BUILDER/CONTRACTOR RESPONSIBILITIES

Drawing Validity – These drawings, supporting structural calculations and design certification are based on the order documents as of the date of these drawings. These documents describe the material supplied by the manufacturer as of the date of these drawings. Any changes to the order documents after the date on these drawings may void these drawings, supporting structural calculations and design certification. The Builder/Contractor is responsible for notifying the building authority of all changes to the order documents which result in changes to the drawings, supporting structural calculations and design certification.

Builder Acceptance of Drawings – Approval of the manufacturer's drawings and design data affirms that the manufacturer has correctly interpreted and applied the requirements of the order documents and constitutes Builder/Contractor acceptance of the manufacturer's interpretations of the order documents and standard product specifications, including its design, fabrication and quality criteria standards and tolerances. (AISC code of standard practice Sept 86 Section 4.2.1) (Mar 05 Section 4.4.1)

Code Official Approval – It is the responsibility of the Builder/Contractor to ensure that all project plans and specifications comply with the applicable requirements of any governing building authority. The Builder/Contractor is responsible for securing all required approvals and permits from the appropriate agency as required.

Builder is responsible for State, Federal and OSHA safety compliance – The Builder/Contractor is responsible for applying and observing all pertinent safety rules and regulations and OSHA standards as applicable.

Building Erection – The Builder/Contractor is responsible for all erection of the steel and associated work in compliance with the Metal Building Manufacturers drawings. Temporary supports, such as temporary guys, braces, false work or other elements required for erection will be determined, furnished and installed by the erector. (AISC Code of Standard Practice Sept 86 Section 7.9.1) (Mar 05 Section 7.10.3)

Discrepancies – Where discrepancies exist between the Metal Building plans and plans for other trades, the Metal Building plans will govern. (AISC Code of Standard Practice Sept 86 Section 3.3) (Mar 05 Section 3.3)

Materials by Others – All interface and compatibility of any materials not furnished by the manufacturer are the responsibility of and to be coordinated by the Builder/Contractor or A/E firm. Unless specific design criteria concerning any interface between materials if furnished as a part of the order documents, the manufacturers assumptions will govern.

Modification of the Metal Building from Plans – The Metal Building supplied by the manufacturer has been designed according to the Building Code and specifications and the loads shown on this drawing. Modification of the building configuration, such as removing wall panels or braces, from that shown on these plans could affect the structural integrity of the building. The Metal Building Manufacturer or a Licensed Structural Engineer should be consulted prior to making any changes to the building configuration shown on these drawings. The Metal Building Manufacturer will assume no responsibility for any loads applied to the building not indicated on these drawings.

Foundation Design – The Metal Building Manufacturer is not responsible for the design, materials and workmanship of the foundation. Anchor rod plans prepared by the manufacturer are intended to show only location, diameter and projection of the anchor rods required to attach the Metal Building System to the foundation. It is the responsibility of the end customer to ensure that adequate provisions are made for specifying rod embedment, bearing values, tie rods and or other associated items embedded in the concrete foundation, as well as foundation design for the loads imposed by the Metal Building System, other imposed loads, and the bearing capacity of the soil and other conditions of the building site. (MBMA 06 Sections 3.2.2 and A3)

PROJECT NOTES

Material properties of steel bar, plate, and sheet used in the fabrication of built–up structural framing members conform to ASTM A529, ASTM A572, ASTM A1011 SS, or ASTM A1011 HSLAS with a minimum yield point of 50 ksi. Material properties of hot rolled structural shapes conform to ASTM A992, ASTM A529, or ASTM A572 with a minimum specified yield point of 50 ksi. Hot rolled angles, or other than flange braces, conform to ASTM 36 minimum. Hollow structural shaped conform to ASTM A500 grade b, minimum yield point is 42 ksi for round HSS and 46 ksi for rectangular HSS. Material properties of cold form light gage steel members conform to the requirements of ASTM A1011 SS Grade 55 or ASTM A1011 HSLAS Class 1 Grade 55, with a minimum yield point of 55 ksi.

The manufacturer does not assume any responsibility for the erection nor field supervision of the structure and or any special inspections that may be required by the local building authority during erection (including inspection of the high strength bolts or field welds) as required during erection. The coordination and the costs associated for setting up and Special Inspections are the responsibility of the Erector, Owner, Architect, or Engineer of Record.

Design is based upon the more severe loading of either the roof snow load or the roof live load.

Loads, as noted, are given within order documents and are applied in general accordance with the applicable provisions of the model code and/or specification indicated. Neither the manufacture nor the certifying engineer declares or attests that the loads as designated are proper for the local provisions that may apply or for site specific parameters. The manufacturer's Engineer's certification is limited to design loads supplied by an Architect and/or engineer of record for the overall construction project.

This project is designed using manufacture's standard serviceability standards. Generally this means that all stresses and deflections are within typical performance limits for normal occupancy and standard metal building products. If special requirements for deflections and vibrations must be adhered to, then they must be clearly stated in the contract documents.

This metal building system is designed as enclosed. All exterior components (i.e. doors, windows, vents, etc.) must be designed to withstand the specified wind loading for the design of components and cladding in accordance with the specified building code. Doors are to be closed when a maximum of 50% of design wind velocity is reached.

Using standard 5x5 eave gutter with 4 x 5 downspouts, the roof drainage system has been designed using the method outlined in the MBMA Metal Building Systems Manual. Downspout locations have not been located on these drawings. The downspouts are to be placed on the building sidewalls at a spacing not to exceed 23 feet with the first downspout from both ends of the gutter run within 20 feet of the end. Downspout spacing that does not exceed the maximum spacing will be in compliance with the building code.The gutter and downspout system as provided by the manufacturer is designed to accommodate 10 in/hr rainfall intensity.

The rigid frame at lines 1&7 are designed as a non–expandable rigid frame. Corresponding frame reactions are calculated based upon actual tributary area.

Roof and wall panels have been designed in accordance with section 2222.4 of the Florida Building Code, Sixth Edition (2017). Product approval numbers for the State of Florida, Department of Community Affairs per Product Rule 9B–72:

FLORIDA APPROVAL #
FL11868.1 PBR ROOF PANEL
FL11917.5 PBR WALL PANEL

DESIGN LOADING

THIS STRUCTURE IS DESIGNED UTILIZING THE LOADS INDICATED AND APPLIED AS REQUIRED BY:

FBC 2017(6TH EDITION)

THE BUILDER IS TO CONFIRM THAT THESE LOADS COMPLY WITH THE REQUIREMENTS OF THE LOCAL BUILDING DEPARTMENT.

ROOF DEAD LOAD		
SUPERIMPOSED	1.760	PSF
COLLATERAL (LIGHTS)	3.5	PSF
ROOF LIVE LOAD	20.00	PSF (REDUCIBLE)
RISK CATEGORY	II – Normal	
SNOW LOAD		
GROUND SNOW LOAD (Pg)	0.0000	PSF
SNOW LOAD IMPORTANCE FACTOR (Is)	1.0000	
FLAT ROOF SNOW LOAD (Pf)	0	PSF
SNOW EXPOSURE FACTOR (Ce)	1.0	
THERMAL FACTOR (Ct)	1.00	
WIND LOAD		
ULTIMATE WIND SPEED	121	MPH
NPMINAL WIND SPEED(Vasd)	94	MPHIBC SECTION 1609.3.1)
SERVICEABILITY WIND SPEED	76	MPH
WIND EXPOSURE CATEGORY	B	
TOPOGRAPHICAL FACTOR	1.0	
INTERNAL PRESSURE COEFFICIENT (GCpi)	0.18 /–0.18	

ZONE 4, COMPONENT WIND LOAD ≤ 10FT²

24.085 PSF PRESSURE –26.092 PSF SUCTION

ZONE 5, COMPONENT WIND LOAD < 10FT²

24.085 PSF PRESSURE –32.053 PSF SUCTION

ZONES PER ASCE 7–10; FIG. 30.4–1
ZONES PRESSURES SHOWN ARE UN–FACTORED

RAIN INTENSITY
5–MINUTE DURATION, 5–YEAR RECURRENCE (I1) 10.0000 IN/HOUR

DRAWING INDEX

PAGE	DESCRIPTION
C1	COVER SHEET
F1	ANCHOR BOLT PLAN
F2	ANCHOR BOLT REACTIONS
F3	ANCHOR BOLT DETAILS
E1	ROOF FRAMING PLAN
E2	ROOF SHEETING PLAN
E3	FRONT SIDEWALL
E4	BACK SIDEWALL
E5	LEFT ENDWALL
E6	RIGHT ENDWALL
E7–E12	FRAME CROSS SECTION
E13–E14	WIND BENT ELEVATION
DET1–9	STANDARD DETAILS
R1–R3	INSTALLATION SHEETS

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 ERECTOR INSTALLATION" CAN BE CONSIDERED AS COMPLETE.

☐ **FOR CONSTRUCTION PERMIT**
THESE DRAWINGS, BEING FOR PERMIT, ARE BY DEFINITION NOT FINAL. ONLY DRAWINGS ISSUED "FOR ERECTOR INSTALLATION" CAN BE CONSIDERED AS COMPLETE.

☒ **FOR ERECTOR INSTALLATION**
FINAL DRAWINGS FOR CONSTRUCTION.

FOR QUESTIONS OR ASSISTANCE CONCERNING ERECTION CALL:
800–556–3726
MONDAY – FRIDAY 7:30AM TO 5:00PM

COLUMBIA COUNTY BUILDING DEPARTMENT
Received for FILE COPY
Code Compliance
PLANS EXAMINER

ENGINEERING SEAL

THIS CERTIFICATION COVERS PARTS MANUFACTURED AND DELIVERED BY THE MANUFACTURER ONLY, AND EXCLUDES PARTS SUCH AS DOORS, WINDOWS, FOUNDATION DESIGN AND ERECTION OF THE BUILDING.

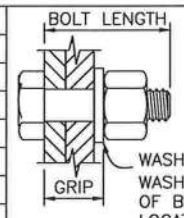
THESE DRAWINGS AND THE METAL BUILDING SYSTEM THEY REPRESENT ARE THE PRODUCT OF AN AFFILIATE OF NCI GROUP, INC. – 10943 N. SAM HOUSTON PARKWAY W., HOUSTON, TX 77064. THE PROFESSIONAL ENGINEER WHOSE SEAL APPEARS HEREON IS EMPLOYED BY AN AFFILIATE OF NCI GROUP, INC. AND IS NOT THE ENGINEER–OF–RECORD FOR THE OVERALL PROJECT.

THE ENGINEER WHOSE SEAL APPEARS HEREON IS AN EMPLOYEE FOR THE MANUFACTURER FOR THE MATERIALS DESCRIBED HEREIN. SAID SEAL OR CERTIFICATION IS LIMITED TO THE PRODUCTS DESIGNED AND MANUFACTURED BY MANUFACTURER ONLY. THE UNDERSIGNED ENGINEER IS NOT THE OVERALL ENGINEER OF RECORD FOR THIS PROJECT.

Drawing has been digitally signed.
Dec 13, 2019

S. HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

1/2"ø A325 BOLT GRIP TABLE	
GRIP	LENGTH
0 TO 9/16"	1 1/4" F.T.
Over 9/16" TO 1 1/16"	1 3/4" F.T.
Over 1 1/16" TO 1 5/16"	2"
Over 1 5/16" TO 1 9/16"	2 1/4"
Over 1 9/16" TO 1 13/16"	2 1/2"
Over 1 13/16" TO 2 1/16"	2 3/4"
LOCATIONS OF BOLTS LONGER THAN 2 3/4" NOTED ON ERECTION DRAWINGS	
F.T. DENOTES FULLY THREADED	



NOTE:
FULL THREAD ENGAGEMENT IS DEEMED TO HAVE BEEN MET WHEN THE END OF THE BOLT IS FLUSH WITH THE FACE OF THE NUT.

WASHER REQUIRED ONLY WHEN SPECIFIED. WASHER MAY BE LOCATED UNDER HEAD OF BOLT, UNDER NUT, OR AT BOTH AT LOCATIONS NOTED ON ERECTION DRAWINGS. ADD 5/32" FOR EACH WASHER TO MATERIAL THICKNESS TO DETERMINE GRIP.

Rev. 4/4/2017

BUILDING SIZE: 95'–0" x 125'–0" x 22'–0" 1.0:12

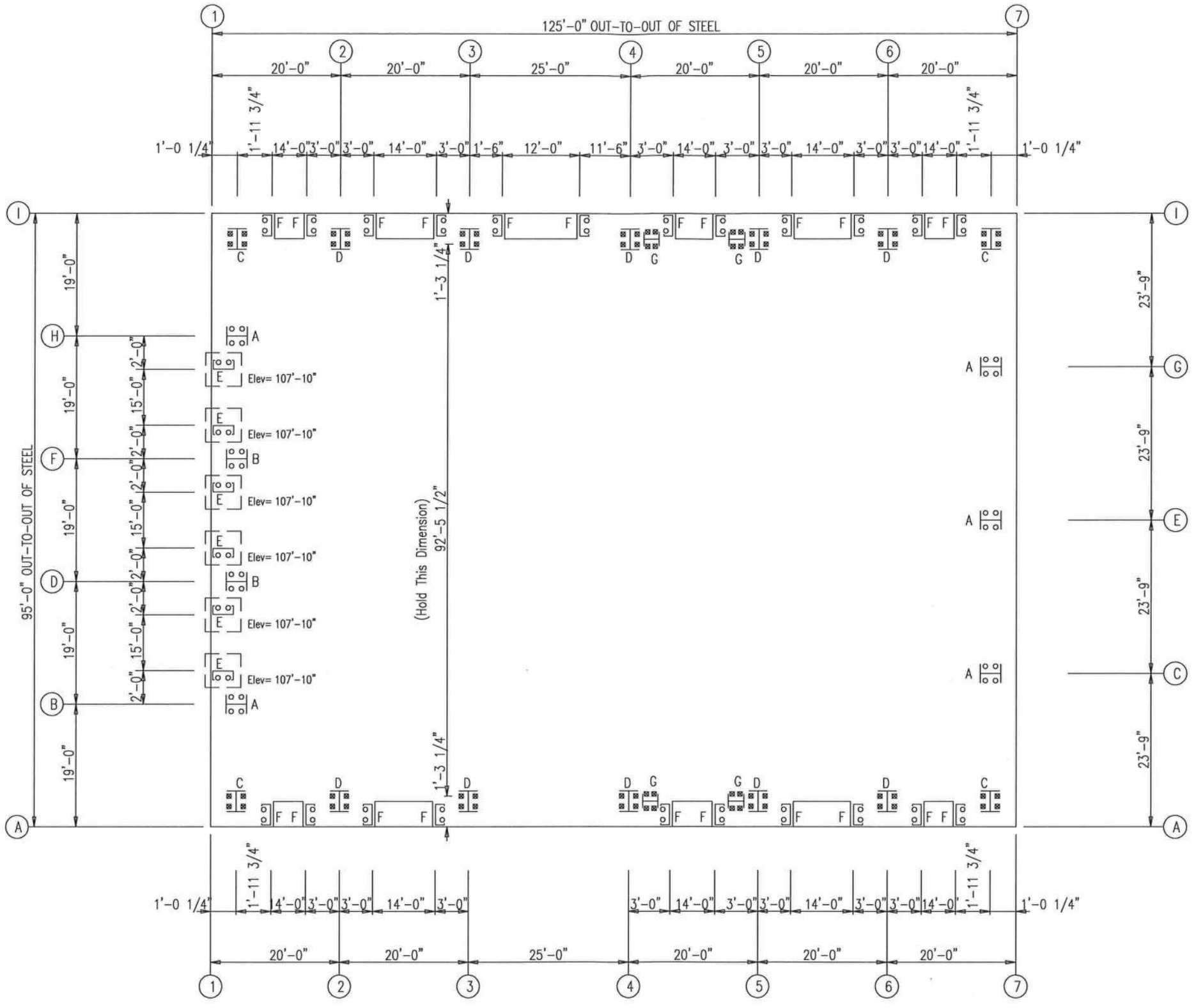
ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214–687–9999 Fax 214–687–9737

MBMA METAL BUILDING MANUFACTURERS ASSOCIATION

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17–B–46005	C1	0



ANCHOR BOLT PLAN

NOTE: ALL BASE PLATES @ 100.0' (U.N.)
ASSUMED FINISH FLOOR @ 100.0' (U.N.)

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
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CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	F1	0

Drawing has been digitally signed.
Dec 13, 2019

HARLEY DAVIDSON
LICENSE
No. 38305
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

GENERAL NOTES

1. THE REACTIONS PROVIDED ARE BASED ON THE ORDER DOCUMENTS AT THE TIME OF MAILING. ANY CHANGES TO BUILDING LOADS OR DIMENSIONS MAY CHANGE THE REACTIONS. THE REACTIONS WILL BE SUPERSEDED AND VOIDED BY ANY FUTURE MAILING.
2. REACTIONS ARE PROVIDED AS UN-FACTORED FOR EACH LOAD GROUP APPLIED TO THE COLUMN. THE FOUNDATION ENGINEER WILL APPLY THE APPROPRIATE LOAD FACTORS AND COMBINE THE REACTIONS IN ACCORDANCE WITH THE BUILDING CODE AND DESIGN SPECIFICATIONS TO DETERMINE BEARING PRESSURES AND CONCRETE DESIGN. THE FACTORS APPLIED TO LOAD GROUPS FOR THE STEEL COLUMN DESIGN MAY BE DIFFERENT THAN THE FACTORS USED IN THE FOUNDATION DESIGN.
3. THE MANUFACTURER DOES NOT PROVIDE "MAXIMUM" LOAD COMBINATION REACTIONS. HOWEVER, THE INDIVIDUAL LOAD REACTIONS PROVIDED MAY BE USED BY THE FOUNDATION ENGINEER TO DETERMINE THE APPLICABLE LOAD COMBINATIONS FOR HIS/HER DESIGN PROCEDURES AND ALLOW FOR AN ECONOMICAL FOUNDATION DESIGN
4. THE METAL BUILDING MANUFACTURER IS RESPONSIBLE FOR THE DESIGN OF THE ANCHOR BOLT DIAMETER ONLY TO PERMIT THE TRANSFER OF FORCES BETWEEN THE BASE PLATE AND THE ANCHOR BOLT IN SHEAR, BEARING AND TENSION, BUT IS NOT RESPONSIBLE FOR THE ANCHOR BOLT EMBEDMENT FOR TRANSFER OF FORCES TO THE FOUNDATION. THE METAL BUILDING MANUFACTURER DOES NOT DESIGN AND IS NOT RESPONSIBLE FOR THE DESIGN, MATERIAL AND CONSTRUCTION OF THE FOUNDATION EMBEDMENTS. THE END USE CUSTOMER SHOULD ASSURE HIMSELF THAT ADEQUATE PROVISIONS ARE MADE IN THE FOUNDATION DESIGN FOR LOADS IMPOSED BY COLUMN REACTIONS OF THE BUILDING, OTHER IMPOSED LOADS, AND BEARING CAPACITY OF THE SOIL AND OTHER CONDITIONS OF THE BUILDING SITE. IT IS RECOMMENDED THAT THE ANCHORAGE AND FOUNDATION OF THE BUILDING BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER EXPERIENCED IN THE DESIGN OF SUCH STRUCTURES, (SECTION A3 MBMA 2006 METAL BUILDING SYSTEMS MANUAL)
5. BOTTOM OF ALL BASE PLATES ARE AT THE SAME ELEVATION. (UNLESS NOTED)
6. ANCHOR RODS ARE ASTM F1554 GRADE 36 MATERIAL UNLESS NOTED OTHERWISE.

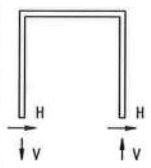
BUILDING BRACING REACTIONS

Reactions in plane of wall ± Reactions(k) — Panel_Shear (lb/ft)

Wall Loc	Line	Col Line	Wind Horz	Wind Vert	Seismic Horz	Seismic Vert	Wind	Seis	Note
L_EW	1								(h)
F_SW	A	4,5							(a)
R_EW	7								(h)
B_SW	I	4,5							(a)

(a)Wind bent in bay
(h)Rigid frame at endwall

WIND BENT REACTIONS



± Reactions

Wall Loc	Line	Col Line	Wind(k) Horz	Wind(k) Vert	Seismic(k) Horz	Seismic(k) Vert	Bolt(in) Qty	Bolt(in) Dia	Base_Plate(in) Width	Base_Plate(in) Length	Base_Plate(in) Thick
F_SW	A	4	4.8	11.0	0.8	2.0	4	0.750	8.000	14.500	0.375
F_SW	A	5	4.8	11.0	0.8	2.0	4	0.750	8.000	14.500	0.375
B_SW	I	5	4.8	11.0	0.8	2.0	4	0.750	8.000	14.500	0.375
B_SW	I	4	4.8	11.0	0.8	2.0	4	0.750	8.000	14.500	0.375

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	Wind Press	Wind Suct
1	I	1.3	2.5	1.2	1.8	4.1	6.0	-9.6	-12.9	-4.8	-8.8	-7.8	-8.9	-2.0	2.2
1	A	-1.3	2.5	-1.2	1.8	-4.1	6.0	4.8	-8.8	9.6	-12.9	3.0	-4.8	-2.0	2.2
2*	I	2.0	3.5	2.4	3.3	8.3	11.4	-16.0	-20.7	-8.3	-14.5	-12.3	-13.0		
2*	A	-2.0	3.5	-2.4	3.3	-8.3	11.4	8.3	-14.5	16.0	-20.7	4.6	-6.8		
3	I	2.2	3.9	2.7	3.8	9.3	12.8	-15.7	-19.8	-7.1	-14.0	-12.0	-11.2		
3	A	-2.2	3.8	-2.7	3.8	-9.3	12.8	7.1	-14.0	15.7	-19.8	3.3	-5.4		
4	I	2.2	3.8	2.7	3.8	9.3	12.8	-15.7	-19.8	-7.0	-14.0	-12.0	-11.2		
4	A	-2.2	3.8	-2.7	3.8	-9.3	12.8	7.0	-14.0	15.7	-19.8	3.3	-5.4		
5	I	2.0	3.5	2.4	3.3	8.3	11.4	-14.0	-17.6	-6.3	-12.5	-10.6	-10.0		
5	A	-2.0	3.5	-2.4	3.3	-8.3	11.4	6.3	-12.5	14.0	-17.6	3.0	-4.8		
7	I	1.3	2.5	1.2	1.8	4.1	6.0	-9.6	-12.9	-4.8	-8.8	-7.8	-8.9	-2.5	2.7
7	A	-1.3	2.5	-1.2	1.8	-4.1	6.0	4.8	-8.8	9.6	-12.9	3.0	-4.8	-2.5	2.7

Frame Line	Column Line	Wind_Right2 Horiz	Wind_Right2 Vert	Wind_Long1 Horiz	Wind_Long1 Vert	Wind_Long2 Horiz	Wind_Long2 Vert
1	I	-3.0	-4.8	-5.5	-12.2	-6.0	-9.5
1	A	7.8	-8.9	6.0	-9.5	5.5	-12.2
2*	I	-4.6	-6.8	-9.1	-19.7	-9.9	-15.5
2*	A	12.3	-13.0	9.9	-15.5	9.1	-19.7
3	I	-3.3	-5.4	-8.4	-18.7	-9.0	-15.1
3	A	12.0	-11.2	9.0	-15.1	8.4	-18.7
4	I	-3.3	-5.4	-8.4	-18.7	-9.0	-15.1
4	A	12.0	-11.2	9.0	-15.1	8.4	-18.7
5	I	-3.0	-4.8	-7.4	-16.6	-8.0	-13.4
5	A	10.6	-10.0	8.0	-13.4	7.4	-16.6
7	I	-3.0	-4.8	-5.5	-12.2	-6.0	-9.5
7	A	7.8	-8.9	6.0	-9.5	5.5	-12.2

2* Frame lines: 2 6

ENDWALL COLUMN: ANCHOR BOLTS & BASE PLATES

Frm Line	Col Line	Anc._Bolt Qty	Anc._Bolt Dia	Base_Plate (in) Width	Base_Plate (in) Length	Base_Plate (in) Thick	Grout (in)
1	H	4	0.625	6.000	8.500	0.375	0.0
1	F	4	0.625	8.000	8.000	0.375	0.0
1	D	4	0.625	8.000	8.000	0.375	0.0
1	B	4	0.625	6.000	8.500	0.375	0.0
7	C	4	0.625	6.000	8.500	0.375	0.0
7	E	4	0.625	6.000	8.500	0.375	0.0
7	G	4	0.625	6.000	8.500	0.375	0.0

NOTES FOR REACTIONS

BUILDING REACTIONS ARE BASED ON THE FOLLOWING BUILDING DATA:

WIDTH (FT)	= 95
LENGTH (FT)	= 125
EAVE HEIGHT (FT)	= 22 / 22
ROOF SLOPE (rise/12)	= 1.0:12 / 1.0:12
DEAD LOAD (psf)	= 1.760
COLLATERAL LOAD (psf)	= 3.5
ROOF LIVE LOAD (psf)	= 20.00(REDUCIBLE)
FRAME LIVE LOAD (psf)	= 12
ROOF SNOW LOAD (psf)	= 0
GROUND SNOW LOAD (psf)	= 0.0000
WIND SPEED (MPH)	= 121
WIND CODE	= FBC 2017(6TH EDITION)
EXPOSURE	= B
CLOSED/OPEN	= Closed
IMPORTANCE - WIND	= 1.00
NPMINAL WIND SPEED(Vasd) (MPH)	= 94(IBC SECTION 1609.3.1)
SERVICEABILITY WIND SPEED (MPH)	= 76

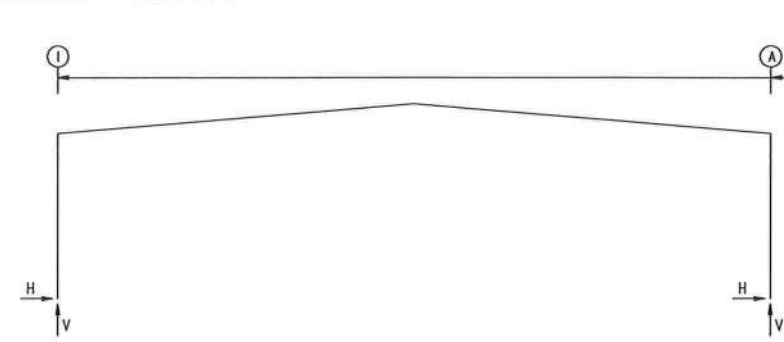
REACTION KEY:

WIND Left/Right 1 = (with +GCpi Internal Pressure)
WIND Left/Right 2 = (with -GCpi Internal Pressure)
Wind_Long 1 = Wind Load Case B at Left EW
Wind_Long 2 = Wind Load Case B at Right EW
MIN_SNOW = Minimum Snow (Pm) per code
EndUNB_SL_L = Endwall Unbalanced Snow Left
EndUNB_SL_R = Endwall Unbalanced Snow Right
FrmUNB_SL_L = Rigid Frame Unbalanced Snow Left
FrmUNB_SL_R = Rigid Frame Unbalanced Snow Right

ANCHOR BOLT SUMMARY

Qty	Locate	Dia (in)	Type	Proj (in)
○ 56	Jamb	5/8"	F1554	2.00
○ 28	Endwall	5/8"	F1554	2.00
⊠ 56	Frame	3/4"	F1554	2.50
⊠ 16	WindCol	3/4"	F1554	2.50

FRAME LINES: 1 2 3 4 5 6 7



RIGID FRAME: ANCHOR BOLTS & BASE PLATES

Frm Line	Col Line	Anc._Bolt Qty	Anc._Bolt Dia	Base_Plate (in) Width	Base_Plate (in) Length	Base_Plate (in) Thick	Grout (in)
1	I	4	0.750	8.000	12.50	0.375	0.0
1	A	4	0.750	8.000	12.50	0.375	0.0

RIGID FRAME: ANCHOR BOLTS & BASE PLATES

Frm Line	Col Line	Anc._Bolt Qty	Anc._Bolt Dia	Base_Plate (in) Width	Base_Plate (in) Length	Base_Plate (in) Thick	Grout (in)
2*	I	4	0.750	8.000	13.00	0.375	0.0
2*	A	4	0.750	8.000	13.00	0.375	0.0

2* Frame lines: 2 6

RIGID FRAME: ANCHOR BOLTS & BASE PLATES

Frm Line	Col Line	Anc._Bolt Qty	Anc._Bolt Dia	Base_Plate (in) Width	Base_Plate (in) Length	Base_Plate (in) Thick	Grout (in)
3	I	4	0.750	8.000	13.00	0.375	0.0
3	A	4	0.750	8.000	13.00	0.375	0.0

RIGID FRAME: ANCHOR BOLTS & BASE PLATES

Frm Line	Col Line	Anc._Bolt Qty	Anc._Bolt Dia	Base_Plate (in) Width	Base_Plate (in) Length	Base_Plate (in) Thick	Grout (in)
4	I	4	0.750	8.000	13.00	0.375	0.0
4	A	4	0.750	8.000	13.00	0.375	0.0

RIGID FRAME: ANCHOR BOLTS & BASE PLATES

Frm Line	Col Line	Anc._Bolt Qty	Anc._Bolt Dia	Base_Plate (in) Width	Base_Plate (in) Length	Base_Plate (in) Thick	Grout (in)
5	I	4	0.750	8.000	13.00	0.375	0.0
5	A	4	0.750	8.000	13.00	0.375	0.0

RIGID FRAME: ANCHOR BOLTS & BASE PLATES

Frm Line	Col Line	Anc._Bolt Qty	Anc._Bolt Dia	Base_Plate (in) Width	Base_Plate (in) Length	Base_Plate (in) Thick	Grout (in)
7	I	4	0.750	8.000	12.50	0.375	0.0
7	A	4	0.750	8.000	12.50	0.375	0.0

ENDWALL COLUMN: BASIC COLUMN REACTIONS (k)

Frm Line	Col Line	Dead Vert	Wind Press Horz	Wind Suct Horz
1	H	0.4	-4.0	4.4
1	F	0.6	-4.3	4.8
1	D	0.6	-4.3	4.8
1	B	0.4	-4.0	4.4
7	C	0.4	-5.1	5.6
7	E	0.4	-5.6	6.1
7	G	0.4	-5.1	5.6

Drawing has been digitally signed.

Dec 13, 2019

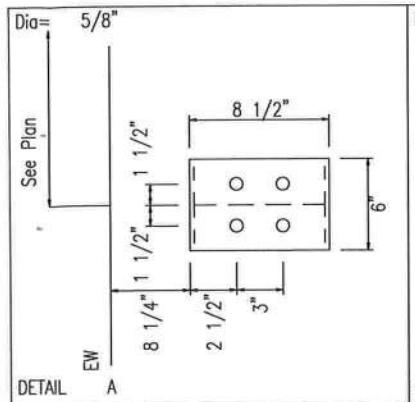
ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

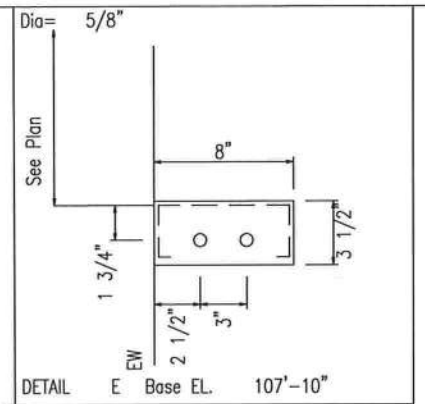
PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	F2	0

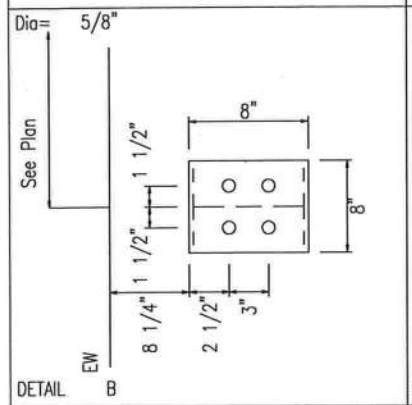
HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER



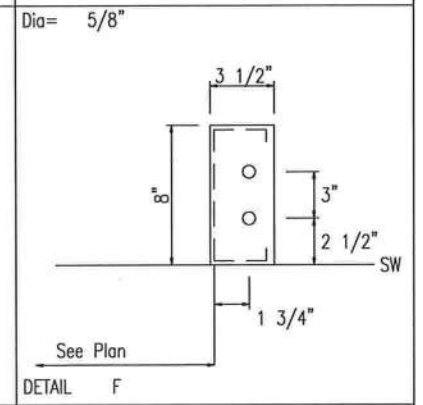
DETAIL A



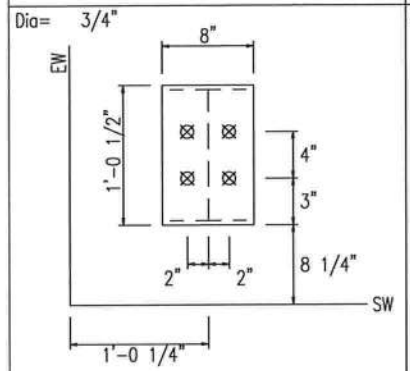
DETAIL E Base EL. 107'-10"



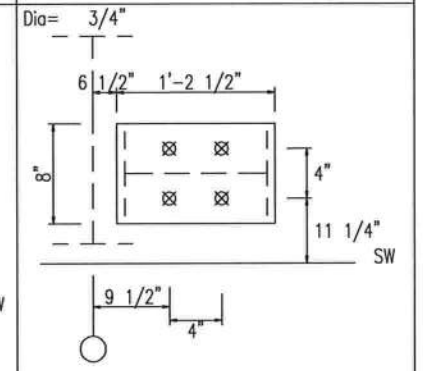
DETAIL B



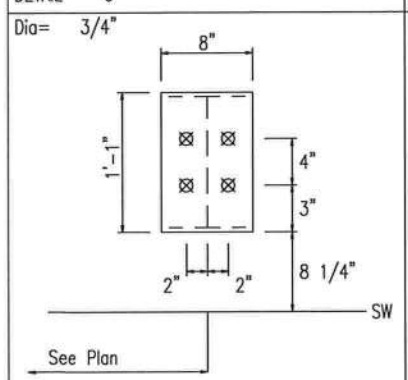
DETAIL F



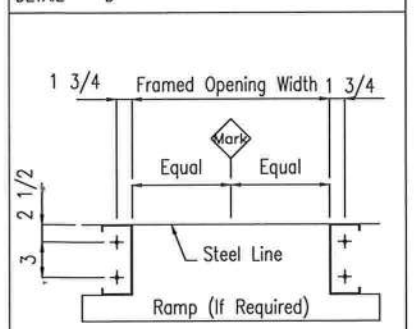
DETAIL C



DETAIL G



DETAIL D



ARDia	Framed Opening AR Layout
5/8"	

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

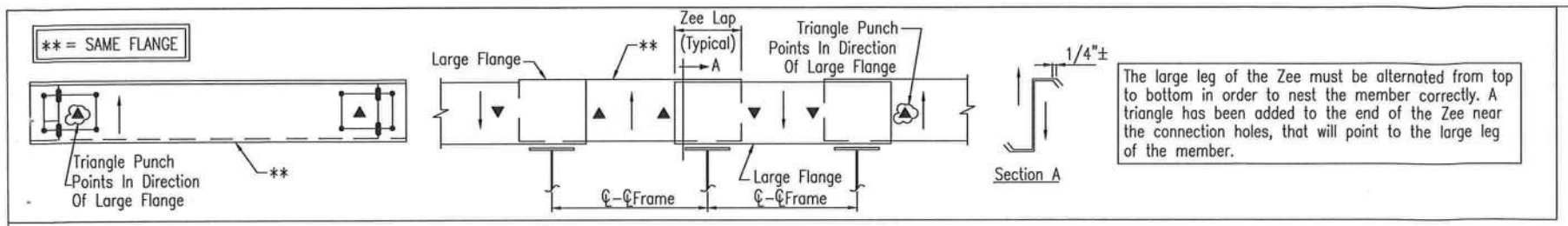
MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

Drawing has been digitally signed.

