

BUILDER: TURNER BROTHERS, LLC

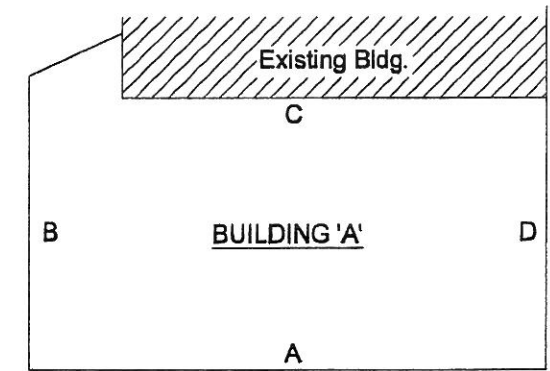
CUSTOMER: W B MASON PORTLAND ME.

LOCATION: PORTLAND, ME

	WIDTH	LENGTH	SWA HEIGHT	FRONT ROOF PITCH	DOWNSPOUT DROPS-SWA	DOWNSPOUT DROPS-SWC
Bldg A :	59.67	114.83	16.00	0.375	8	0

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KEY PLAN

Roof Sheeting:

Type: MSC  
 Gage: 24  
 Color: Galvalume

Wall Sheeting:

Type: CS  
 Gage: 26  
 Color: Cherokee  
 Finish : Kynar

Framing:

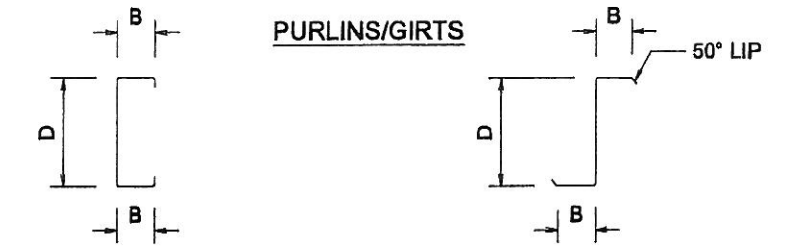
Purlin Type: Zees  
 Girt Type: Ceess

Ordered Options:

Base Condition: Base angle w/ trim  
 Base Trim Color: Cherokee  
 Wall Mastic: No  
 UL Rating: 90  
 Thermal Blocks: Yes  
 Sidewall Eave Trim Type: Eave Gutter  
 Eave & Gable Trim Color: Cherokee  
 Downspout Type: Closed  
 Downspout Color: Cherokee  
 Elbows at Bottom of Drops: Yes  
 Corner Trim Color: Cherokee  
 Framed Opening Trim Color: Cherokee  
 Light Transmitting Panels: 0

Framing Kits & Wall Openings  
 See Accessory Schedule on Anchor Rod Plan, Page A1.

Loading Information & Frame Column Reactions  
 See Load Notes and Reactions on Anchor Rod Detail Page, Page A3-A4.



DESIGNATION	D	B
816	8.00	3.00
814	8.00	3.00
812	8.00	3.00
1014	10.00	3.50
1012	10.00	3.50

DESIGNATION	D	B
816	8.00	2.50
814	8.00	2.50
812	8.00	2.50
1014	10.00	2.75
1012	10.00	2.75

Drawing Designation:  
 a) Drawings stamped "PERMIT DRAWINGS" are drawings that are complete for the most part, however, since some details and part marks are missing, they are preliminary and are not to be used for construction and are not considered final drawings.  
 b) Drawings stamped "PROGRESS DRAWINGS" are drawings that are complete for the most part, however, since some details and part marks are missing, they are preliminary and are not to be used for construction and are not considered final drawings.  
 c) Drawings stamped "DOCUMENTS FOR APPROVAL" are preliminary drawings, used for approval with no part markings and are not to be used for construction.

GENERAL DETAIL MANUAL V 4.1

ROOF PANEL MANUAL V 6.0

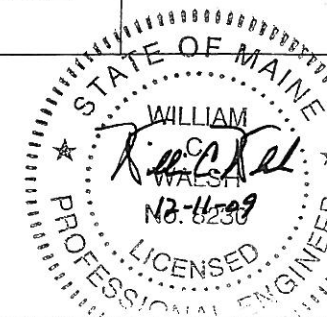
SHEETING TYPES


ENGINEER REVIEW	
ENGINEER	DATE
CH	11-06-09

REVISIONS	
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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.

TO BE USED FOR CONSTRUCTION



COVER PAGE			
TURNER BROTHERS, LLC. / W. B. MASON			
PORTLAND, ME			
2-BUILDING COMPLEX			
<b>CHIEF BUILDINGS</b> <small>a division of Chief Industries, Inc. P.O. BOX 2076 GRAND ISLAND, ME 04802-2076</small>	DRAWN	CHECK	ORDER NO.
	BLO/JSA	JSA / AL	C1
	18-NOV-09	9-DEC-09	CO95226
			C1



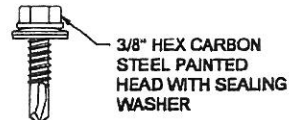
#12 - 24 X 1 1/4" W/O

- LTC/MVF/MVP CLIP TO BAR JOIST WITH UP TO 4" THICK INSULATION.
- MEZZANINE DECKING TO BAR JOIST.



#12 - 14 X 1 1/4" W/O

- LTC/MVF/MVP CLIP TO PURLIN WITH UP TO 4" THICK INSULATION
- SUPPORT PLATE TO PURLINS AT HIP OR VALLEY CONDITIONS-LTC / MVF / MVP ROOF



1/4 - 14 X 1"

- MSC-STC-CLIP TO PURLIN (WITH UP TO 4" THICK INSULATION)
- EAVE PLATE TO PURLIN
- INSIDE CLOSURE TO EAVE PLATE OR EAVE STRUT
- CFW-16 WALL PANEL CLIP SCREW
- SUPPORT PLATE TO PURLINS AT HIP OR VALLEY CONDITIONS-MSC / STC ROOF



1/4 - 14 X 1 1/2"

- MSC/STC-CLIP TO PURLIN WITH OVER 4" THICK INSULATION
- SUPPORT PLATE TO PURLINS AT HIP OR VALLEY CONDITIONS-MSC / STC ROOF



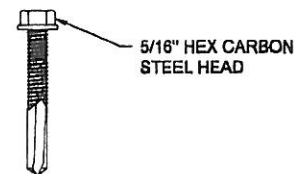
1/4 - 14 X 1 1/4" SHOULDER

- MSC/STC-RAKE SUPPORT TO PURLIN
- FLOATING EAVE PLATE TO EAVE STRUT



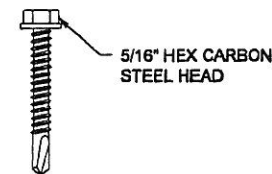
1/4 - 20 X 1 1/4" SHOULDER

- MSC/STC-RAKE SUPPORT TO JOIST
- FLOATING EAVE PLATE TO JOIST



#12 - 24 X 1 1/2" W/O

- LTC/MVF/MVP CLIP TO BAR JOIST WITH OVER 4" THICK INSULATION



#12 - 14 X 1 1/2" W/O

- LTC/MVF/MVP CLIP TO PURLIN WITH OVER 4" THICK INSULATION
- SUPPORT PLATE TO PURLINS AT HIP OR VALLEY CONDITIONS-LTC / MVF / MVP ROOF



#12 - 24 x 1 1/2"

- MSC/STC CLIP SCREW FOR BAR JOIST
- DECKING ATTACHMENT TO BAR JOIST AND BEAMS



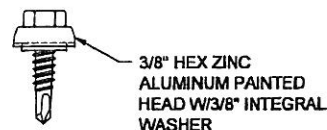
1/8" X 3/8" POP RIVET

- MSC / STC / MVF / MVP OUTSIDE CLOSURE TO BACK-UP ANGLE AT HIP CONDITION
- TRIM TO TRIM
- TRIM TO STEEL



1/4 - 14 X 7/8"

- WALL OR SOFFIT PANEL: TRIM TO PANEL OR PANEL TO PANEL
- MEZZANINE DECKING AT SIDE LAPS.
- WALL OR SOFFIT PANEL: TRIM TO TRIM



1/4 - 14 X 7/8" WT

- ROOF: SHEETING TO SHEETING, TRIM TO SHEETING AND RIDGE FLASHING TO RIDGE CLOSURE



#12 - 14 X 1 1/4"

- WALL PANEL TO STEEL
- CS / AP SOFFIT PANEL TO STEEL
- DECKING TO PURLIN
- RAKE ANGLE TO PURLINS-LTC / MVF / MVP / CS ROOF



#10 - 16 X 1" PANCAKE HEAD

- RAKE ANGLE TO PURLINS-MSC / STC ROOF
- CORNER ANGLE TO GIRTS
- FLAT STRAPS TO PURLINS
- FLAT SOFFIT TO SUPPORTS
- SUPPORT PLATE TO PURLINS AT HIP OR VALLEY CONDITIONS-CS ROOF



#17 X 3/4"

- "STRIP OUT" REPLACEMENT FASTENERS FOR WALL PANEL, SOFFIT PANEL AND TRIM



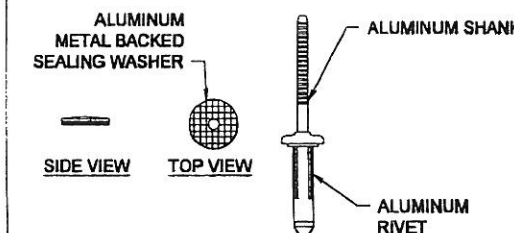
1/4 - 14 X 1 1/2" WT

- ROOF PANEL TO STEEL
- BACK-UP PANEL TO STEEL
- ROOF TRIM TO STEEL



#17 X 1" WT

- "STRIP OUT" REPLACEMENT FASTENER FOR ROOF AND BACK-UP PANEL AND TRIM



3/16" BULBTITE RIVET AND WASHER

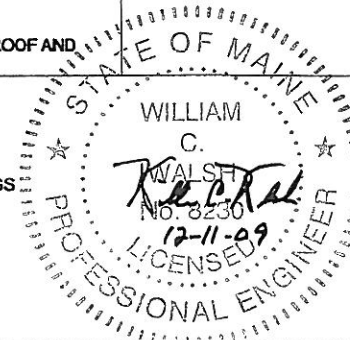
- LTC -VERTICAL RIBS OF PANEL
- LIGHT TRANSMITTING PANEL TO LIGHT TRANSMITTING PANEL SIDE LAP
- WINDOWS BY CHIEF TO WINDOW JAMBS

NOTE: THE DETAILS ON THIS PAGE OVERRIDE DETAILS IN THE ERECTION MANUALS.

REVISIONS

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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



FASTENER IDENTIFICATION GD

TURNER BROTHERS. LLC. / W.B. MASON PORTLAND ME

PORTLAND, ME

2-BUILDING COMPLEX



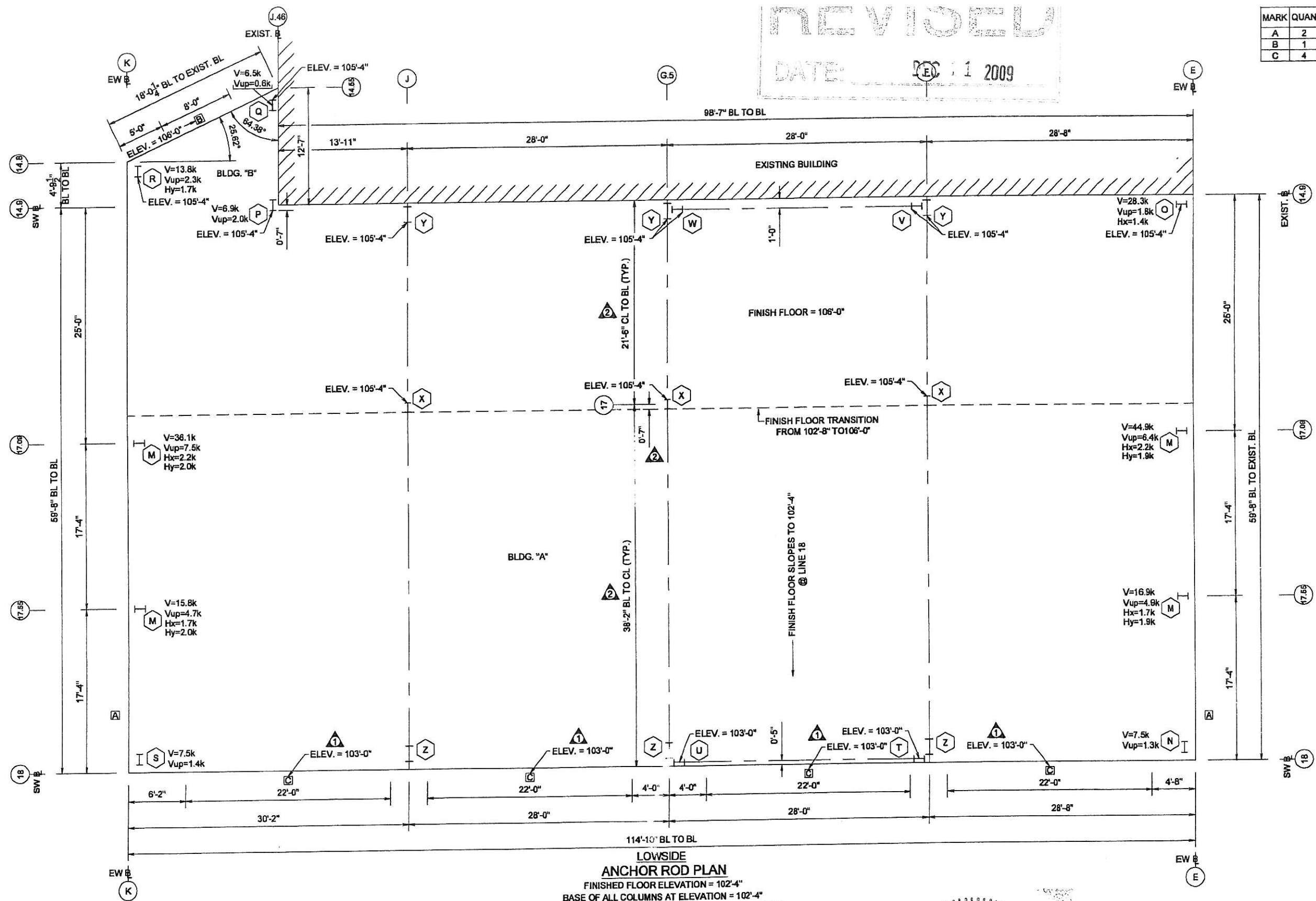
DRAWN	CHECK	ORDER NO.	G1
BLO	AL	CO95226	G1
24-NOV-09	9-DEC-09		

RELEASED	10-23-08
SUPERSEDES	09-10-08

REVISION

DATE: 11 2009

MARK	QUAN	DESCRIPTION
A	2	3070 WALKDOOR F.O.
B	1	8'-0" X 9'-0" OVERHEAD DOOR F.O.
C	4	22'-0" X 12'-4" OVERHEAD DOOR F.O.

