.8(V <sub>vel</sub> )	-25.5(V <sub>vel</sub> )			
16x7 GARAGE DOOR	+21.7(V <sub>vel</sub> )	-24.1(V <sub>vel</sub> )			

## 2X6 SP #2 GARAGE DOOR BUCK ATTACHMENT

ATTACH GARAGE DOOR BUCK TO STUD PACK AT EACH SIDE OF DOOR OPENING WITH 3/8"x4" LAG SCREWS w/ 1" WASHER. LAG SCREWS MAY BE COUNTERSUNK. HORIZONTAL JAMBS DO NOT TRANSFER LOAD. CENTER LAG SCREWS OR STAGGER 16d NAILS OR (2) ROWS OF .131X3 1/4" ON PER TABLE BELOW:

DOOR WIDTH	3/8"x4" LAG	16d STAGGER	(2) ROWS OF .131X3 1/4" NAILS
8' - 10'	24" OC	5" OC	5" OC
11' - 15'	18" OC	4" OC	4" OC
16' - 18'	16" OC	3" OC	3" OC

2X6 SP #2 DOOR BUCK

BRACKET.

## (TYP.) GARAGE DOOR BUCK INSTALLATION

### WOOD FRAME

WINDLOADS		
BASIC WIND SPEED (ASCE 7-16, 3S GUST)	130 MPH	
WIND EXPOSURE (BUILDER MUST FIELD VERIFY)	C	
TOPOGRAPHIC FACTOR (BUILDER MUST FIELD VERIFY)	I	
RISK CATEGORY	II	
ENCLOSURE CLASSIFICATION	ENCLOSED	
INTERNAL PRESSURE COEFFICIENT	0.18	
ROOF ANGLE	7-45 DEGREES	
MEAN ROOF HEIGHT	30 FT	
C&D DESIGN PRESSURES	SEE TABLE	
FLOOR LOADING		
ROOMS OTHER THAN SLEEPING ROOM	40 PSF LIVE LOAD	
SLEEPING ROOMS	30 PSF LIVE LOAD	
ROOF LOADING		
FLAT OR < 4:12	20 PSF LIVE LOAD	
4:12 TO < 12:12	18 PSF LIVE LOAD	
12:12 & GREATER	12 PSF LIVE LOAD	
SOIL BEARING CAPACITY	1500 PSF	
FLOOD ZONE	THIS BUILDING IS NOT IN THE FLOOD ZONE	
COMPONENT & CLADDING DESIGN PRESSURES 130 MPH (EXP		
EFFECTIVE WIND AREA (Ft2)	ZONE 4 INTERIOR	ZONE 5 END 4' FROM ALL OUTSIDE CORNER
0 - 20	+25.6 (Vailt) -27.8 (Vailt)	+26.6 (Vailt) -34.2 (Vailt)
0 - 20	+42.6 (Vailt) -46.2 (Vailt)	+42.6 (Vailt) -57 (Vailt)
GARAGE DOOR DESIGN PRESSURES 130 MPH (EXP C)		
6x7 GARAGE DOOR	+22.6 (Vailt) -25.5 (Vailt)	
16x7 GARAGE DOOR	+21.7 (Vailt) -24.1 (Vailt)	

Gibraltar Contracting, LLC

The McCormick's

PROJECT ADDRESS:  
Lot 5, Rose Creek Plantation,  
Lake City, FL 32824

FLPE 53915

This item has been digitally signed and sealed by Mark Disoway P.E. on digital signature date. Printed copies of this document are not considered signed and sealed and the signature must be accompanied by the original document.

FLORIDA PROFESSIONAL ENGINEER  
No 53915  
12/2024

DIMENSIONS:  
Stated dimensions supersede scaled dimensions. Refer all questions to Mark Disoway, P.E. for resolution. Do not proceed without clarification.

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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 8th Edition Florida Building Code Residential (2023) to the best of my knowledge.

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

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JOB NUMBER:  
231538

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OF 3 SHEETS