Dec 13, 2019

CHARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

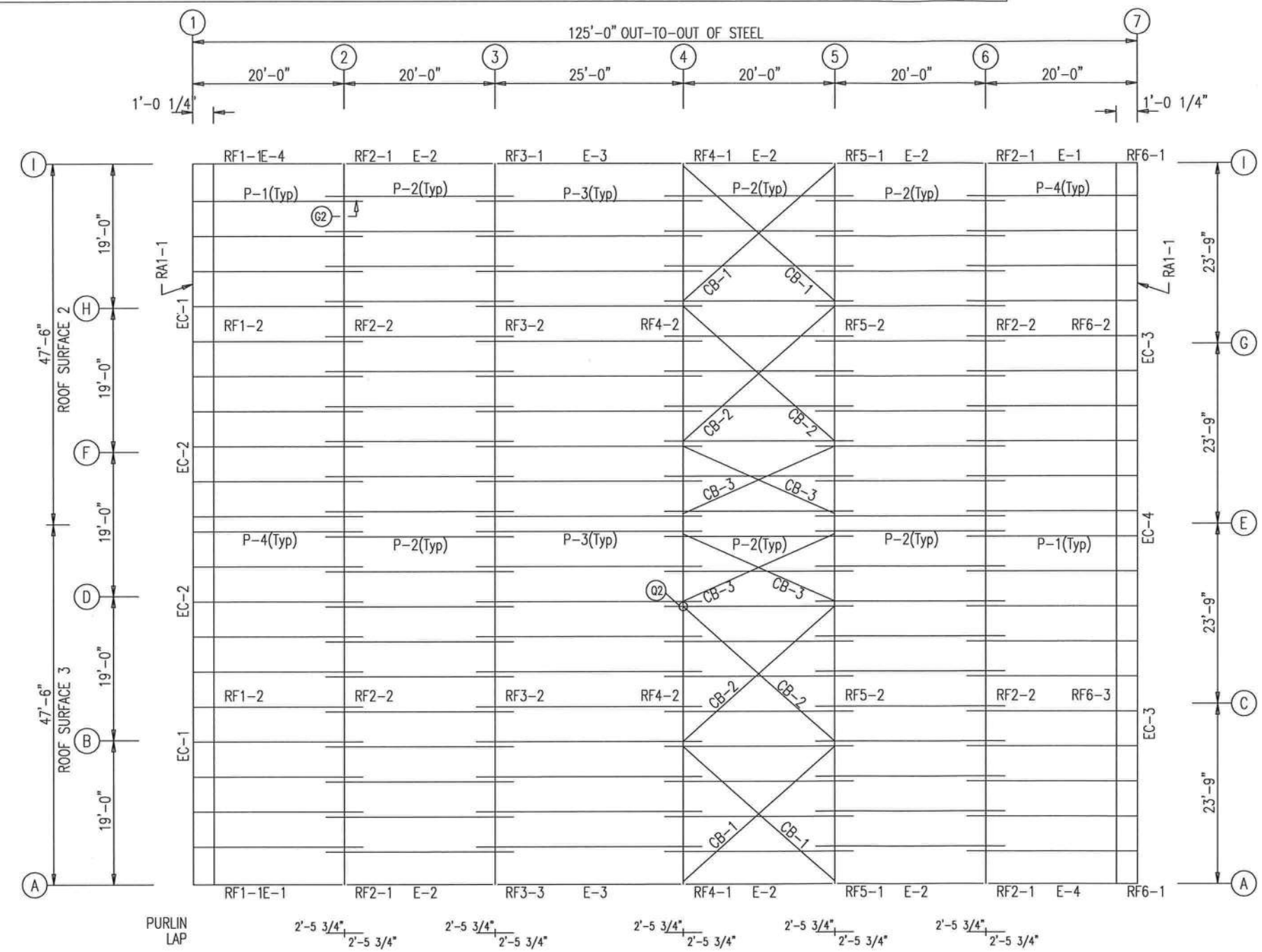
PROJECT:	TRUCK STOP 75						
CUSTOMER:	SIMQUE CONSTRUCTION			OWNER:	TRUCK STOP 75		
LOCATION:	LAKE CITY, FL 32024						
CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	F3	0



The large leg of the Zee must be alternated from top to bottom in order to nest the member correctly. A triangle has been added to the end of the Zee near the connection holes, that will point to the large leg of the member.

MEMBER TABLE
ROOF PLAN

MARK	PART	LENGTH
P–1	8X25Z16	22'–5 1/2"
P–2	8X25Z16	24'–11 1/2"
P–3	8X25Z16	29'–11 1/2"
P–4	8X25Z16	22'–5 1/2"
E–1	8ES1L14	19'–11 1/2"
E–2	8ES1L14	19'–11 1/2"
E–3	8ES1L14	24'–11 1/2"
E–4	8ES1L14	19'–11 1/2"
CB–1	3/8" CABLE	26'–9"
CB–2	1/4" CABLE	27'–4"
CB–3	1/4" CABLE	22'–6"



ROOF FRAMING PLAN

GENERAL NOTES:

1. INSTALL ALL PURLIN AND FLANGE BRACES (FB) AS SHOWN.
2. ROOF PANEL PROVIDES STRUCTURAL STABILITY TO THE BUILDING.
3. STRUT PURLINS, IF PROVIDED, MUST BE INSTALLED AND FASTENED TO ROOF SHEETING PER "PBR" PANEL ROOF DETAIL.
4. DO NOT ADD ANY ADDITIONAL ROOF OPENINGS WITHOUT BUILDING MANUFACTURER APPROVAL OR PROFESSIONAL ENGINEER APPROVAL.
5. DO NOT STACK SHEET BUNDLES ON ROOF. ONLY RAISE INDIVIDUAL SHEETS AS NEEDED.
6. AFTER INSTALLATION, WIPE ALL PANELS CLEAN OF METAL SHAVINGS CAUSED BY DRILLING.

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

Drawing has been digitally signed.

Dec 13, 2019

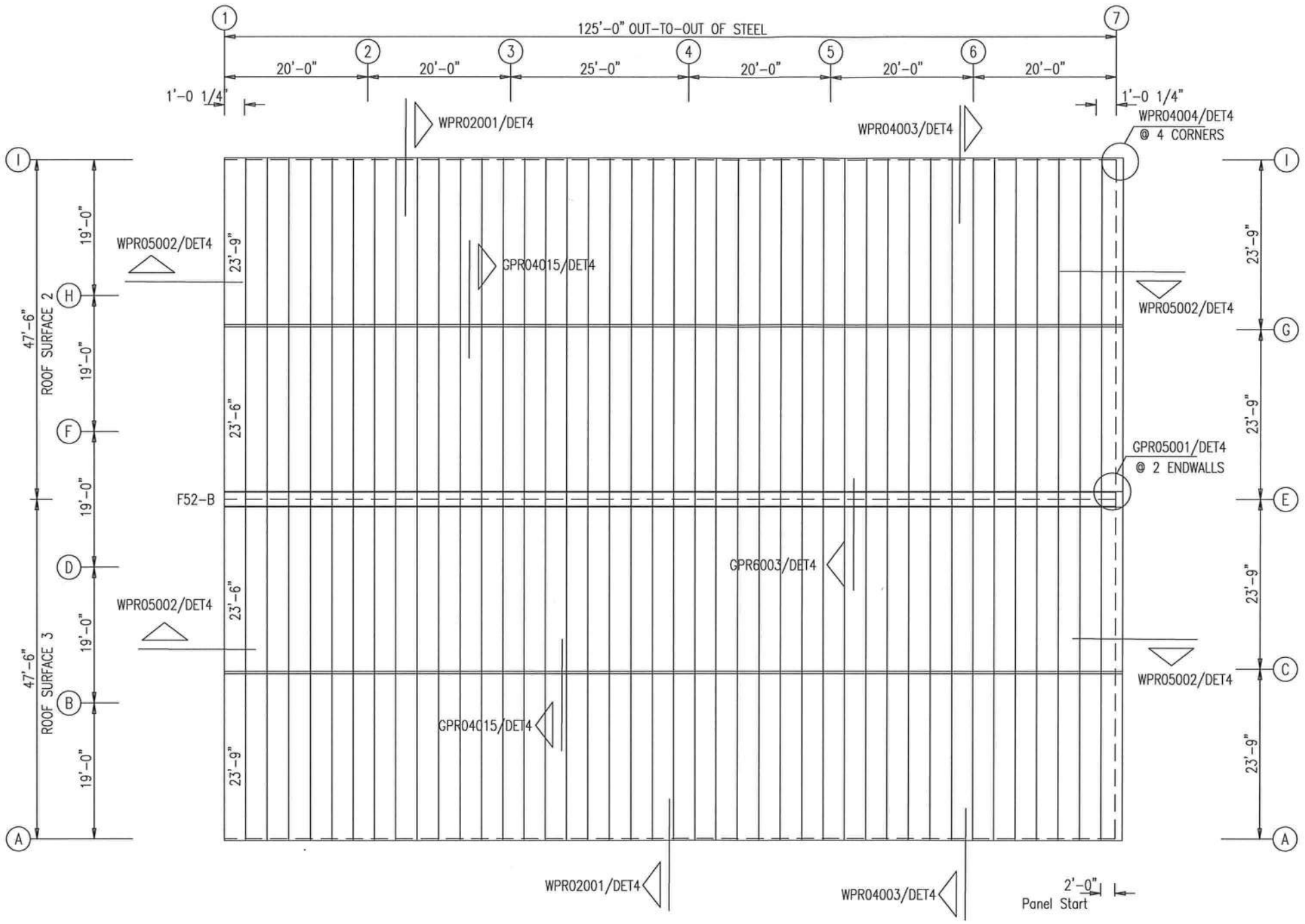
HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214–687–9999 Fax 214–687–9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17–B–46005	E1	0

PBR ROOF SHEETING NOTE:
PBR ROOF PANELS ARE TO BE FIELD CUT IF THE PANELS EXTEND OUTSIDE OF THE ROOF PLANE, PANELS ARE NOT TO BE BACK LAPPED.



ROOF SHEETING PLAN
PANELS: 26 Gauge PBR – Galvalume

GENERAL NOTES:
1. INSTALL ALL PURLIN AND FLANGE BRACES (FB) AS SHOWN.
2. ROOF PANEL PROVIDES STRUCTURAL STABILITY TO THE BUILDING.
3. STRUT PURLINS, IF PROVIDED, MUST BE INSTALLED AND FASTENED TO ROOF SHEETING PER "PBR" PANEL ROOF DETAIL.
4. DO NOT ADD ANY ADDITIONAL ROOF OPENINGS WITHOUT BUILDING MANUFACTURER APPROVAL OR PROFESSIONAL ENGINEER APPROVAL.
5. DO NOT STACK SHEET BUNDLES ON ROOF. ONLY RAISE INDIVIDUAL SHEETS AS NEEDED.
6. AFTER INSTALLATION, WIPE ALL PANELS CLEAN OF METAL SHAVINGS CAUSED BY DRILLING.

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION
OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E2	0

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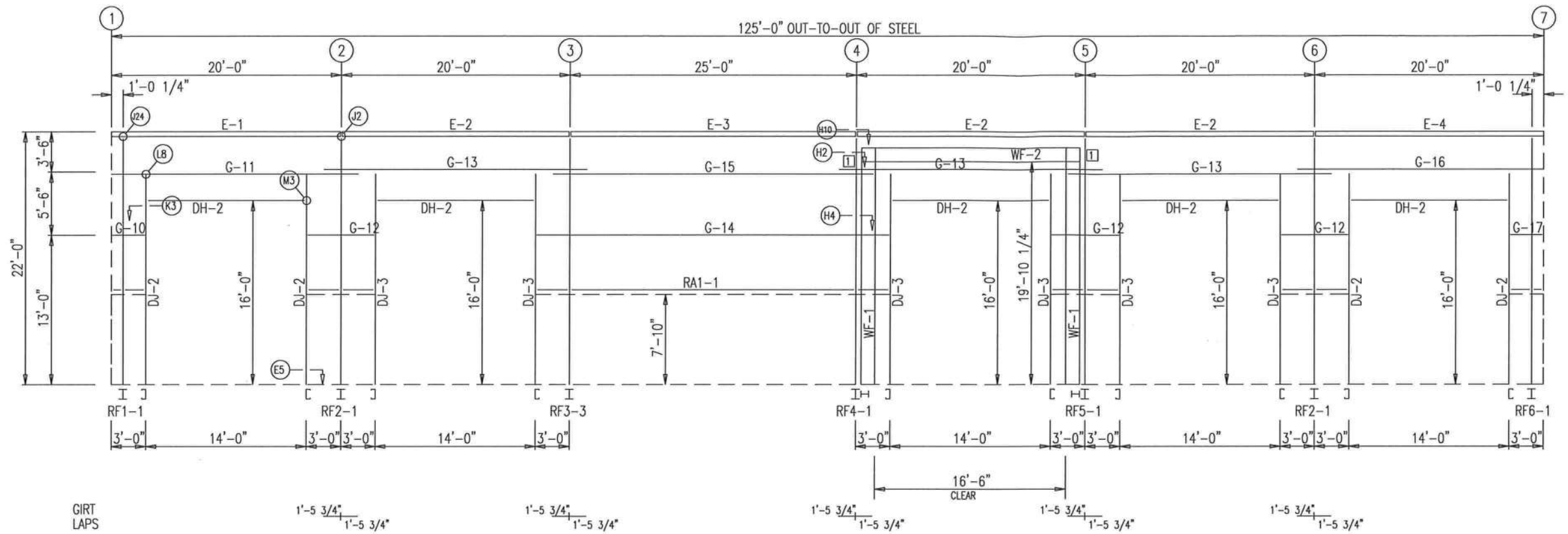
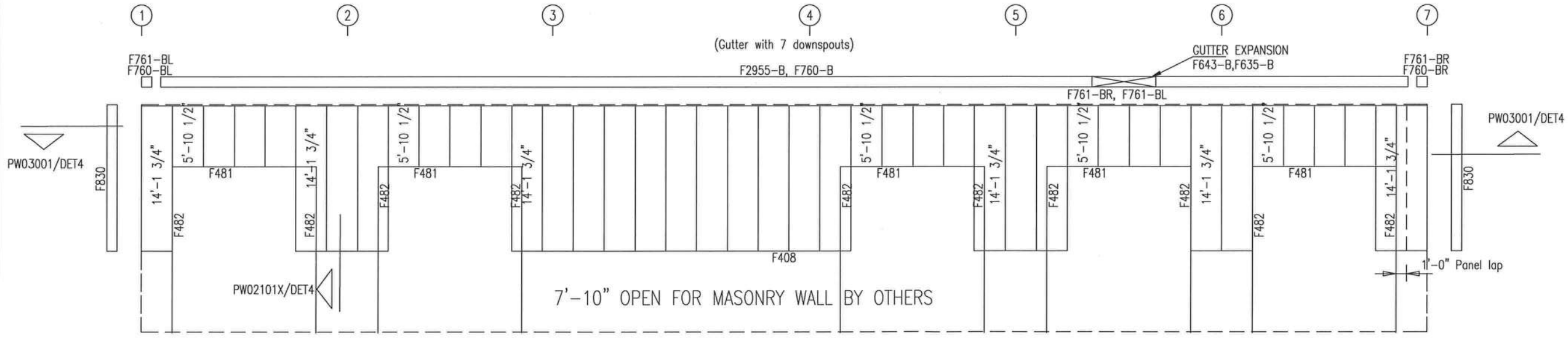
Dec 13, 2019
HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER



SIDEWALL FRAMING: FRAME LINE A



SIDEWALL SHEETING & TRIM: FRAME LINE A

PANELS: 26 Gauge PBR – Ash Gray

BOLT TABLE FRAME LINE A				
LOCATION	QUAN	TYPE	DIA	LENGTH
WF-1 – WF-2	8	A325	3/4"	2"
WF-1 – RF4-1	8	A325	5/8"	1 1/2"
WF-1 – RF5-1	8	A325	5/8"	1 1/2"

MEMBER TABLE FRAME LINE A		
MARK	PART	LENGTH
WF-1	W14843	21'-0 3/4"
WF-2	W14643	16'-5 1/2"
DJ-2	8F35C13	18'-6"
DJ-3	8F35C14	18'-6"
DH-2	8F35C14	14'-0"
E-1	8ES1L14	19'-11 1/2"
E-2	8ES1L14	19'-11 1/2"
E-3	8ES1L14	24'-11 1/2"
E-4	8ES1L14	19'-11 1/2"
G-10	8X25Z16	2'-8"
G-11	8X25Z16	21'-5 1/2"
G-12	8X25Z16	5'-4 1/2"
G-13	8X25Z16	22'-11 1/2"
G-14	8X25Z12	30'-4 1/2"
G-15	8X25Z16	27'-11 1/2"
G-16	8X25Z16	21'-5 1/2"
G-17	8X25Z16	2'-8"

CONNECTION PLATES FRAME LINE A	
☐ID	MARK/PART
1	SC-480

DOWNSPOUT SPACING LOCATIONS

DOWNSPOUTS ARE TO BE PLACED AT A SPACING NOT TO EXCEED 23 FT. WITH A DOWNSPOUT WITHIN 20 FT. OF EACH END OF THE GUTTER RUN. GUTTER STRAPS TO BE 2'-0" ON CENTER.

GENERAL NOTES:

1. INSTALL ALL GIRTS AND FLANGE BRACES (FB) AS SHOWN.
2. WALL PANEL PROVIDES STRUCTURAL STABILITY TO THE BUILDING.
3. OTHER THAN FOR WALK DOORS AND WINDOWS SHOWN ON THE CONTRACT, DO NOT ADD ADDITIONAL WALL OPENINGS WITHOUT APPROVAL OF BUILDING MANUFACTURER OR PROFESSIONAL ENGINEER.
4. AFTER INSTALLATION, WIPE ALL PANELS CLEAN OF METAL SHAVINGS CAUSED BY DRILLING.

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

Drawing has been digitally signed.

Dec 13, 2019

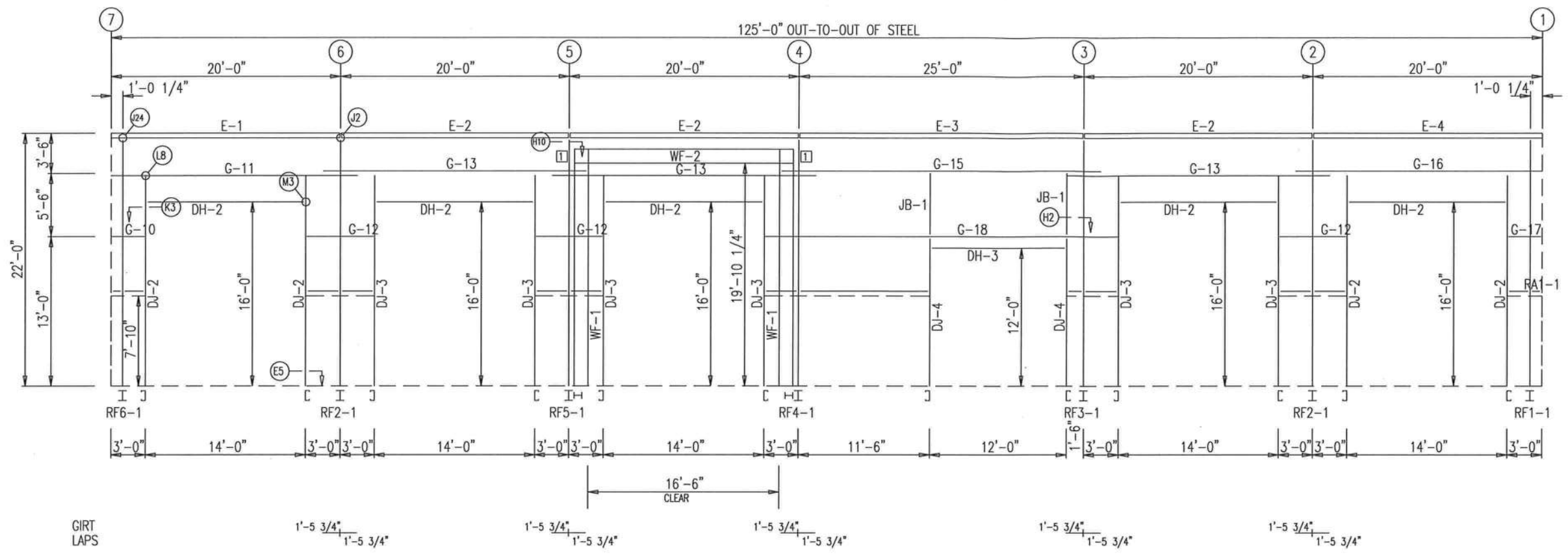
HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

PROJECT: TRUCK STOP 75							
CUSTOMER: SIMQUE CONSTRUCTION					OWNER: TRUCK STOP 75		
LOCATION: LAKE CITY, FL 32024							
CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E3	0

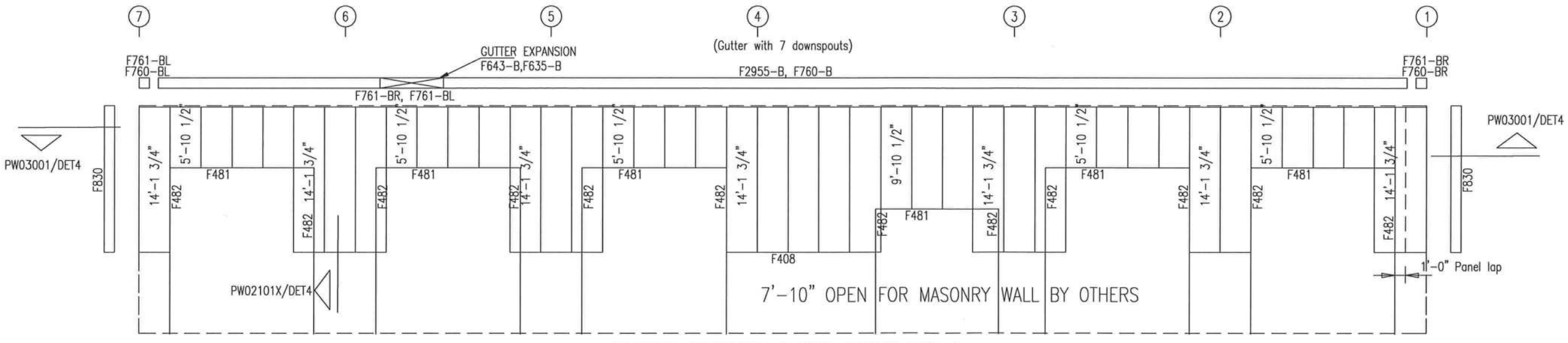
BOLT TABLE FRAME LINE I				
LOCATION	QUAN	TYPE	DIA	LENGTH
WF-1 – WF-2	8	A325	3/4"	2"
WF-1 – RF5-1	8	A325	5/8"	1 1/2"
WF-1 – RF4-1	8	A325	5/8"	1 1/2"

MEMBER TABLE FRAME LINE I		
MARK	PART	LENGTH
WF-1	W14843	21'-0 3/4"
WF-2	W14643	16'-5 1/2"
DJ-2	8F35C13	18'-6"
DJ-3	8F35C14	18'-6"
DJ-4	8F25C16	13'-0"
JB-1	8F25C16	5'-6"
DH-2	8F35C14	14'-0"
DH-3	8F35C14	12'-0"
E-1	8ES1L14	19'-11 1/2"
E-2	8ES1L14	19'-11 1/2"
E-3	8ES1L14	24'-11 1/2"
E-4	8ES1L14	19'-11 1/2"
G-10	8X25Z16	2'-8"
G-11	8X25Z16	21'-5 1/2"
G-12	8X25Z16	5'-4 1/2"
G-13	8X25Z16	22'-11 1/2"
G-15	8X25Z16	27'-11 1/2"
G-16	8X25Z16	21'-5 1/2"
G-17	8X25Z16	2'-8"
G-18	8X35Z12	30'-4 1/2"

CONNECTION PLATES FRAME LINE I	
ID	MARK/PART
1	SC-480



SIDEWALL FRAMING: FRAME LINE I



SIDEWALL SHEETING & TRIM: FRAME LINE I

PANELS: 26 Gauge PBR – Ash Gray

DOWNSPOUT SPACING LOCATIONS

DOWNSPOUTS ARE TO BE PLACED AT A SPACING NOT TO EXCEED 23 FT. WITH A DOWNSPOUT WITHIN 20 FT. OF EACH END OF THE GUTTER RUN. GUTTER STRAPS TO BE 2'-0" ON CENTER.

GENERAL NOTES:

1.. INSTALL ALL GIRTS AND FLANGE BRACES (FB) AS SHOWN.
2. WALL PANEL PROVIDES STRUCTURAL STABILITY TO THE BUILDING.
3. OTHER THAN FOR WALK DOORS AND WINDOWS SHOWN ON THE CONTRACT, DO NOT ADD ADDITIONAL WALL OPENINGS WITHOUT APPROVAL OF BUILDING MANUFACTURER OR PROFESSIONAL ENGINEER.
4. AFTER INSTALLATION, WIPE ALL PANELS CLEAN OF METAL SHAVINGS CAUSED BY DRILLING.

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

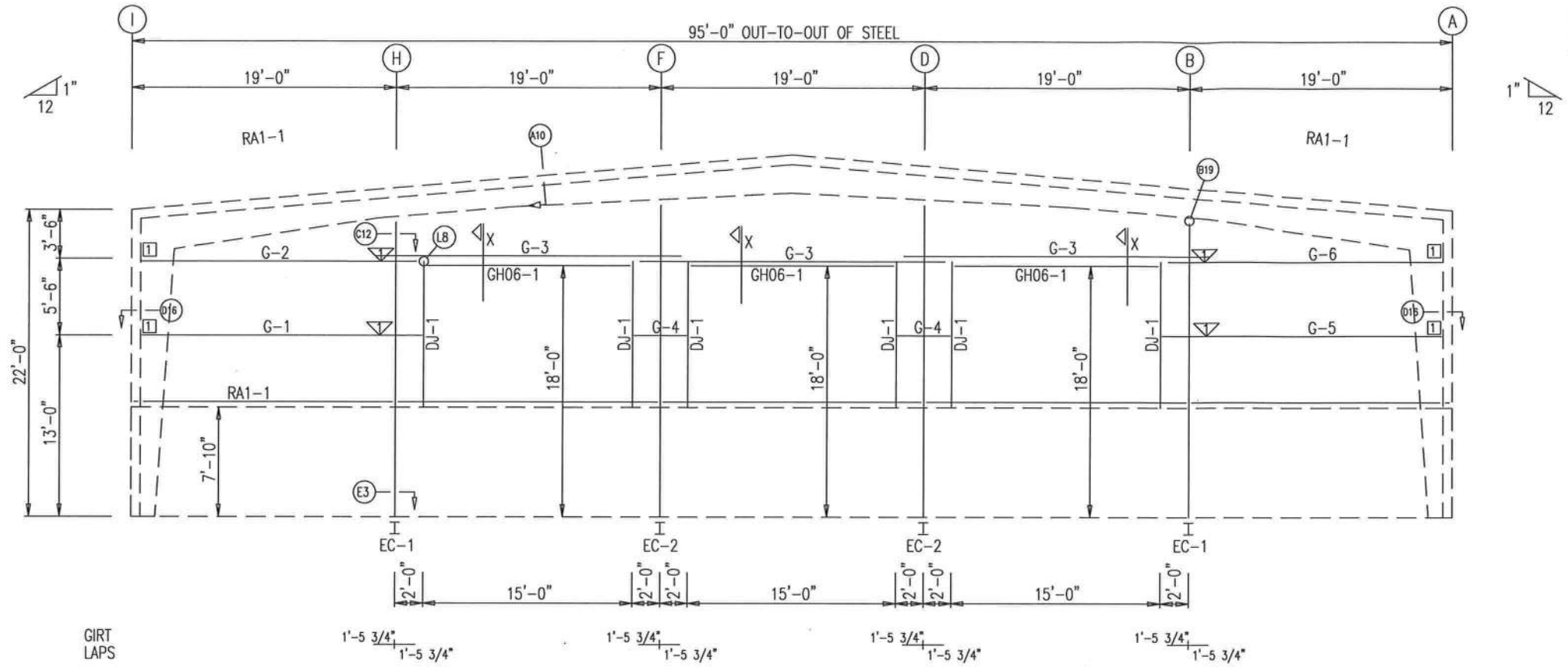
MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

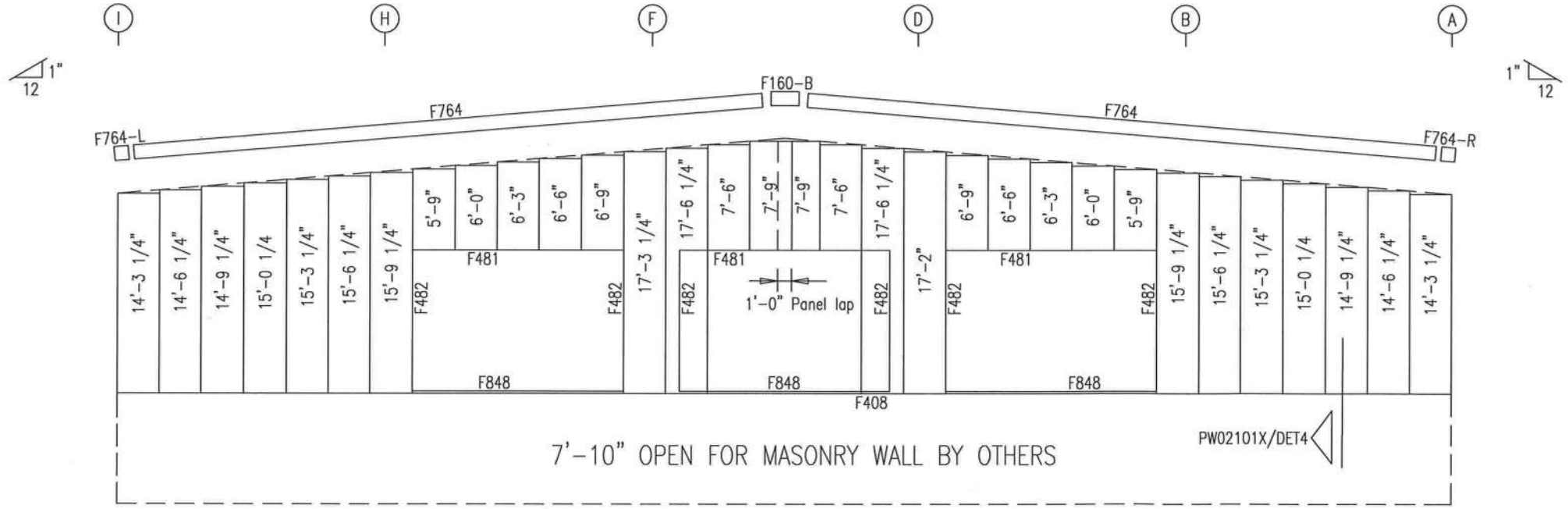
CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E4	0

Drawing has been digitally signed.
Dec 13, 2019

HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER



ENDWALL FRAMING: FRAME LINE 1



ENDWALL SHEETING & TRIM: FRAME LINE 1

PANELS: 26 Gauge PBR – Ash Gray

RIGID FRAME ONLY!

WASHER TO BE USED AT ENDWALL COLUMN TO ENDWALL RAFTER CONNECTION. USE ONE WASHER ON COLUMN SIDE.

BOLT TABLE
FRAME LINE 1

LOCATION	QUAN	TYPE	DIA	LENGTH
Columns/Raf	2	A325	1/2"	1 1/4"

MEMBER TABLE
FRAME LINE 1

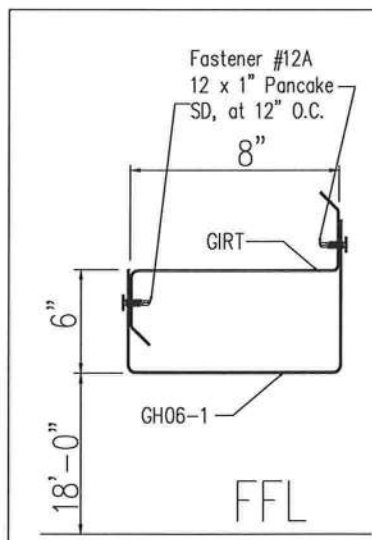
MARK	PART	LENGTH
EC-1	W8X18	21'-2 11/16"
EC-2	W8X24	22'-5 1/2"
DJ-1	8F25C16	10'-8"
GH06-1	GH06	15'-0"
G-1	8X25Z14	20'-1"
G-2	8X25Z16	19'-9 1/2"
G-3	8X25Z16	21'-11 1/2"
G-4	8X25Z16	3'-6 1/2"
G-5	8X25Z14	20'-1"
G-6	8X25Z16	19'-9 1/2"

CONNECTION PLATES
FRAME LINE 1

☐ID	MARK/PART
1	SC-484

FLANGE BRACE TABLE
FRAME LINE 1

▽ ID	MARK	PART	LENGTH
1	FB29.3	L2X2X14G	2'-5 1/4"



SECTION-X

Drawing has been digitally signed.