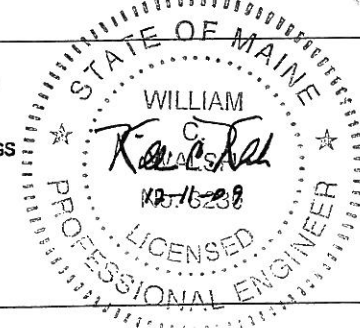


**LOWSIDE ANCHOR ROD PLAN**  
 FINISHED FLOOR ELEVATION = 102'-4"  
 BASE OF ALL COLUMNS AT ELEVATION = 102'-4"  
 BASE OF FRAME OPENING JAMBS AT ELEVATION = 102'-4"  
 (UNLESS OTHERWISE NOTED)

- REFERENCE NOTES:**
- ALL ANCHOR RODS INCLUDING NUTS AND WASHERS FOR SAME ARE NOT FURNISHED BY CHIEF BUILDINGS.
  - ANCHOR ROD MATERIAL SHALL CONFORM TO ASTM F1554 HAVING A YIELD OF 36 KSI OR GREATER.
  - ROD PROJECTIONS ARE RECOMMENDED MINIMUMS BASED ON THE BASE PLATE BEARING DIRECTLY ON THE CONCRETE PIER. IF THE BASE PLATE IS TO BEAR ON GROUT, THE ROD PROJECTION MUST BE INCREASED ACCORDINGLY.
  - CONCRETE SHALL HAVE A MINIMUM STRENGTH OF 3000 PSI.
  - ALL DRAWINGS ARE NOT TO SCALE.

ANCHOR RODS (BY OTHERS)			REVISIONS	
QUAN	SIZE	PROJ	NO.	DESCRIPTION
30	0-1/2" Ø	1 1/2"	4	
92	0-3/4" Ø	2"	3	
			2	REVISED PER CHANGE ORDER #3 11-DEC-09 JSA
			1	REVISED PER CHANGE ORDER #1 18-NOV-09 BLO

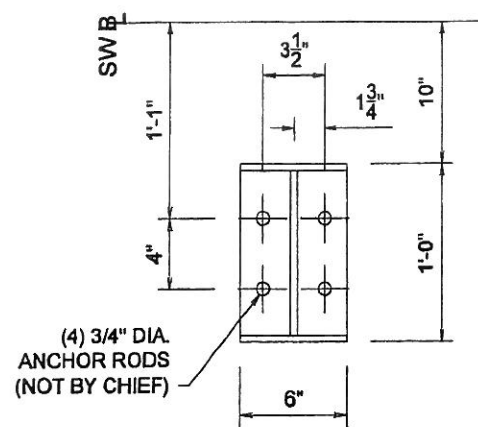
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



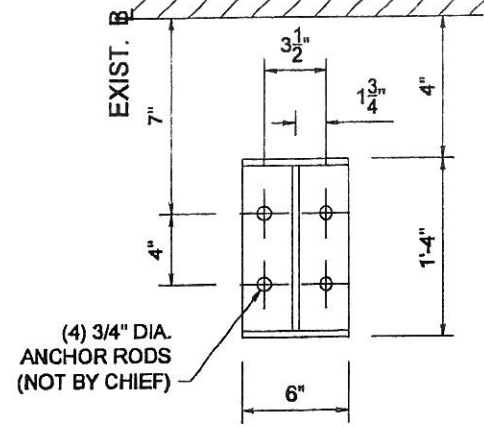
**ANCHOR ROD DRAWINGS**

TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME  
 PORTLAND, ME  
 2-BUILDING COMPLEX

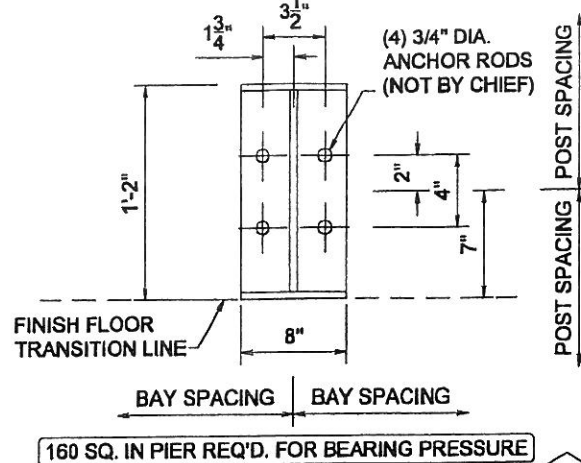
<b>CHIEF BUILDINGS</b> <small>a Division of Chief Industries, Inc.</small>	DRAWN	CHECK	ORDER NO.	A1 A4
	BLO	JSA	C095226	
	17-NOV-09	17-NOV-09		



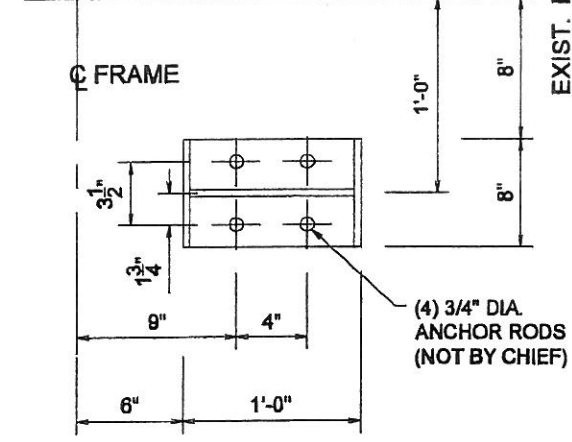
DETAIL Z



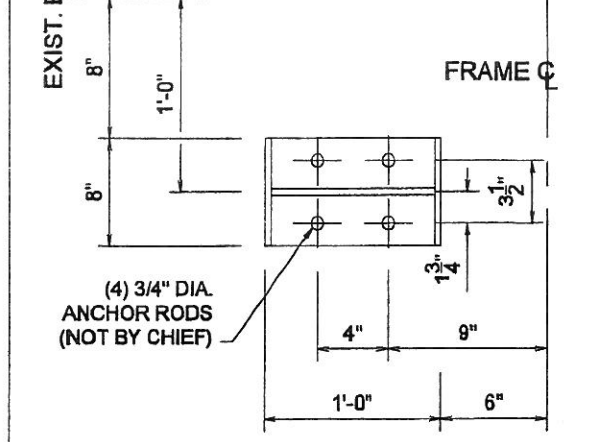
DETAIL Y



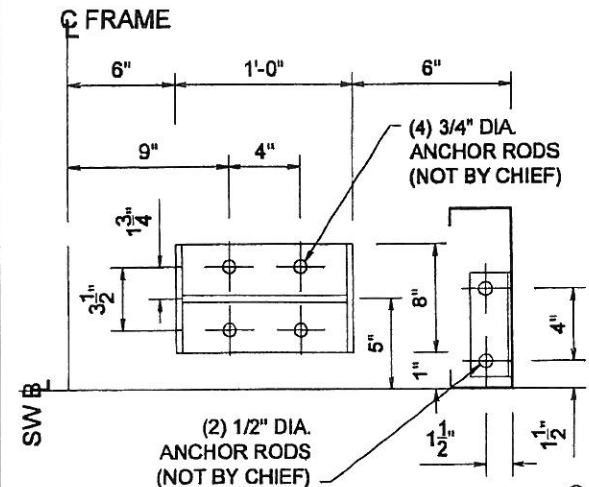
DETAIL X



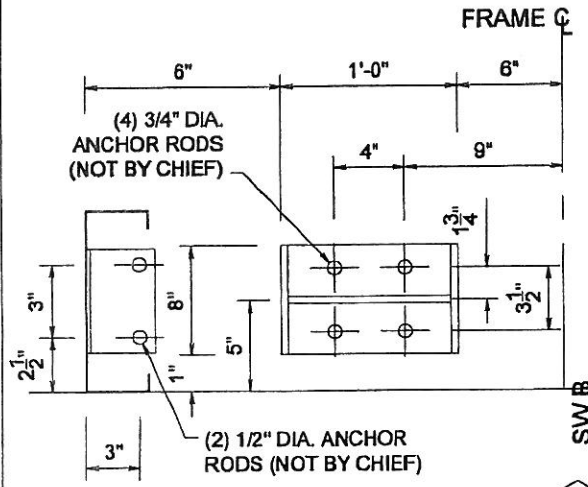
DETAIL W



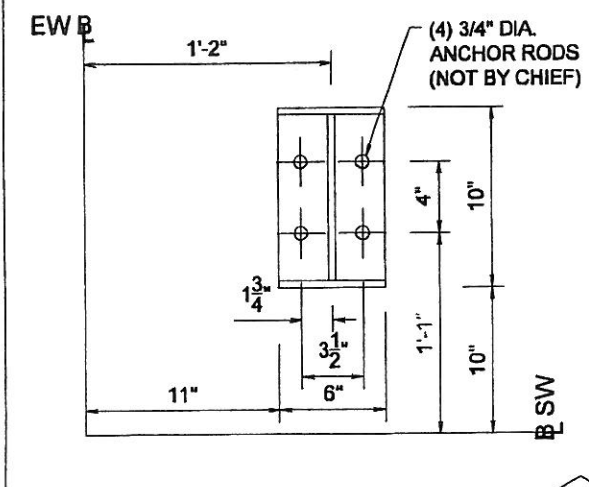
DETAIL V



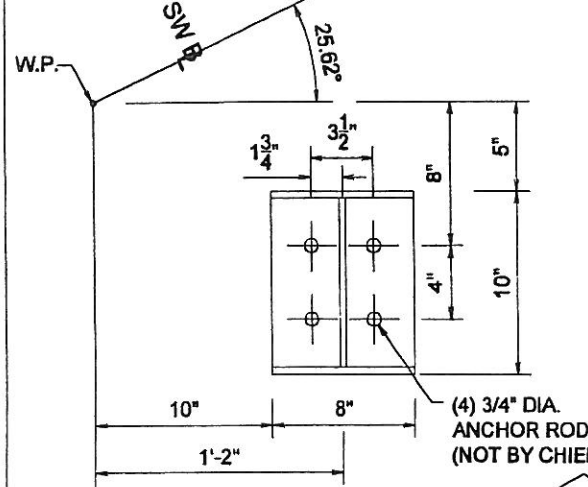
DETAIL U



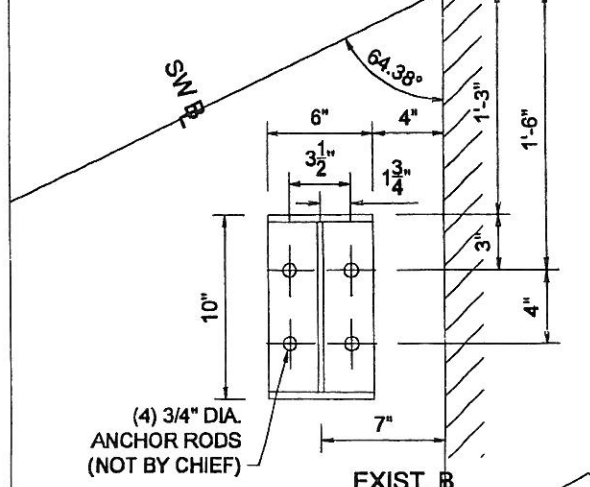
DETAIL T



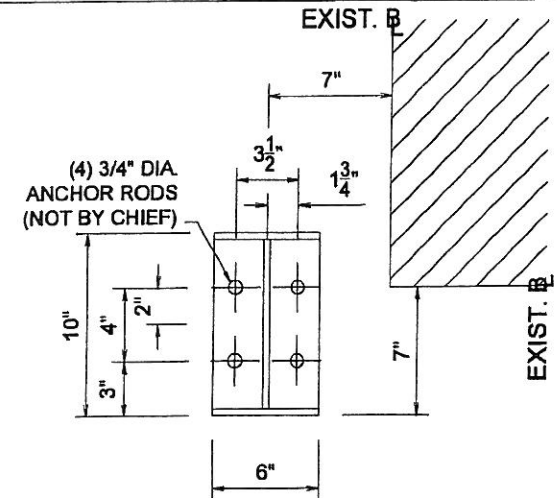
DETAIL S



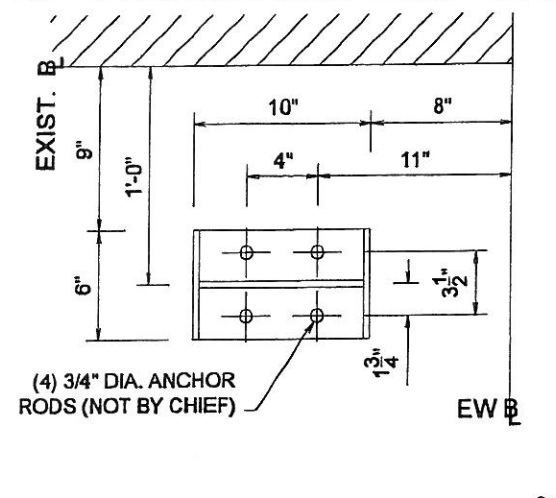
DETAIL R



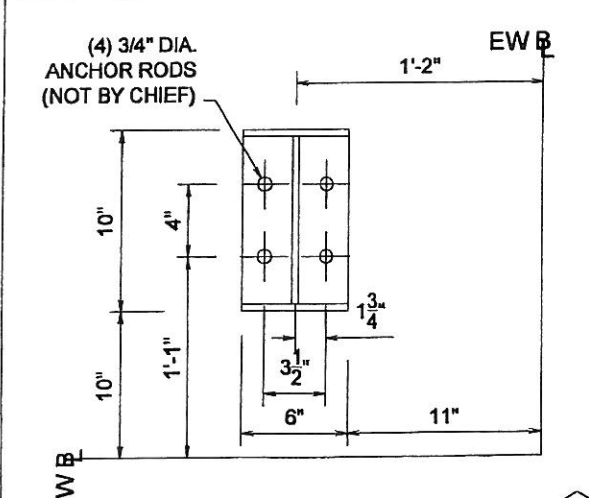
DETAIL Q



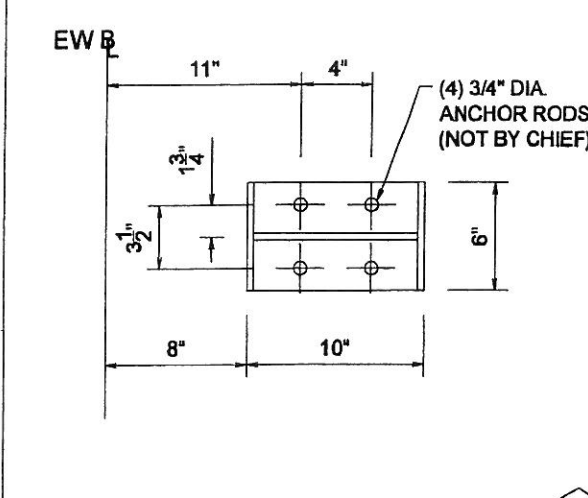
DETAIL P



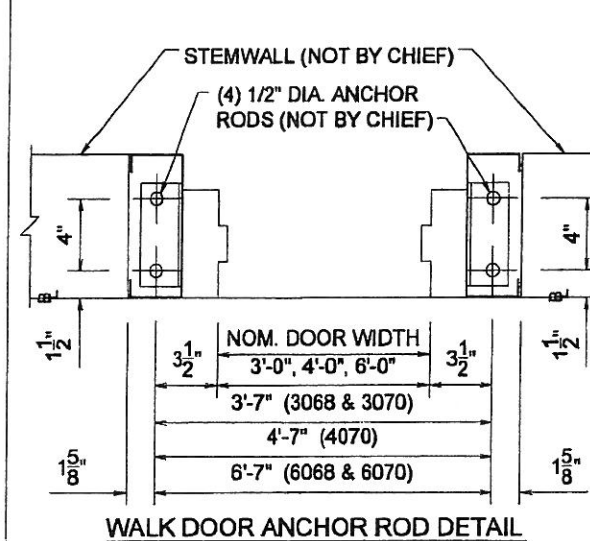
DETAIL O



DETAIL N



DETAIL M



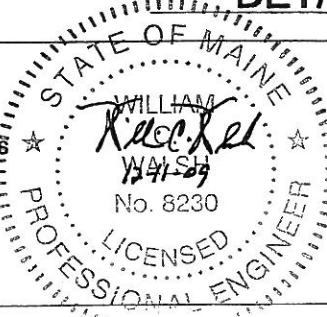
WALK DOOR ANCHOR ROD DETAIL

REFERENCE NOTES  
1. ACTUAL BASE PLATE DIMENSIONS MAY BE SMALLER THAN BASE PLATE DIMENSIONS SHOWN.