Dec 13, 2019

GENERAL NOTES:

1. INSTALL ALL GIRTS AND FLANGE BRACES (FB) AS SHOWN.
2. WALL PANEL PROVIDES STRUCTURAL STABILITY TO THE BUILDING.
3. OTHER THAN FOR WALK DOORS AND WINDOWS SHOWN ON THE CONTRACT, DO NOT ADD ADDITIONAL WALL OPENINGS WITHOUT APPROVAL OF BUILDING MANUFACTURER OR PROFESSIONAL ENGINEER.
4. AFTER INSTALLATION, WIPE ALL PANELS CLEAN OF METAL SHAVINGS CAUSED BY DRILLING.

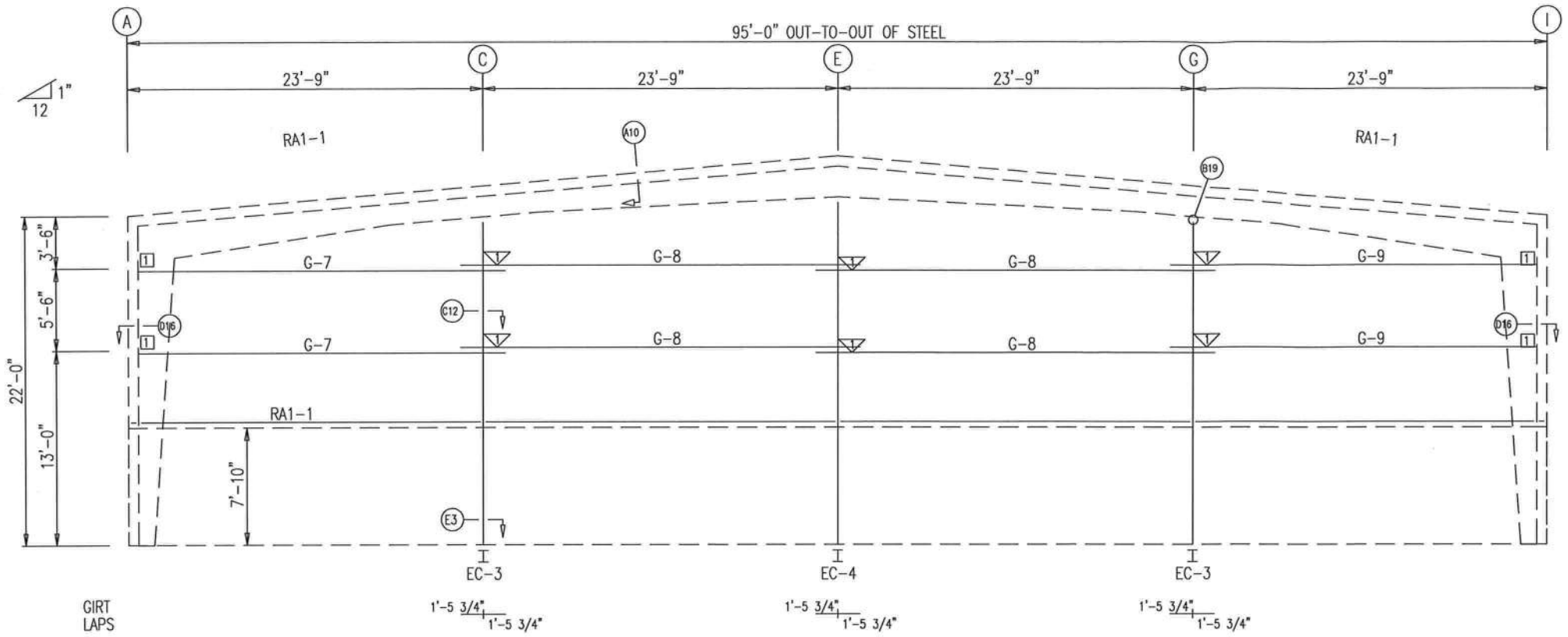
ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

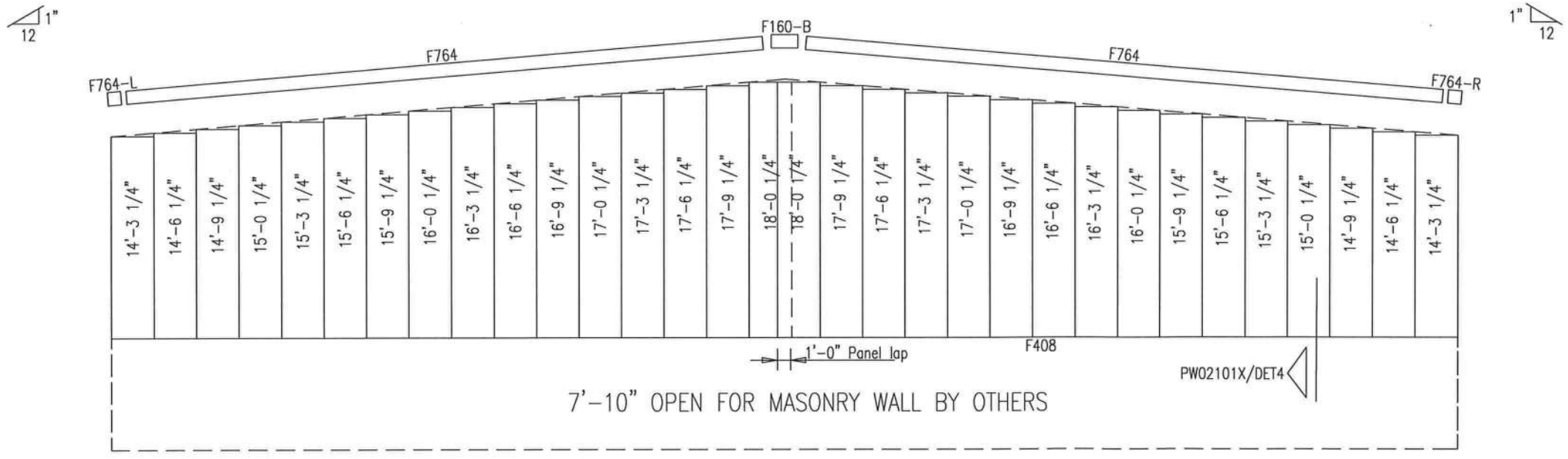
PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E5	0

HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER



ENDWALL FRAMING: FRAME LINE 7



ENDWALL SHEETING & TRIM: FRAME LINE 7

PANELS: 26 Gauge PBR – Ash Gray

RIGID FRAME ONLY!

WASHER TO BE USED AT ENDWALL COLUMN TO ENDWALL RAFTER CONNECTION. USE ONE WASHER ON SLOTTED SIDE.

BOLT TABLE
FRAME LINE 7

LOCATION	QUAN	TYPE	DIA	LENGTH
Columns/Raf	2	A325	1/2"	1 1/4"

MEMBER TABLE
FRAME LINE 7

MARK	PART	LENGTH
EC-3	W8X18	21'-7 7/16"
EC-4	W8X18	22'-8 1/2"
G-7	8X25Z16	24'-6 1/2"
G-8	8X25Z16	26'-8 1/2"
G-9	8X25Z16	24'-6 1/2"

FLANGE BRACE TABLE
FRAME LINE 7

▽ ID	MARK	PART	LENGTH
1	FB29.3	L2X2X14G	2'-5 1/4"

CONNECTION PLATES
FRAME LINE 7

□ID	MARK/PART
1	SC-484

GENERAL NOTES:

1. INSTALL ALL GIRTS AND FLANGE BRACES (FB) AS SHOWN.
2. WALL PANEL PROVIDES STRUCTURAL STABILITY TO THE BUILDING.
3. OTHER THAN FOR WALK DOORS AND WINDOWS SHOWN ON THE CONTRACT, DO NOT ADD ADDITIONAL WALL OPENINGS WITHOUT APPROVAL OF BUILDING MANUFACTURER OR PROFESSIONAL ENGINEER.
4. AFTER INSTALLATION, WIPE ALL PANELS CLEAN OF METAL SHAVINGS CAUSED BY DRILLING.

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

Drawing has been digitally signed.

Dec 13, 2019

S. HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

PROJECT:	TRUCK STOP 75
CUSTOMER:	SIMQUE CONSTRUCTION
OWNER:	TRUCK STOP 75
LOCATION:	LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E6	0

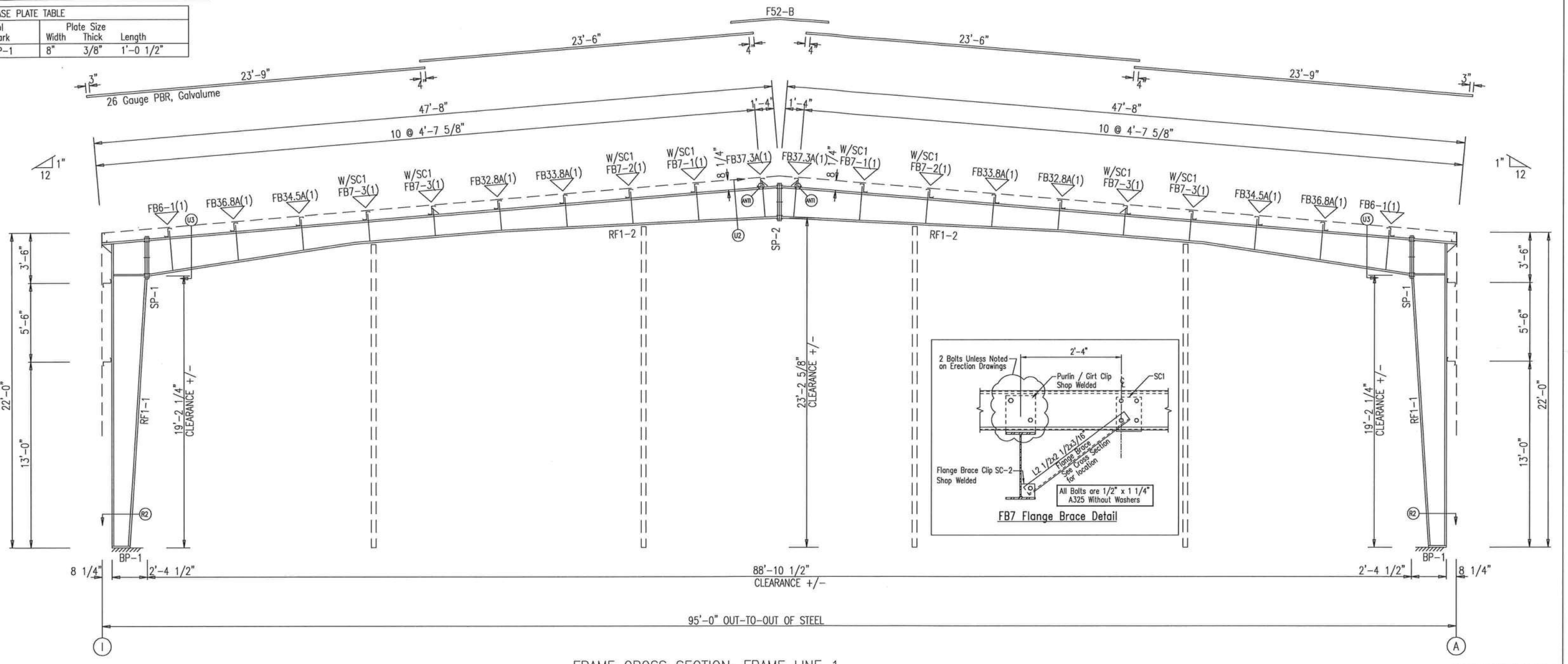
SPLICE PLATE & BOLT TABLE									
Mark	Qty Top	Bot	Int	Type	Dia	Length	Width	Thick	Length
SP-1	4	4	2	A325	3/4"	2"	8"	1/2"	2'-10 7/8"
SP-2	4	4	2	A325	3/4"	1 3/4"	6"	3/8"	2'-6 7/8"

STIFFENER TABLE				
Mark	Stiff Mark	Plate Size Width	Thick	Length
RF1-1	St- 1	4"	1/4"	27 15/16

BASE PLATE TABLE			
Col Mark	Plate Size Width	Thick	Length
BP-1	8"	3/8"	1'-0 1/2"

▽FLANGE BRACES: BOTH SIDES(UNLESS NOTED)
FBxxA(1): xx=length(in)
FB6 - L2X2X1/8"
A - L2X2X14G
FB7 - L2.5X2.5X3/16"

MEMBER TABLE					
Mark	Web Depth Start/End	Web Plate Thick	Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF1-1	12.0/20.5	0.185	120.0	8 x 1/4" x 231.8	8 x 1/4" x 226.8
	20.5/28.0	0.250	106.3	8 x 1/4" x 24.0	
	28.0/28.0	0.250	31.8	8 x 1/4" x 36.6	
RF1-2	28.0/24.2	0.185	56.3	6 x 1/4" x 240.0	6 x 1/4" x 176.7
	24.2/16.0	0.156	120.0	6 x 1/4" x 240.0	6 x 1/4" x 120.0
	16.0/16.0	0.156	120.0	6 x 1/4" x 53.9	6 x 1/4" x 238.1
	16.0/24.0	0.156	240.0		



FRAME CROSS SECTION: FRAME LINE 1

GENERAL NOTES:

1. SNUG TIGHT - ALL BOLTED JOINTS WITH A325 TYPE 1 BOLTS ARE SPECIFIED AS SNUG-TIGHTENED JOINTS IN ACCORDANCE WITH THE SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS, DECEMBER 31, 2009. PRE-TENSIONING METHODS, INCLUDING TURN-OF-NUT, CALIBRATED WRENCH, TWIST-OFF-TYPE TENSION-CONTROL BOLTS OR DIRECT TENSION INDICATOR ARE NOT REQUIRED. INSTALLATION INSPECTION REQUIREMENTS FOR SNUG TIGHT BOLTS (SPECIFICATION FOR STRUCTURAL JOINTS SECTION 9.1) IS SUGGESTED.
2. ALL FIELD WELDED CONNECTIONS OF SECONDARY FRAMING SHALL BE BOLTED WITH A325 MACHINE BOLTS
3. INSTALL ALL FLANGE BRACES ON COLUMN AND RAFTER AS SHOWN

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E7	0

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Dec 13, 2019
HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

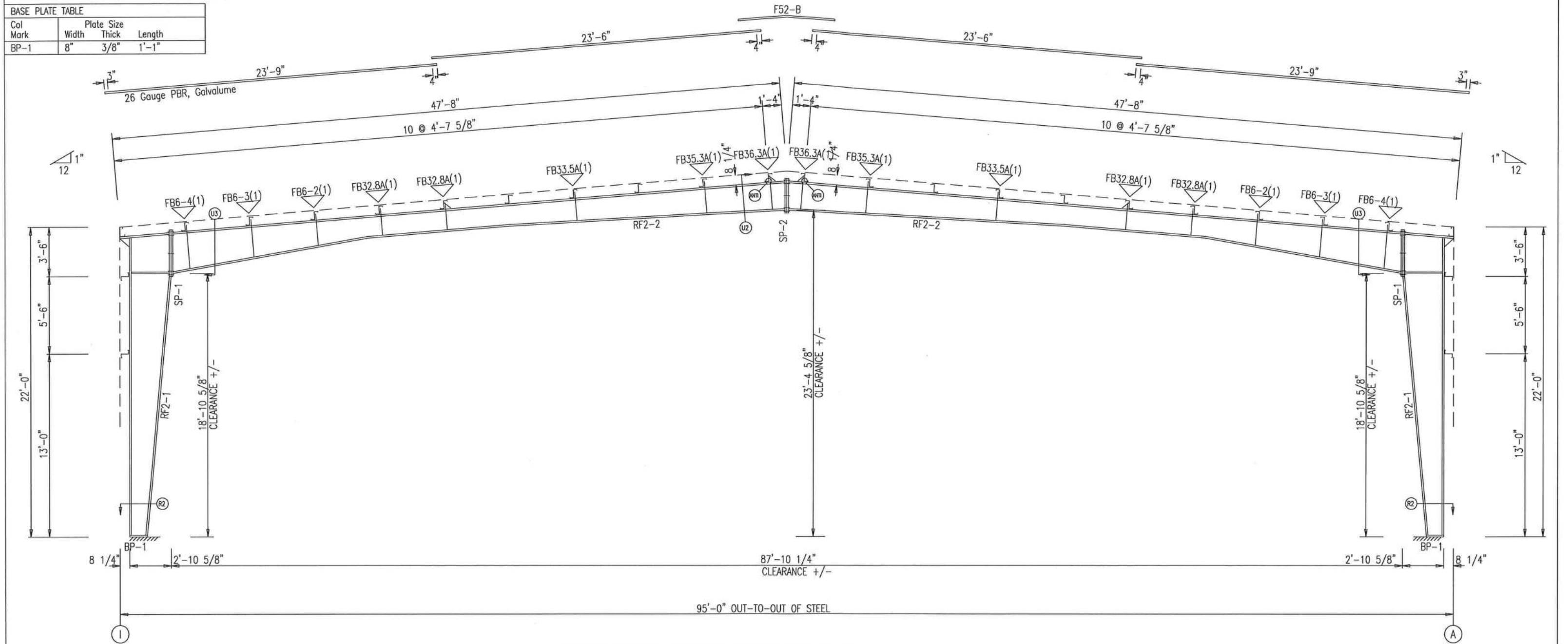
SPLICE PLATE & BOLT TABLE									
Mark	Qty Top	Bot	Int	Type	Dia	Length	Width	Thick	Length
SP-1	4	4	2	A325	7/8"	2 1/2"	8"	5/8"	3'-3 1/2"
SP-2	4	4	2	A325	3/4"	2"	6"	1/2"	2'-4 7/8"

STIFFENER TABLE				
Mark	Stiff Mark	Plate Size Width	Thick	Length
RF2-1	St- 1	4"	1/4"	33 15/16

BASE PLATE TABLE			
Col Mark	Plate Size Width	Thick	Length
BP-1	8"	3/8"	1'-1"

▽FLANGE BRACES: BOTH SIDES(UNLESS NOTED)
FBxxA(1): xx=length(in)
FB6 - L2X2X1/8"
A - L2X2X14G

MEMBER TABLE					
Mark	Web Depth Start/End	Web Plate Thick	Web Plate Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF2-1	12.0/23.9	0.185	120.0	8 x 1/4" x 120.0	8 x 5/16" x 120.6
	23.9/34.0	0.250	102.5	8 x 5/16" x 135.8	8 x 3/8" x 103.0
	34.0/34.0	0.250	36.2	8 x 1/4" x 42.6	
RF2-2	32.0/16.0	0.185	170.2	6 x 1/4" x 240.0	6 x 3/8" x 50.5
	16.0/16.0	0.156	120.0	6 x 1/4" x 47.5	6 x 5/16" x 120.5
	16.0/22.0	0.156	240.0	6 x 5/16" x 216.0	6 x 5/16" x 120.0
				6 x 5/16" x 24.0	6 x 1/4" x 238.2



FRAME CROSS SECTION: FRAME LINE 2 6

GENERAL NOTES:

1. SNUG TIGHT - ALL BOLTED JOINTS WITH A325 TYPE 1 BOLTS ARE SPECIFIED AS SNUG-TIGHTENED JOINTS IN ACCORDANCE WITH THE SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS, DECEMBER 31, 2009. PRE-TENSIONING METHODS, INCLUDING TURN-OF-NUT, CALIBRATED WRENCH, TWIST-OFF-TYPE TENSION-CONTROL BOLTS OR DIRECT TENSION INDICATOR ARE NOT REQUIRED. INSTALLATION INSPECTION REQUIREMENTS FOR SNUG TIGHT BOLTS (SPECIFICATION FOR STRUCTURAL JOINTS SECTION 9.1) IS SUGGESTED.
2. ALL FIELD WELDED CONNECTIONS OF SECONDARY FRAMING SHALL BE BOLTED WITH A325 MACHINE BOLTS
3. INSTALL ALL FLANGE BRACES ON COLUMN AND RAFTER AS SHOWN

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

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Dec 13, 2019

HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

PROJECT:	TRUCK STOP 75
CUSTOMER:	SIMQUE CONSTRUCTION
OWNER:	TRUCK STOP 75
LOCATION:	LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E8	0

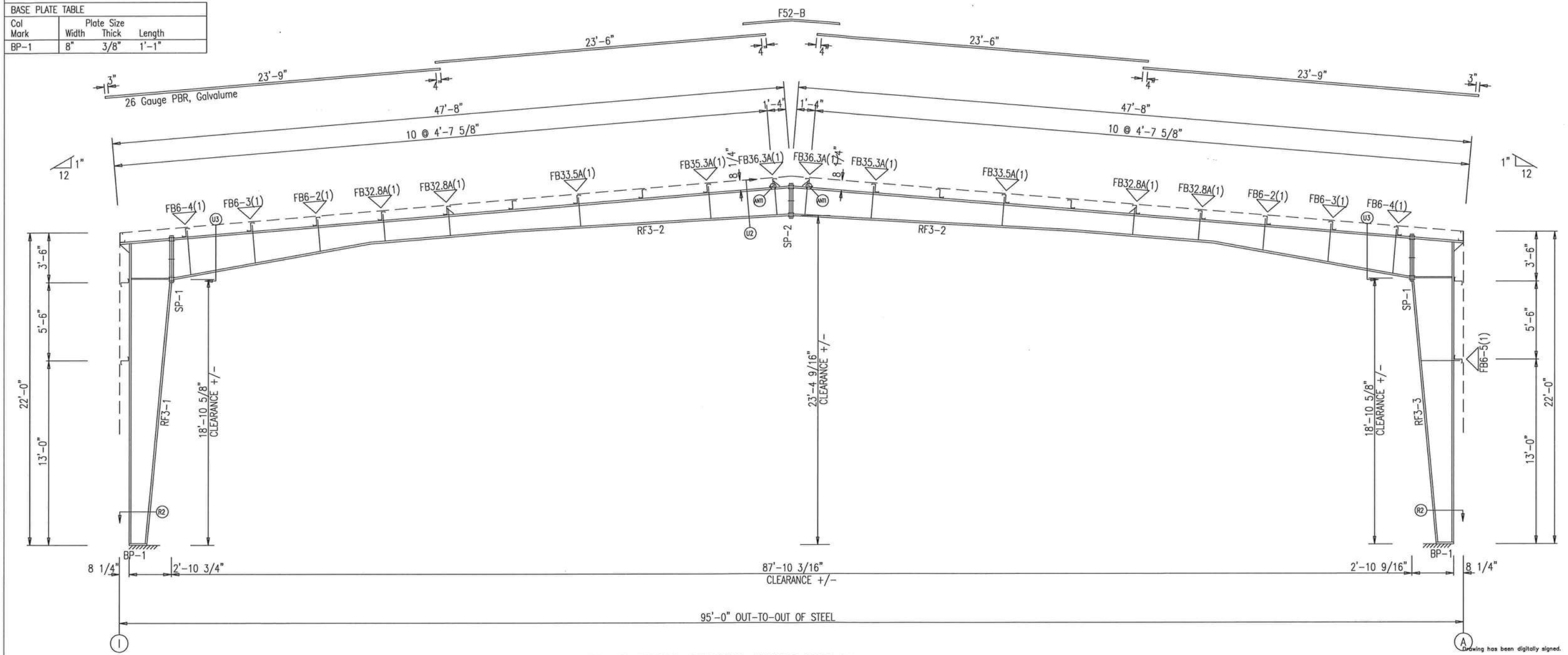
SPLICE PLATE & BOLT TABLE									
Mark	Qty Top	Bot	Int	Type	Dia	Length	Width	Thick	Length
SP-1	4	4	2	A325	7/8"	2 3/4"	8"	3/4"	3'-3 1/2"
SP-2	4	4	2	A325	3/4"	2"	6"	1/2"	2'-5"

STIFFENER TABLE				
Mark	Stiff Mark	Plate Size Width	Thick	Length
RF3-1	St- 1	4"	1/4"	33 15/16
RF3-3	St- 1	4"	1/4"	33 15/16

BASE PLATE TABLE			
Col Mark	Plate Size Width	Thick	Length
BP-1	8"	3/8"	1'-1"

FLANGE BRACES: BOTH SIDES(UNLESS NOTED)
FBxxA(1): xx=length(in)
FB6 - L2X2X1/8"
A - L2X2X14G

MEMBER TABLE					
Mark	Web Depth Start/End	Web Plate Thick	Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF3-1	12.0/23.9	0.250	120.0	8 x 1/4" x 120.0	8 x 3/8" x 120.5
	23.9/34.0	0.313	102.5	8 x 5/16" x 135.7	8 x 1/2" x 103.0
	34.0/34.0	0.313	36.1	8 x 5/16" x 42.6	
RF3-2	32.0/27.3	0.250	50.0	6 x 5/16" x 47.3	6 x 3/8" x 170.7
	27.3/16.0	0.185	120.0	6 x 1/4" x 240.0	6 x 5/16" x 120.0
	16.0/16.0	0.156	120.0	6 x 3/8" x 240.0	6 x 1/4" x 238.2
	16.0/22.0	0.156	240.0		
RF3-3	34.0/34.0	0.313	36.1	8 x 5/16" x 42.6	8 x 5/16" x 223.5
	34.0/23.9	0.313	102.5	8 x 5/16" x 135.7	
	23.9/12.0	0.250	120.0	8 x 1/4" x 120.0	



FRAME CROSS SECTION: FRAME LINE 3

GENERAL NOTES:

1. SNUG TIGHT - ALL BOLTED JOINTS WITH A325 TYPE 1 BOLTS ARE SPECIFIED AS SNUG-TIGHTENED JOINTS IN ACCORDANCE WITH THE SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS, DECEMBER 31, 2009. PRE-TENSIONING METHODS, INCLUDING TURN-OF-NUT, CALIBRATED WRENCH, TWIST-OFF-TYPE TENSION-CONTROL BOLTS OR DIRECT TENSION INDICATOR ARE NOT REQUIRED. INSTALLATION INSPECTION REQUIREMENTS FOR SNUG TIGHT BOLTS (SPECIFICATION FOR STRUCTURAL JOINTS SECTION 9.1) IS SUGGESTED.
2. ALL FIELD WELDED CONNECTIONS OF SECONDARY FRAMING SHALL BE BOLTED WITH A325 MACHINE BOLTS
3. INSTALL ALL FLANGE BRACES ON COLUMN AND RAFTER AS SHOWN

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E9	0

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Dec 13, 2019

HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

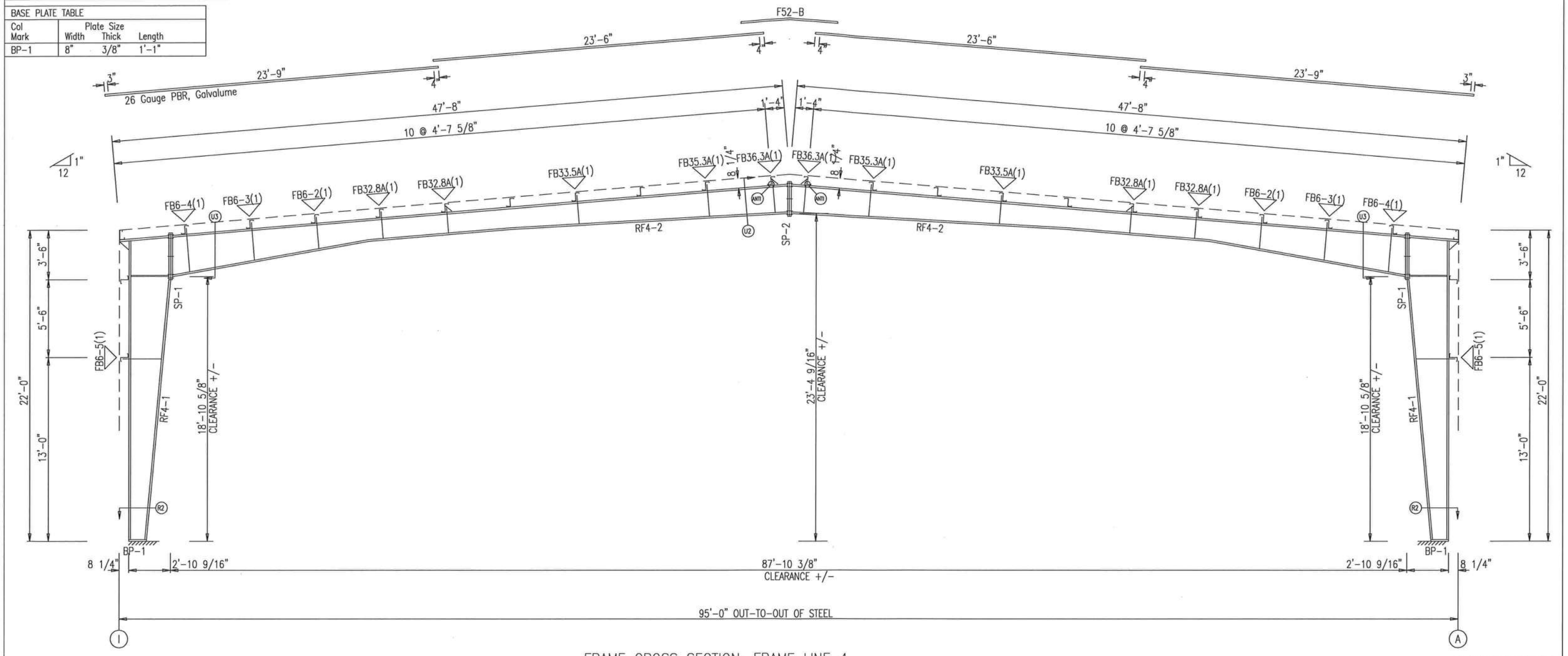
SPLICE PLATE & BOLT TABLE									
Mark	Qty Top	Bot	Int	Type	Dia	Length	Width	Thick	Length
SP-1	4	4	2	A325	7/8"	2 3/4"	8"	3/4"	3'-3 1/2"
SP-2	4	4	2	A325	3/4"	2"	6"	1/2"	2'-5"

STIFFENER TABLE				
Mark	Stiff Mark	Plate Size Width	Thick	Length
RF4-1	St- 1	4"	1/4"	33 15/16

BASE PLATE TABLE			
Col Mark	Plate Size Width	Thick	Length
BP-1	8"	3/8"	1'-1"

▽ FLANGE BRACES: BOTH SIDES(UNLESS NOTED)
FBxxA(1): xx=length(in)
FB6 - L2X2X1/8"
A - L2X2X14G

MEMBER TABLE					
Mark	Web Depth Start/End	Web Plate Thick	Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF4-1	12.0/23.9	0.250	120.0	8 x 1/4" x 120.0	8 x 5/16" x 223.5
	23.9/34.0	0.313	102.5	8 x 5/16" x 135.7	
	34.0/34.0	0.313	36.1	8 x 5/16" x 42.6	
RF4-2	32.0/27.3	0.250	50.0	6 x 5/16" x 47.3	6 x 3/8" x 170.7
	27.3/16.0	0.185	120.0	6 x 1/4" x 240.0	6 x 5/16" x 120.0
	16.0/16.0	0.156	120.0	6 x 3/8" x 240.0	6 x 1/4" x 238.2
	16.0/22.0	0.156	240.0		



FRAME CROSS SECTION: FRAME LINE 4

GENERAL NOTES:

1. SNUG TIGHT - ALL BOLTED JOINTS WITH A325 TYPE 1 BOLTS ARE SPECIFIED AS SNUG-TIGHTENED JOINTS IN ACCORDANCE WITH THE SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS, DECEMBER 31, 2009. PRE-TENSIONING METHODS, INCLUDING TURN-OF-NUT, CALIBRATED WRENCH, TWIST-OFF-TYPE TENSION-CONTROL BOLTS OR DIRECT TENSION INDICATOR ARE NOT REQUIRED. INSTALLATION INSPECTION REQUIREMENTS FOR SNUG TIGHT BOLTS (SPECIFICATION FOR STRUCTURAL JOINTS SECTION 9.1) IS SUGGESTED.
2. ALL FIELD WELDED CONNECTIONS OF SECONDARY FRAMING SHALL BE BOLTED WITH A325 MACHINE BOLTS
3. INSTALL ALL FLANGE BRACES ON COLUMN AND RAFTER AS SHOWN

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E10	0

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Dec 13, 2019
HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

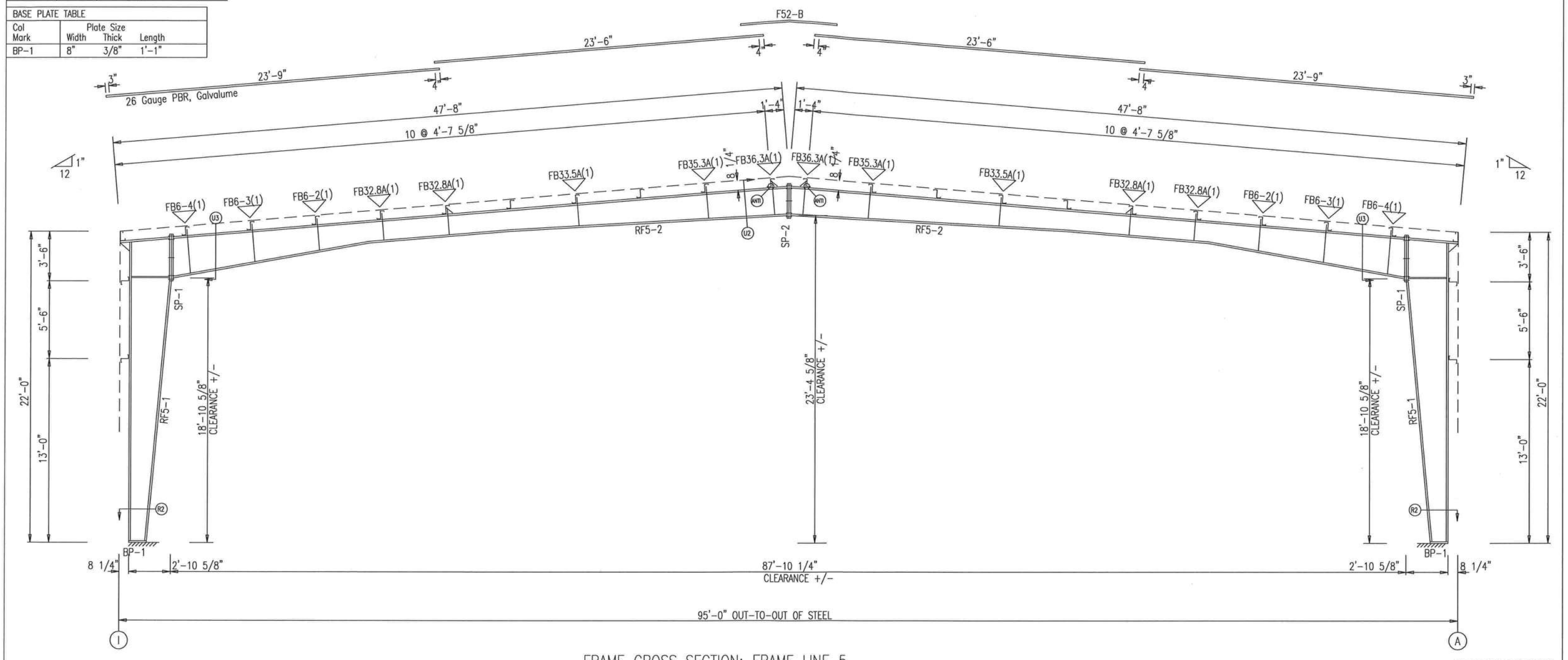
SPLICE PLATE & BOLT TABLE									
Mark	Qty Top	Bot	Int	Type	Dia	Length	Width	Thick	Length
SP-1	4	4	2	A325	7/8"	2 1/2"	8"	5/8"	3'-3 1/2"
SP-2	4	4	2	A325	3/4"	2"	6"	1/2"	2'-4 7/8"

STIFFENER TABLE				
Mark	Stiff Mark	Plate Size Width	Thick	Length
RF5-1	St- 1	4"	1/4"	33 15/16

BASE PLATE TABLE			
Col Mark	Plate Size Width	Thick	Length
BP-1	8"	3/8"	1'-1"

▽ FLANGE BRACES: BOTH SIDES(UNLESS NOTED)
FBxxA(1): xx=length(in)
FB6 - L2X2X1/8"
A - L2X2X14G

MEMBER TABLE					
Mark	Web Depth Start/End	Web Plate Thick	Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF5-1	12.0/23.9	0.185	120.0	8 x 1/4" x 120.0	8 x 5/16" x 120.6
	23.9/34.0	0.250	102.5	8 x 5/16" x 135.8	8 x 3/8" x 103.0
	34.0/34.0	0.250	36.2	8 x 1/4" x 42.6	
RF5-2	32.0/16.0	0.185	170.2	6 x 1/4" x 240.0	6 x 3/8" x 50.5
	16.0/16.0	0.156	120.0	6 x 1/4" x 47.5	6 x 5/16" x 120.5
	16.0/22.0	0.156	240.0	6 x 5/16" x 216.0	6 x 5/16" x 120.0
				6 x 5/16" x 24.0	6 x 1/4" x 238.2



FRAME CROSS SECTION: FRAME LINE 5

GENERAL NOTES:

1. SNUG TIGHT - ALL BOLTED JOINTS WITH A325 TYPE 1 BOLTS ARE SPECIFIED AS SNUG-TIGHTENED JOINTS IN ACCORDANCE WITH THE SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS, DECEMBER 31, 2009. PRE-TENSIONING METHODS, INCLUDING TURN-OF-NUT, CALIBRATED WRENCH, TWIST-OFF-TYPE TENSION-CONTROL BOLTS OR DIRECT TENSION INDICATOR ARE NOT REQUIRED. INSTALLATION INSPECTION REQUIREMENTS FOR SNUG TIGHT BOLTS (SPECIFICATION FOR STRUCTURAL JOINTS SECTION 9.1) IS SUGGESTED.
2. ALL FIELD WELDED CONNECTIONS OF SECONDARY FRAMING SHALL BE BOLTED WITH A325 MACHINE BOLTS
3. INSTALL ALL FLANGE BRACES ON COLUMN AND RAFTER AS SHOWN

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E11	0

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Dec 13, 2019

HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

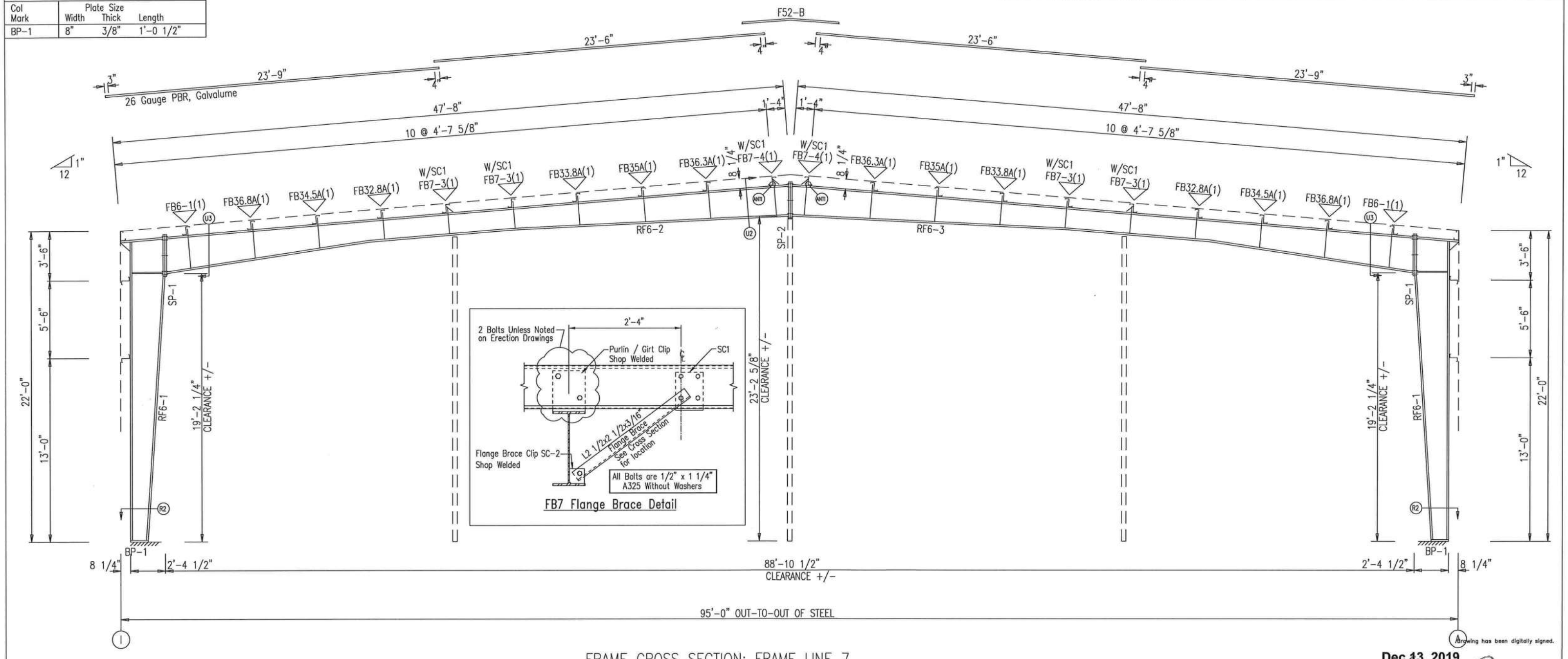
SPLICE PLATE & BOLT TABLE									
Mark	Qty Top	Bot	Int	Type	Dia	Length	Width	Thick	Length
SP-1	4	4	2	A325	3/4"	2"	8"	1/2"	2'-10 7/8"
SP-2	4	4	2	A325	3/4"	1 3/4"	6"	3/8"	2'-6 7/8"

STIFFENER TABLE				
Mark	Stiff Mark	Plate Size Width	Thick	Length
RF6-1	St- 1	4"	1/4"	27 15/16

BASE PLATE TABLE			
Col Mark	Plate Size Width	Thick	Length
BP-1	8"	3/8"	1'-0 1/2"

▽FLANGE BRACES: BOTH SIDES(UNLESS NOTED)
FBxxA(1): xx=length(in)
FB6 – L2X2X1/8"
A – L2X2X14G
FB7 – L2.5X2.5X3/16"

MEMBER TABLE					
Mark	Web Depth Start/End	Web Plate Thick	Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF6-1	12.0/20.5	0.185	120.0	8 x 1/4" x 231.8	8 x 1/4" x 226.8
	20.5/28.0	0.250	106.3	8 x 1/4" x 24.0	
	28.0/28.0	0.250	31.8	8 x 1/4" x 36.6	
RF6-2	28.0/24.2	0.185	56.3	6 x 1/4" x 240.0	6 x 1/4" x 176.7
	24.2/16.0	0.156	120.0	6 x 1/4" x 240.0	6 x 1/4" x 120.0
	16.0/16.0	0.156	120.0	6 x 1/4" x 53.9	6 x 1/4" x 238.1
	16.0/24.0	0.156	240.0		
RF6-3	24.0/16.0	0.156	240.0	6 x 1/4" x 53.9	6 x 1/4" x 238.1
	16.0/16.0	0.156	120.0	6 x 1/4" x 240.0	6 x 1/4" x 120.0
	16.0/24.2	0.156	120.0	6 x 1/4" x 240.0	6 x 1/4" x 176.7
	24.2/28.0	0.185	56.3		



FRAME CROSS SECTION: FRAME LINE 7

GENERAL NOTES:

1. SNUG TIGHT – ALL BOLTED JOINTS WITH A325 TYPE 1 BOLTS ARE SPECIFIED AS SNUG-TIGHTENED JOINTS IN ACCORDANCE WITH THE SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS, DECEMBER 31, 2009. PRE-TENSIONING METHODS, INCLUDING TURN-OF-NUT, CALIBRATED WRENCH, TWIST-OFF-TYPE TENSION-CONTROL BOLTS OR DIRECT TENSION INDICATOR ARE NOT REQUIRED. INSTALLATION INSPECTION REQUIREMENTS FOR SNUG TIGHT BOLTS (SPECIFICATION FOR STRUCTURAL JOINTS SECTION 9.1) IS SUGGESTED.
2. ALL FIELD WELDED CONNECTIONS OF SECONDARY FRAMING SHALL BE BOLTED WITH A325 MACHINE BOLTS
3. INSTALL ALL FLANGE BRACES ON COLUMN AND RAFTER AS SHOWN

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E12	0

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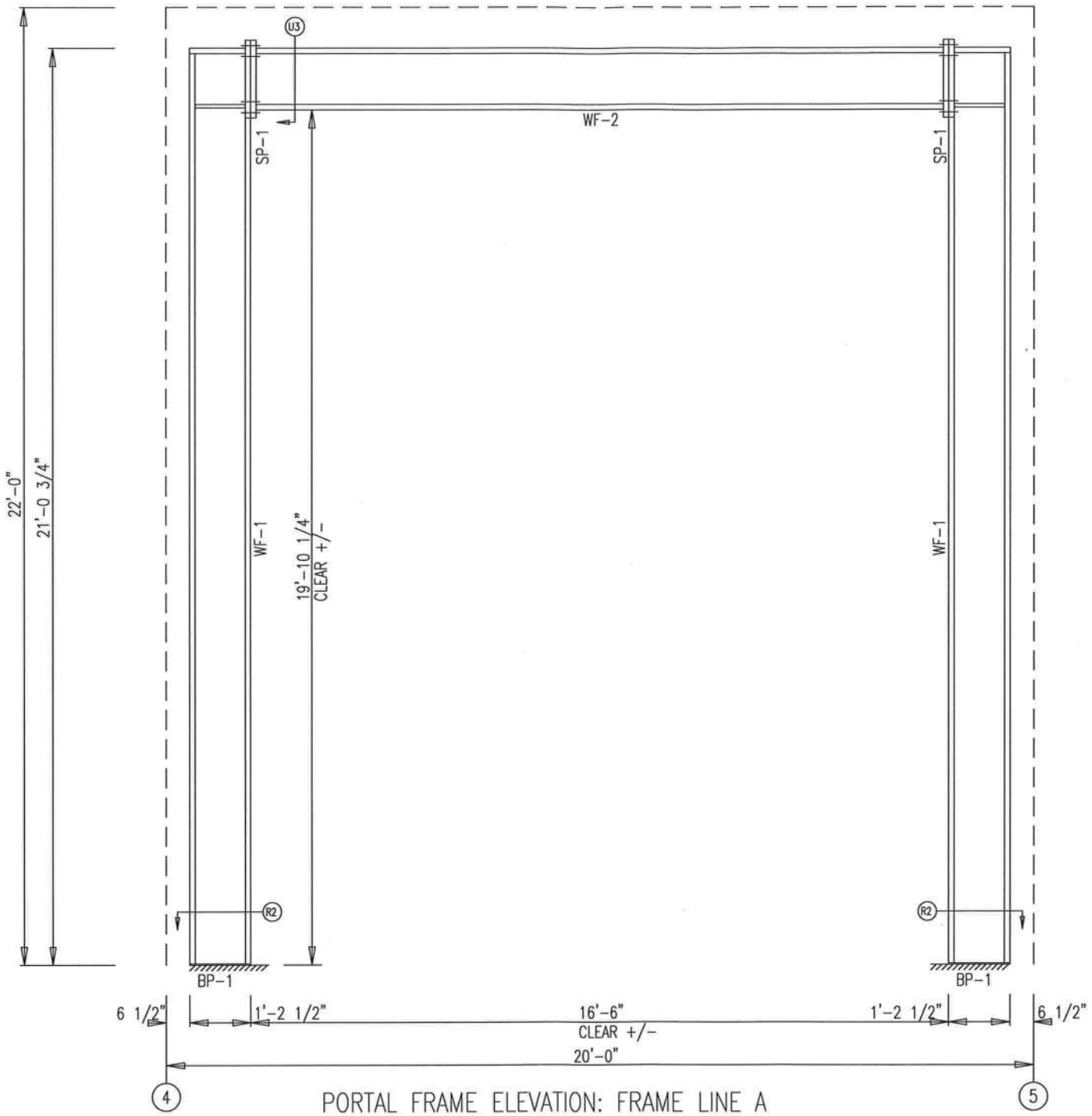
Dec 13, 2019
S. HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

SPLICE PLATES & BOLTS								
Splice Mark	Quan Top/	Bot	Bolt Type	Bolt Dia	Bolt Length	Plate Size Width	Thick	Length
SP- 1	4	4	A325	3/4"	2"	8"	1/2"	1'-10 1/4"

STIFFENER TABLE				
Mark	Stiff Mark	Plate Size Width	Thick	Length
WF-1	St- 1	4"	1/4"	14"

BASE PLATES			
Col Mark	Plate Size Width	Thick	Length
BP- 1	8"	3/8"	1'-2 1/2"

MEMBER SIZE TABLE (in)						
MARK	LENGTH	WEB DEPTH START/END	WEB PLATE THICK	WEB PLATE LENGTH	OUTSIDE FLANGE W x T x LENGTH	INSIDE FLANGE W x T x LENGTH
WF-1	252.7	14.0/14.0	0.185	21'-0 3/4"	8 x 1/4" x 21'-0 3/4"	8 x 1/4" x 21'-0 3/4"
WF-2	197.5	14.0/14.0	0.185	16'-5 1/2"	6 x 1/4" x 16'-5 1/2"	6 x 1/4" x 16'-5 1/2"



PORTAL FRAME ELEVATION: FRAME LINE A

GENERAL NOTES:

1. SNUG TIGHT – ALL BOLTED JOINTS WITH A325 TYPE 1 BOLTS ARE SPECIFIED AS SNUG-TIGHTENED JOINTS IN ACCORDANCE WITH THE SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS, DECEMBER 31, 2009. PRE-TENSIONING METHODS, INCLUDING TURN-OF-NUT, CALIBRATED WRENCH, TWIST-OFF-TYPE TENSION-CONTROL BOLTS OR DIRECT TENSION INDICATOR ARE NOT REQUIRED. INSTALLATION INSPECTION REQUIREMENTS FOR SNUG TIGHT BOLTS (SPECIFICATION FOR STRUCTURAL JOINTS SECTION 9.1) IS SUGGESTED.
2. ALL FIELD WELDED CONNECTIONS OF SECONDARY FRAMING SHALL BE BOLTED WITH A325 MACHINE BOLTS
3. INSTALL ALL FLANGE BRACES ON COLUMN AND RAFTER AS SHOWN

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E13	0

Drawing has been digitally signed.
Dec 13, 2019

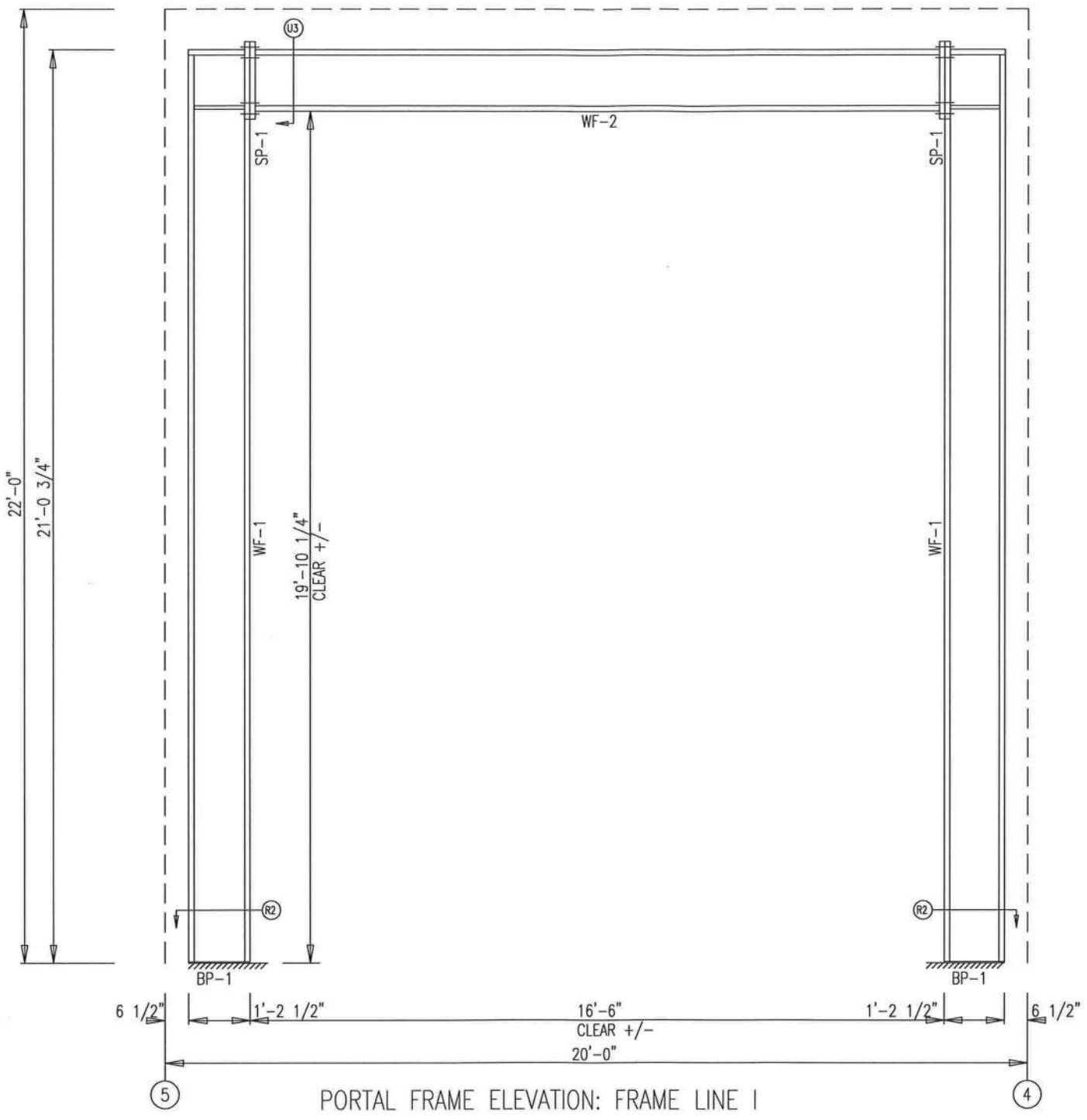
HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

SPLICE PLATES & BOLTS								
Splice Mark	Quan Top/	Bot	Bolt Type	Bolt Dia	Bolt Length	Plate Size Width	Thick	Length
SP- 1	4	4	A325	3/4"	2"	8"	1/2"	1'-10 1/4"

STIFFENER TABLE				
Mark	Stiff Mark	Plate Size Width	Thick	Length
WF-1	St- 1	4"	1/4"	14"

BASE PLATES			
Col Mark	Plate Size Width	Thick	Length
BP- 1	8"	3/8"	1'-2 1/2"

MEMBER SIZE TABLE (in)						
MARK	LENGTH	WEB DEPTH START/END	WEB PLATE THICK	WEB PLATE LENGTH	OUTSIDE FLANGE W x T x LENGTH	INSIDE FLANGE W x T x LENGTH
WF-1	252.7	14.0/14.0	0.185	21'-0 3/4"	8 x 1/4" x 21'-0 3/4"	8 x 1/4" x 21'-0 3/4"
WF-2	197.5	14.0/14.0	0.185	16'-5 1/2"	6 x 1/4" x 16'-5 1/2"	6 x 1/4" x 16'-5 1/2"



PORTAL FRAME ELEVATION: FRAME LINE I

GENERAL NOTES:

1. SNUG TIGHT – ALL BOLTED JOINTS WITH A325 TYPE 1 BOLTS ARE SPECIFIED AS SNUG-TIGHTENED JOINTS IN ACCORDANCE WITH THE SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS, DECEMBER 31, 2009. PRE-TENSIONING METHODS, INCLUDING TURN-OF-NUT, CALIBRATED WRENCH, TWIST-OFF-TYPE TENSION-CONTROL BOLTS OR DIRECT TENSION INDICATOR ARE NOT REQUIRED. INSTALLATION INSPECTION REQUIREMENTS FOR SNUG TIGHT BOLTS (SPECIFICATION FOR STRUCTURAL JOINTS SECTION 9.1) IS SUGGESTED.
2. ALL FIELD WELDED CONNECTIONS OF SECONDARY FRAMING SHALL BE BOLTED WITH A325 MACHINE BOLTS
3. INSTALL ALL FLANGE BRACES ON COLUMN AND RAFTER AS SHOWN

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

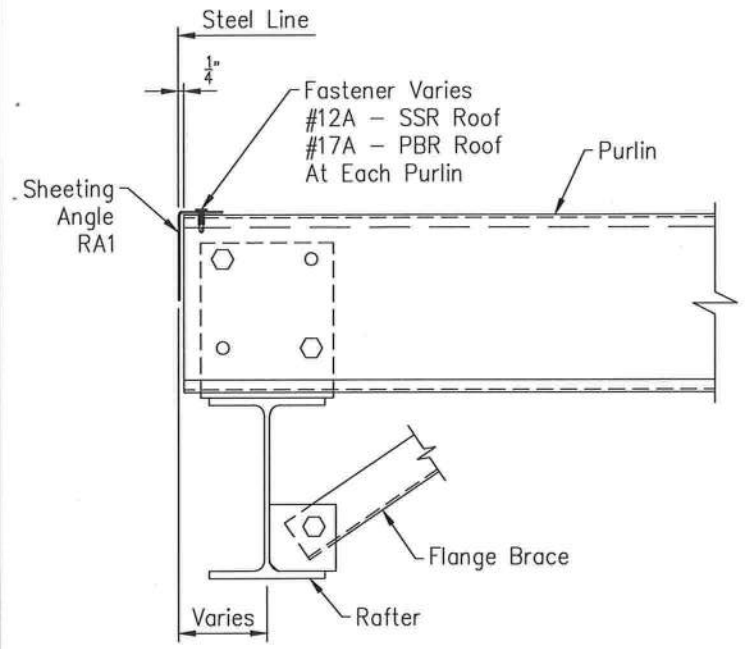
MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

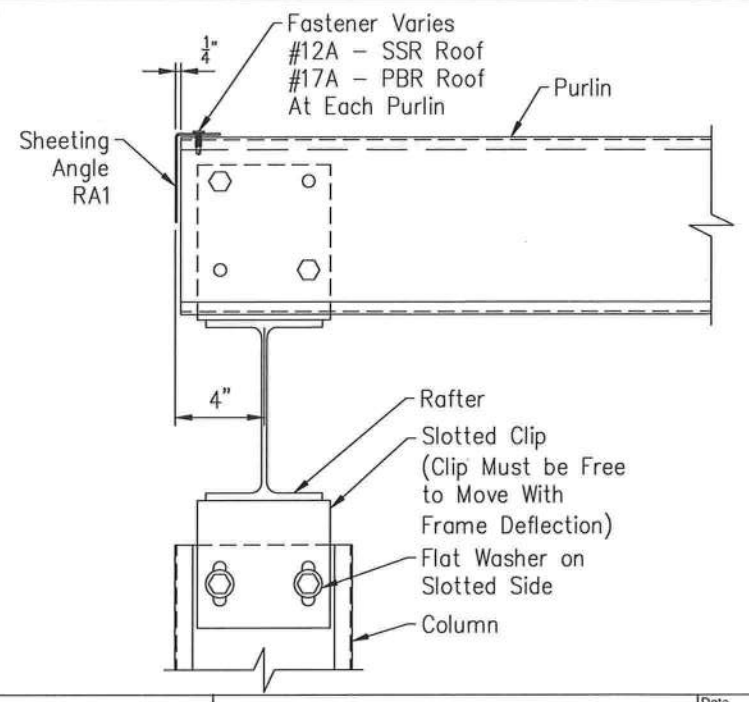
CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	E14	0

Drawing has been digitally signed.
Dec 13, 2019

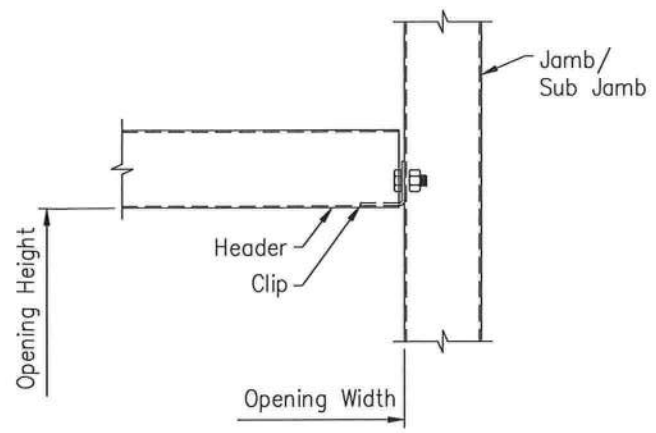
HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER



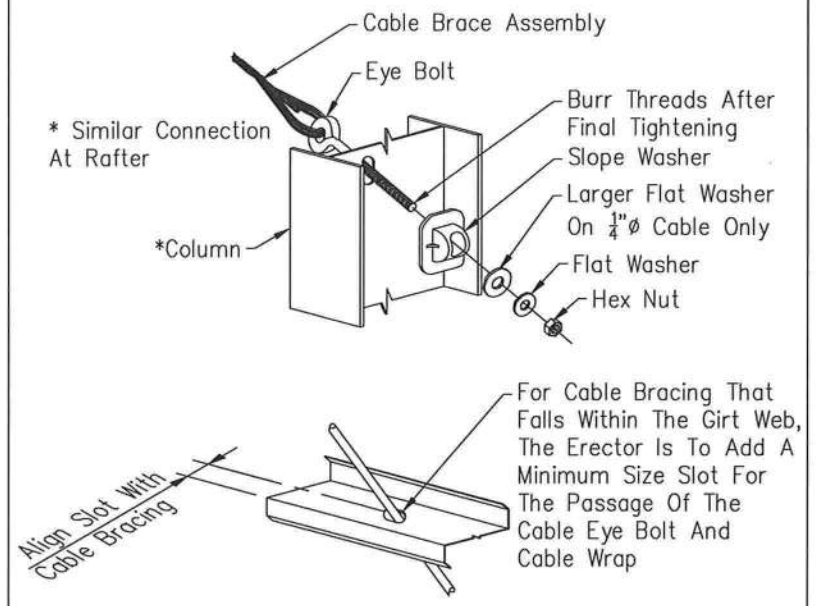
A10	Purlin To Rigid Frame	Date Nov '19
Page MB-A10		Rev 01



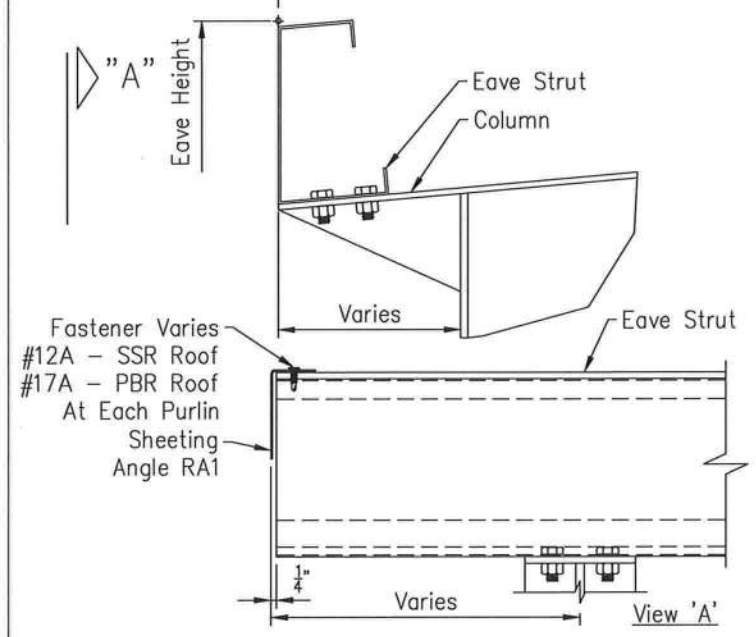
B19	Endwall Column To Rigid Frame Rafter	Date Nov '19
Page MB-B19		Rev 01



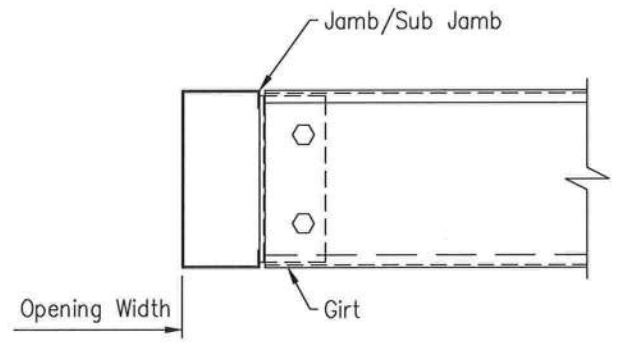
M3	Header To Cold Form Jamb/Sub Jamb	Date Dec '17
Page MB-M3		Rev 00



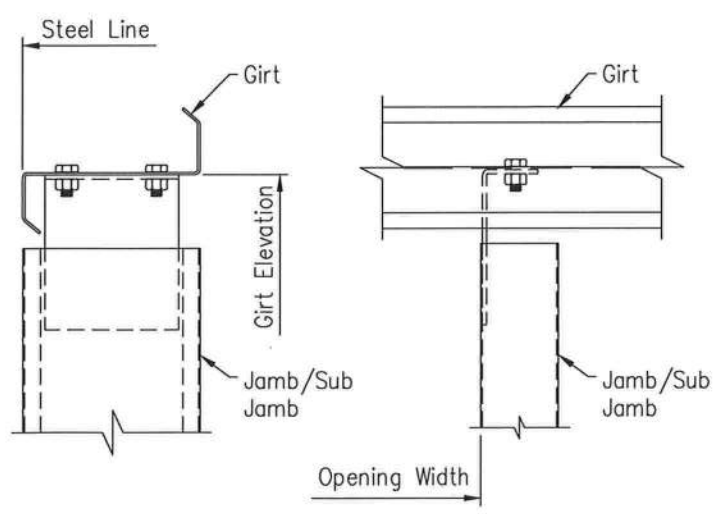
Q2	Cable Brace Attachment At Web	Date Mar '18
Page MB-Q2		Rev 01



J24	Eave Strut To By-Pass Rigid Frame At Endwall	Date Jun '17
Page MB-J24		Rev 00



K3	Girt To Single Cold Form Jamb/Sub Jamb	Date Dec '17
Page MB-K3		Rev 00



L8	Single Cold Form Jamb/ Sub Jamb To Girt	Date Jun '17
Page MB-L8		Rev 00

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

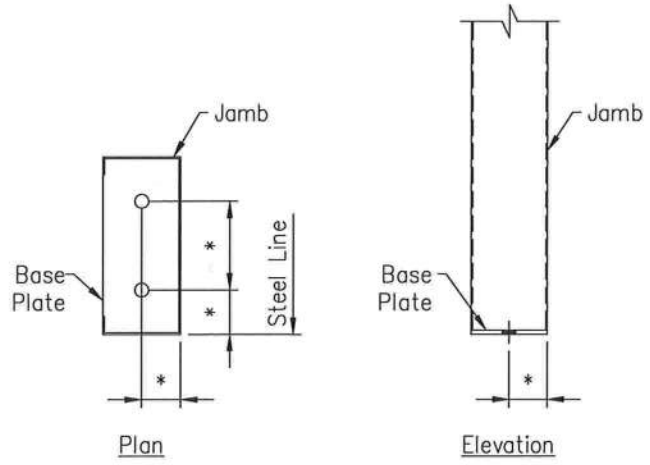
MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT:	TRUCK STOP 75						
CUSTOMER:	SIMQUE CONSTRUCTION			OWNER:	TRUCK STOP 75		
LOCATION:	LAKE CITY, FL 32024						
CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	DET1	0

Drawing has been digitally signed.