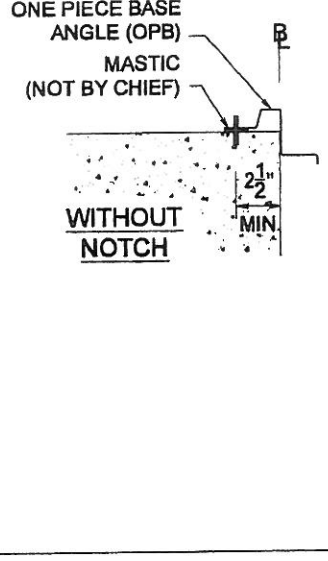
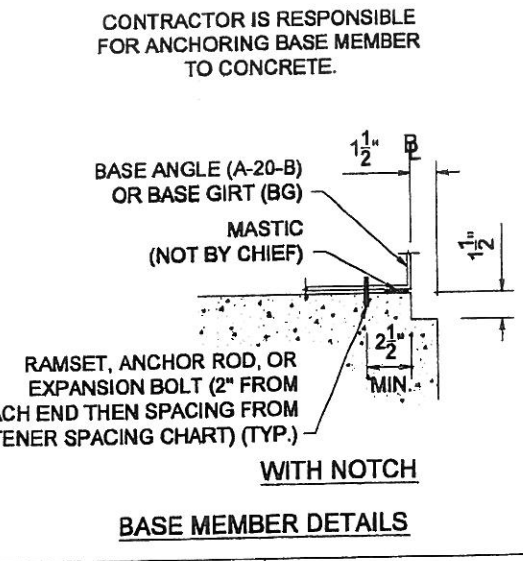
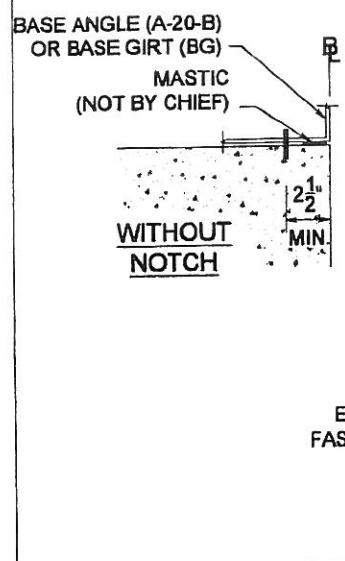
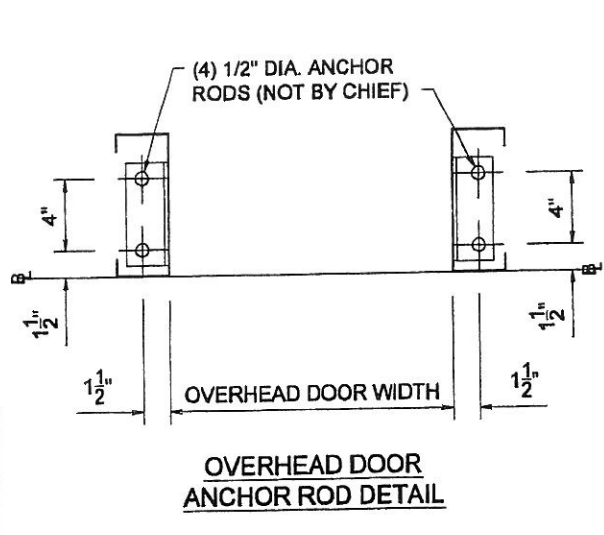
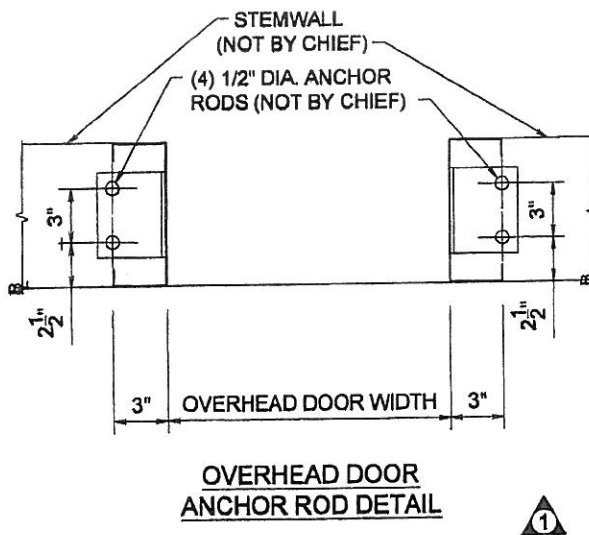
**REVISED**  
DATE: DEC 11 2009

REVISIONS	
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1	REVISED PER C. O. #3 & FIXED DETAIL T JSA 11-DEC-09

NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



ANCHOR ROD DRAWINGS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
<b>CHIEF BUILDINGS</b>	DRAWN	CHECK	ORDER NO.
	BLO	JSA	A2
	17-NOV-09	17-NOV-09	CO95226
			A4



BASE ANCHORAGE SPACING FOR STANDARD BASE ANGLE, BASE GIRT OR ONE PIECE BASE WITH CS OR AP WALLS

FASTENER TYPE & DIAMETER	MINIMUM EMBEDMENT	MAXIMUM SPACING
1/4" WEDGE ANCHOR ①	1 1/4"	3'-0"
1/4" SCREW TYPE ANCHOR ②	1 1/2"	3'-0"
3/8" CAST-IN ANCHOR	4" WITH HOOK OR HEAD	3'-0"
1/4" HAMMER-IN ③	1 3/8"	2'-0"
0.14" POWDER ACTUATED ④	1 1/4"	1'-6"

① HILTI KWIK BOLT®, RAMSET TRUBOLT®, POWERS POWERSTUD®, OR EQUAL  
 ② CFS TAPCON®, HILTI KWIK-CON II®, POWERS WEDGE-BOLT®, OR EQUAL  
 ③ POWERS ZAMAC HAMMER SCREW®, HILTI METAL HIT ANCHOR®, OR EQUAL  
 ④ POWERS BALLISTIC POINT PIN, RAMSET 1500/1600 SERIES, HILTI UNIVERSAL NAIL OR EQUAL

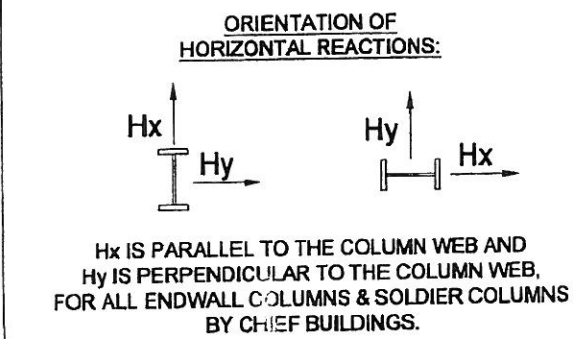
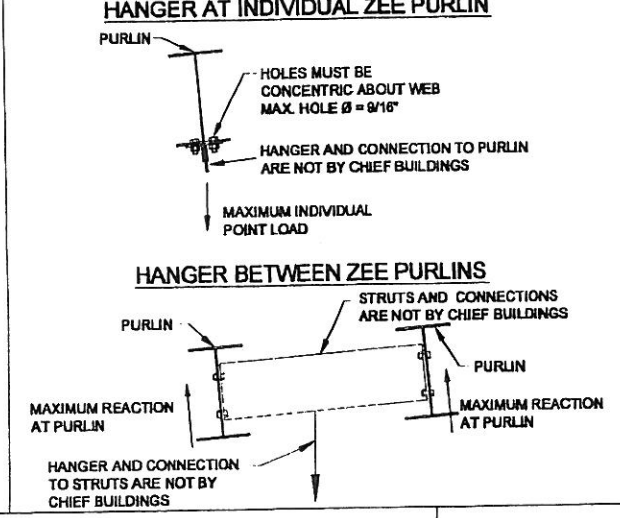
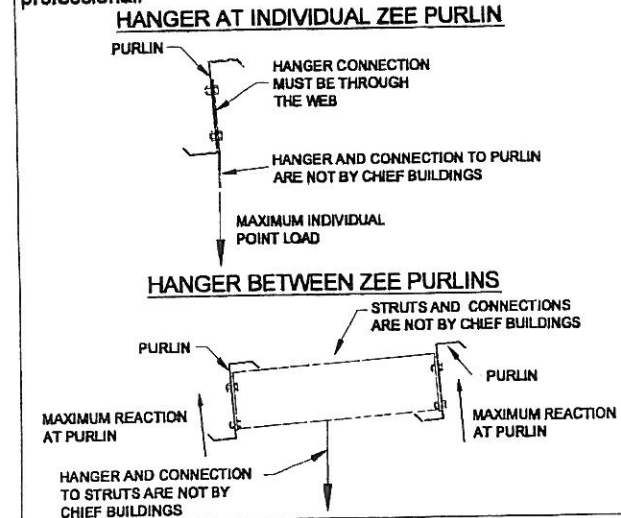
FASTENER SPACING CHART

This building has been designed for a collateral load of 5 psf. The total applied loads due to ceiling panels, ducts, sprinkler distribution lines, electrical equipment, conduit, fireproofing, other piping and mechanical loads, etc., cannot exceed this collateral load. In no case shall the total uniform collateral load on an individual roof member exceed the product of 5 psf times the spacing of the supporting member. Nor shall any individual point load or summation of point loads on any one roof member exceed the product of 5 psf times the member spacing times half the member length. In addition, no individual point load on a purlin can exceed 100 lbs. All loads suspended from purlins shall have the load introduced through the web and not the flange of the purlin. Hangers cannot be supported from the edge of flanges or through holes in the flanges of the purlins. Design of hangers and their attachments are not by Chief Buildings. Chief Buildings is NOT responsible for lateral or longitudinal bracing of suspended members subjected to horizontal service, seismic, or wind loading.

This building has been designed for a collateral load of 5 psf. The total applied loads due to ceiling panels, ducts, sprinkler distribution lines, electrical equipment, conduit, fireproofing, other piping and mechanical loads, etc., cannot exceed this collateral load. In no case shall the total uniform collateral load on an individual roof member exceed the product of 5 psf times the spacing of the supporting member. Nor shall any individual point load or summation of point loads on any one roof member exceed the product of 5 psf times the member spacing times half the member length. In addition, no individual point load on a purlin can exceed 300 lbs. All loads suspended from purlins shall have the load introduced through the web and not the flange of the purlin. Hangers cannot be supported from the edge of flanges. Maximum 9/16" diameter holes can be drilled in the flanges of the WF purlins for support clips (not by Chief Buildings.) Design of hangers and their attachments are not by Chief Buildings. Chief Buildings is NOT responsible for lateral or longitudinal bracing of suspended members subjected to horizontal service, seismic, or wind loading.

Chief Buildings neither assumes nor accepts any responsibility for the design of hangers, bracing of suspended members, transverse support members, nor connections to roof purlins. It is the responsibility of the Buyer/Contractor and/or End Owner to have this design performed by a registered design professional.

Chief Buildings neither assumes nor accepts any responsibility for the design of hangers, bracing of suspended members, transverse support members, nor connections to roof purlins. It is the responsibility of the Buyer/Contractor and/or End Owner to have this design performed by a registered design professional.



1. COLUMN FOOTINGS AND PIERS MUST BE DESIGNED TO WITHSTAND HORIZONTAL AND VERTICAL REACTIONS AS SHOWN ON THE ANCHOR ROD PLAN. CHIEF BUILDINGS IS NOT RESPONSIBLE FOR DESIGN OF CONCRETE FOUNDATION. CHIEF BUILDINGS RECOMMENDS THAT THE SERVICES OF A QUALIFIED ENGINEER IS OBTAINED BY THE CONTRACTOR / BUILDER TO DESIGN THE FOUNDATIONS FOR THE INDICATED REACTIONS.
2. REACTIONS ARE GIVEN IN KIPS. (1 KIP = 1000 LBS.) MOMENTS, IF ANY, ARE GIVEN IN KIP-FT.
3. ANCHOR ROD DESIGN IS BASED ON SHEAR, TENSION, AND COMBINED TENSION AND SHEAR. CHIEF BUILDINGS IS NOT RESPONSIBLE FOR ANCHOR ROD SIZE RECOMMENDATIONS WHEN ANCHOR ROD CONFIGURATION PLACES THE RODS IN A BENDING MODE. WHEN THE COLUMN BASE PLATE BEARS ON GROUT, THE CONTRACTOR / BUILDER OR FOUNDATION ENGINEER SHALL INVESTIGATE BENDING IN THE ANCHOR RODS AND PROVIDE A SHEAR KEY FOR THE COLUMN BASE TO THE PIER WHEN THE ANCHOR RODS ARE NOT ADEQUATE IN BENDING ABOUT THE PIER.

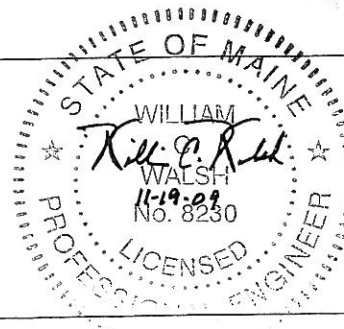
Building Design Criteria  
CO95226

Building Code	IBC 2003
2002 MBMA Occupancy Category	Standard Buildings
Roof Live Load	20 psf (Tributary Area Reduction Allowed)
Collateral Load	5 psf
Ground Snow Load (Pg)	70 psf
Exposure Factor (Ce)	1.0
Thermal Factor (Ct)	1.0
Importance Factor (I)	1.0
Flat Roof Snow Load (Pf)	49 psf
Building Enclosure	Enclosed
Wind Speed	94 mph (GCpi ± 0.18)
Exposure Category	B
Importance Factor (I)	1.0
Wind Pressure (q)	13.46 psf
Seismic	
Spectral Response Short Periods (Ss)	37.0%
Spectral Response 1 s Period (S1)	10.0%
Seismic Importance Factor	1.0
Use Group	I
Design Category	C
Site Class	D
Seismic Resisting System	
Longitudinal Direction	Steel System (R=3.0)
Lateral Direction	Steel System (R=3.0)
Seismic Response Coefficient (Cs)	0.124
Spectral Response Parameter Short Period (SDS)	0.371
Spectral Response Parameter 1 s Period (SD1)	0.160
Analysis Procedure	ELF
Base Shear	19,218 lbs.
Other Loads:	None

REVISIONS

4	
3	
2	
1	REVISED PER CHANGE ORDER #1 18-NOV-09 BLO

NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.

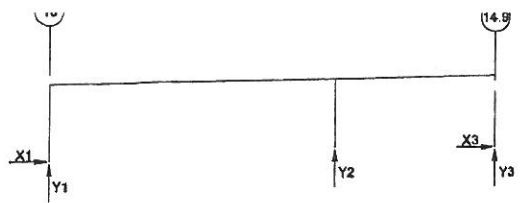


ANCHOR ROD DRAWINGS  
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME  
PORTLAND, ME  
2-BUILDING COMPLEX

DRAWN	CHECK	ORDER NO.	A3
BLO	JSA	CO95226	A4
17-NOV-09	17-NOV-09		

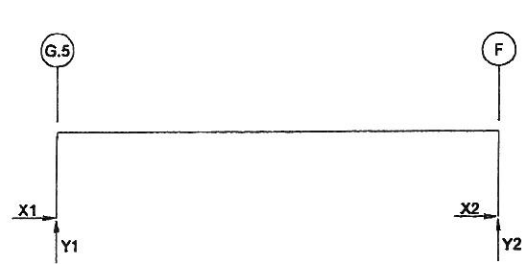
**CHIEF BUILDINGS**  
P.O. BOX 2078  
GRAND ISLAND, NE 68402-2078

REFERENCE NOTES  
1. ACTUAL BASE PLATE DIMENSIONS MAY BE SMALLER THAN BASE PLATE DIMENSIONS SHOWN.



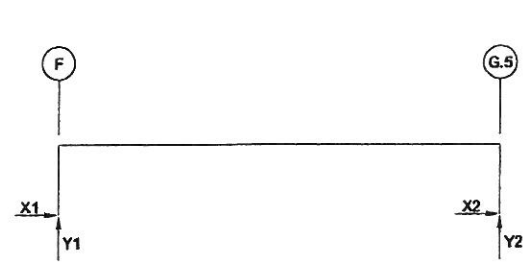
LOAD TYPE	X1	Y1	Y2	X3	Y3
DL - DEAD LOAD	0.2	2.5	5.8	-0.2	1.0
COL - COLLATERAL	0.3	2.4	5.4	-0.3	0.7
LL - LIVE LOAD	0.6	5.7	13.0	-0.8	1.7
SL - SNOW LOAD	3.2	22.0	64.3	-3.2	45.1
WLL - WIND FROM LEFT	-1.8	-5.4	-11.4	-1.9	0.4
WLR - WIND FROM RIGHT	1.8	-3.2	-7.1	3.0	-2.3
WL2 - WIND LT CASE 2	-2.4	-3.1	-6.3	-1.8	1.3
WR2 - WIND RT CASE 2	0.8	-1.0	-2.0	3.3	-1.4
WLE - WIND ON ENDWALL	1.1	-6.8	-12.8	-0.2	-2.0
WE2 - EW WIND CASE 2	1.2	-5.4	-13.0	-0.2	-3.3
LLA	0.5	5.8	9.0	-0.5	-1.8
LLB	0.1	-0.2	4.0	-0.1	3.5
SEI - SEISMIC LOAD	-1.3	-0.4	-2.0	-3.8	2.4
MAXIMUM POSITIVE	4.0	26.9	85.3	3.2	48.8
MAXIMUM NEGATIVE	-2.2	-5.3	-9.8	-4.3	-2.6

CO95226A01 REACTIONS USED AT LINE(S): J, G.S, & F



LOAD TYPE	X1	Y1	X2	Y2
DL - DEAD LOAD	0.1	0.6	-0.1	0.8
WLL - WIND FROM LEFT	-1.4	-1.5	-1.4	1.5
WLR - WIND FROM RIGHT	1.4	1.5	1.4	-1.5
SEL - SEISMIC LOAD	-4.5	-4.8	-4.5	4.8
SER - SEISMIC LOAD	4.5	4.8	4.5	-4.8
MAXIMUM POSITIVE	3.3	4.0	3.1	4.0
MAXIMUM NEGATIVE	-3.1	-3.0	-3.3	-3.0

CO95226AA1 REACTIONS USED AT LINE(S): 18



LOAD TYPE	X1	Y1	X2	Y2
DL - DEAD LOAD	0.1	0.6	-0.1	0.6
WLL - WIND FROM LEFT	-2.1	-2.1	-2.1	2.1
WLR - WIND FROM RIGHT	2.1	2.1	2.1	-2.1
SEL - SEISMIC LOAD	-4.8	-4.7	-4.8	4.7
SER - SEISMIC LOAD	4.6	4.7	4.6	-4.7
MAXIMUM POSITIVE	3.3	4.0	3.2	4.0
MAXIMUM NEGATIVE	-3.2	-3.0	-3.3	-3.0

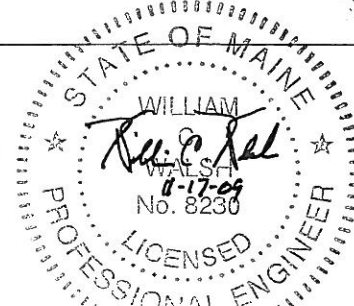
CO95226AC1 REACTIONS USED AT LINE(S): 14.9

- CHIEF BUILDINGS IS NOT RESPONSIBLE FOR CONCRETE AND/OR MASONRY DESIGN, DIMENSIONS & REINFORCING STEEL DETAILS. CHIEF BUILDINGS RECOMMENDS THE CONTRACTOR/BUILDER TO OBTAIN THE SERVICES OF A QUALIFIED DESIGN ENGINEER FOR DESIGNS & DRAWINGS OF MASONRY OR CONCRETE WALL, FLOORS, & FOUNDATIONS TO WITHSTAND THE COLUMN REACTIONS INDICATED ON THE A.B. PLAN. CONCRETE OR MASONRY WALLS SHALL ALSO BE DESIGNED TO WITHSTAND WIND/SEISMIC LOAD ON THE WALL & BASE OF BLDG. WALL PANEL.
- WHEN ENDWALL POST & CORNER POST REACTIONS ARE NOT INDICATED, THE CONTRACTOR/BUILDER &/OR CONCRETE DESIGN ENGINEER SHALL DETERMINE THE REACTIONS FROM THE SPECIFIED LIVE LOADS, WIND/SEISMIC LOAD, AND ANY APPLICABLE AUXILIARY LOADS.
- CONCRETE AND/OR MASONRY ELEV. INDICATED ARE PER THE AGREEMENT TO PURCHASE/CUSTOMER DRAWINGS RECEIVED FROM THE CONTRACTOR/BUILDER.

REVISIONS

4	_____
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1	_____

NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



REFERENCE NOTES

- ACTUAL BASE PLATE DIMENSIONS MAY BE SMALLER THAN BASE PLATE DIMENSIONS SHOWN.

ANCHOR ROD DRAWINGS

TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME

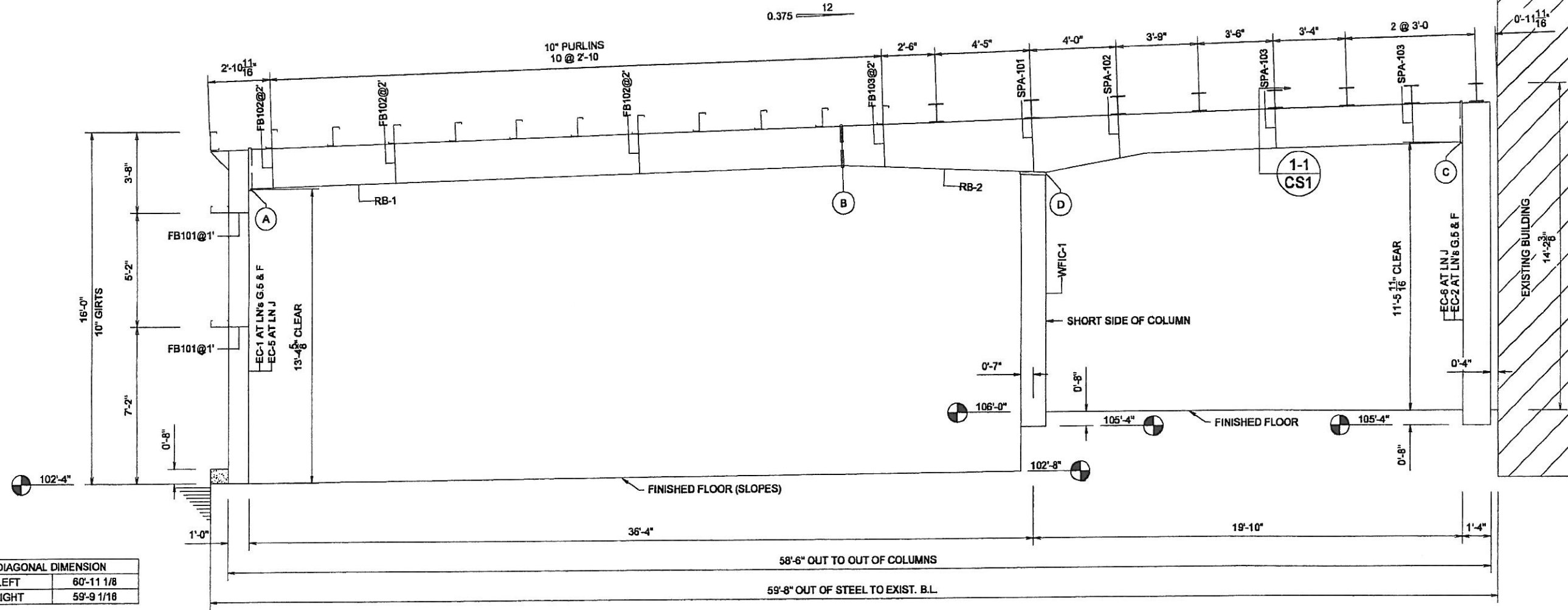
PORTLAND, ME

2-BUILDING COMPLEX



DRAWN	CHECK	ORDER NO.	A4
BLO	JSA	C095226	A4
17-NOV-09	17-NOV-09		

17-NOV-09



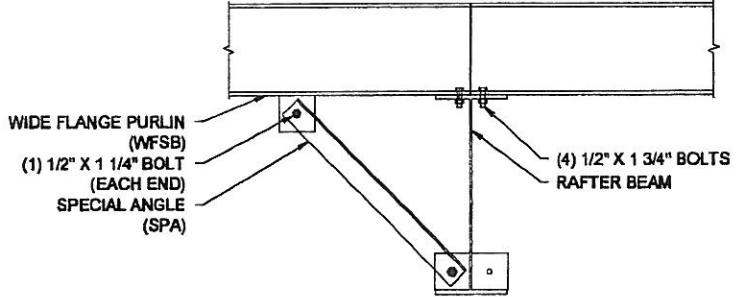
DIAGONAL DIMENSION	
LEFT	60'-11 1/8"
RIGHT	59'-9 1/16"

**CROSS SECTION**  
COLUMN LINES: J, G, 5, & F

**REFERENCE NOTES**

- BOLTING RECOMMENDATIONS—ALL HIGH STRENGTH BOLTS ARE A-325 WITH HEAVY HEX NUTS AND ARE TO BE INSTALLED USING THE SNUG TIGHT METHOD SPECIFIED IN THE 'SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 BOLTS', PUBLISHED BY RCSC, DATED JUNE 30, 2004. SNUG TIGHT CONDITION IS ATTAINED WITH A FEW IMPACTS OF AN IMPACT WRENCH OR THE FULL EFFORT OF AN IRON WORKER USING AN ORDINARY SPUD WRENCH TO BRING THE PLIES INTO FIRM CONTACT.
- BOLT SPECIFICATIONS — ALL BOLTS SPECIFIED THROUGHOUT THESE DRAWINGS WILL BE HIGH STRENGTH BOLTS CONFORMING TO ASTM A325 BOLT SPECIFICATIONS. SUBSTITUTION OF MILD STEEL BOLTS WILL NOT BE ALLOWED AND ANY FIELD SUBSTITUTION WILL VOID THE DESIGN WARRANTY.
- NUT SPECIFICATIONS — NUTS SPECIFIED THROUGHOUT THESE DRAWINGS WILL BE HIGH STRENGTH NUTS CONFORMING TO ASTM A194 GRADE 2 OR 2H, OR ASTM A563 GRADE C, D, OR DH NUT SPECIFICATIONS. SUBSTITUTION OF MILD STEEL NUTS WILL NOT BE ALLOWED, AND ANY FIELD SUBSTITUTION WILL VOID THE DESIGN WARRANTY.
- ALL ELEVATION DIMENSIONS ARE TAKEN FROM BOTTOM OF FRAME COLUMN BASE PLATE. REFER TO ANCHOR ROD DRAWING FOR BASE OF COLUMN ELEVATION.
- TEMPORARY BRACING SHALL BE INTRODUCED WHEREVER NECESSARY TO TAKE CARE OF ALL LOADS IMPOSED UPON THE STRUCTURE DURING THE ERECTION PROCESS.
- ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE MARKED.
- ALL DRAWINGS ARE NOT TO SCALE.
- NOTE: \* REFER TO GENERAL DETAILS AND SECTIONS FOR ROOF SHEET OVERHANG AND SPLICE LAP DIMENSIONS.
- FLANGE BRACES ARE REQUIRED ONLY ON ONE SIDE OF FRAME, EXCEPT THOSE FLANGE BRACES THAT ARE PRECEDED WITH A (2)FB... ARE REQUIRED ON BOTH SIDES OF THE FRAME.
- EAVE HEIGHT DIMENSION IS NOT ALWAYS TO THE TOP OF THE EAVE STRUT. DUE TO THERMAL BLOCK SITUATIONS, EAVE HEIGHT DIMENSION AND TOP GIRT SPACE DIMENSION MAY BE TO THE INTERSECTION OF THE TOP OF THE PURLINS. REFER TO THE EAVE DETAILS FOR MORE INFORMATION.
- ALL WELDS HAVE A MINIMUM CHARPY V-NOTCH TOUGHNESS OF 20 FT-LBF AT MINUS 20 DEGREES F.

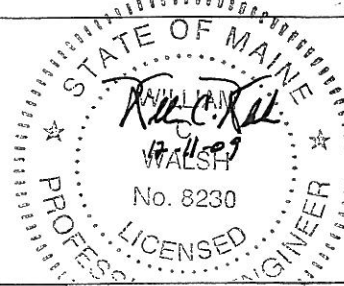
SPLICE BOLT TABLE			
SPLICE	NO	SIZE	DEPTH
A	10	5/8 X 1 1/2	1'-10"
B	10	5/8 X 1 1/2	1'-10"
C	10	5/8 X 1 1/2	1'-10"
D	4	5/8 X 2	1'-0"



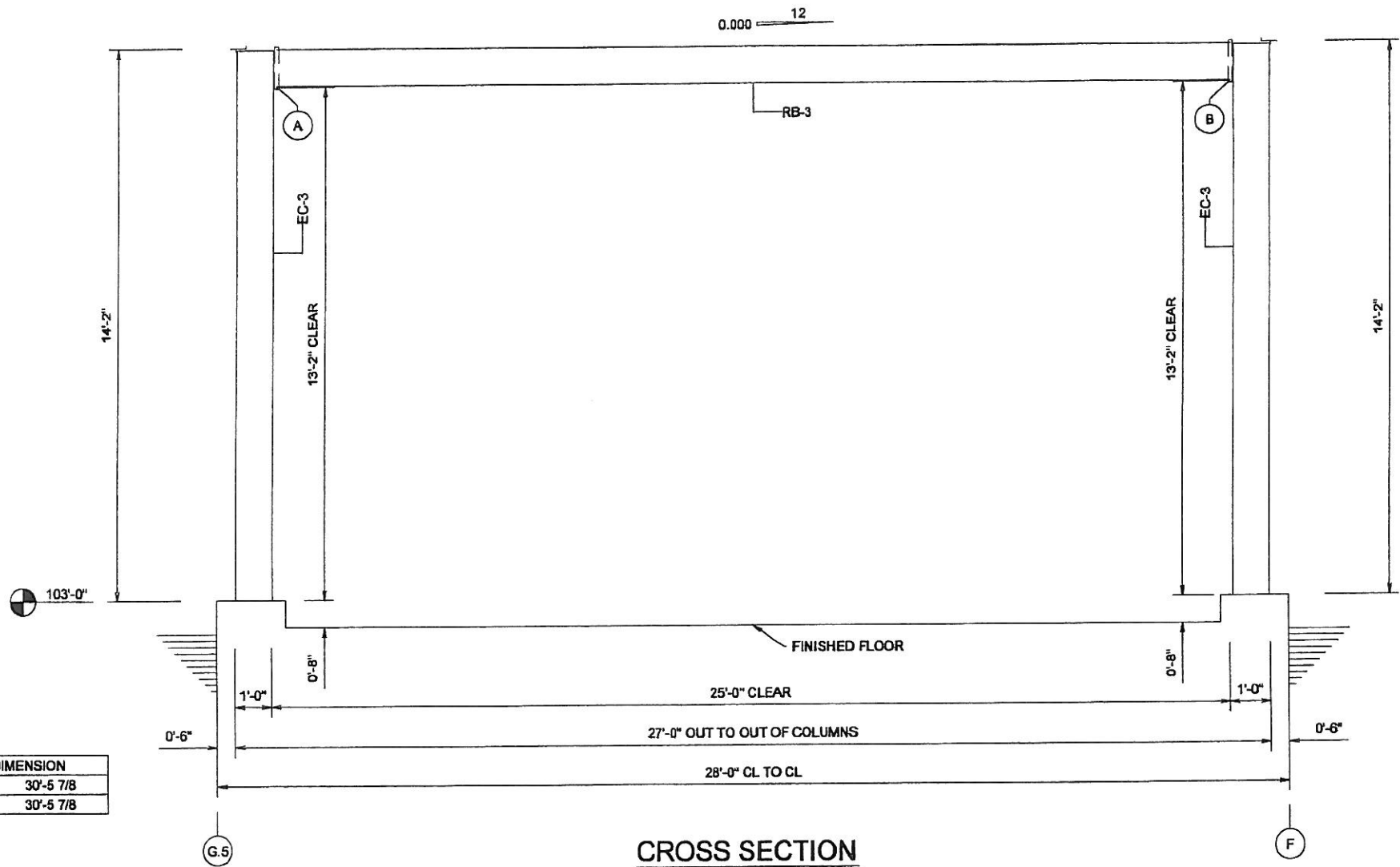
SECTION 1-1  
CS1

REVISIONS	
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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