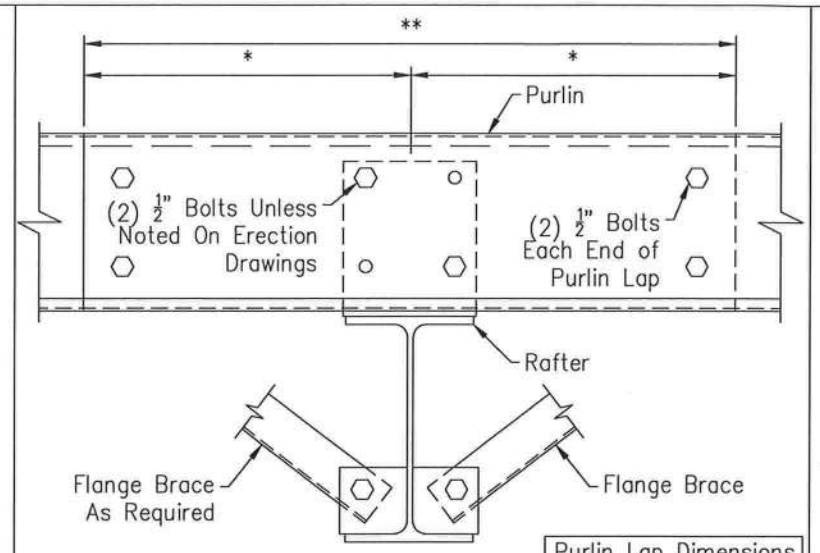
Dec 13, 2019

HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER



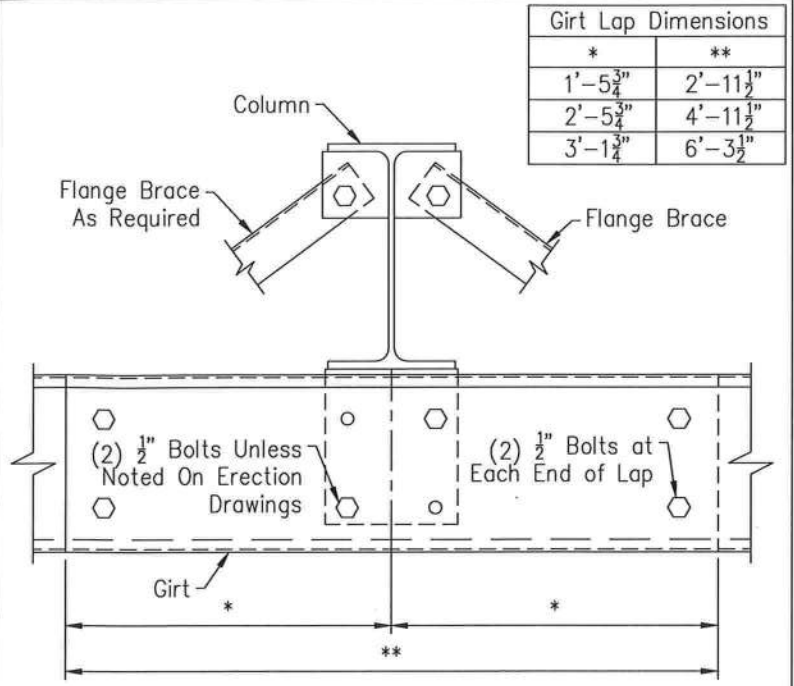
* – Refer To Anchor Rod Setting Plan For Dimension

E5	Door Jamb Base Plate	Date Dec '18
Page MB–E5		Rev 01



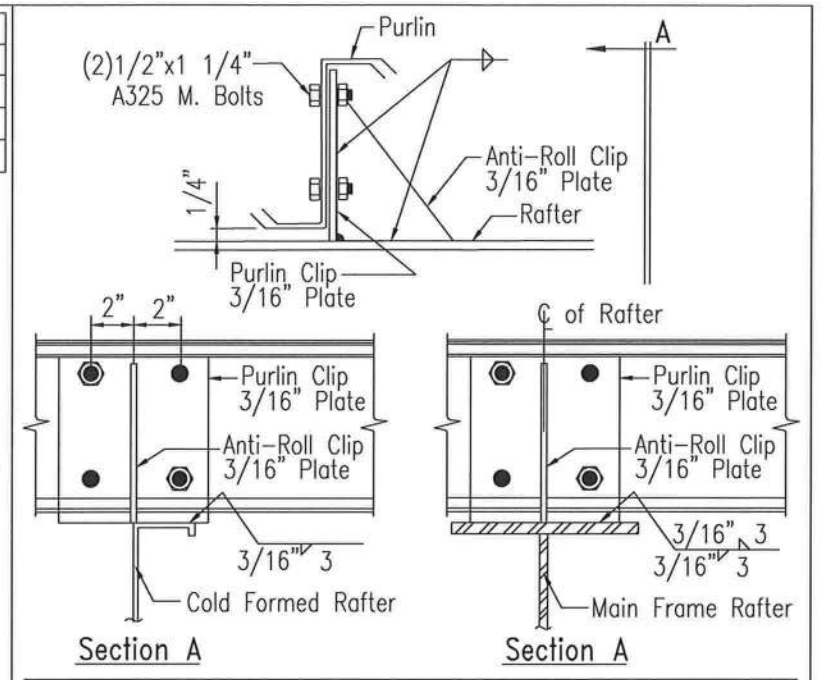
Purlin Lap Dimensions	
*	**
1'–5¾"	2'–11½"
2'–5¾"	4'–11½"
3'–1¾"	6'–3½"

G2	Purlin To Rigid Frame	Date Sep '19
Page MB–G2		Rev 01

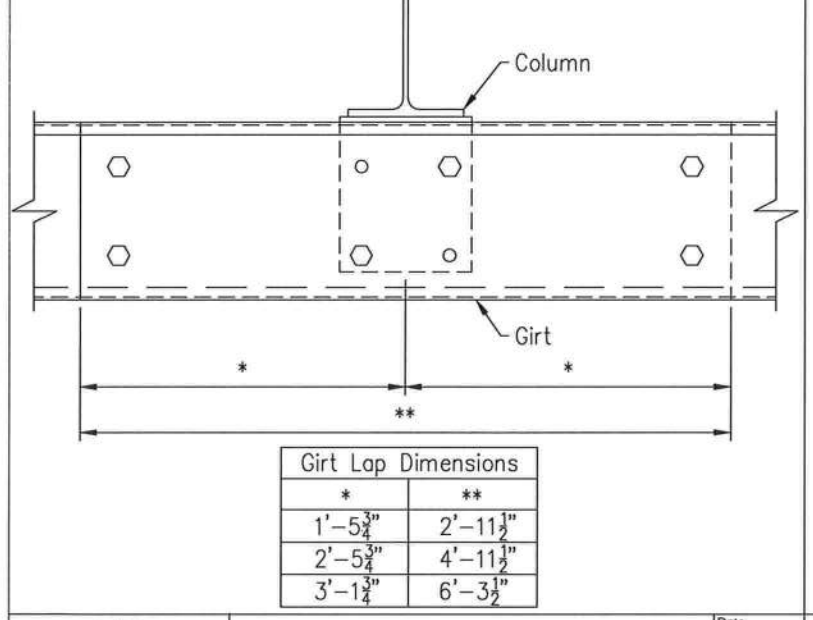


Girt Lap Dimensions	
*	**
1'–5¾"	2'–11½"
2'–5¾"	4'–11½"
3'–1¾"	6'–3½"

H2	Girt To Rigid Frame	Date Sep '19
Page MB–H2		Rev 01

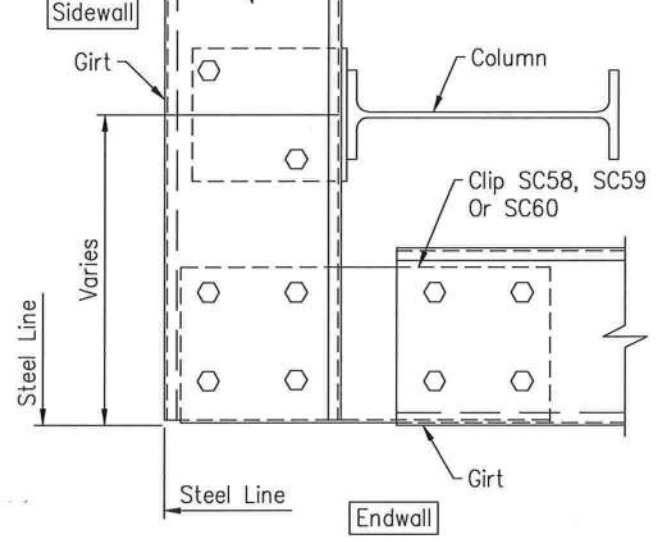


ANTI	PURLIN ANTI–ROLL CLIP

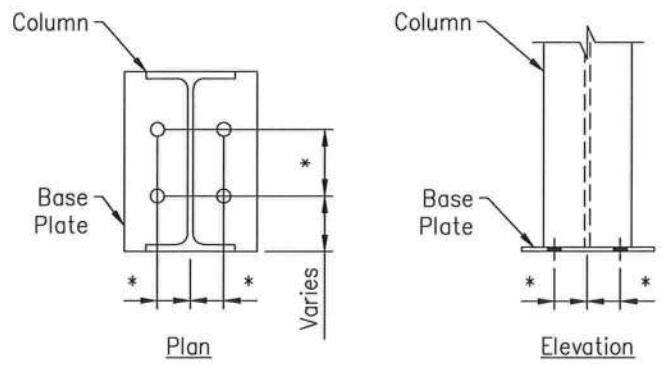


Girt Lap Dimensions	
*	**
1'–5¾"	2'–11½"
2'–5¾"	4'–11½"
3'–1¾"	6'–3½"

C12	Girt To Hot Rolled Endwall Column	Date Nov '19
Page MB–C12		Rev 01



D16	Girt To Rigid Frame Endwall Column	Date Jun '17
Page MB–D16		Rev 00



* – Refer To Anchor Rod Setting Plan For Dimension

E3	Endwall Column Base Plate	Date Dec '18
Page MB–E3		Rev 01

Drawing has been digitally signed.

Dec 13, 2019

CHARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

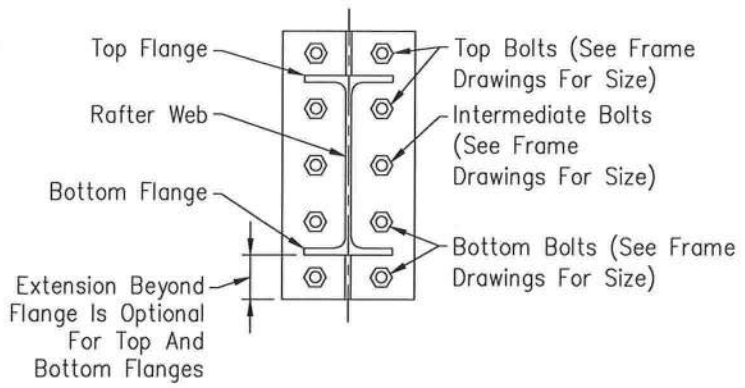
ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214–687–9999 Fax 214–687–9737

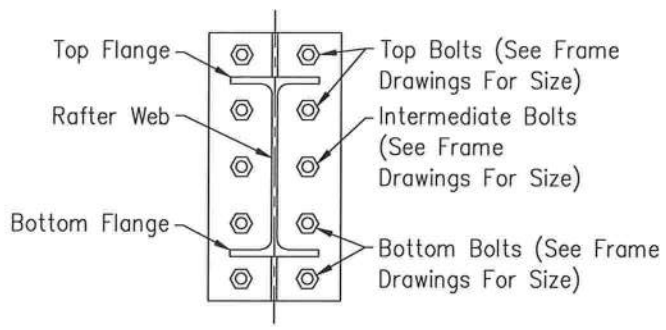
MBMA METAL BUILDING MANUFACTURERS ASSOCIATION

PROJECT:	TRUCK STOP 75
CUSTOMER:	SIMQUE CONSTRUCTION
OWNER:	TRUCK STOP 75
LOCATION:	LAKE CITY, FL 32024

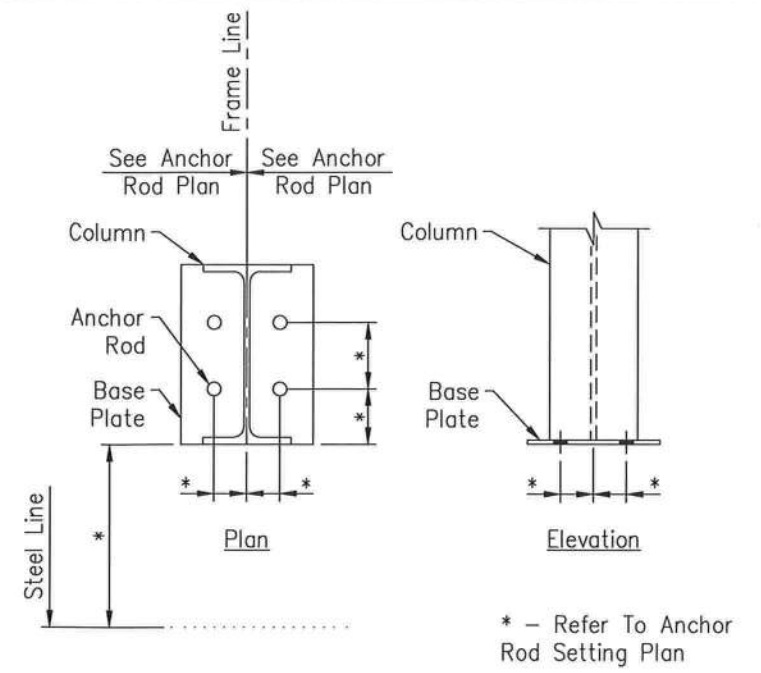
CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17–B–46005	DET2	0



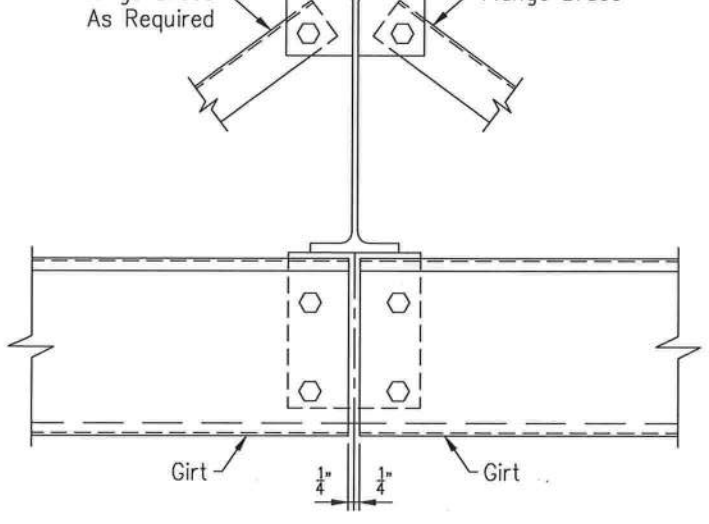
U2	Bolts At Rigid Frame Ridge Rafter Connection	Date Jun '17
Page MB-U2		Rev 00



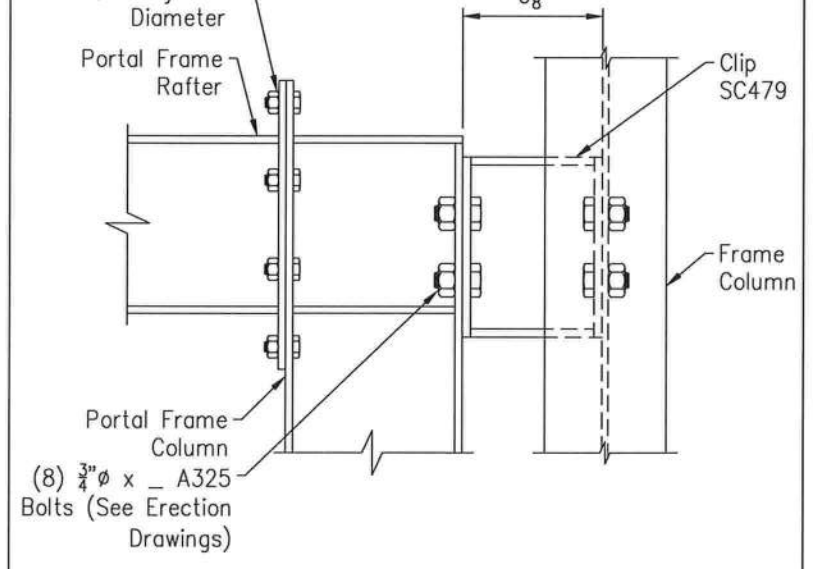
U3	Bolts At Rigid Frame Rafter To Column Connection	Date Jun '17
Page MB-U3		Rev 00



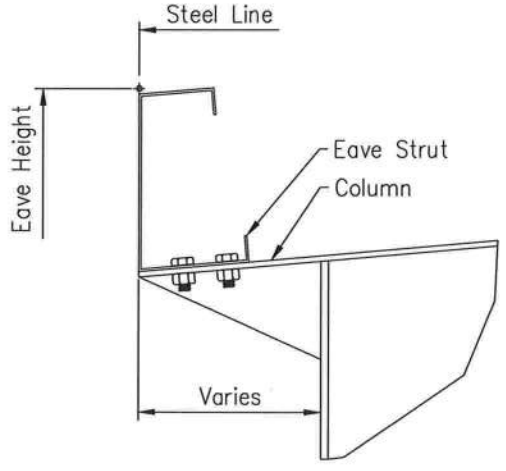
R2	Anchor Rods At Frame Column	Date Dec '17
Page MB-R2		Rev 00



H4	Girt To Rigid Frame	Date Sep '19
Page MB-H4		Rev 01



H10	Portal Frame To Rigid Frame Column	Date Aug '19
Page MB-H10		Rev 01



J2	Eave Strut To By-Pass Rigid Frame At Interior	Date Dec '17
Page MB-J2		Rev 00

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION
OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	DET3	0

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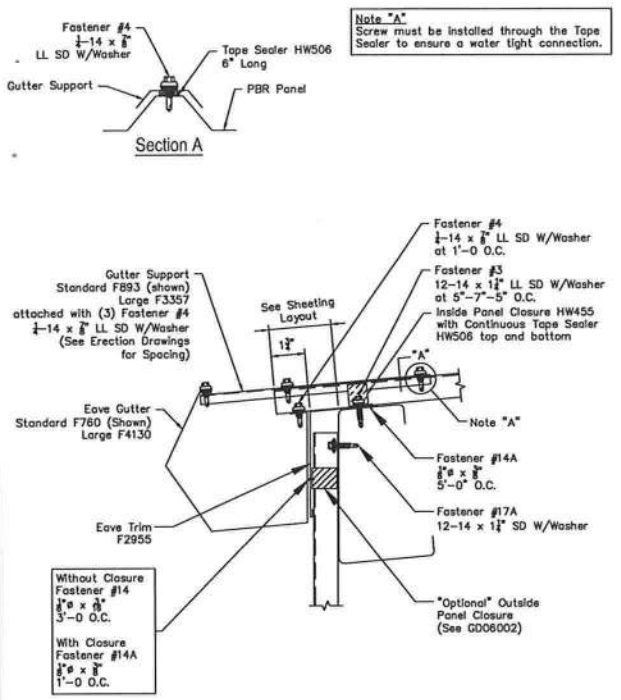
Dec 13, 2019
CHARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

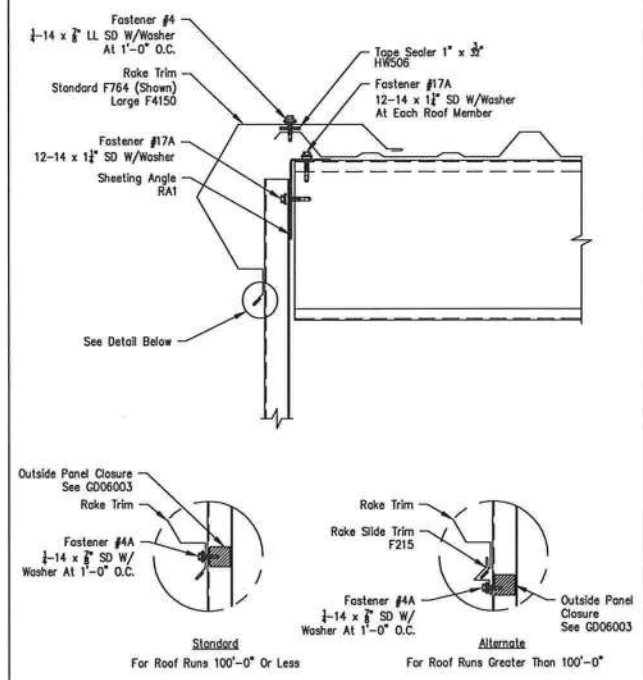
PBR Roof Panel - Classic Southern Standard and Southern Large Gutter Sheeted Wall

Page WPR02001 | Date May '19 | Rev 09



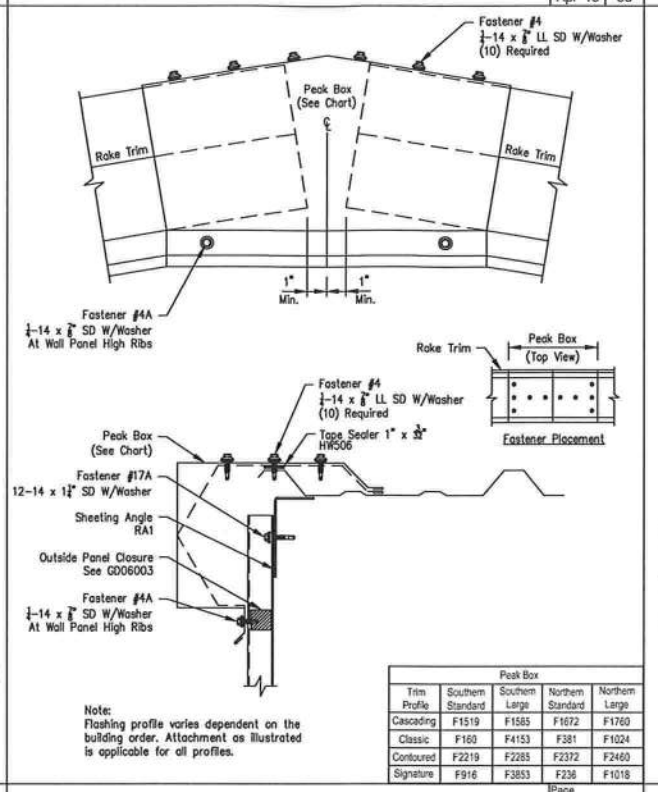
PBR Roof Panel - Southern Standard And Southern Large Classic Rake Trim - Sheeted Wall

Page WPR05002 | Date May '19 | Rev 08



PBR Roof Panel Peak Box At Fixed Ridge

Page GPR05001 | Date Apr '19 | Rev 06

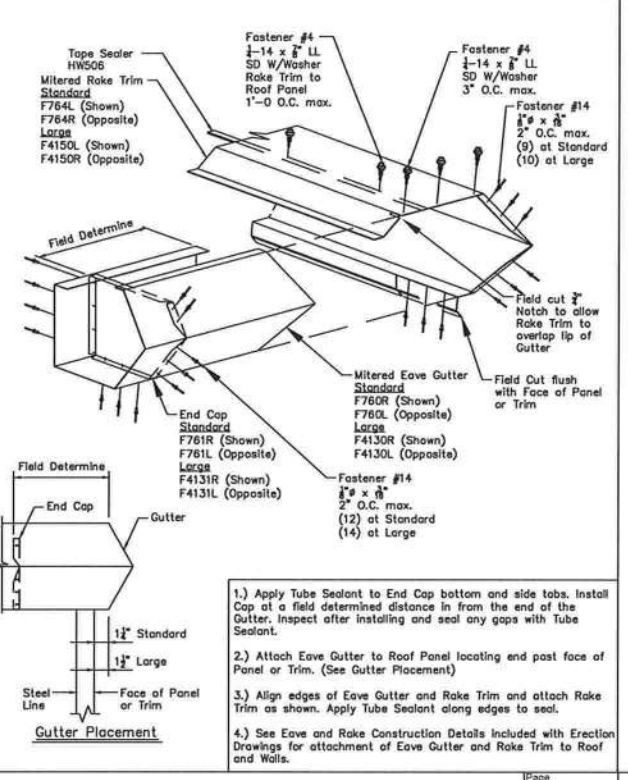


Note:
Flashing profile varies dependent on the building order. Attachment as illustrated is applicable for all profiles.

Peak Box				
Trim Profile	Southern Standard	Southern Large	Northern Standard	Northern Large
Cascading	F1519	F1585	F1672	F1760
Classic	F160	F4153	F381	F1024
Contoured	F2219	F2285	F2372	F2460
Signature	F916	F3853	F236	F1018

PBR Roof Panel - Southern Standard and Southern Large Low Eave Rake Corner with Eave Gutter - 1 1/2" Wall Panel

Page WPR04004 | Date May '19 | Rev 07



1.) Apply Tube Sealant to End Cap bottom and side tabs. Install Cap at a field determined distance in from the end of the Gutter. Inspect after installing and seal any gaps with Tube Sealant.

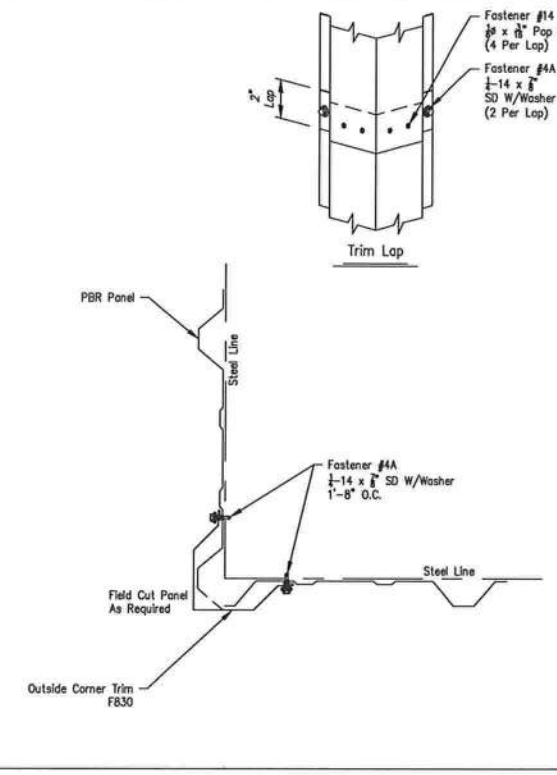
2.) Attach Eave Gutter to Roof Panel locating end past face of Panel or Trim. (See Gutter Placement)

3.) Align edges of Eave Gutter and Rake Trim and attach Rake Trim as shown. Apply Tube Sealant along edges to seal.

4.) See Eave and Rake Construction Details included with Erection Drawings for attachment of Eave Gutter and Rake Trim to Roof and Walls.

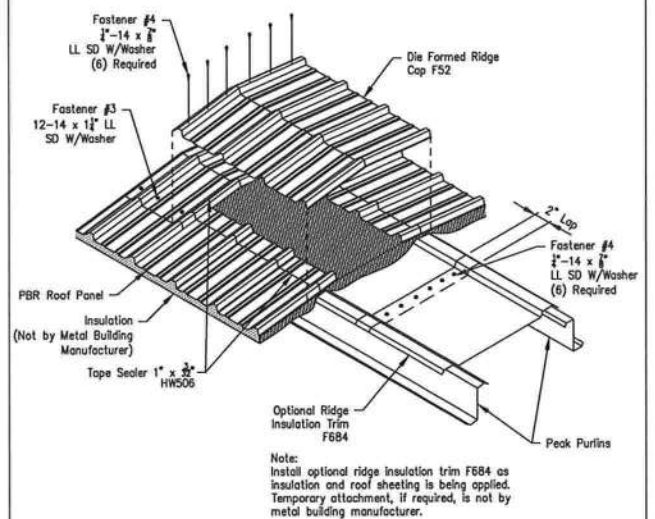
PBR Wall Panel Outside Corner - On Module

Page PW03001 | Date Apr '19 | Rev 08



PBR Roof Panel Fixed Ridge Detail

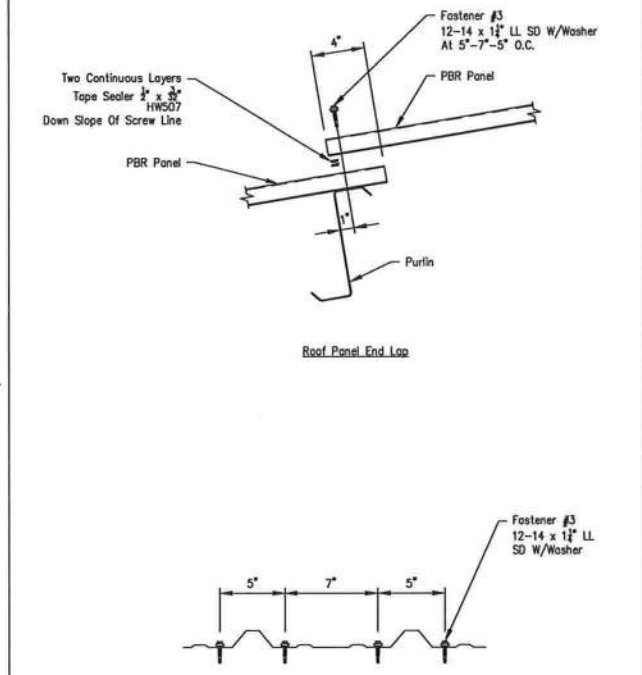
Page GPR06003 | Date Apr '19 | Rev 04



Note:
Install optional ridge insulation trim F684 as insulation and roof sheeting is being applied. Temporary attachment, if required, is not by metal building manufacturer.

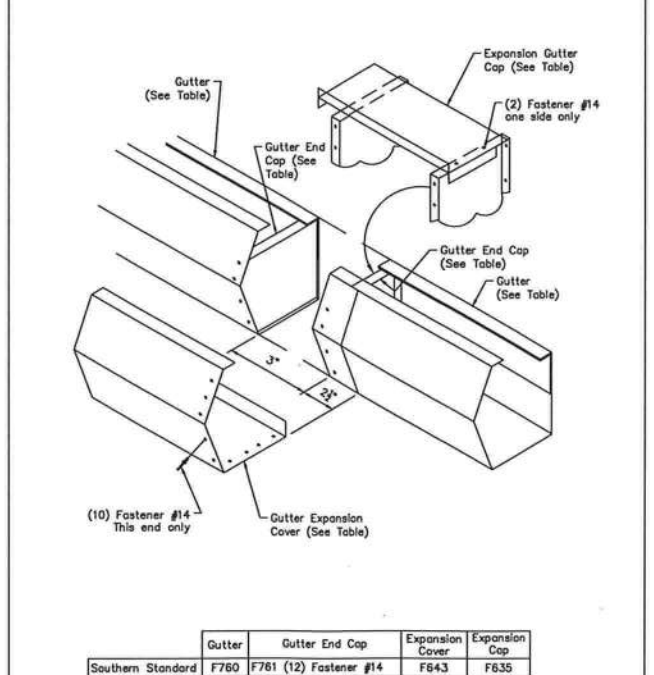
PBR Roof Panel End Lap Detail

Page GPR04015 | Date Apr '19 | Rev 03



PBR Roof - Gutter Expansion Installation - 100'-0" Maximum

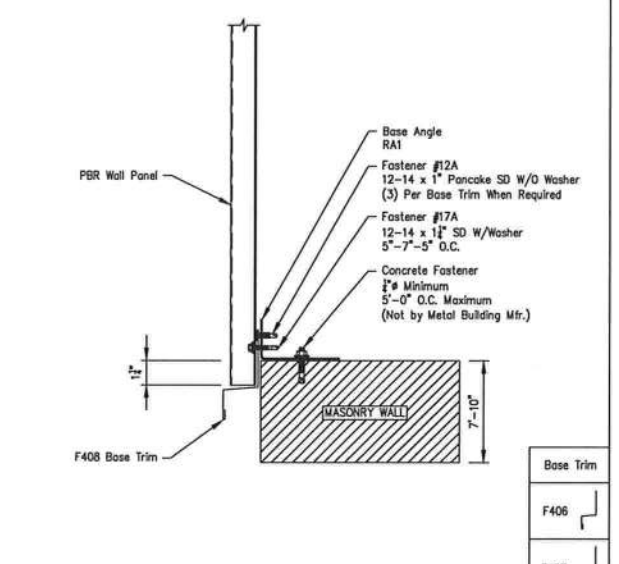
Page WPR04003 | Date May '19 | Rev 05



	Gutter	Gutter End Cap	Expansion Cover	Expansion Cap
Southern Standard	F760	F761 (12) Fastener #14	F643	F635
Southern Large	F4130	F4131 (14) Fastener #14	F4102	F4132
Northern Standard	F391	F392 (15) Fastener #14	F656	F658
Northern Large	F883	F894 (17) Fastener #14	F641	F629

PBR Wall Panel Base Angle Without Panel Recess

Page PW02101X | Date Apr '18 | Rev 02



Base Trim
F406
F407
F408

Wall panel must be held off of base trim a minimum of 1/4" to prevent bottom of wall panel from rusting.

Drawing has been digitally signed.