CROSS SECTION			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
	DRAWN	CHECK	ORDER NO.
	BLO / AL	JSA	CS1
17-NOV-09		7-DEC-09	
C095226		CS6	



DIAGONAL DIMENSION	
LEFT	30'-5 7/8
RIGHT	30'-5 7/8

**CROSS SECTION**  
COLUMN LINES: 18

SPLICE BOLT TABLE			
SPLICE	NO	SIZE	DEPTH
A	8	5/8 X 2	1'-0
B	8	5/8 X 2	1'-0

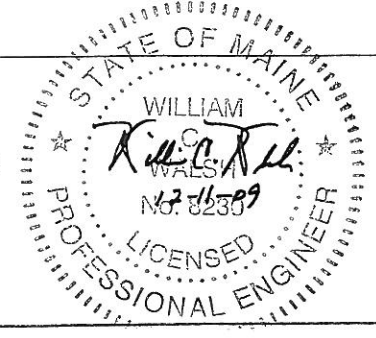
**REFERENCE NOTES**

- BOLTING RECOMMENDATIONS—ALL HIGH STRENGTH BOLTS ARE A-325 WITH HEAVY HEX NUTS AND ARE TO BE INSTALLED USING THE SNUG TIGHT METHOD SPECIFIED IN THE 'SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 BOLTS', PUBLISHED BY RCSC, DATED JUNE 30,2004. SNUG TIGHT CONDITION IS ATTAINED WITH A FEW IMPACTS OF AN IMPACT WRENCH OR THE FULL EFFORT OF AN IRON WORKER USING AN ORDINARY SPUD WRENCH TO BRING THE PLIES INTO FIRM CONTACT.
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- NUT SPECIFICATIONS – NUTS SPECIFIED THROUGHOUT THESE DRAWINGS WILL BE HIGH STRENGTH NUTS CONFORMING TO ASTM A194 GRADE 2 OR 2H, OR ASTM A563 GRADE C, D, OR DH NUT SPECIFICATIONS. SUBSTITUTION OF MILD STEEL NUTS WILL NOT BE ALLOWED, AND ANY FIELD SUBSTITUTION WILL VOID THE DESIGN WARRANTY.
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- ALL WELDS HAVE A MINIMUM CHARPY V-NOTCH TOUGHNESS OF 20 FT-LBF AT MINUS 20 DEGREES F.

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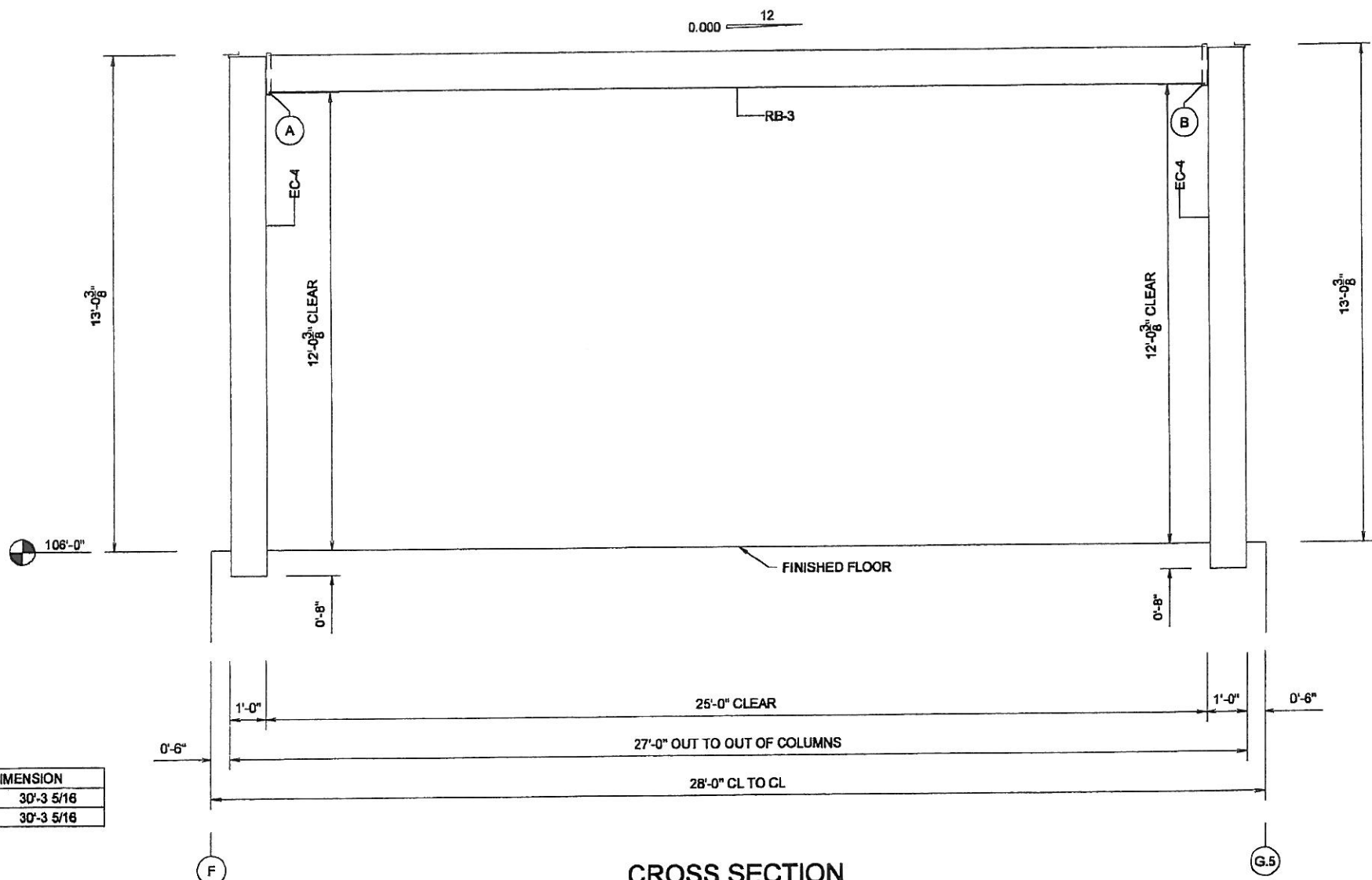
REVISIONS	
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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



CROSS SECTION			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
	DRAWN	CHECK	ORDER NO.
	BLO / AL	JSA	CS2
17-NOV-09 7-DEC-09			CS6
CO95226			





DIAGONAL DIMENSION	
LEFT	30'-3 5/16
RIGHT	30'-3 5/16

**CROSS SECTION**  
COLUMN LINES: 14.9

SPLICE BOLT TABLE			
SPLICE	NO	SIZE	DEPTH
A	8	5/8 X 2	1'-0
B	8	5/8 X 2	1'-0

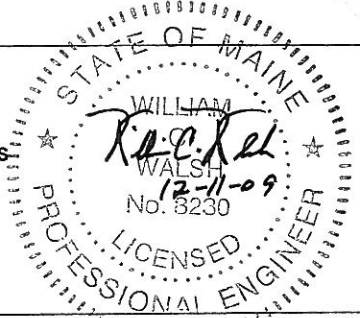
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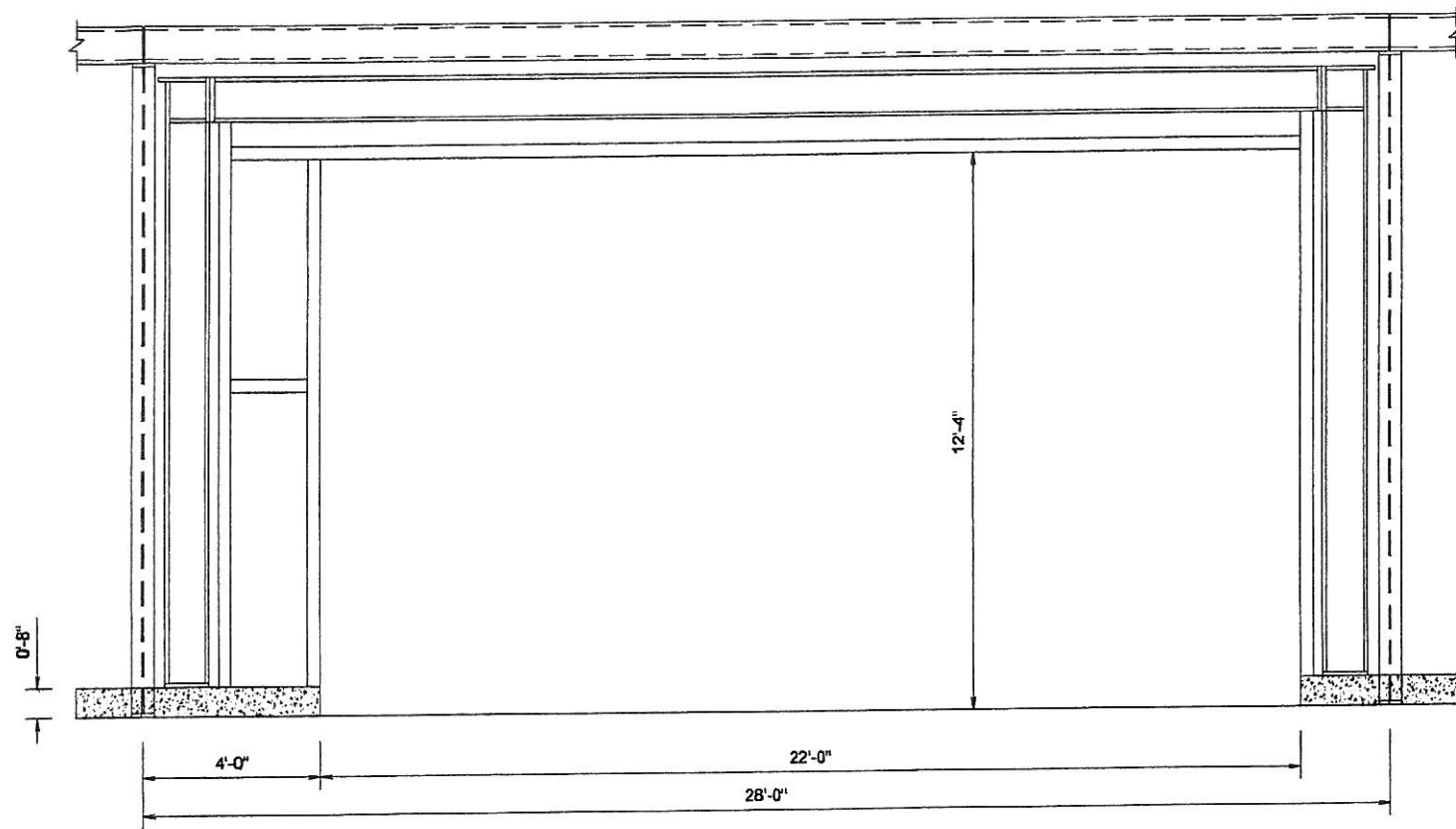
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REVISIONS	
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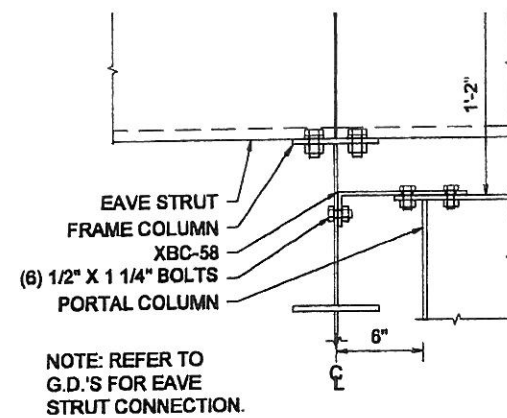
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



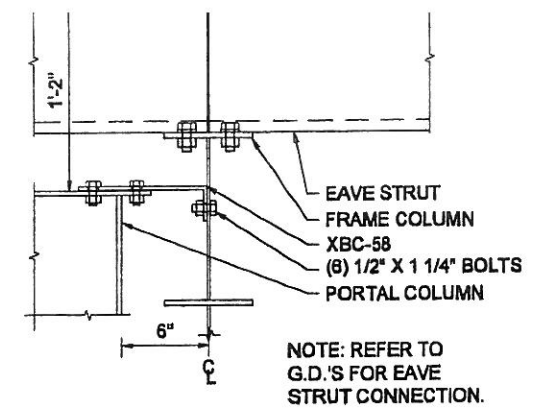
CROSS SECTION			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
<b>CHIEF BUILDINGS</b> <small>P.O. BOX 2078            GRAND ISLAND, ME            04022-2078</small>	DRAWN	CHECK	ORDER NO.
	BLO / AL	JSA	CO95226
	17-NOV-09	7-DEC-09	
			CS3 CS6



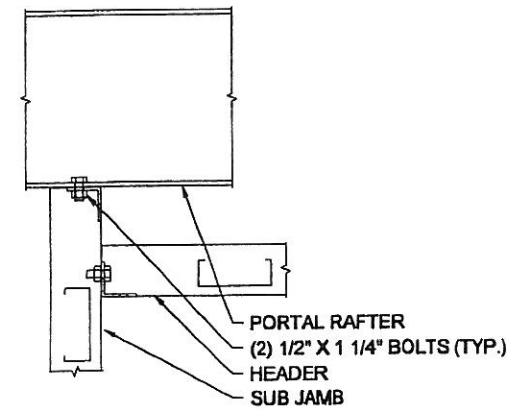
PORTAL FRAME ELEVATION  
COL. LINE 18



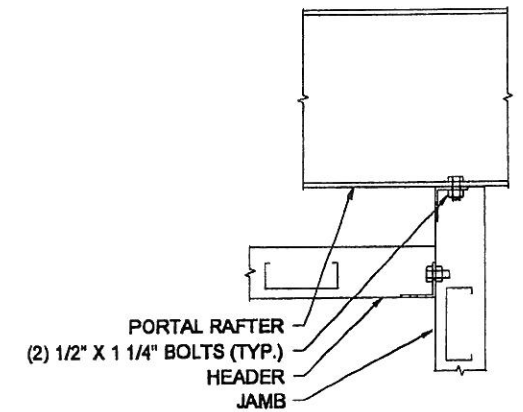
PORTAL FRAME TO MAIN  
FRAME CONNECTION



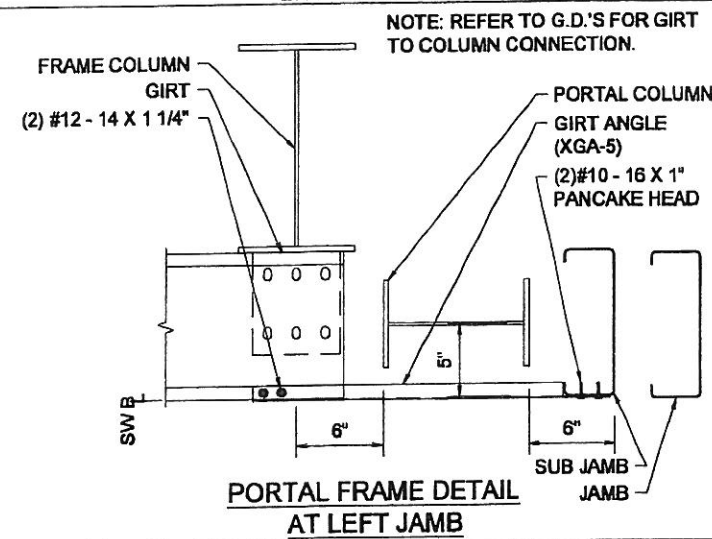
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FRAME CONNECTION



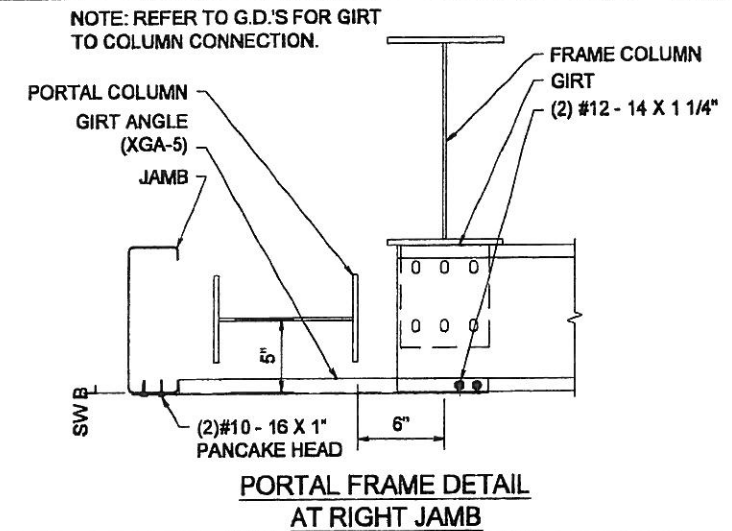
SUB JAMB TO  
RAFTER WITH HEADER



SUB JAMB TO  
RAFTER WITH HEADER



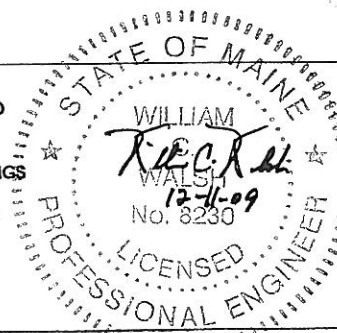
PORTAL FRAME DETAIL  
AT LEFT JAMB



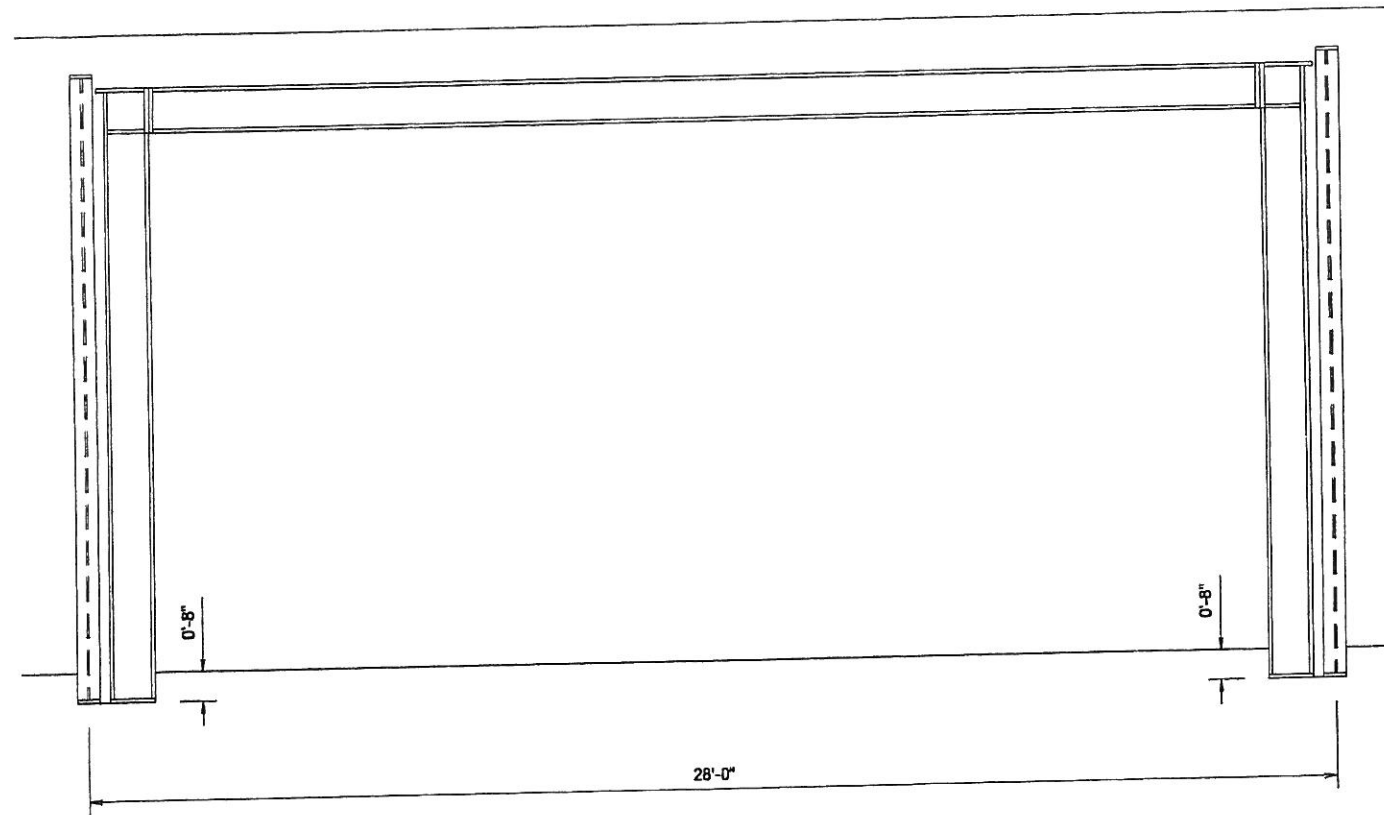
PORTAL FRAME DETAIL  
AT RIGHT JAMB

REVISIONS	
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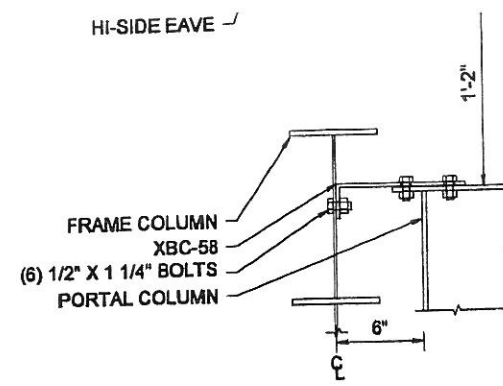
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



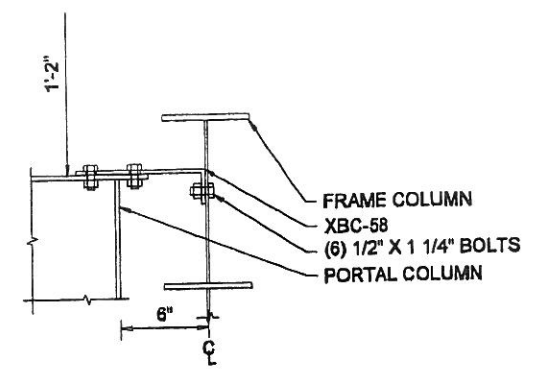
CROSS SECTIONS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
	AL	JSA	CS4
	2-DEC-09	7-DEC-09	CS6
			CO95226



**PORTAL FRAME ELEVATION**  
COL. LINE 14.9



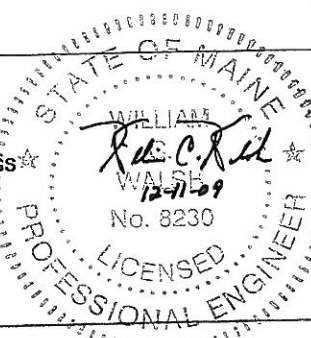
**PORTAL FRAME TO MAIN  
FRAME CONNECTION**



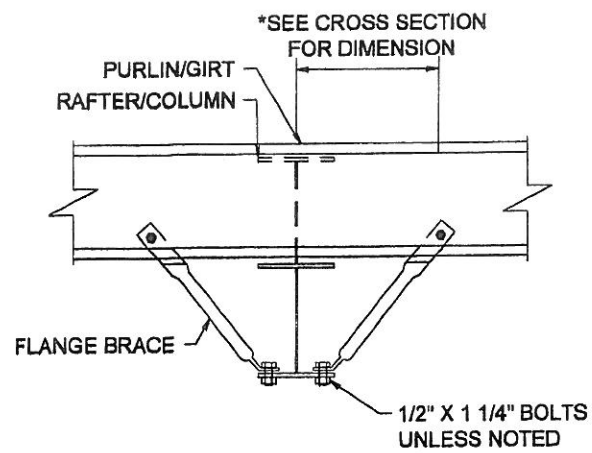
**PORTAL FRAME TO MAIN  
FRAME CONNECTION**

REVISIONS	
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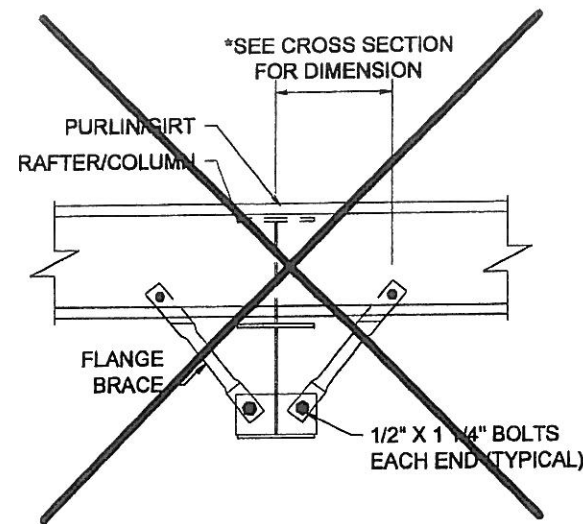
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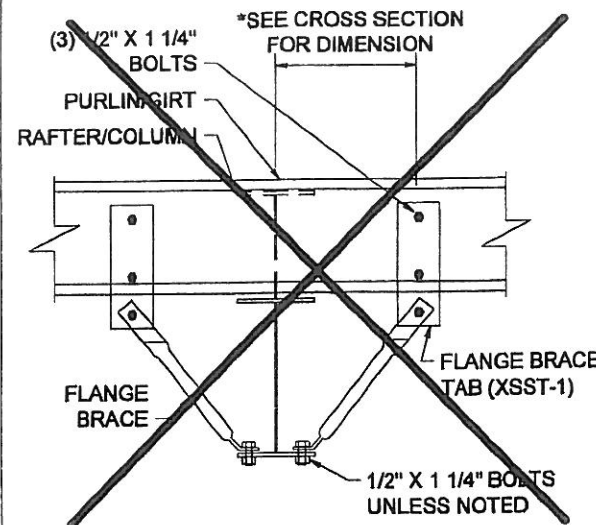
CROSS SECTIONS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
<b>CHIEF BUILDINGS</b> <small>a division of Chief Industries, Inc.</small>	DRAWN	CHECK	ORDER NO.
	AL	JSA	CS5
	2-DEC-09	7-DEC-09	CO95226
			CS



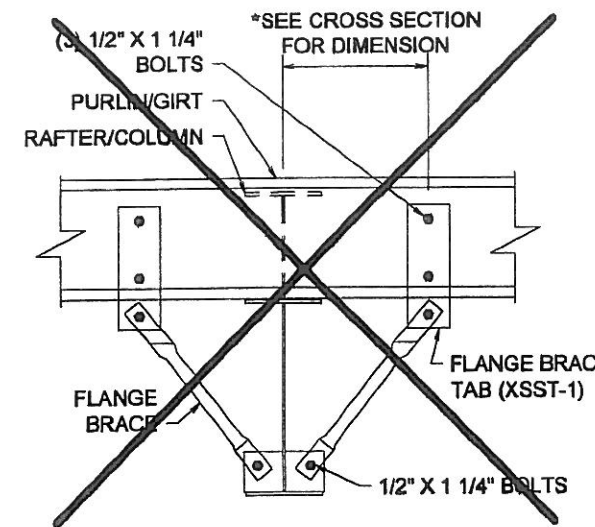
**FLANGE BRACE**  
"1-1 or 1-1S CONNECTION"



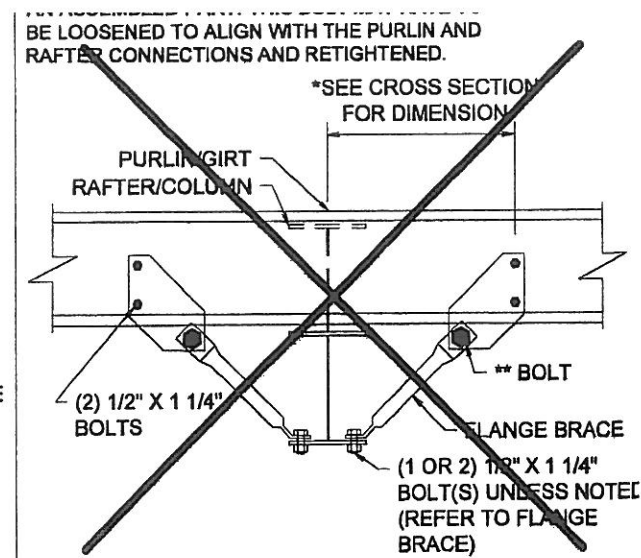
**FLANGE BRACE**  
"4-1 CONNECTION"



**FLANGE BRACE**  
"1-4 CONNECTION"

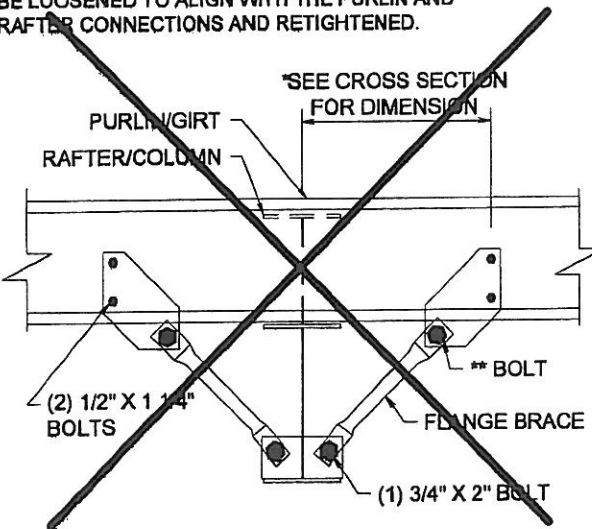


**FLANGE BRACE**  
"4-4 CONNECTION"

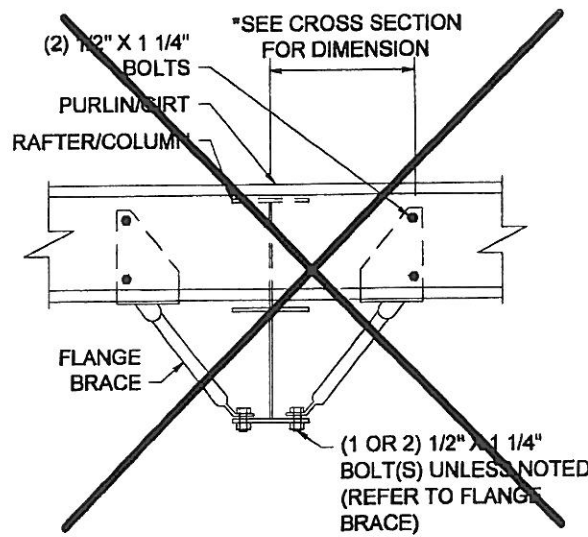


**FLANGE BRACE**  
"1-7, 1-8, 1-9, 2-7, 2-8, or 2-9 CONNECTION"

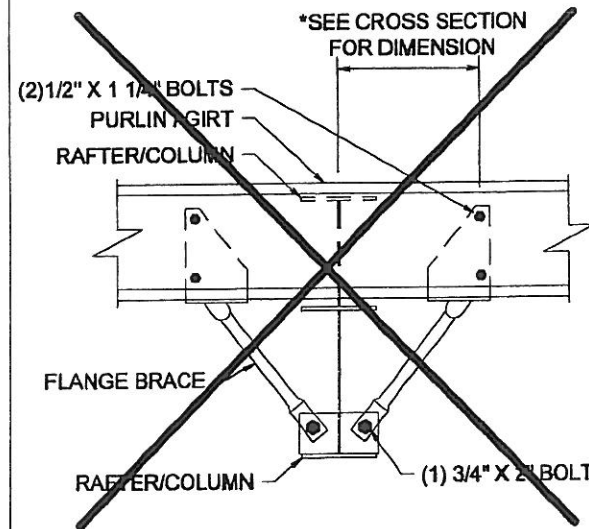
\*\* FIELD NOTE: FLANGE BRACE WILL ARRIVE AS AN ASSEMBLED PART. THIS BOLT MAY HAVE TO BE LOOSENED TO ALIGN WITH THE PURLIN AND RAFTER CONNECTIONS AND RETIGHTENED.