Dec 13, 2019

HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

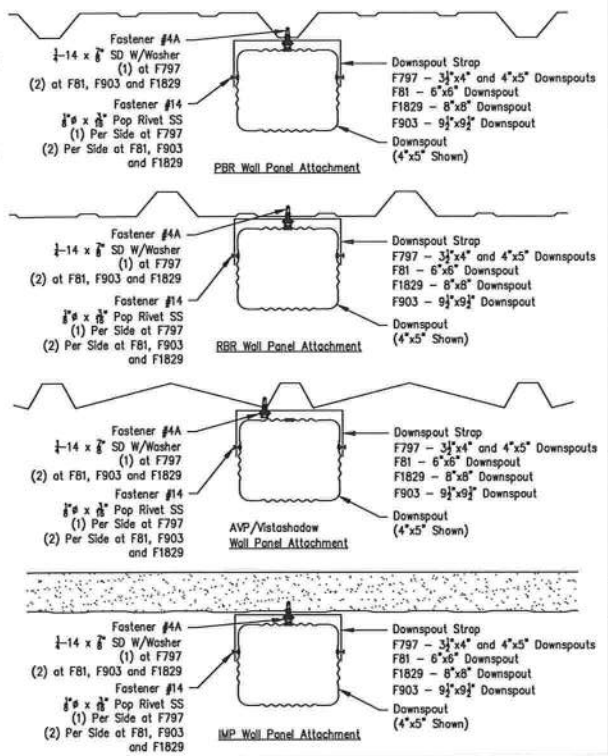
MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	DET4	0

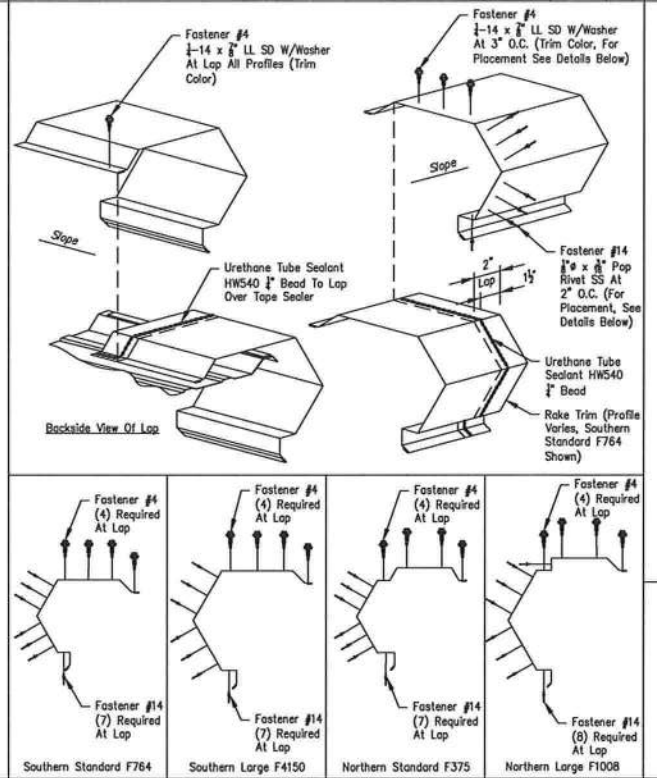
Downspout Strap Attachment
PBR, RBR, AVP, Vistashadow, & IMP Fully Sheeted Wall

Page DP00011 | Date Feb '17 | Rev 03



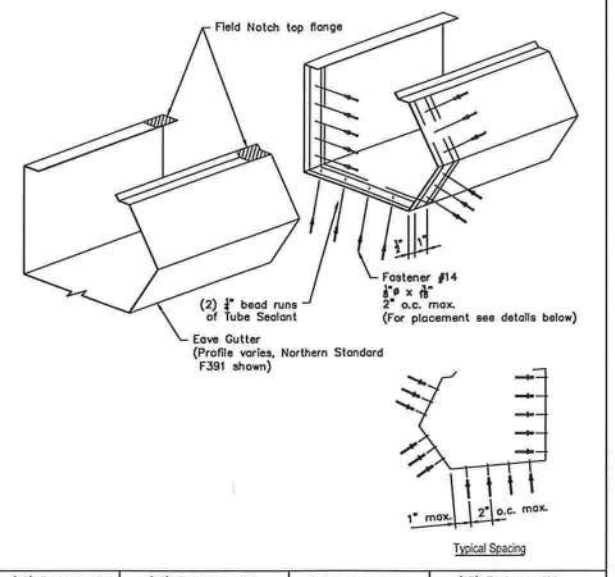
PBR Roof Panel
Classic Rake Trim End Lap Installation Detail - 1 1/2" Wall Panel

Page WPR05010 | Date May '19 | Rev 05



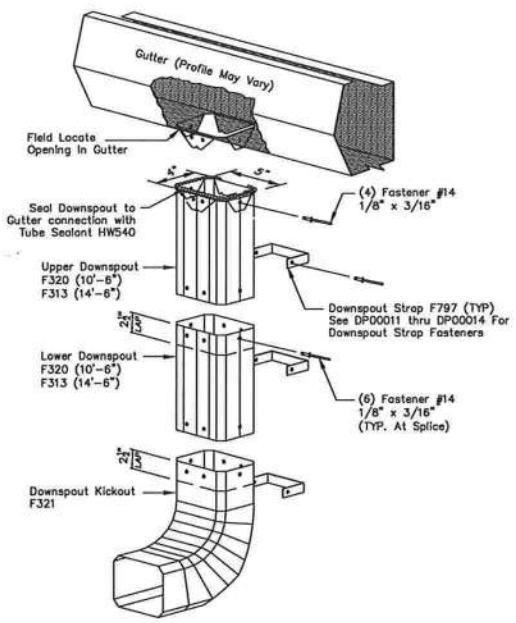
PBR Roof - Eave Gutter End Lap Installation

Page WPR04002 | Date May '19 | Rev 05



Roll Form Downspout Layout

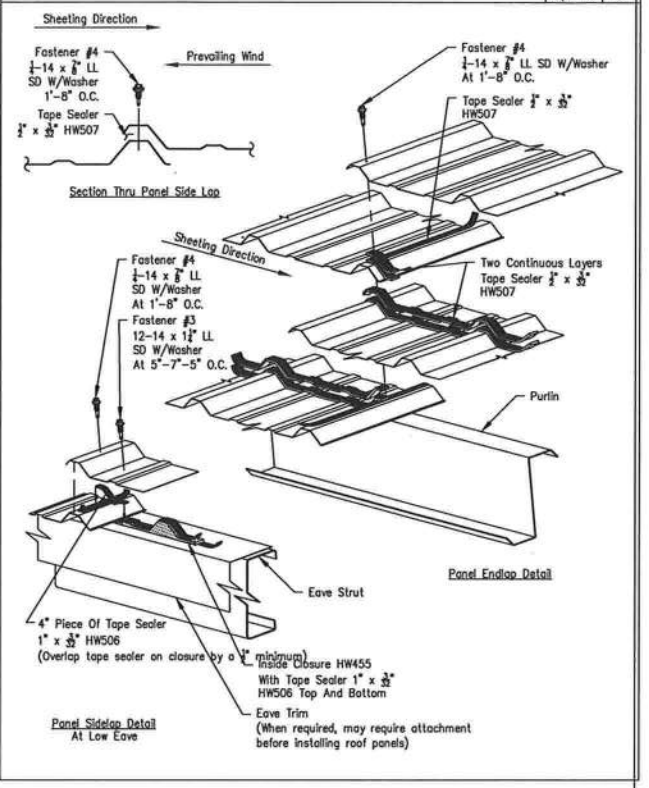
Page DP00001 | Date Apr '19 | Rev 03



Note:
1. Refer to the building erection drawings for the spacing of the downspouts.
2. Locate all downspouts over a panel major rib if possible.
3. A field splice is required for eave heights greater than 16'-0". Always measure the required length starting at the swaged end. After cutting to length, insert the swaged end of the cut downspout into the top of the lower downspout.
4. Downspout straps F797 are Located at the bottom of a downspout, below a splice, and at mid point of downspout longer than 10'-6". See DP00011 thru DP00014 for downspout strap fasteners.

PBR Roof Panel
Side Lap And End Lap Details

Page GPR04016 | Date Apr '19 | Rev 04



Screw Application

Page TH06006 | Date May '19 | Rev 01

Standard Grade

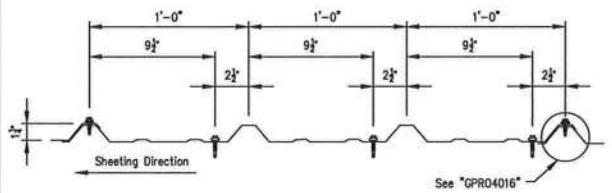
Description	Fastener Number	Application
1/4"-14 x 7/8" Type 2	4A	Stitch & Trim Screw
12-14 x 1 1/4" Type 2	17A	Member Screw (Up To 4" Insulation)
12-14 x 1 1/2" Type 2	17B	Member Screw (Up To 6" Insulation)

Long Life

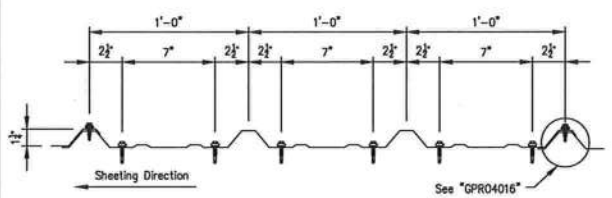
Description	Fastener Number	Application
1/4"-14 x 7/8" Type 1	4	Stitch & Trim Screw
12-14 x 1 1/4" Type 2	3	Member Screw (Up To 4" Insulation)
12-14 x 1 1/2" Type 2	3A	Member Screw (Up To 6" Insulation)

PBR Roof Panel
Fastener And Tape Sealant Location

Page GPR00011 | Date Apr '19 | Rev 01



All Roof Members Except As Noted Below

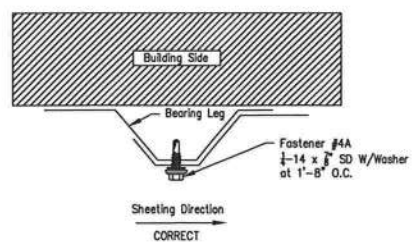


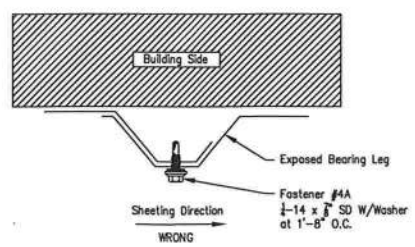
At Eave Strut, Panel End Lap And Peak Purlin

Note:
Screw patterns shown satisfy U.L. 90 requirements for roof.

PBR Wall Panel
Panel Side Lap

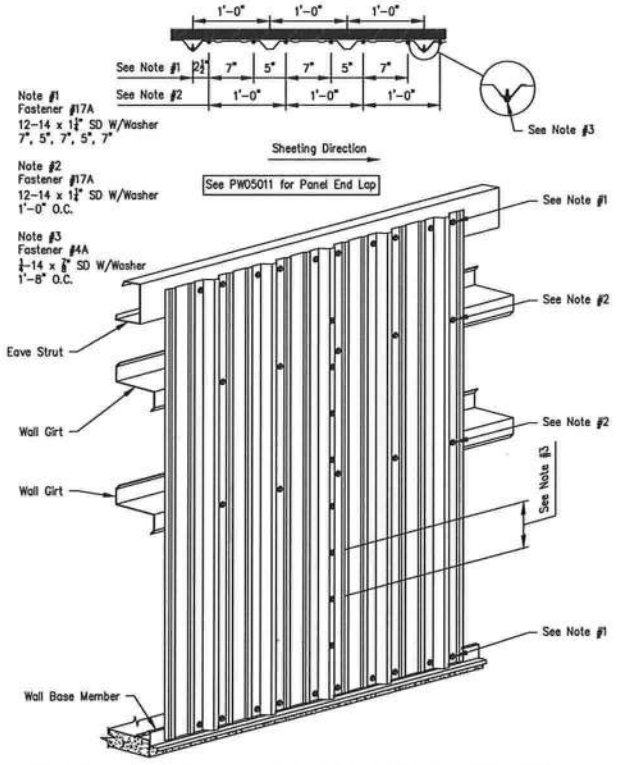
Page PW05002 | Date Mar '19 | Rev 03





PBR Wall Panel
Fastener Location

Page PW05003 | Date Aug '15 | Rev 04



Drawing has been digitally signed.

Dec 13, 2019

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION
OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

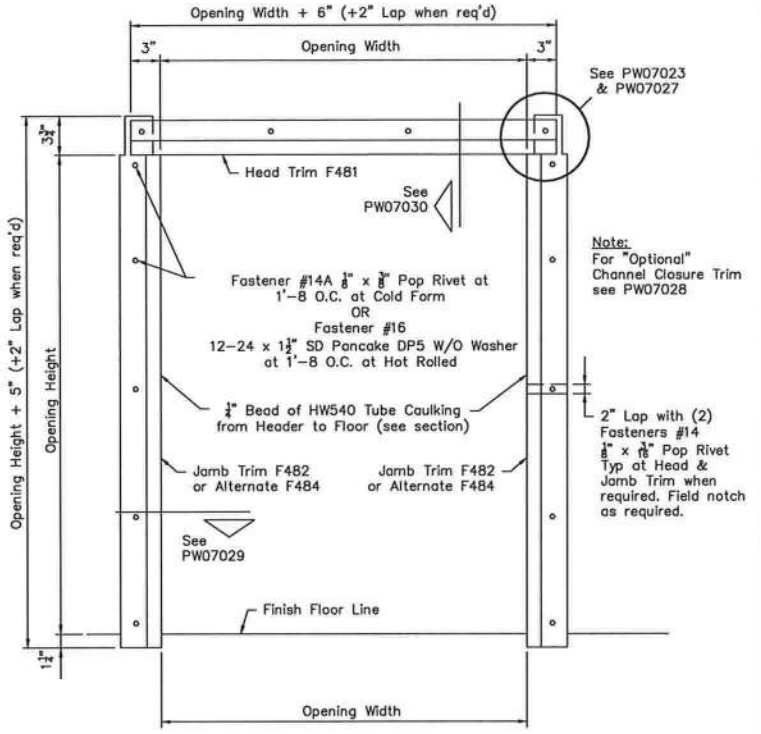
CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	DET5	0

HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

PBR Wall Panel - Three Sided Framed Opening - Trim Installation with Field Notch Panel at Head Trim

Page PW07022 | Date Apr '19 | Rev 04

Note: Trim Installation can be done by Field Notch Panel as shown on PW07022 & PW07023 OR with Field Notch and Bend Tabs at Head Trim as shown on PW07024 & PW07025.



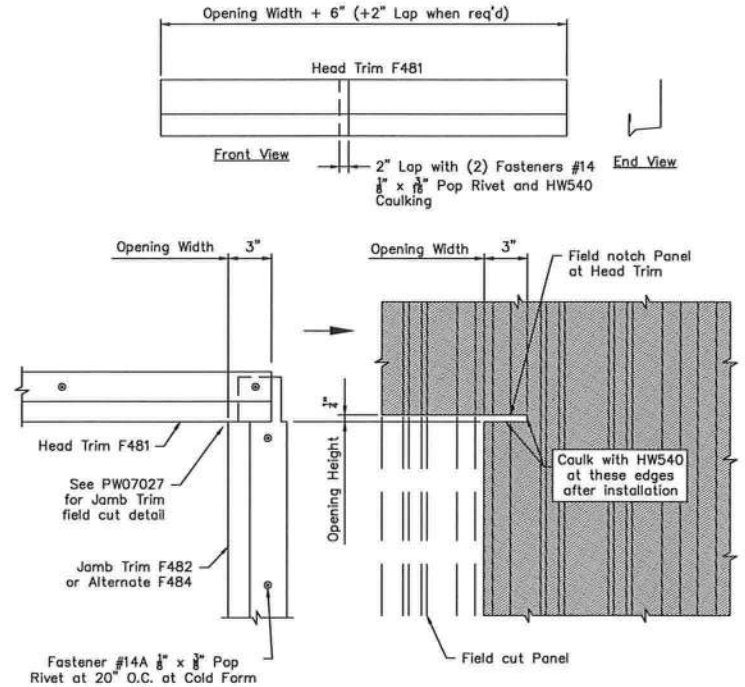
Note: All trim is to be installed BEFORE blanket insulation is applied to walls.

Note: Field measure Opening Width and Height before making field cuts and adjust cut dimensions accordingly.

PBR Wall Panel - Three Sided Framed Opening Field Notch Panel at Head Trim

Page PW07023 | Date Apr '19 | Rev 04

Note: Trim Installation can be done by Field Notch Panel as shown on PW07022 & PW07023 OR with Field Notch and Bend Tabs at Head Trim as shown on PW07024 & PW07025.



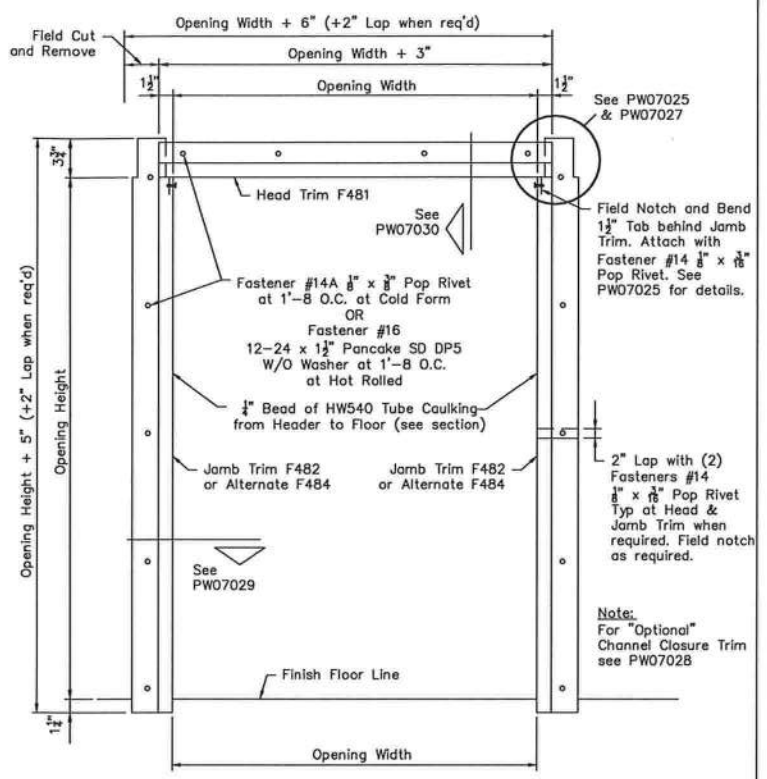
Note: All trim is to be installed BEFORE blanket insulation is applied to walls

Note: Panel position is shown with Panel Rib and Opening on 1'-0 module. Location of Rib may vary depending on the Opening Width and location. Field measure before cutting Panel and Trim.

PBR Wall Panel - Three Sided Framed Opening - Trim Installation with Field Notch and Bend Tabs at Head Trim

Page PW07024 | Date Apr '19 | Rev 04

Note: Trim Installation can be done by Field Notch Panel as shown on PW07022 & PW07023 OR with Field Notch and Bend Tabs at Head Trim as shown on PW07024 & PW07025.



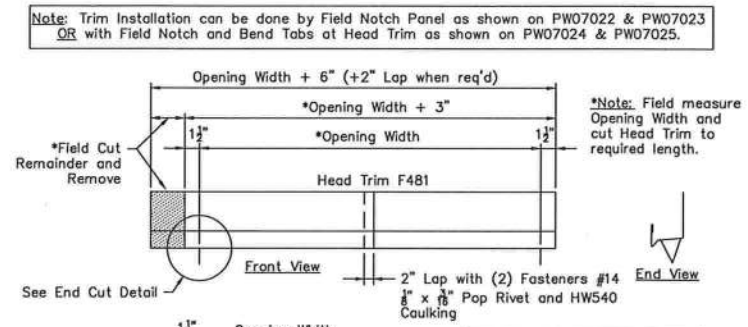
Note: All trim is to be installed BEFORE blanket insulation is applied to walls.

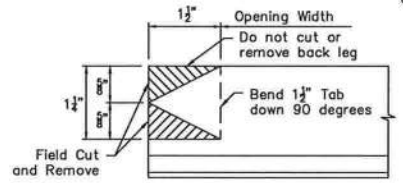
Note: Field measure Opening Width and Height before making field cuts and adjust cut dimensions accordingly.

PBR Wall Panel - Three Sided Framed Opening - Field Notch and Bend Tabs at Head Trim

Page PW07025 | Date Apr '19 | Rev 04

Note: Trim Installation can be done by Field Notch Panel as shown on PW07022 & PW07023 OR with Field Notch and Bend Tabs at Head Trim as shown on PW07024 & PW07025.

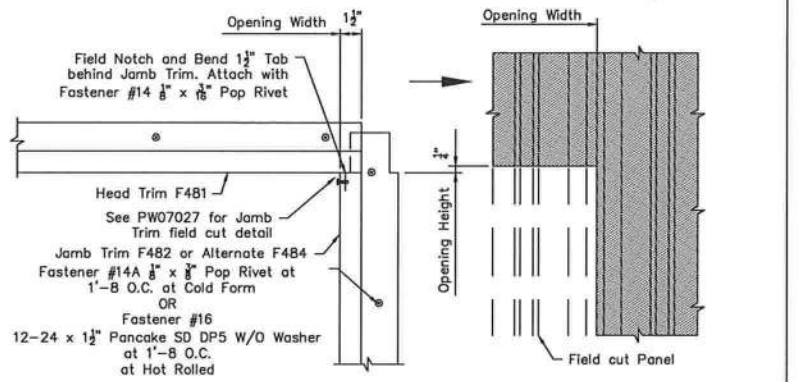




End Cut Detail
(Viewed from top of Head Trim)

Note: All trim is to be installed BEFORE blanket insulation is applied to walls

Note: Panel position is shown with Panel Rib and Opening on 1'-0 module. Location of Rib may vary depending on the Opening Width and location. Field measure before cutting Panel and Trim.



STANDARD FRAMED OPENING DETAILS (PBR WALL PANEL) CONT.

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION
OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	DET6	0

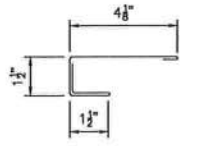
Drawing has been digitally signed.

Dec 13, 2019

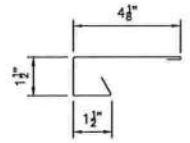
HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

PBR Wall Panel - Three Sided Framed Opening
Jamb Trim Field Cut Details

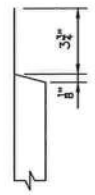
Page PW07027 | Date May '19 | Rev 03



Alternate Jamb Trim F484
Top View

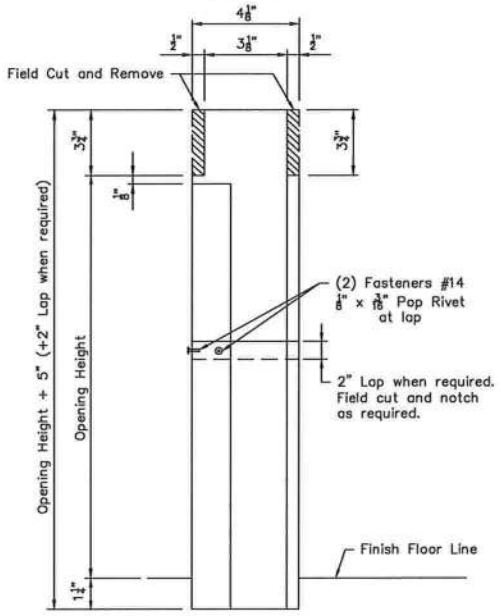


Jamb Trim F482
Top View



Side View at Head Trim

Side View at Floor Line

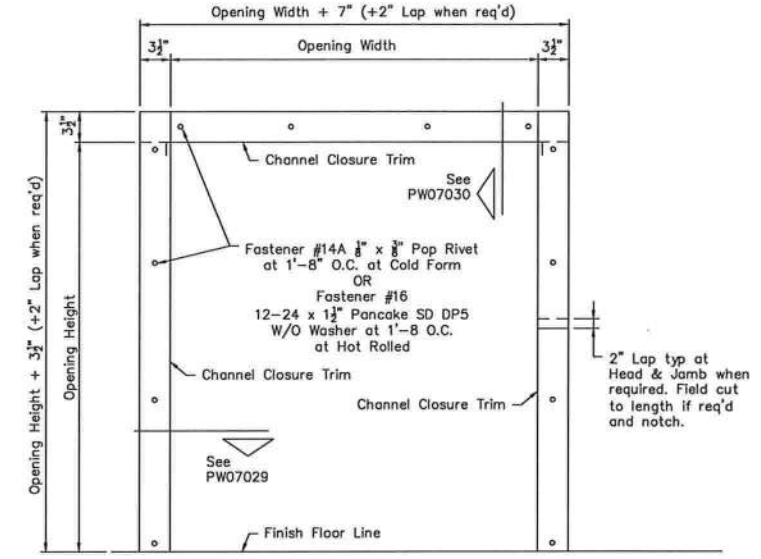


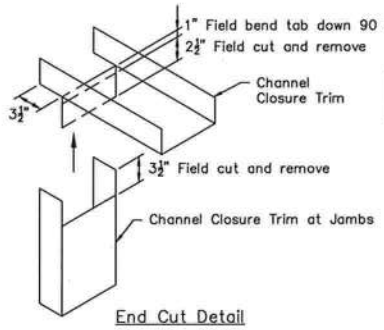
Jamb Trim F482 and
Alternate Jamb Trim F484
Front View
Right Jamb Trim as shown
Left Jamb Trim opposite hand

Note: Field measure Opening Height before making field cuts and adjust cut dimensions accordingly.

PBR Wall Panel - Three Sided Framed Opening
"Optional" Channel Closure Trim

Page PW07028 | Date May '19 | Rev 04





End Cut Detail

Optional
Channel Closure Trim Piece Mark

F981	– 8" Member	F2993	– 10¼" Member
F2994	– 8½" Member	F169	– 12" Member
F982	– 10" Member	F2995	– 12½" Member

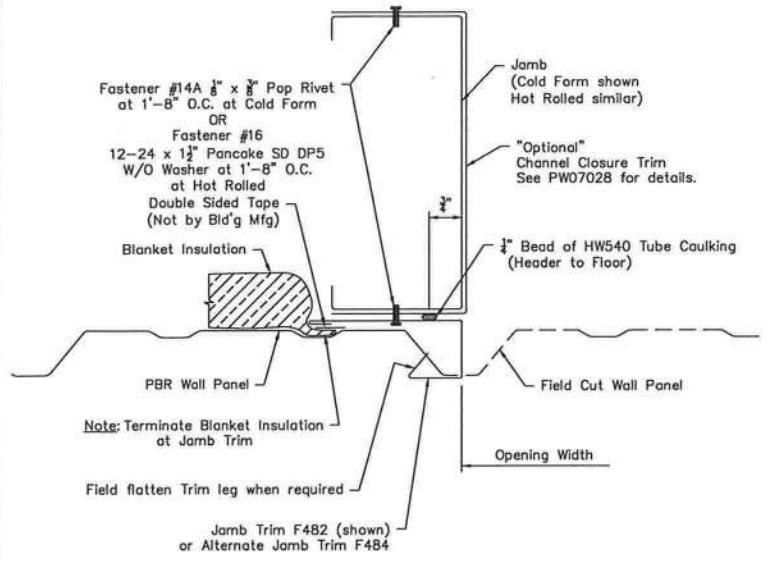
Note: All trim is to be installed BEFORE blanket insulation is applied to walls.

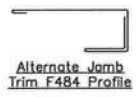
Note: Field measure Opening Width and Height before making field cuts and adjust cut dimensions accordingly.

Note: The interior leg of the Channel Closure Trim is to be oriented (±1/8") to match the interior leg of the Header or Jamb.

PBR Wall Panel - Three Sided Framed Opening - Jamb Trim Installation

Page PW07029 | Date Apr '19 | Rev 04





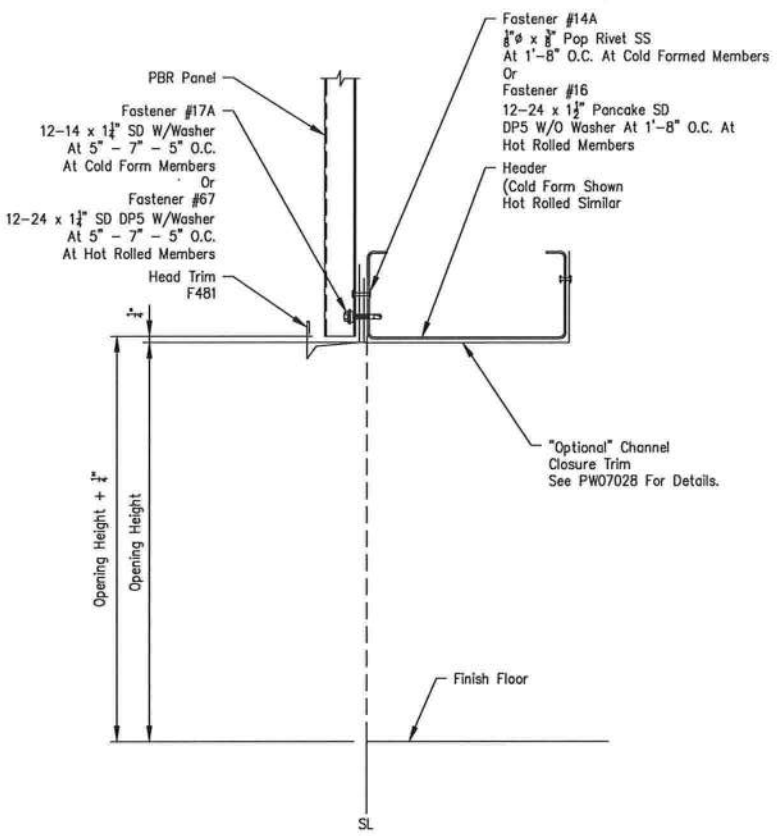
Alternate Jamb
Trim F484 Profile

Note: All trim is to be installed BEFORE blanket insulation is applied to walls.

Note: Panel position is shown with Panel Rib and Opening on 1'-0" module. Location of Rib may vary depending on the Opening Width and location. Field measure before cutting Panel and Trim.

PBR Wall Panel - Three Sided Framed Opening
Head Trim Installation

Page PW07030 | Date Oct '17 | Rev 02



STANDARD FRAMED OPENING DETAILS (PBR WALL PANEL)

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION
OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

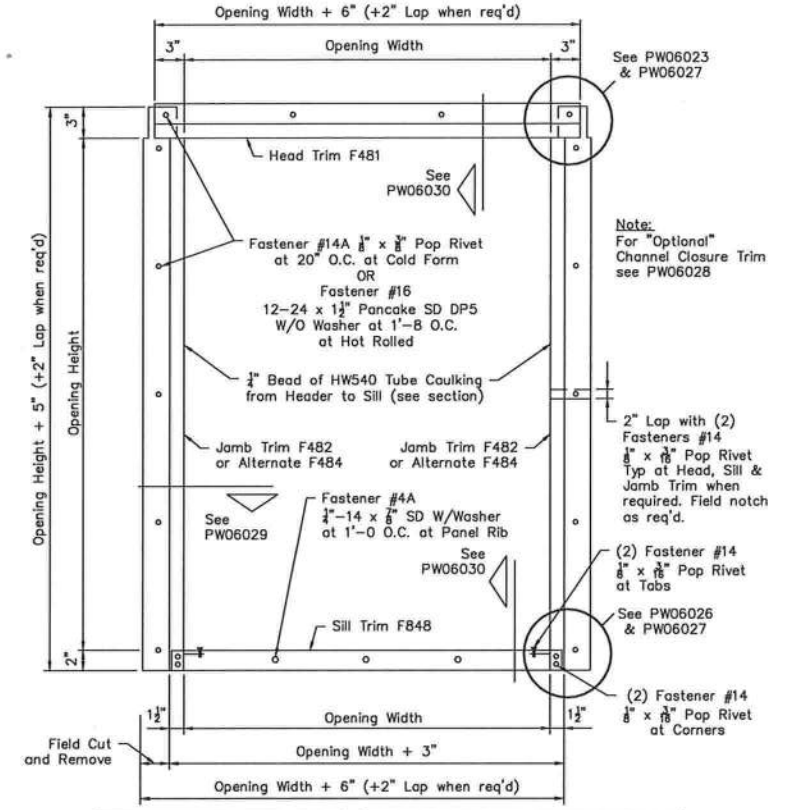
CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	DET7	0

Drawing has been digitally signed.
Dec 13, 2019

PBR Wall Panel - Four Sided Framed Opening - Trim Installation with Field Notch Panel at Head Trim

Page PW06022 | Date Apr '19 | Rev 04

Note: Trim Installation can be done by Field Notch Panel as shown on PW06022 & PW06023 OR with Field Notch and Bend Tabs at Head Trim as shown on PW06024 & PW06025.



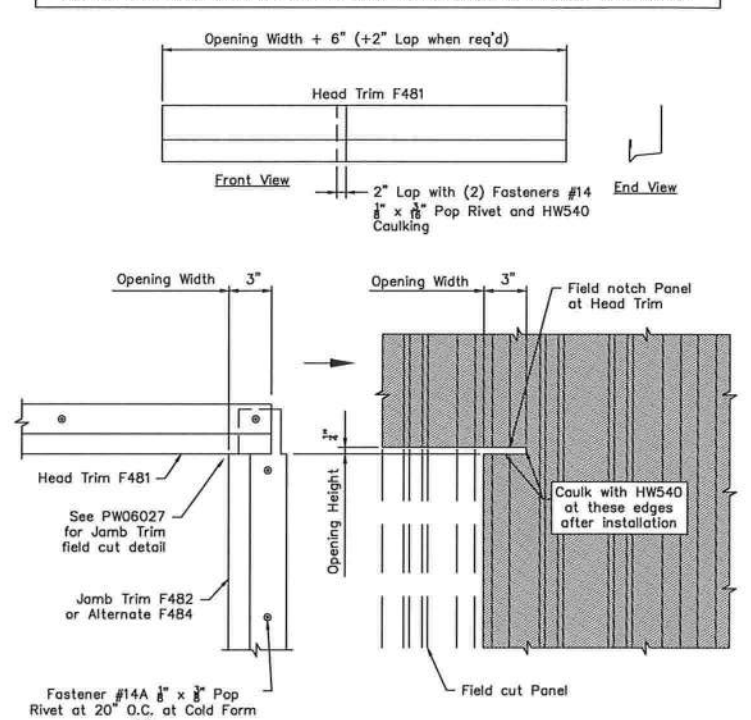
Note: All trim is to be installed BEFORE blanket insulation is applied to walls.

Note: Field measure Opening Width and Height before making field cuts and adjust cut dimensions accordingly.

PBR Wall Panel - Four Sided Framed Opening Field Notch Panel at Head Trim

Page PW06023 | Date Apr '19 | Rev 04

Note: Trim Installation can be done by Field Notch Panel as shown on PW06022 & PW06023 OR with Field Notch and Bend Tabs at Head Trim as shown on PW06024 & PW06025.