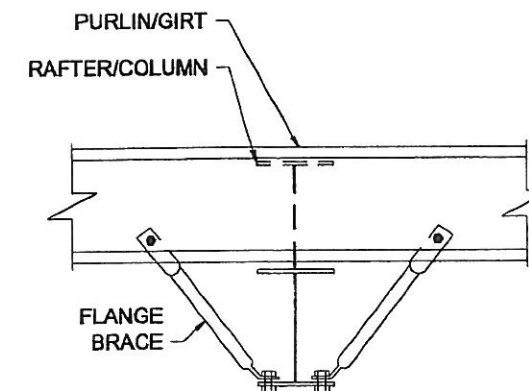
**FLANGE BRACE**  
"5-7, 5-8, or 5-9 CONNECTION"



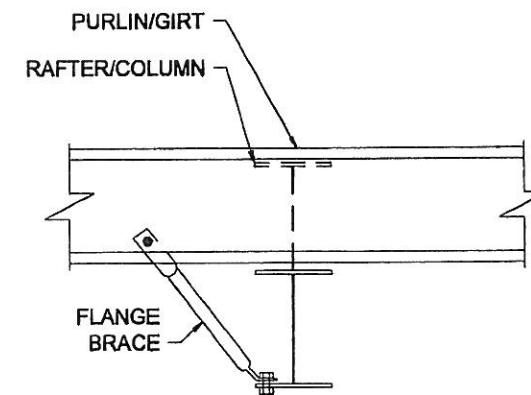
**FLANGE BRACE**  
"1-2 or 2-2 CONNECTION"



**FLANGE BRACE**  
"5-2 CONNECTION"



**TYPICAL FLANGE BRACE**  
BOTH SIDES CONNECTION

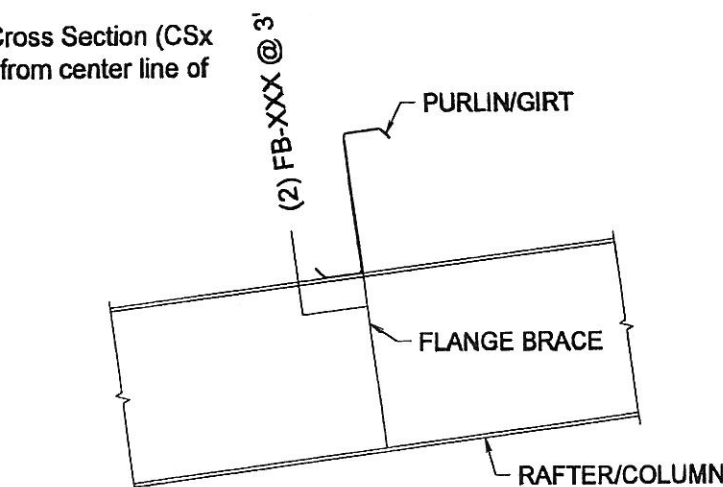


**TYPICAL FLANGE BRACE**  
ONE SIDE CONNECTION

REFER TO BUILDING CROSS SECTION FOR ACTUAL QUANTITY OF FLANGE BRACES REQUIRED.

1. (2) = Quantity of flange brace
2. FB-XXX = Part mark
3. 3' = nominal punch from centerline of frame

See flange brace mark on Cross Section (CSx pages) for nominal spacing from center line of frame.

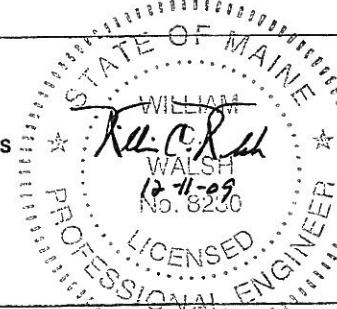


**\* KEY PLAN**

RELEASED 11-04-09  
SUPERSEDES

REVISIONS	
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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



NOTE:

- SEE BUILDING CROSS SECTION FOR FLANGE BRACE PIECE MARKS.
- FIELD BEND FLANGE BRACES AS REQUIRED TO MATCH HOLES IN PURLINS AND GIRTS.
- SEE ROOF FRAMING PLAN FOR PURLIN LAP DIMENSION.
- FILL ALL HOLES IN THE FLANGE BRACE WITH BOLTS.
- FOR PURLIN TO FRAME RAFTER CONNECTION AND PURLIN LAP CONNECTION REFER TO PURLIN CONNECTION DETAILS.
- IF FLANGE BRACE CONNECTION OCCURS WITHIN THE PURLIN LAP, INSTALL FLANGE BRACE BEFORE TIGHTENING PURLIN BOLTS.

FLANGE BRACE CONNECTIONS PROCGRD3

TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME

PORTLAND, ME

2-BUILDING COMPLEX

<b>CHIEF BUILDINGS</b> a division of Chief Industries, Inc. P.O. BOX 2078 GRAND ISLANDS, ME 04802-2078	DRAWN	CHECK	ORDER NO.	CS6
	AL	JSA	C095226	CS6

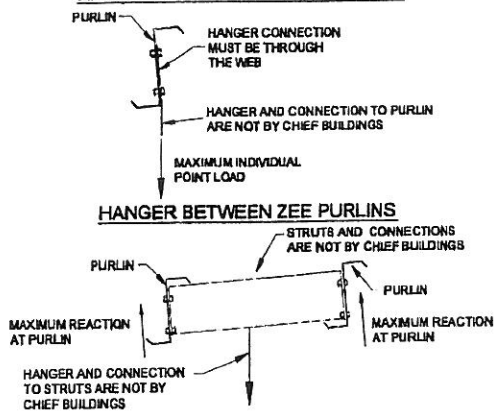
24-NOV-09 9-DEC-09

**Collateral Loads**

This building has been designed for a collateral load of 5 psf. The total applied loads due to ceiling panels, ducts, sprinkler distribution lines, electrical equipment, conduit, fireproofing, other piping and mechanical loads, etc., cannot exceed this collateral load. In no case shall the total uniform collateral load on an individual roof member exceed the product of 5 psf times the spacing of the supporting member. Nor shall any individual point load or summation of point loads on any one roof member exceed the product of 5 psf times the member spacing times half the member length. In addition, no individual point load on a purlin can exceed 100 lbs. All loads suspended from purlins shall have the load introduced through the web and not the flange of the purlin. Hangers cannot be supported from the edge of flanges or through holes in the flanges of the purlins. Design of hangers and their attachments are not by Chief Buildings. Chief Buildings is NOT responsible for lateral or longitudinal bracing of suspended members subjected to horizontal service, seismic, or wind loading.

Chief Buildings neither assumes nor accepts any responsibility for the design of hangers, bracing of suspended members, transverse support members, nor connections to roof purlins. It is the responsibility of the Buyer/Contractor and/or End Owner to have this design performed by a registered design professional.

**HANGER AT INDIVIDUAL ZEE PURLIN**

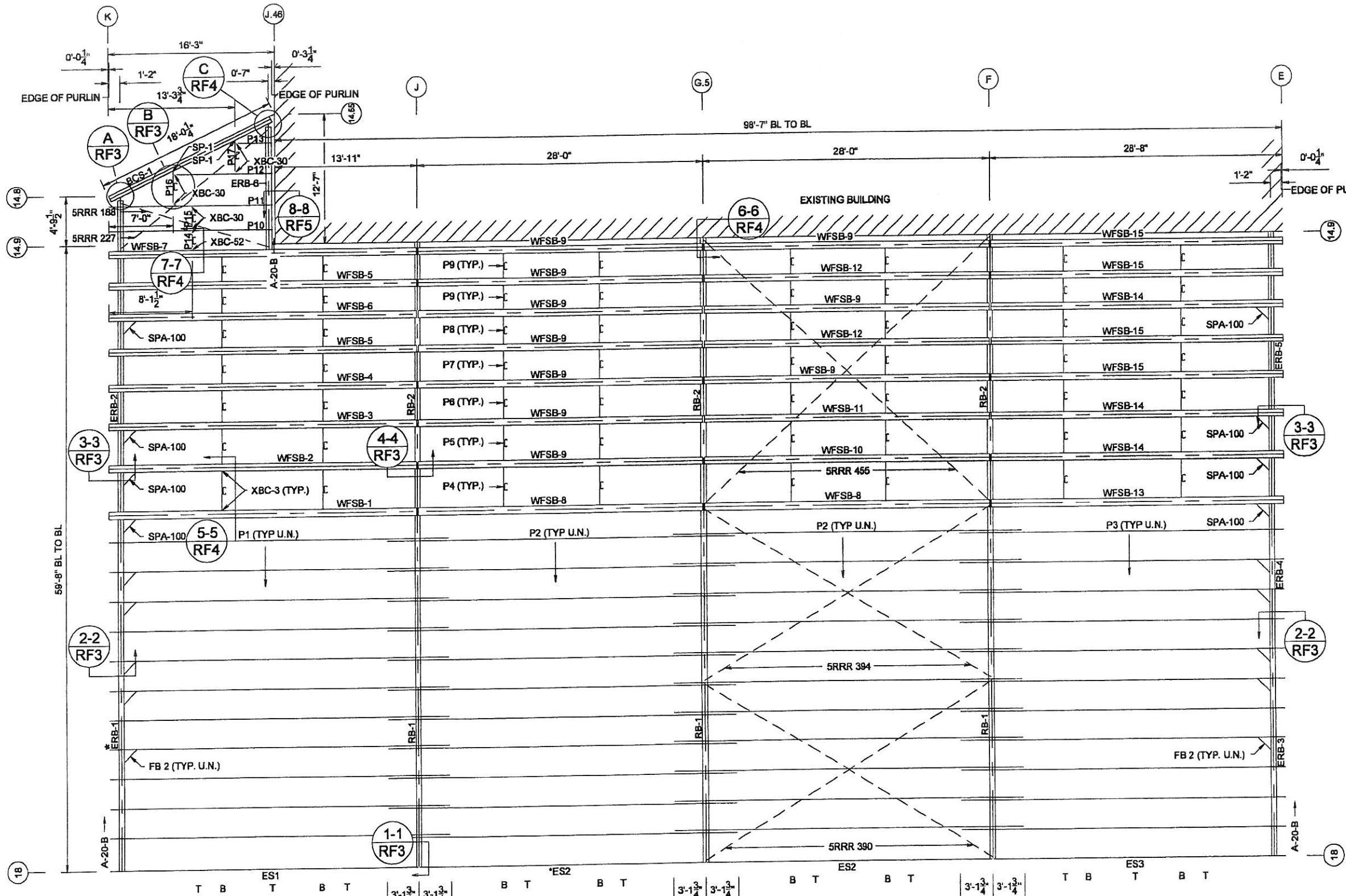
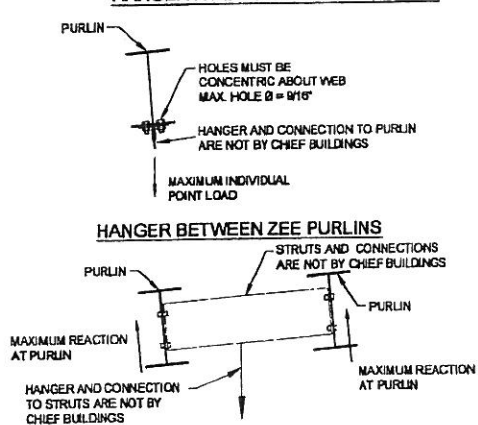


**Collateral Loads**

This building has been designed for a collateral load of 5 psf. The total applied loads due to ceiling panels, ducts, sprinkler distribution lines, electrical equipment, conduit, fireproofing, other piping and mechanical loads, etc., cannot exceed this collateral load. In no case shall the total uniform collateral load on an individual roof member exceed the product of 5 psf times the spacing of the supporting member. Nor shall any individual point load or summation of point loads on any one roof member exceed the product of 5 psf times the member spacing times half the member length. In addition, no individual point load on a purlin can exceed 300 lbs. All loads suspended from purlins shall have the load introduced through the web and not the flange of the purlin. Hangers cannot be supported from the edge of flanges. Maximum 9/16" diameter holes can be drilled in the flanges of the WF purlins for support clips (not by Chief Buildings.) Design of hangers and their attachments are not by Chief Buildings. Chief Buildings is NOT responsible for lateral or longitudinal bracing of suspended members subjected to horizontal service, seismic, or wind loading.

Chief Buildings neither assumes nor accepts any responsibility for the design of hangers, bracing of suspended members, transverse support members, nor connections to roof purlins. It is the responsibility of the Buyer/Contractor and/or End Owner to have this design performed by a registered design professional.

**HANGER AT INDIVIDUAL ZEE PURLIN**



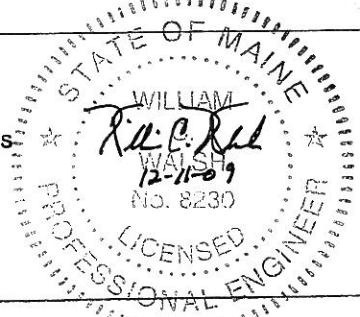
\*NOTE: ES2 & ERB-1 HAVE A "CHIEF" LOGO STICKER. ERECT THE MEMBERS SO THE STICKER IS TOWARDS THE OUTSIDE OF THE BUILDING.