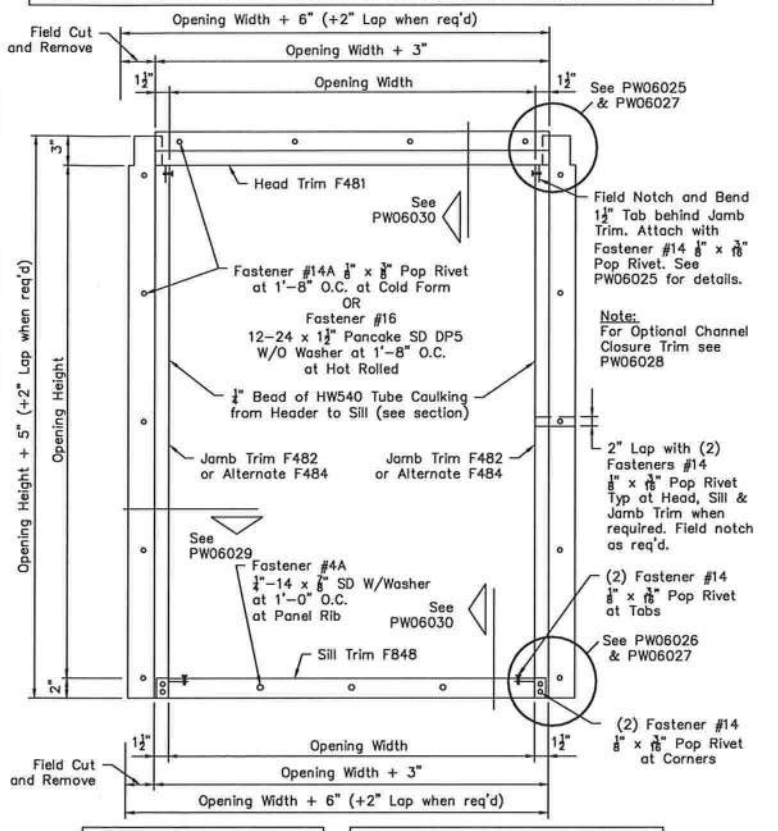
Note: All trim is to be installed BEFORE blanket insulation is applied to walls

Note: Panel position is shown with Panel Rib and Opening on 1'-0 module. Location of Rib may vary depending on the Opening Width and location. Field measure before cutting Panel and Trim.

PBR Wall Panel - Four Sided Framed Opening Trim Installation With Field Notch and Bend Tabs at Head Trim

Page PW06024 | Date Apr '19 | Rev 05

Note: Trim Installation can be done by Field Notch Panel as shown on PW06022 & PW06023 OR with Field Notch and Bend Tabs at Head Trim as shown on PW06024 & PW06025.



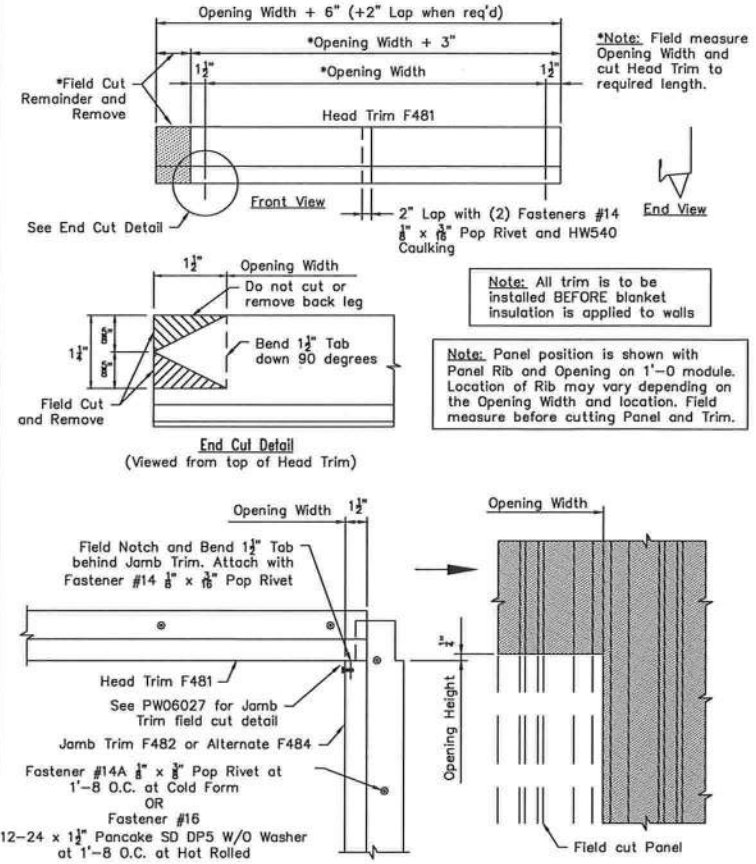
Note: All trim is to be installed BEFORE blanket insulation is applied to walls.

Note: Field measure Opening Width and Height before making field cuts and adjust cut dimensions accordingly.

PBR Wall Panel - Four Sided Framed Opening - Field Notch and Bend Tabs at Head Trim

Page PW06025 | Date Apr '19 | Rev 04

Note: Trim Installation can be done by Field Notch Panel as shown on PW06022 & PW06023 OR with Field Notch and Bend Tabs at Head Trim as shown on PW06024 & PW06025.



Note: All trim is to be installed BEFORE blanket insulation is applied to walls

Note: Panel position is shown with Panel Rib and Opening on 1'-0 module. Location of Rib may vary depending on the Opening Width and location. Field measure before cutting Panel and Trim.

STANDARD FOUR SIDED FRAMED OPENING DETAILS (PBR WALL PANEL)

Drawing has been digitally signed.

Dec 13, 2019

STATE OF FLORIDA — CHARLEY DAVIDSON — LICENSE No. 38305 — PROFESSIONAL ENGINEER

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75

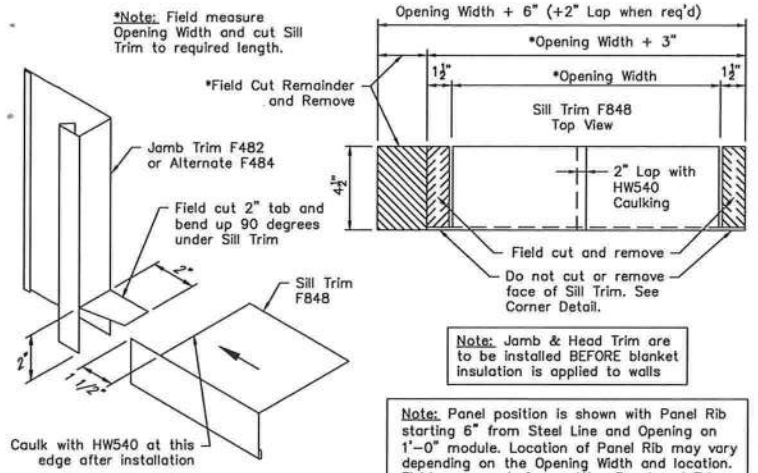
CUSTOMER: SIMQUE CONSTRUCTION | OWNER: TRUCK STOP 75

LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	DET8	0

PBR Wall Panel - Four Sided Framed Opening
Sill Trim Installation

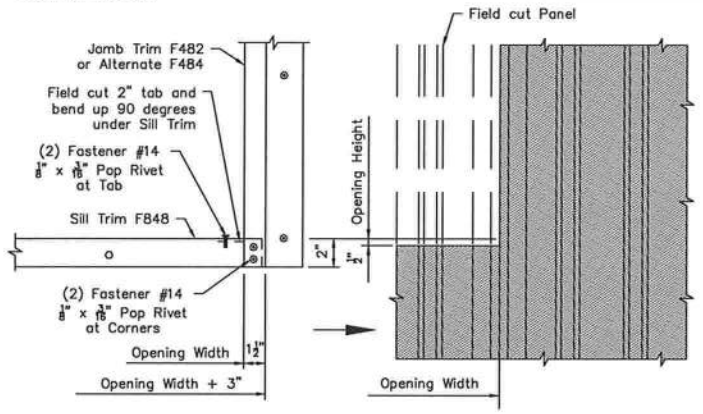
Page PW06026 | Date Nov '17 | Rev 03



Corner Detail

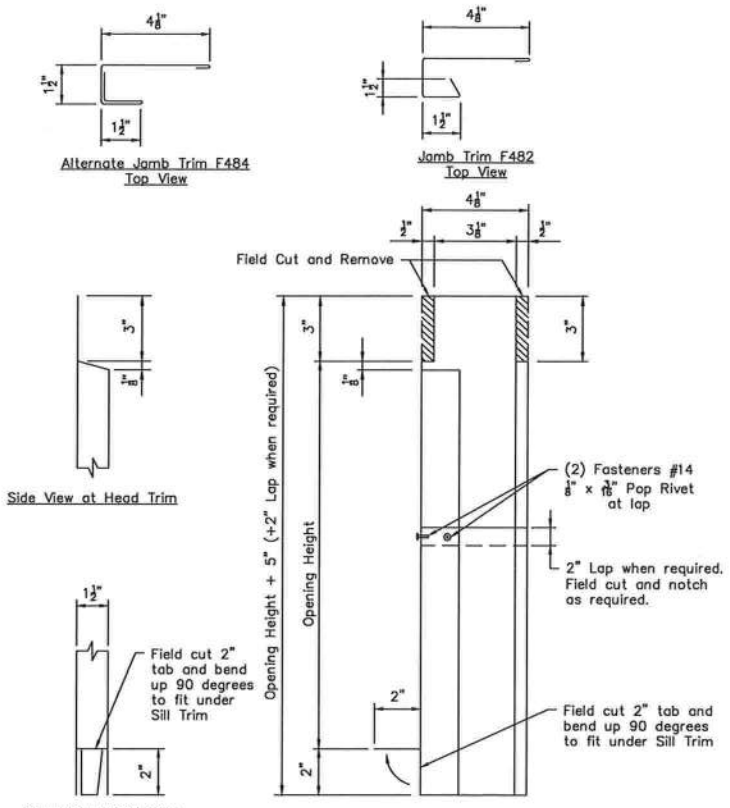
Note: Jamb & Head Trim are to be installed BEFORE blanket insulation is applied to walls

Note: Panel position is shown with Panel Rib starting 6" from Steel Line and Opening on 1'-0" module. Location of Panel Rib may vary depending on the Opening Width and location. Field measure before cutting Panel and Trim.



PBR Wall Panel - Four Sided Framed Opening
Jamb Trim Field Cut Details

Page PW06027 | Date May '19 | Rev 03

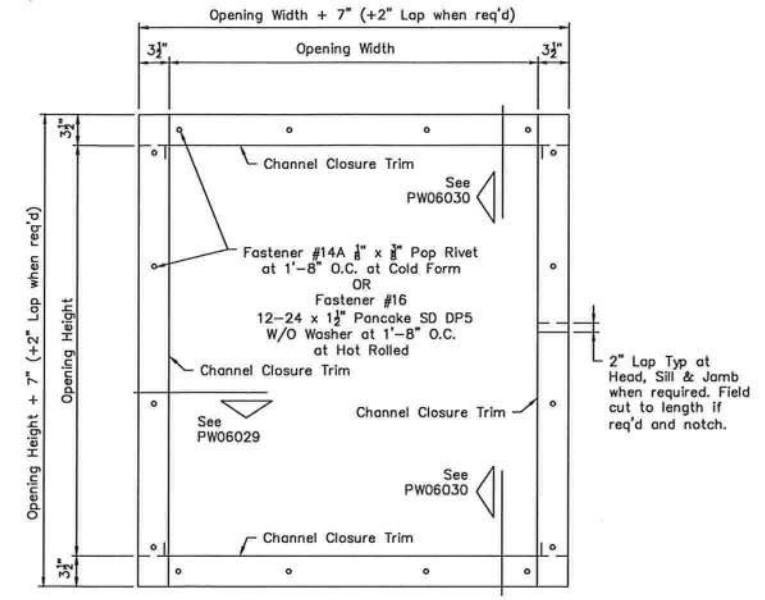


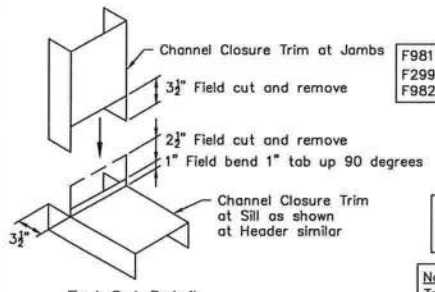
Note: Field measure Opening Height before making field cuts and adjust cut dimensions accordingly so that Jamb Trim fits to Head and Sill Trim.

Jamb Trim F482 and Alternate Jamb Trim F484
Front View
Right Jamb Trim as shown
Left Jamb Trim opposite hand

PBR Wall Panel - Four Sided Framed Opening
Optional Channel Closure Trim

Page PW06028 | Date Sep '16 | Rev 04





End Cut Detail

Optional Channel Closure Trim Piece Mark

F981	– 8" Member	F2993	– 10¼" Member
F2994	– 8¼" Member	F169	– 12" Member
F982	– 10" Member	F2995	– 12¼" Member

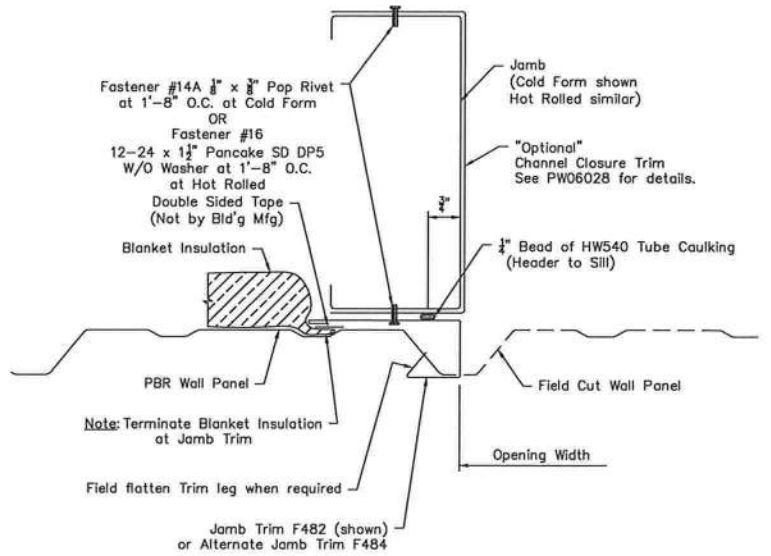
Note: All trim is to be installed BEFORE blanket insulation is applied to walls.

Note: Field measure Opening Width and Height before making field cuts and adjust cut dimensions accordingly.

Note: The interior leg of the Channel Closure Trim is to be oriented (±1/8") to match the interior leg of the Header or Jamb.

PBR Wall Panel - Four Sided Framed Opening - Jamb Trim Installation

Page PW06029 | Date Apr '19 | Rev 04



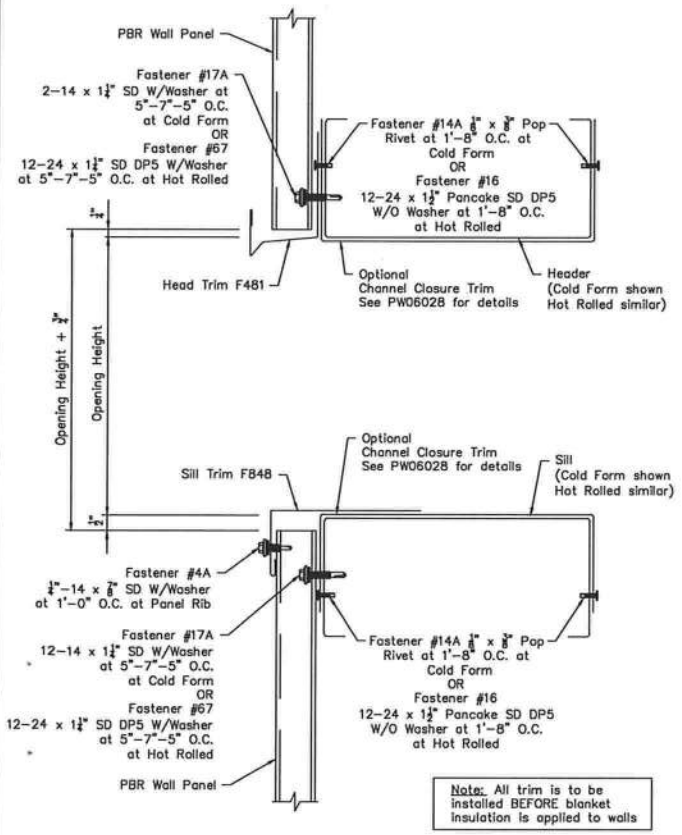
Alternate Jamb Trim F484 Profile

Note: All trim is to be installed BEFORE blanket insulation is applied to walls.

Note: Panel position is shown with Panel Rib and Opening on 1'-0" module. Location of Rib may vary depending on the Opening Width and location. Field measure before cutting Panel and Trim.

PBR Wall Panel - Four Sided Framed Opening
Head and Sill Trim Installation

Page PW06030 | Date Sep '16 | Rev 02



Note: All trim is to be installed BEFORE blanket insulation is applied to walls

Drawing has been digitally signed.

Dec 13, 2019

S. HARLEY DAVIDSON LICENSE No. 38305 STATE OF FLORIDA PROFESSIONAL ENGINEER

ISSUE	DATE	DESCRIPTION	BY	CK'D	DSN
0	12/ 6/19	FOR ERECTOR INSTALLATION	LSN	PNR	STK

MESCO Building Solutions
5244 Bear Creek Court Irving, TX 75061
Voice 214-687-9999 Fax 214-687-9737

PROJECT: TRUCK STOP 75
CUSTOMER: SIMQUE CONSTRUCTION
OWNER: TRUCK STOP 75
LOCATION: LAKE CITY, FL 32024

CAD	DATE	SCALE	PHASE	BUILDING ID	JOB NUMBER	SHEET NUMBER	ISSUE
	12/ 6/19	N.T.S.	1	A	17-B-46005	DET9	0

Field Service Procedures

In Order To Give You Prompt Services And Keep Problems To A Minimum, Please Handle Any Shortages Or Back Charges In The Following Manner:

1. Carefully Check Your Packing List While Unloading.
2. Mark Any Items Which Appear To Be Missing And Notify The Field Service Department At The Number Shown In The Title Block As Soon As Possible. Calling Someone Else Could Delay The Proper Response.

INITIAL CLAIM:
In The Event Of An Error, The Customer Must Promptly Make A Written Or Verbal "Initial Claim" to The Manufacturer For The Correction Of Design, Drafting, Bill Of Materials Or Fabrication Error.
The "Initial Claim" Includes:

1. Description Of The Nature And Extent Of The Errors, Including Quantities.
2. Description Of The Nature And Extent Of Proposed Corrective Work, Including Estimated Man-Hours.
3. Materials To Be Purchased From Other Than the Manufacturer, Including Estimated Quantities and Cost.
4. Maximum Total Cost Of Proposed Corrective Work And Materials To Be Purchased From Other Than The Manufacturer.

SHORT MATERIALS:
Immediately Upon Delivery Of Materials, Quantities Are To Be Verified By The Customer Against Quantities That Are Billed On The Shipping Documents. Neither The Manufacturer Nor The Carrier Is Responsible For Material Shortages Against The Quantities Billed On The Shipping Documents If Such Shortages Are Not Noted On The Shipping Documents When The Material Is Delivered And Acknowledged By The Carrier's Agent. If The Carrier Is The Manufacturer, Claims For Shortages Are To Be Made By The Customer To The Common Carrier. If The Material Quantities Received Are Correct According To The Quantities Billed On The Shipping Documents, But Are Less Than The Quantities Ordered Or The Quantities That Are Necessary To Complete The Metal Building According To The Order Documents, Claim Is To Be Made To The Manufacturer.

DAMAGED OR DEFECTIVE MATERIAL:
Damaged Or Defective Material, Regardless Of The Degree Of Damage, Must be Noted On The Shipping Documents By The Customer And Acknowledged By The Carrier's Agent. The Manufacturer Is Not Responsible For Material Damaged In Unloading Of Packages Or Nested Materials, Including, But Not Limited To: Fasteners, Sheet Metal, "C" And "Z" Sections And Covering Panels That Become Wet And/Or Damaged By Water While In The Possession Of Others. Packaged Or Nested Material That Become Wet In Transit Must Be Unpacked, Unstacked And Dried By The Customer. If The Carrier Is The Manufacturer, The Customer Must Make Claim For Damaged Directly To The Manufacturer. If The Carrier Is A Common Carrier, The Customer Must Make The Claim For Damage To The Common Carrier. The Manufacturer Is Not Liable For Any Claim Whatsoever Including, But Not Limited To Labor Charges Of Consequential Damages Resulting From Customer's Use Of Damaged Or Defective Materials That Can Be Detected By Visual Inspection.

EXCESSIVE MATERIAL:
The Manufacturer Reserves The Right To Recover Any Material Delivered In Excess Of Those Required By The Order Documents.

OIL CANNING IS NOT A CAUSE FOR REJECTION

Authorization For Corrective Work

Normal Erection Operations Include The Correction Of Minor Misfits By Amounts Of Reaming, Chipping, Welding Or Cutting And The Drawing Of Elements Into Line Through The Use Of Drift Pins. Errors That Cannot Be Corrected By The Foregoing Means Or Which Require Major Changes In The Member Configuration Should Be Reported Immediately To The Owner And The Fabricator By The Erector, To Enable Whoever Is Responsible Either To Correct The Error Or Approve The Most Efficient And Economical Method Of Correction To Be Used By Others. (AISC 303-10, Section 7.14). If The Error Is The Fault Of The Manufacturer An "Authorization For Corrective Work" Must Be Issued In Writing By The Manufacturer To Authorize The Corrective Work At A Cost Not To Exceed The Maximum Total Cost Set Forth. Alternative Corrective Work Other Than That Proposed In The "Initial Claim" May Be Directed By The Manufacturer In The "Authorization Of Corrective Work". Only The Field Service Department May Authorize Corrective Work.

FINAL CLAIM:
The "Final Claim" In Writing Must Be Forwarded By The Customer To The Manufacturer Within (10) Days Of The Completion Of The Corrective Work Authorized By The Manufacturer.

THE "FINAL CLAIM" MUST INCLUDE:

1. Actual Number Of Man-Hours By Dated Of Direct Labor Use On Corrective Work And Actual Hourly Rate Of Pay.
2. Taxes And Insurance On Total Actual Direct Labor.
3. Other Direct Costs On Actual Direct Labor.
4. Cost Of Materials (Not Minor Supplies) Authorized By The Manufacturer To Be Purchased From Other Than The Manufacturer, Including Copies Of Paid Invoices.
5. Total Actual Direct Cost Of Corrective Work (Sum Of 1, 2, 3, And 4). The "Final Claims Are Credited To The Customer By The Manufacturer In The Amount Not To Exceed The Lesser Of The Maximum Total Cost Set Forth In The "Authorization For Corrective Work" Or The Total Direct Cost Of Corrective Work.

** IMPORTANT NOTE **
Cost Of Equipment (Rental Or Depreciation), Small Tools, Supervision, Overhead And Profit Are Not Subjected To Claims.

SHIPMENT ARRIVAL TIME:
Every Effort Will Be Made To See That The Carrier Arrives At The Jobsite On The Requested Hour. Manufacturer Makes No Warranty And Accepts No Responsibility For Costs Associated With A Shipment Not Arriving At The Requested Time Unless A Separate Agreement Has Been Made In Writing For A Guaranteed Arrival Time.

Unloading, Handling And Storage

STRUCTURAL:
A Great Amount Of Time And Trouble Can Be Saved If The Building Parts Are Unloaded At The Building Site According To A Pre-Arranged Plan. Proper Location And Handling Of Components Will Eliminate Unnecessary Handling.

NOTE:
Piece Marks Are Stenciled On The Primary Structural Members At The Lower End, 1'-0" From The End. Inspect All Shipments Prior To Releasing The Tie-downs For Loads That May Have Shifted During Transit.

REMEMBER SAFETY FIRST:
Blocking Under Columns And Rafters Protect The Splice Plates And The Slab From Damage During The Unloading Process. It Also Facilitates The Placing Of Slings And Cables Around Members For Later Lifting And Allows Members To Be Bolted Together Into Sub-assemblies While On The Ground. Extra Care Should Always Be Exercised In The Unloading Operation To Prevent Injuries From Handling Steel And To Prevent Damage To Materials And The Concrete Slab. If Water Is Allowed To Remain For Extended Periods In Bundles Of Primed Parts Such As Girts, Purlins, Etc., The Pigment Will Fade And The Paint Will Gradually Soften Reducing Its Bond To The Steel. Therefore, Upon Receipt Of A Job, All Bundles Of Primed Parts Should Be Stored At An Angle To Allow Any Trapped Water To Drain Away And Permit Air Circulation For Drying. Puddles Of Water Should Not Be Allowed To Collect And Remain On Columns Or Rafters For Same Reason.

The Coat Of Shop Primer Is Intended To Protect The Steel Framing Only For A Short Period Of Exposure To Ordinary Atmospheric Conditions. The Coat Of Shop Primer Does Not Provide The Uniformity Of Appearance, Or The Durability And Corrosion Resistance Of A Field Applied Finish Coat Of Paint Over Shop Primer.

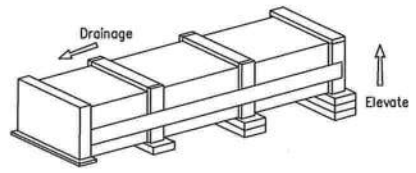
Roof And Wall Panels

Manufacturer's Roof And Wall Panels Include Color Coated, Galvalume, And Galvanized, Provide Excellent Service Under Widely Varied Conditions. All Unloading And Erection Personnel Should Fully Understand That These Panels Are Quality Merchandise, Which Merits Cautious Care And Handling.

UNDER NO CIRCUMSTANCES SHOULD PANELS BE HANDLED ROUGHLY
Packages Of Sheets Should Be Lifted Off The Truck With Extreme Care Taken To Ensure That No Damage Occurs To Ends Of The Sheets Or to Side Ribs. The Packages Should Be Stored Off The Ground Sufficiently High To Allow Air Circulation Underneath The Packages. This Avoids Ground Moisture And Deters People From Walking On The Packages. One End Of The Package Should Be Elevated To Encourage Drainage In Case Of Rain. The Manufacturer Exercises Caution During Fabrication An Shipping Operations To Ensure That All Panel Stock Is Kept Dry. However Due To Climatic Conditions, Water Formed By Condensation Of Humid Air Become Trapped Between Sheets. Water Can Also Be Trapped Between The Stacked Sheets When Exposed To Rain. This May Discoloration Caused By Trapped Moisture. The Stain Is Usually Superficial And Has Little Effect On The Appearance Or Service Life Of The Panels As Long As It Not Permitted To Remain On The Panel. However, Moisture In Contact With The Surface Of The panel Over An Extended Period Can Severely Attack The Finish And Reduce The Effective Service Life. See R1-07 Titled "Damage From Condensation Or Trapped Water".

CAUTION:
Care Should Always Be Taken When Walking On Panels. Use Safety Lines And Net When Necessary. Panels Are Slippery, Wipe Dry Any Moisture Or Surface Material That Has Puddle From Bundles Stored On A Slope. Dew, Frost, Or Other Forms Of Moisture Greatly Increase The Slipperiness Of The Panels. Always Assume Panel Surface Is Slippery And Act Accordingly. Never Walk Of Step On Skylights Or Translucent Panels.

Use Wood Blocking To Elevate And Slope The Panels In A Manner That Allows Moisture To Drain. Wood Blocking Placed Between Bundles Will Provide Additional Air Circulation. When Handling Or Uncrating The Panels, Lift Rather Than Slide Them Apart. Burred Edges May Scratch The Coated Surfaces When Sheets Are Slid Over One Another. Never Allow Panels To Be Walked On While On The Ground.



Roof And Wall Panel Damage During Construction

The Quality Of Workmanship In Steel Construction Practices And Handling Methods Used During The Construction Of The Metal Building Can Significantly Affect The Appearance And Performance Of The Building Panels. Panel Damage During Construction Can Be The Result Of Faulty Installation Methods And/or Carelessness.

Overdriven Fasteners Cause Indentations Or Shallow Pockets In The Panel Around The Fastener Head. Rain Water Or Condensation Moisture Combined With Atmospheric Pollutants (principally Sulfur Dioxides) And Dirt Particles Collect In These Pockets. The Combination Of Pollutants And Water Creates Acid Solutions That Will Cause Corrosion Damage To The Panel And Fastener. Rain May Wash Some Pollutants Away, But Moisture In Form Of High Humidity Can Keep These Areas Wet And Continue The Problem. Overdriving The Fastener Also Forces The Sealing Washer From Under The Head Creating A Leak At This Point. Proper Torque Adjustment Of The Screw Gun Or Preferably The Use Of A Depth Gauge Will Eliminate The Problem Of Overdriven Fasteners.

It Is Extremely Important That All Drill Shavings From The Installation Of Panel Fasteners And Fillings From The Saw Cutting Of Panels Be Removed From The Panel Surface. Corrosion Can Occur In A Matter Of Hours When These Shavings Or Fillings Are Not Removed And Are In Contact With Water Or Condensed Moisture. When Panels Are Pre-Drilled Or Cut In The Stack Prior To Erection All Shavings Must Be Cleaned From Both Sides Of The Panel To Prevent Corrosion Of The Panel By These Particles. It Is Imperative That The Roof Be Swept Clean At Least Daily And Certainly At Job Completion. The Final Cleaning Of The Roof Should Be Done Prior To Installing The Gutter So That The Shavings Are Not Deposited Into The Gutter And Left To Corrode. Any Other Foreign Objects Or Debris Left By Construction Personnel Should Also Be Removed From The Roof During The Erection Of The Roof And The Installation Of Such Equipment As Air Condition Units, Etc..

Personnel Walking On The Panel Can Cause Damage. Workmen Should Step Or Walk In The Broad Flat Areas Of The Panel And Avoid Stepping On The Panel Ends And Edges Which Can Be Bent By Careless Handling. If This Damage Is Severe, The Edges Must Be Straighten Prior To Erection Since The Appearance And/or Weather Tightness Of The Panel Could Be Affected. Dragging One Panel Across Another Can Cut Or Abrade The Coating Causing Unsightly Marks On The Panel Surface.

Attempts To Erect Panels During Windy Conditions Should Be Avoided To Prevent Damage And Of Safety Considerations.

Leaving Dirt Piled Against The Exterior Wall Panels At The Foundation Will Cause Panel Damage. This Dirt May Be Wet Or At Least Contain Some Moisture. Mud May Have Splashed Onto The Wall During Construction. Corrosion Damage May Occur Where This Dirt Or Mud Contacts The Panel. In Areas Where Lime Stabilization Of The Soil Is Required, Corrosion Damage From The Soil's Content Will Be Accelerated And Most Likely Be Severe. All Dirt Must Be Removed From The Panel Walls At The Time Of Completion Of Work. Pre-Painted Panels May Require Touch-up If The Coating Has Been Damaged During Handling Or Erection.

The Appearance Of The Building May Be Affected If Damaged Spots Or Scratches Are Located In Highly Visible Places Such As Around Doors, Windows, Etc.. If Damage Is Extensive Then Replacement Of The Entire Panel Should Be Considered.

Types Of Finishes

SHOP PRIMED STEEL:
All Structural Members Of The Metal Building System Not Fabricated Of Corrosion Resistant Material Or Protected By A Corrosion Resistant Coating Are Painted With One Coat Of Shop Primer Meeting The Performance Requirements Of SSPC Paint Specification No.15. The Coat Of Shop Primer Is Intended To Protect The Steel Framing For Only A Short Period Of Exposure To Ordinary Atmospheric Conditions. Shop Primed Steel Which Is Stored In The Field Pending Erection Should Be Kept Free Of The Ground And So Positioned As To Minimize Water Holding Pockets, Dust, Mud And Other Contamination Of The Primer Film. Repairs Of Damaged To Primed Surfaces And/Or Removal Of Foreign Material Due To Improper Field Storage Or Site Conditions Are Not The Responsibility Of The Manufacturer. The Manufacturer Is Not Responsible For Deterioration Of The Shop Coat Of Primer Or Corrosion That May Result From Exposure To Atmospheric And Environmental Conditions, Nor The Compatibility Of The Primer To Any Field Applied Coating. Minor Abrasions To The Shop Coat (Including Galvanizing) Caused By Handling, Loading, Shipping, Unloading And Erection After Painting Or Galvanizing Are Unavoidable. (MBMA 2012, Chapter IV 4.2.4).

GALVALUME:
Galvalume Is The Trade Name For A Patented Steel Sheet And Coil Product Having A Coating Of Corrosion Resistant Aluminum-Zinc Alloy. The Mixture Is Balanced To Obtain The Coating That Retains The Corrosion Resistance And Heat Reflectivity Of Aluminum And Galvanic Protection Of Zinc. The Best Properties Of Both Aluminum And Zinc Are Combined In This Coating And Offer Added Service Life For The Building.

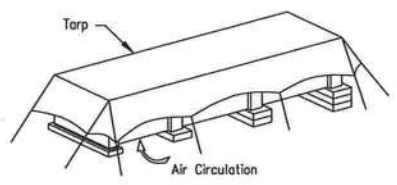
Pre-Painted:
Using Galvalume Steel As A Substrate, Pre-Painted Steel Is Given An Additional Rust Inhibitor Primer Coat. This Primer Coat Further Increases The Corrosion Resistance. These Coatings Are Applied To The Exterior Surface Of The Panels And A Wash Coat Designed Only For Interior Use, Is Applied On The Opposite Side. Galvalume And Pre-Painted Steel Can Give Excellent Service For Many Years If A Few Rules Concerning Their Care And Maintenance Are Observed. All Of These Finishes Are Equally Subject To Damage And Corrosion When Care Is Not Provided.

PAINT AND COATING MAINTENANCE:
Remove Smudge Marks From Bare Galvalume:
Formula 409 Has Proven To Be Somewhat Effective. Lightly Rub With A Clean Cloth And Rinse With Water. Do Not Rub More Than Required To Remove Smudge Marks. No Product Will Remove All Smudge Marks.
Remove Rust Stains:
Soft Scrub Without Bleach Has Proven To be Somewhat Effective. Rub With A Soft Cloth And Rinse With Water. Do Not Rub More Than Required To Remove Stain. No Product Will Completely Remove Rust Stains.
To Touch-Up Scratches In Paint (Not Bare Metal):
Clean Area To Be Painted With Mild Detergent. Rinse Thoroughly And Dry. Using A Small Artist's Brush, Lightly Apply A Minimal Amount Of Color Matched Touch-Up Pain Required To Fill/Cover The Scratch. Contact The Building Manufacturer For Assistance With Ordering/Purchasing Touch-Up Paint As Needed.

Damage From Condensation Or Trapped Water

It Is Extremely Important That The Panels Be Monitored For Evidence Or Trapped Water Or Moisture Condensation While Awaiting Erection. High Humidity Conditions With Temperature Cycling Will Cause Condensation Between Panels Within The Bundle. Condensation Can Occur Frequently Near The Sea Coast Or Other Large Bodies Of Water.

If Jobsite Covers Are Used, They Should Be Tied Away From The Bundle At Corners To Allow Air Circulation Around The Bundle. This Will Help Prevent Moisture Evaporating From The Ground Or Building Floor From Condensing On The Panels. Plastic Or Other Impermeable Covers Are Not Recommended. Immediate Action Is Required If The Panels Are Found To Be Wet From Any Cause. The Bundles Must Be Opened And Each Panel Un-Stacked And Thoroughly Dried On Both Sides. Re-Stacking The Panel At A Slight Angle To Each Other To Prevent Nesting Will Allow Air Circulation And Assist In Keeping The Panel Dry. In Severe Conditions Large Fans Can Be Used To Circulate Air Between The Un-Stacked Panels And Accelerate Drying. Damage To The panel Coating Occurs When Panels Become Wet And Are Allowed To stay wet. damage Can Occur To Nested Panels Within 24 to 48 Hours. This Damage Shows Corrosion And Discoloration Of The Panel Surface And Is Commonly Called Wet Storage. Stain, Zinc Oxidation, Or "White Rust".



A Softening Of The Paint Film Can Occur With Pre-Painted Steel Under Wet Storage Conditions And The Durability Of The Panel Finish Substantially Decrease. Bare Galvanized And Galvalume Panels React More Quickly To Surface Oxidation Since They Lack The Additional Protection Of Paint. Zinc Coated Or Galvalume Panels Under Normal Exposure Form A Zinc Aluminum Oxide Film On Their Surface Allowing A Slow Oxidation Process Called "Weathering" To Occur That Inhibits Further Corrosion. In Nested Bundles Constant Contact Of The Panels With Condensed Or Trapped Water Prevents This Weathering Process.

Rapid Oxidation Of The Zinc or Zinc Aluminum Coating Can Now Occur And May Lead To "Red Rust" In A Short Time. If Discoloration Or Stains Are Minor A Household Cleaner Of The Type Used On Porcelain Sinks And Bathtubs May Be Used To Remove Stains. Wire Brushing Or Abrasive Materials Should be Avoided Since Scratching Or Removal Of The Coating Could Occur. Panel With Significant Damage Should Be Replaced By The Buyer Prior To Erection.

Safety Commitment

The Builder/Contractor Is Responsible For Applying And Observing All Pertinent Safety Rules And OSHA Standards As Applicable.

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.

It Is Strongly Recommended That Safe Working Conditions And Accident Prevention Practices Be The Top Priority Of Any Job Site.

Local, State And Federal Safety And health Standards, Whether Standard Statuary Or Customary, Should Always Be Followed To Help Ensure Worker Safety.

Make Sure All Employees Know The Safest And Most Productive Way Of Erecting A Building. Emergency Procedures Should Be Known To All Employees. 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

.
For The Purposes Of Determining Lift Requirements, No Bundle Supplied By The Manufacturer Will Exceed 4,000 Pounds. For Further Information Also reference The Bill Of Materials For Individual Member Weights Of Structural Members. If Additional Information Is Required Contact The Field Service Department.

ICE AND SNOW REMOVAL:
Excessive Ice And Snow Removal Should Be Removed From The Roof Immediately To Prevent Damage To Roof And Possible Collapse. Do Not Use Metal Tools To remove The Ice Or Snow As This Can Damage The Paint And/Or Galvalume Coatings. Also Be Careful Around Pipes And Flashing's.
Be Extremely Careful If Your Roof Has Light Transmitting Panels. These Panels Will Not Support A Person's Weight And Will Be Difficult Or Impossible To See If They Are Covered With Ice Or Snow. See MBMA Low-Rise Building Systems Manual, Appendix AB For Details On Snow Removal Procedures. These Procedures Should Commence When Half Of The Design Roof Snow Load Is Realized.

DEBRIS REMOVAL:
Any Foreign Debris Such As Sawdust,Dirt, Leaves, Animal Droppings, Etc. Will Cause Corrosion Of The Roof, Gutters, Trim, Etc. If Left On The Building Surface For A Long Enough Time. The Roof Should Be Periodically Inspected For Such Conditions And If Found, They Should Be Rectified In A Manner Consistent With These Roof Maintenance Guidelines. Never Allow Treated Lumber Or Concrete/Mortar/Grout To Come In Contact With Roof Panels, Especially Galvalume For Extended Periods Of Time.

PERIODIC INSPECTION:
All High-Strength Shall Be Periodically Be Inspected For Tightness. Particularly In Crane Buildings And After Seismic Or Wind Activity. The Crane Manufacturer Will Specify A Minimum Period But It Should Not Exceed Two Years.

DRAINAGE:

1. Keep Roof Free Of Debris And Keep Debris Out Of Gutter To Allow Water Quickly Drain From The Roof.
2. Do Not Use Wood Blocking To Hold Equipment Off The Panel Seams. This Blocks The Flow Of Water And Hold Moisture.
3. Do Not Allow Rooftop AC Units Or Evaporative Coolers To Drain Onto The Roof.
4. Anything That Traps Or Holds Moisture On A Roof Will Cause Premature Corrosion.

Roof Maintenance Guidelines

1. Inspect Roof For Damage After Heavy Storms.

2. Inspect And Reseal As Necessary All Roof Curbs And Other Penetrations With Urethane Sealant.

3. Always Get Manufacturer Approval Before Making Any Modifications To The Roof.

4. Repaint Any Areas That Are Susceptible To Rust As Required.

5. When Performing Roof Maintenance, Always Take The Following Precautions:
   a. Use Fall Protection And Other Safety Protection As Required.
   b. Do Not Walk On Roof Flashing Such As Gutter, Rake, Hip Or Ridge Flash.
   c. Do Not Walk On Light Transmitting Panels (LTP's). They Will Not Support A Person's Weight.
   d. Guard All LTP's And Roof Openings.
   e. Step Only In The Panel Flat Directly On Or In Close Proximity To A Supporting Roof Structural.

6. After Other Trades Have Been On The Roof For Any Reason, Inspect The Roof For Damage Caused By Workers Including Chemical Or Solvent Spills, Scratches In The Paint Or Galvalume Coating, Excessive Foot Traffic And Punctures. Make Sure That All Debris Or Scrap Left Behind By Workers Is Removed From The Roof Immediately. Avoid Using Cutoff Saws And Welding Equipment Over The Roof. The Roof Must Adequately Protected.

FOOT TRAFFIC:
Keep Foot Traffic To A Minimum. Heavy Foot Traffic Can Cause Ponding On Low Pitched Roofs. This Is Particularly True Just Upslope From The Eave And At Endlaps.
Always Walk In The Flat Of The Panel Near A Supporting Roof Structural. Do Not Walk On Trim Or In Gutters.
On Bare Galvalume Roofs, Excessive Foot Traffic May Cause Black Burnish Marks.
If Regular Foot Traffic Is Planned For A Roof, Provisions Should Be Made For A Properly Designed And Installed Walkway System. In Order To Limit Access To The Roof, Roof Hatches Or Access Ladders Should Be Locked At All Times. A Sign Posted At The Access Site Stating That Only Authorized Personnel Are Allowed On The Roof. In Addition A Log Book Should Be Kept Of All Visits To The Roof And The Reason For Such Visits.

DISSIMILAR METALS:
Never Allow Your Roof To Come In Contact With, Or Water Runoff From Any Dissimilar Metal Including But Not Limited To:
Copper, Lead Or Graphite, This Includes Copper And Arsenic Salts Used In Treated Lumber, Calcium Used In Concrete, Mortar And Grout.

Never Step On Light Transmitting Panels (LTP's) Or Unattended Roof Panels

Panels May Collapse
If Not Properly Secured

Roof Panels Must Be Completely Attached To The Purlins And To Panels On Either Side Before They Can Be A Safe Walking Surface. Light Transmitting Panels LTP's) Translucent Panels Can Never Be Considered As A Walking Surface.

Partially Attached Or Unattached Panels Should Never Be Walked On!

Do Not:

1. Step On Rib At Edge Of Panel.

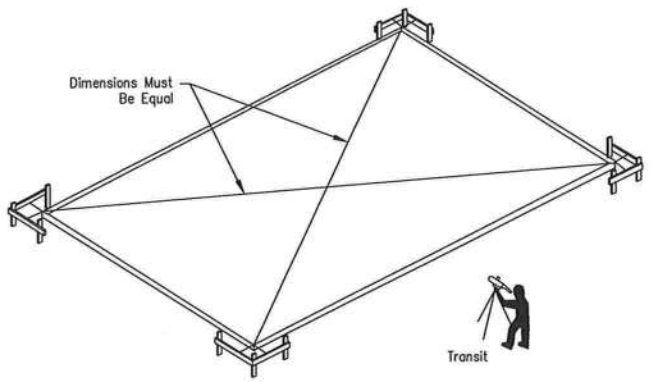
2. Step Near Crease In Rib At Edge Of Panel.

3. Step Within 5 Feet Of Edge On Unsecured Panel.

A Single Roof Panel Must Never Be Used As A Work Platform. An OSHA Approved Runway Should Be Used For Work Platforms. (Consult OSHA Safety And Health Regulations For The Construction Industry). Safety First!

Building Anchorage

1. To Determine That The Foundation Is Square, Measure Diagonal Dimensions To Be Sure They Are Of Equal Length.
2. To Determine That The Foundation Is Level, Set Up A Transit Or Level And Use A Level Rod To Obtain The Elevation At All Columns.
3. Carefully Check The Location Of All Anchor Rods Against The Anchor Rod Setting Plan Furnished By The Manufacturer. All Dimensions Must Be Identical To Assure A Proper Start-up.

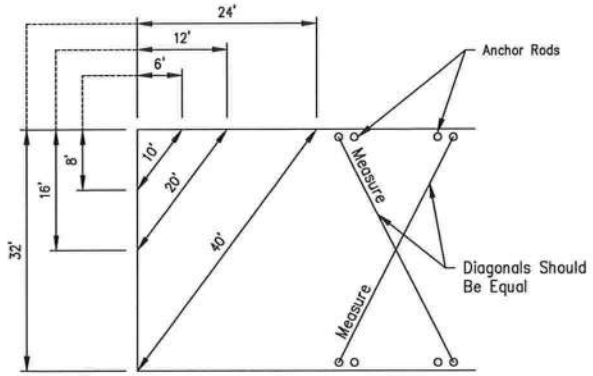


Pre-Erection Notes:

The Following Notes, Procedures And Suggested Recommendations Are Important Parts Of The Pre-Erection Process.

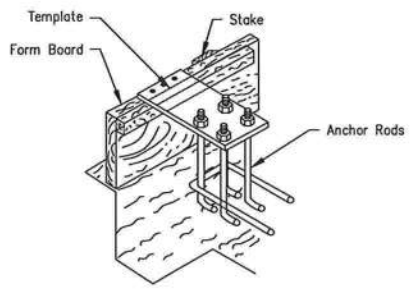
1.) Prior To The Time The Erection Crew Arrives, A Responsible Person Should Check The Job Site For Foundation Readiness, Square, And Accuracy And Anchor Rod Size And Location.

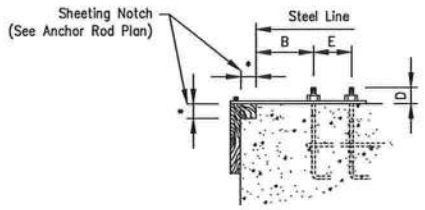
The Drawing Shown Below Indicates A Method Which May Be Used To Check The Foundation And Bolts For Square.



Measure Along Adjacent Sides Of Foundation Using A Pair Of Dimensions Shown. If The Diagonal Distance Between These Points Is As Noted, The Corner Is Square. Diagonal Measurements Between Opposite Anchor Rods Will Indicate If These Bolts Are Set Square.

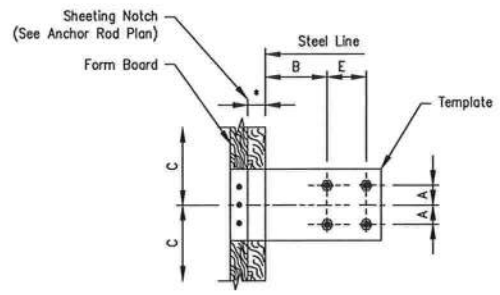
It Is Extremely Important That Anchor Rods Are Placed Accurately And In Accordance With The Anchor Rod Setting Plan. All Anchor Rods Should Be Held In Place With A Template Or Similar Means, So That They Will Remain Plumb And In Correct Location During The Placement Of The Concrete. A Final Check Should Be Made After Completion Of The Concrete Work And Prior To The Steel Installation. This Will Allow Necessary Corrections To Be Made Before Costly Installation Labor And Equipment Arrives.





Sheeting Notch Shown But May Not Be Required (See Anchor Rod Plan)

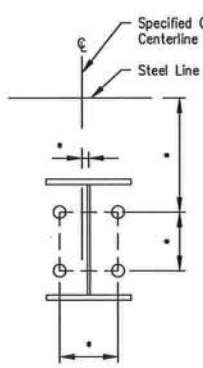
Projection Of Anchor Rods (D) Given On Anchor Rod Plan



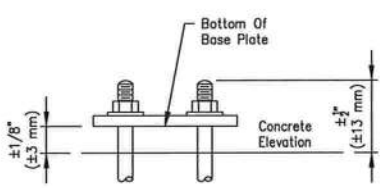
Dimensions A, B, And C Given On Anchor Rod Plan

AISC Code Of Standard Practice For Steel Building And Bridges Tolerances For Setting Anchor Rods

Anchor Rod Diameter, Inches (mm)	*Horizontal Variation, Inches (mm)
¾" and ⅞" (19 And 22 mm)	1" (6 mm)
1", 1¼", 1½" (25, 31, 38 mm)	⅜" (10 mm)
1¾", 2", 2¼" (44, 50, 63 mm)	½" (13 mm)



ANCHOR ROD SETTING TOLERANCES



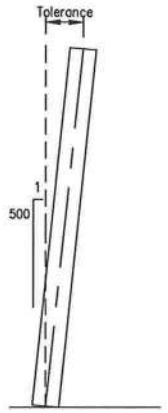
BASE PLATE AND ANCHOR ROD TOLERANCES

* Horizontal Variations Vary Depending On Anchor Rod Diameter. See Above

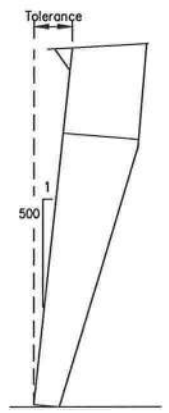
Erection Tolerances

ERECTION BRACING:
It Is The Responsibility Of The Erector To Determine, Furnish And Install All Temporary Supports Such As Temporary Guys, Beams, Falsework, Cribbing, Or Other Elements Required For The Erection Operation (In Accordance With Section 7.10.3 Of ANSI/AISC 303, Code Of Standard Practice For Steel Building And Bridges).

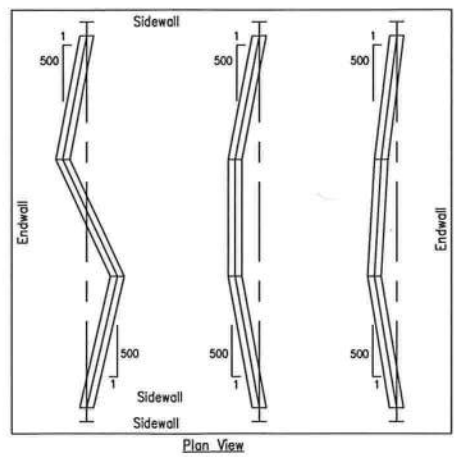
COLUMN ALIGNMENT TOLERANCES



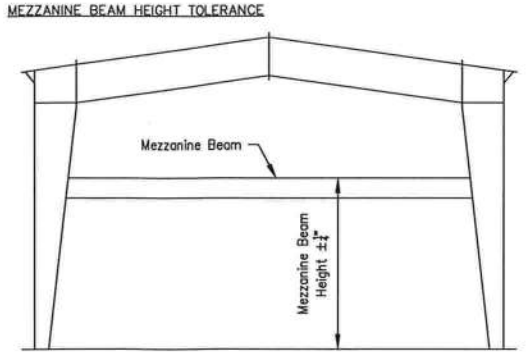
Height	Tolerance (±) H/500
10'	1/4"
12'	5/16"
15'	3/8"
20'	1/2"
25'	5/8"
30'	3/4"
45'	1 1/16"
60'	1 7/16"



ALIGNMENT TOLERANCE FOR MEMBERS WITH FIELD SPLICES



MEZZANINE BEAM HEIGHT TOLERANCE



General Erection Notes

1.) All Structural Framing Members, Purlins, Girts, Clips, Flange Braces, Bolts, Bracing Systems, Roof And Wall Panels, Etc. Must Be Installed As Shown On Erection Drawings.

2.) It Is Extremely Important, Especially During Construction, That Panels At The Eaves, Rakes And Ridges Be Kept Secure.

Panel Cautions And Notes

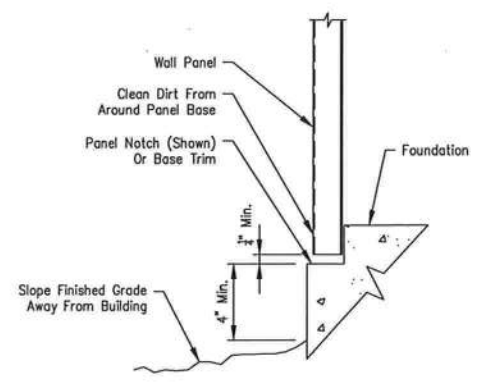
To Minimize Potential Of Corrosive Action At The Bottom Edge Of Wall Panels, The Contractor Must Assure That The Following Procedures Are Followed:

1.) The Concrete Foundation Should Be Cured For A Minimum Of Seven (7) Days Before Wall Panels Are Installed. (Uncured Concrete Is Highly Alkaline And Metal Panels Can Undergo Varying Degrees Of Corrosive Attack When In Direct Contact With The Concrete.) After The First Week Of The Curing Cycle, The Reaction Between Metallic Coatings On Steel And The Concrete Is Essentially Halted.

2.) Top Of Finish Grade At Building To Be A Minimum Of Four (4) Inches Below Bottom Of Panel.

3.) Finish Grade Is To Slope Away From Building To Ensure Proper Drainage.

4.) Upon Completion Of Finish Grading, All Dirt Is To Be Cleaned From Around Base Of Wall Panel Where It May Have Collected In Panel Notch Or On Base Trim.



Fastener Installation

Correct Fastener Installation Is One Of The Most Critical Steps When Installing Roof/Wall Panels. Drive The Fastener In Until It Is Tight And The Washer Is Firmly Seated. Do Not Overdrive Fasteners.
A Slight Extrusion Of Neoprene Around The Washer Is A Good Visual Tightness Check. Always Use The Proper Tool To Install Fasteners. A Fastener Driver (Screw Gun) With A RPM Of 1700-2000 Should Be Used For Self-Drilling Screws. A 500-600 RPM Fastener Driver Should Be Used For Self-Tapping Screws. Discard Worn Sockets, These Can Cause The Fastener To Wobble During Installation.

Note: Always Remove Metal Filings From Surface Of Panels At The End Of Each Work Period. Rusting Filings Can Destroy The Paint Finish And Void Any Warranty.

Correct Compression Of Sealing Washer | Too Tight Compression Of Sealing Washer | Too Loose Compression Of Sealing Washer

Tape And Tube Sealant

Proper Tape And Tube Sealant Application Is Critical To The Weather Tightness Of A Building. Tape Sealant Should Not Be Stretched When Installed. Apply Only To Clean, Dry Surfaces. Keep Only Enough Sealants On The Roof That Can Be Installed In A Day. During Warm Weather, Store Sealants In A Cool Dry Place. During Cold Weather (below 60°) Sealants Must Be Kept Warm (60°-90°) Until Application. After Tape Sealant Has Been Applied, Keep Protective Paper In Place Until Panel Is Ready To Be Installed.

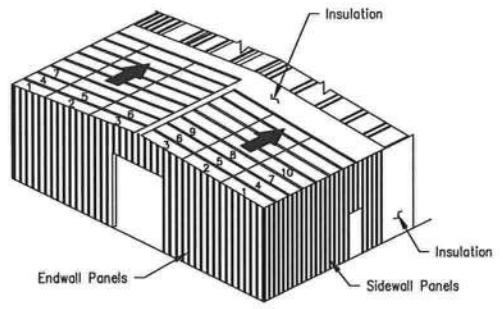
Important Note

All Details, Recommendations And Suggestions Contained In This Erection Guide Of This Drawings Set Are For General Guidelines Only, And Not Meant To Be All-Inclusive. Industry Accepted Installation Practices With Regard To All Areas Not Specifically Discussed In This Section Should Be Followed. Only Experienced, Knowledgeable Installers Familiar With Accepted Practices Should Be Used To Assure A Quality Project.

It Is Emphasized That The Manufacturer Is Only A Manufacturer Of Metal Building Components And Is Not Engaged In The Installation Of Its Products. Opinions Expressed By The Manufacturer About Installation Practices Noted In The Erection Guide Are Intended To Represent Only A Guide. Both The Quality And Safety Of Installation And The Ultimate Customer Satisfaction With The Completed Building Are Determined By The Experience, Expertise, And Skills Of The Installation Crews, As Well As The Equipment Available For Handling The Materials. Actual Installation Operations, Techniques And Site Conditions Are Beyond The Manufacturers Control.

PBR Roof Panels

For PBR Roofs With Ridge Panels, It Is Recommended That Both Sides Of The Ridge Be Sheeted Simultaneously. This Will Keep The Insulation Covered For The Maximum Amount Of Time And The Panel Ribs Can Be Kept In Proper Alignment For The Ridge Panel. This Is Critical On The PBR Panels So That The Ridge Caps Can Be Properly Installed. Check For Proper Coverage As The Sheeting Progresses.



Install The First Run Of Roof Panels Across The Building From Eave To Eave Or Eave To Ridge. To Allow Proper Installation Of The Rake Trim, The Starting Location For The First Panel Must Be As Shown In The Rake Details Included With The Erection Drawings. When The First Run Is Properly Located And Aligned With The Correct Endlaps And Eave Overhangs, Fasten To Purlins. Roof Panels Should Be Installed So That The Sidelap Is In A Direction Away From Prevailing Wind. Refer To Appropriate Lap Details Included With The Erection Drawings.

Install Remaining Roof Insulation And Panels. To Avoid Accumulative Error Due To Panel Coverage Gain Or Loss, Properly Align Each Panel Before It Is Fastened. Occasional Checks Should Be Made To Ensure That Correct Panel Coverage Is Maintained. Special Attention Should Be Given To Fastener, Sealant and Closure Requirements. Refer To Details Included With The Erection Drawings.

At Finishing End Of Roof, The Last panels May Require Field Modification For Installation Of Rake Trim. Refer To Rake Details Included With The Erection Drawings. DO NOT BACK LAP THROUGH FASTENED ROOF PANELS.

NOTE: Roof Types And Installation Requirements Will Vary. Refer To The Appropriate Details For Specific Panel Used.

IMPORTANT: Loose Fasteners, Blind Rivets, Drill shavings, Etc.. Must Be Removed From The Roof To Guard Against Corrosion.

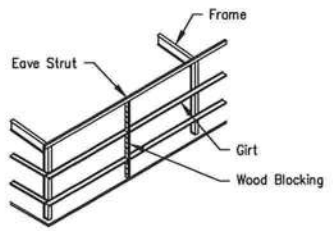
Wall Panels

Proper Horizontal And Vertical Alignment Of Supporting Structure (Girts Or Other Framing) Is The Responsibility Of The Installer. Failure To Align The Secondary members Properly Prior To Wall Installation Can Have A Direct Impact On The Final Appearance And Performance Of The Installed Wall System For Which The Metal Building Manufacturer Is Not Responsible.

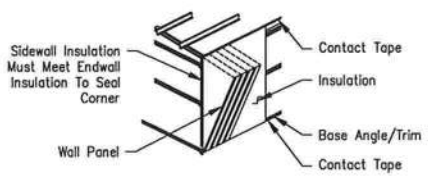
Before Installing Wall Panels, The Girts Must Be Aligned To A Level Position So That There Is No Visible Sag. This Should Be Done Directly Ahead Of Panel Installation.

Girt Leveling May Be Accomplished By Standing A Section Of Gable Angle Vertically Against The Outside Girt Flanges At Approximate Mid-bay Location. When Girts Are Level, Attach The Girt Flanges To The Angle With Vise Grip Pliers Or Temporary Screws. Wood Blocking Cut To Fit The Spaces May Also Be Used For Alignment.

Note:
Temporary Girt Blocking Is Not Recommended On Concealed Fastener Panels. The Removal Of The Blocks After Panel Installation Can Cause Oil Canning.

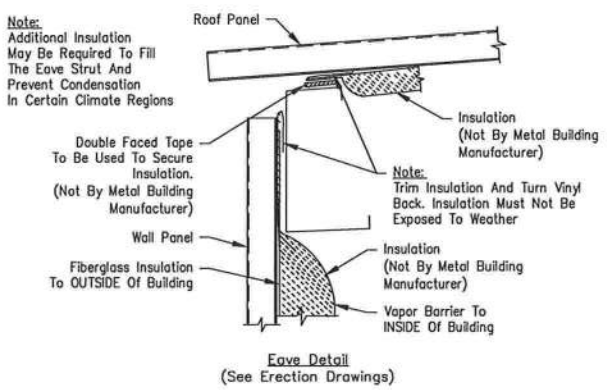


Note:
Wall Panel Type And Installation Details Will Vary. Refer To The Erection Drawings And Details For The Specific Panel Used For Your Building.

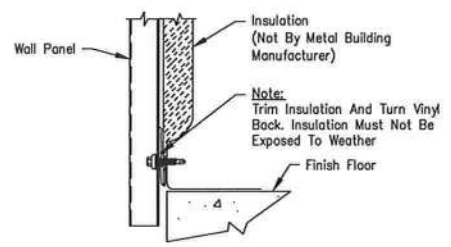


If Walls Are To Be Insulated With Blanket Insulation Over Girt Girt Flanges, Base And Eave, Place A Continuous Run Of Contact Tape Along The Eave Strut And Base Member.

Note:
At The Base, Cut Off The Insulation A Minimum Of ½" Above The Bottom Of The Wall Panel. This Will Prevent The Insulation From Hanging Below The Wall Panel And Wicking Moisture.



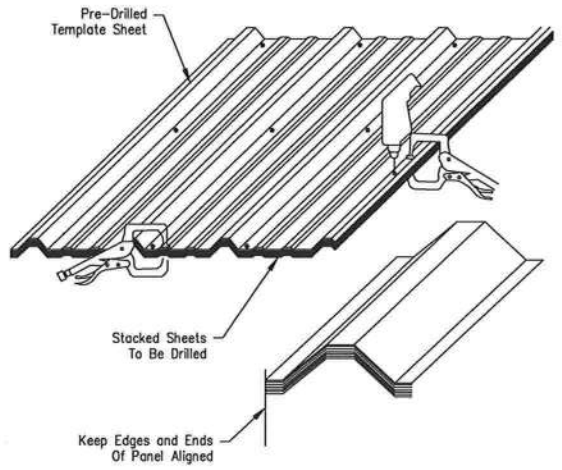
Eave Detail
(See Erection Drawings)



Base Detail
(See Erection Drawings)

Sidewall Panels Should Be Installed So That The Panel Sidelap Is In A Direction Away From The Prevailing Wind. Refer To Appropriate Lap Detail Included With Erection Drawings.)

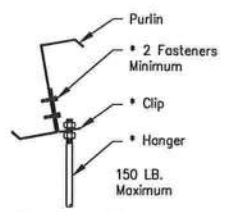
Note:
Check Periodically To Ensure That All Panels Are Aligned And Plumb.



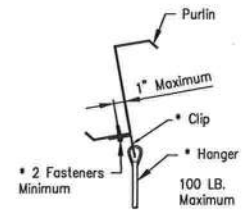
Screw Alignment Panel
(Through Fastened Panel Only)

Note:
After Drilling Panels, It Is Important To Clean Metal Filings Off All Panel Surfaces, Including Between Panels That Are Not Installed That Day, To Avoid Rust Stains.

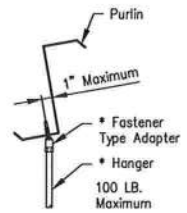
Suggested Method Of Purlin Attachment For Building Accessories



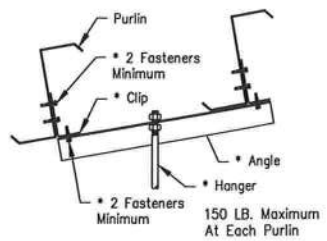
Clip Connection To Purlin Web



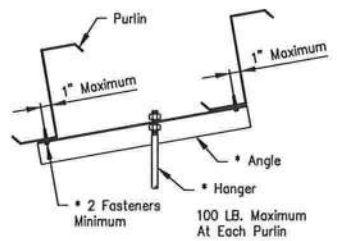
Clip Connection To Purlin Flange



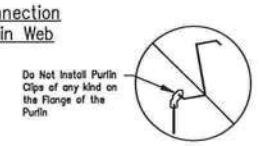
Fastener Type Adapter To Purlin Flange



Clip Connection To Purlin Web



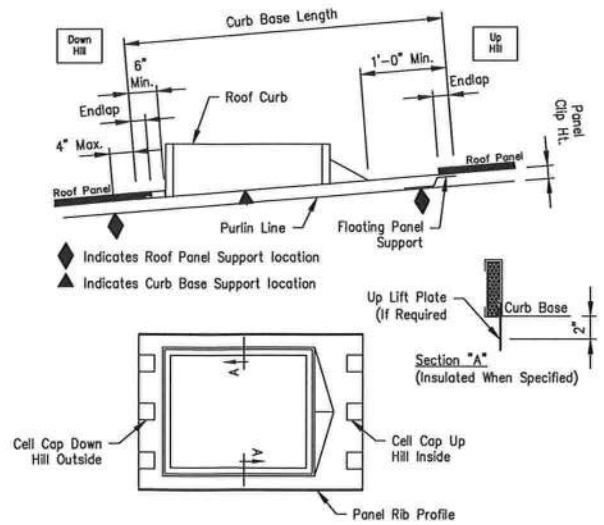
Angle Connection To Purlin Flange



* Denotes Material Not Provided By Metal Building Manufacturer.

The Total Hanger Load Shall Not Exceed The Design Collateral Load For The Building. Example:
5'-0 (Purlin Spacing) X 5'-0 (Hanger Spacing) X 6 PSF (collateral Load) = 150 Lbs.
See Cover Sheet For Design Collateral Load For This Building.
Note: If The Building Is Designed For 0 PSF Collateral Load, Then Adding Any Suspended System (i.e. Duct Work, Piping, Lights, Ceilings, Etc.) Will Correspondingly Reduce The Design Live Load.

Roof Curbs When Not Supplied By Building Manufacturer

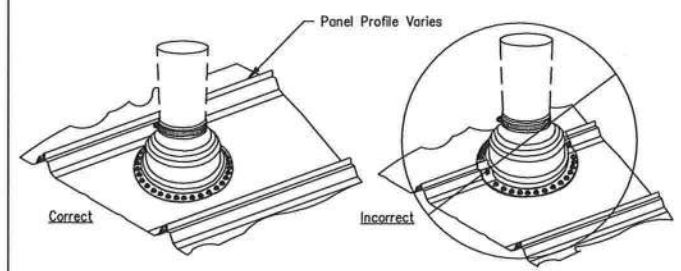


The Curb Details Shown Illustrate The Building Manufacturers Recommended Curb Style And Installation Method. It Is The Erector/Installer's Responsibility To Provide The Proper Curb Style And Install Them In Accordance With The Procedures Established By These Details. Failure By The Erector/Installer To Follow These Recommendations May Result In The Curbs Damaging The Roof System Or Excluded From Warranties.

All Roof Curbs To Be:
1. .080 Aluminum Or 18 Ga. Stainless Steel (No Galvalume® Or Galvanized).
2. Panel Rib To Panel Rib (No Flat Skirt Or Lay-Over Curbs).
3. Installed With Down Hill End Over Panel And Up Hill End Under Panel Application For Water Flow At Panel Splice.
4. Up Lift Prevention For Clip Applied Roof Systems Are Required If:
   a. Wind Loads Exceed 110 MPH.
   b. Curb Base Crosses A Purlin.
5. Supported on (4) Sides By Primary Or Secondary Framing.
6. Maximum Single Curb Weight Recommended Is 1500 Lbs.

Roof Jack Installation when Not Supplied By Building Manufacturer

General Installation Notes
- Do Not Use Galvanized Roof Jacks, Lead Hats, Or Other Residential Grade Roof Jacks. These Roof Jacks Do Not Have 20 Year Service Life And In Case Of Lead Hats Will Cause Galvanic Corrosion Of The Roof Panel.
- Use EPDM Rubber Roof Jacks With An Integral Aluminum Band Bonded Into The Perimeter Of The Base. EPDM Roof Jacks Have A Temperature Range From −65F To 212F. Use Silicone Roof Jacks For High Temperatures. Silicone Roof Jacks Have A Temperature Range Of −100F To 437F.
- Retrofit Roof Jacks Are Available For Applications In Which The Top Of The Pipe Is Inaccessible, Eliminating The Possibility Of Sliding The Roof Jack Over The Top Of The Pipe.
- Do Not Use Tube Sealant To Seal The Roof Jack To The Roof Panels. Use Roll Tape Sealer Between The Roof Jack And The Roof Panel And Attach The Roof Jack To The Roof Panel With Fastener #4 ¼ – 14 X ⅞" LL SD W/washer At 1" O.C. Around The Base Of The Roof Jack. See Table Below For Quantities.
- Trim The Top Of The Roof Jack To Fit Over The Pipe, Roll Down The Roof Jack Over The Pipe And Apply Tape Sealer For The Perimeter Of The Roof Jack Base Between The Roof Jack And The Roof Panel. Apply Tape Sealer Around The Pipe And Install A Stainless Steel Clamp (Not By Bldg. Mfr.) Over The Top Of The Roof Jack And Firmly Tighten To Form A Secure Compression Seal.
- If The Pipe Diameter Is So Large To Block The Flow Of Water Down The Roof Panel, A Flat Base Roof Curb Must Be Installed Into The Roof And The Roof Jack Will Be Sealed To The Curb. A Two Piece Curb May Be Required When The Top Of The Pipe Is Inaccessible.
- In Northern Climates, The Pipe Penetration Should Be Protected From Moving Ice Or Snow With A Snow Retention System Immediately Up Slope From The Pipe.



Install Pipe In Center To Allow Base Of Roof Jack To Lay flat on Panel.
Cannot Encompass More Than 75% Of Panel.