**ROOF FRAMING PLAN**

**REVISIONS**

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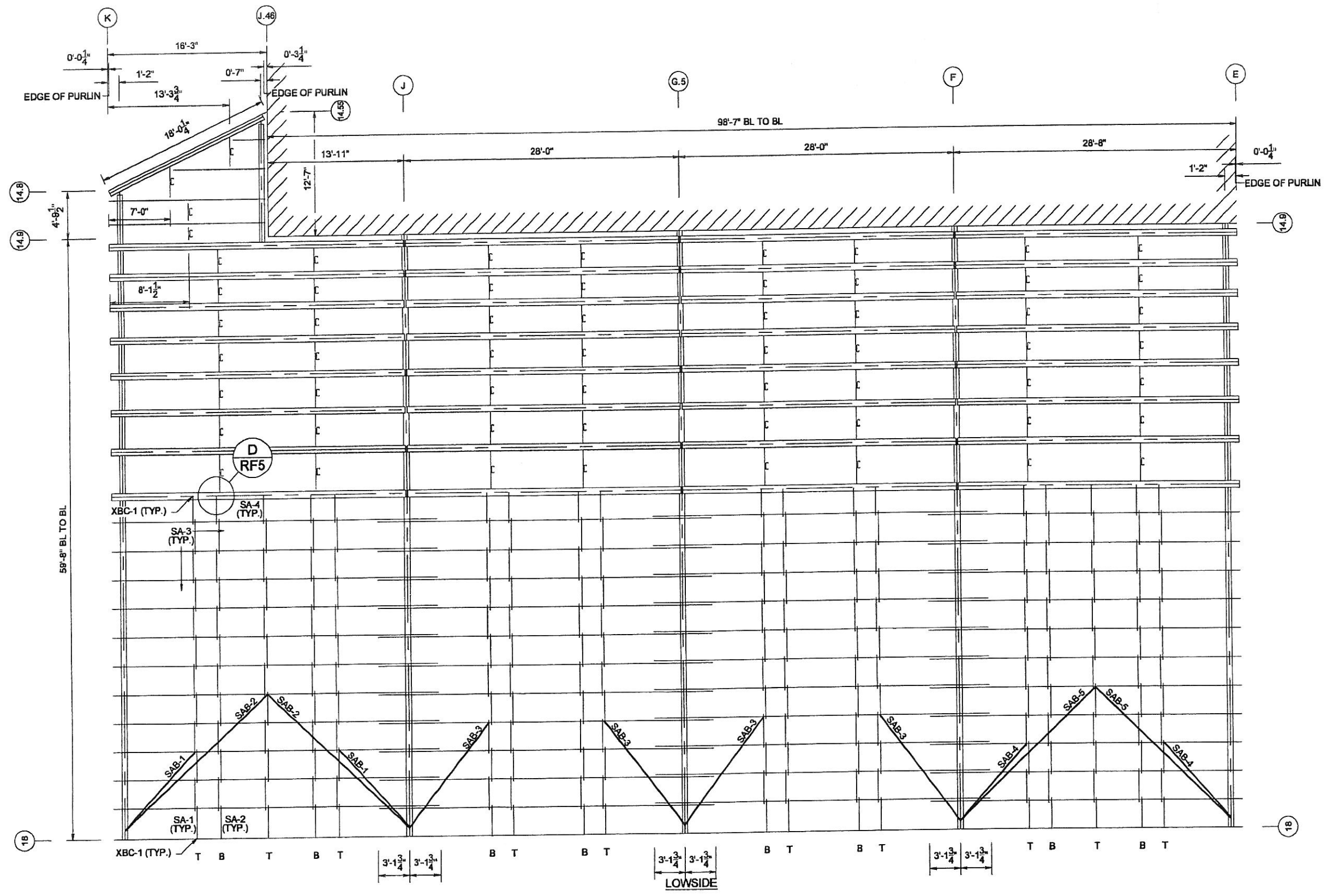
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



<b>ROOF FRAMING DRAWINGS</b>			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
DRAWN	CHECK	ORDER NO.	RF1
AL/BLO	JSA / AL	CO95226	RF6
18-NOV-09	9-DEC-09		

**REFERENCE NOTES**

- ALL PURLINS ATTACH TO FRAMING USING "STD" ATTACHMENT UNLESS NOTED. REFER TO GD MANUAL SECTION 4 FOR BOLT LOCATIONS.
- "T" = TOP SAG ANGLE.  
"B" = BOTTOM SAG ANGLE.

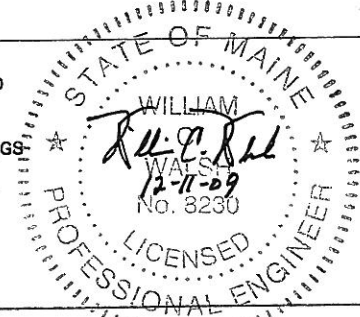


PURLIN BRACING PLAN

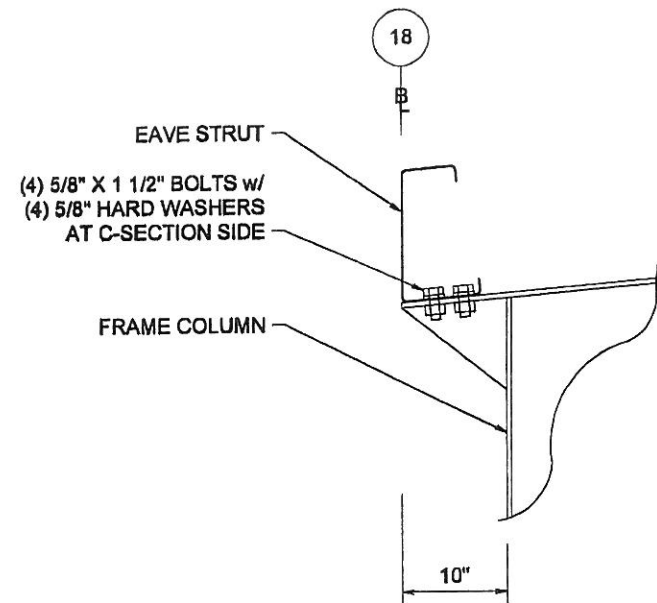
- REFERENCE NOTES**
1. ALL PURLINS ATTACH TO FRAMING USING "STD" ATTACHMENT UNLESS NOTED. REFER TO GD MANUAL SECTION 4 FOR BOLT LOCATIONS.
  2. "T" = TOP SAG ANGLE.  
"B" = BOTTOM SAG ANGLE.

REVISIONS	
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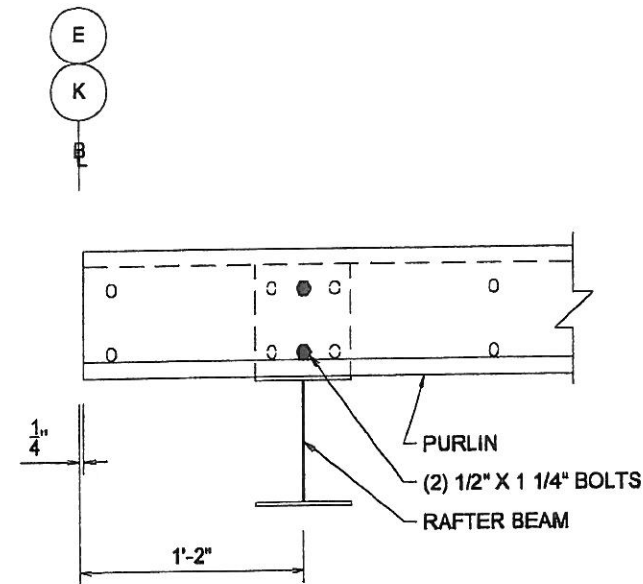
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



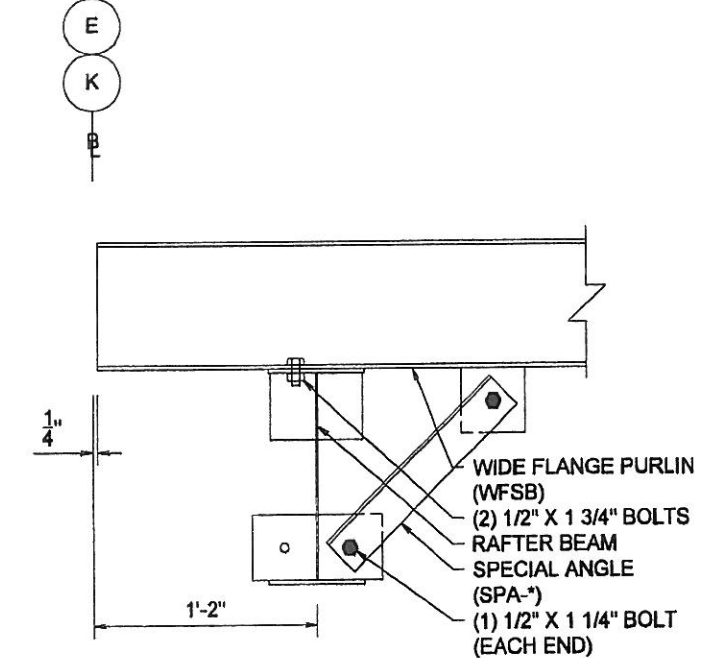
ROOF FRAMING DRAWINGS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
<b>CHIEF BUILDINGS</b> <small>P.O. BOX 3078            GRAND ISLAND, ME            04802-2078</small>	DRAWN	CHECK	ORDER NO.
	AL/BLO	JSA / AL	CO95226
	18-NOV-09	9-DEC-09	RF2
			RF6



SECTION 1-1  
RF1

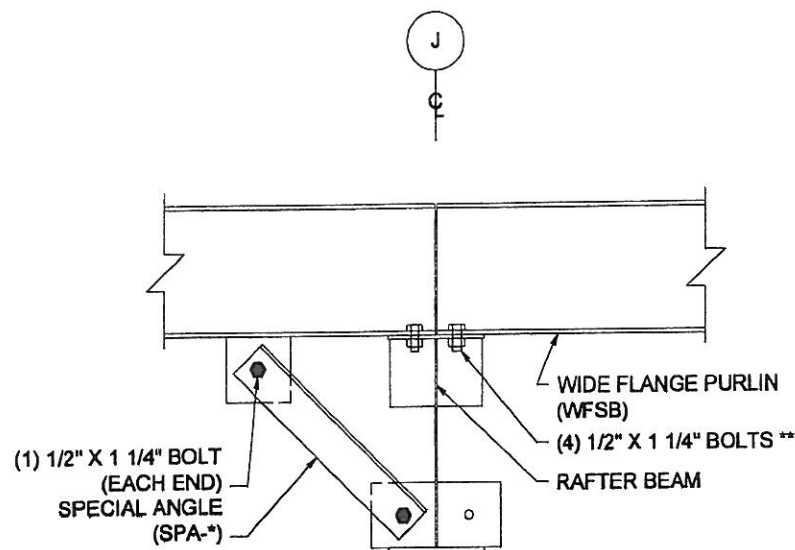


SECTION 2-2  
RF1



SECTION 3-3  
RF1

\*NOTE: REFER TO PG. RF1 FOR PIECE MARKS AND LOCATIONS OF SPECIAL ANGLE (SPA).

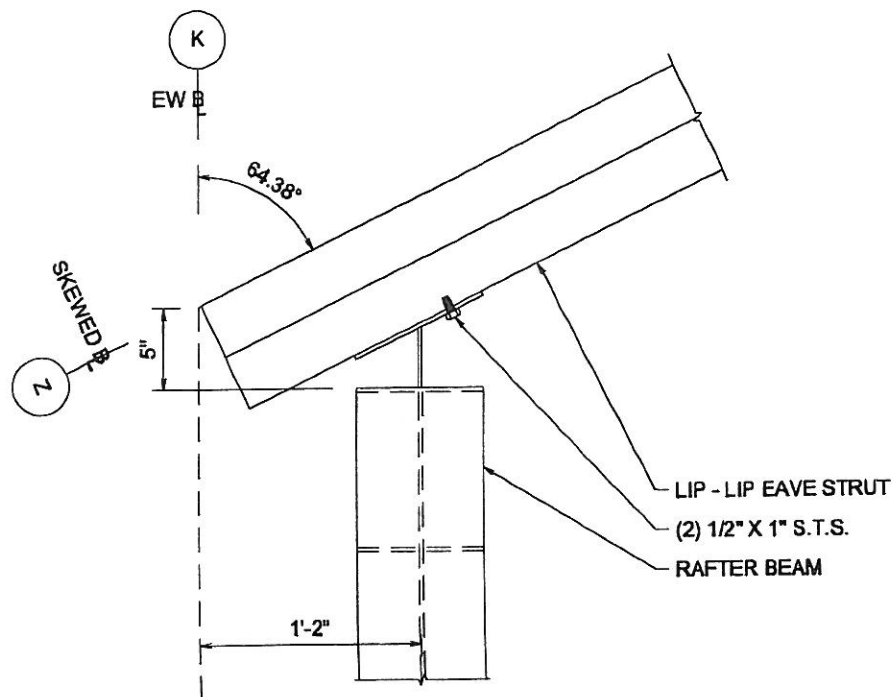


SECTION 4-4  
RF1

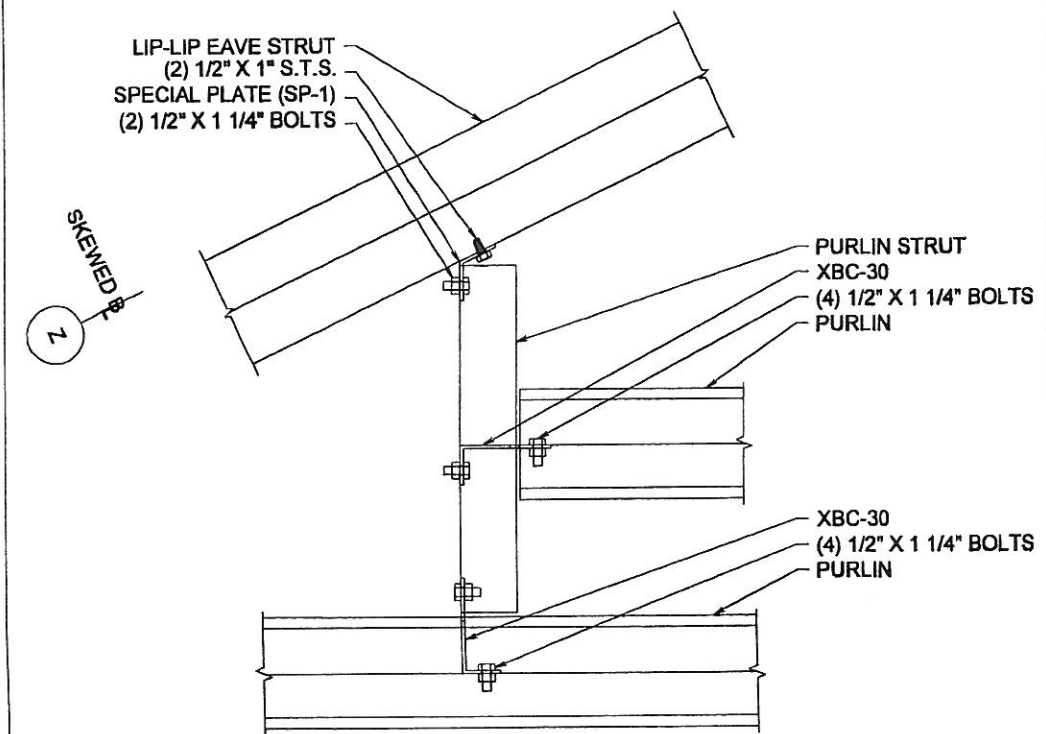
\*NOTE: REFER TO PG. CS1 FOR PIECE MARKS AND LOCATIONS OF SPECIAL ANGLE (SPA).

\*\* NOTE: USE 1/2" X 1 3/4" BOLTS WHERE RAFTER FLANGE THICKNESS IS 1/2"

NOTE: TYPICAL AT LINES G.5 & F



DETAIL A  
RF1

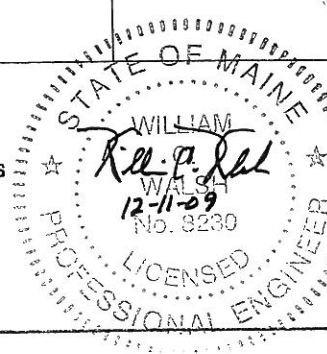


DETAIL B  
RF1

REVISIONS

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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



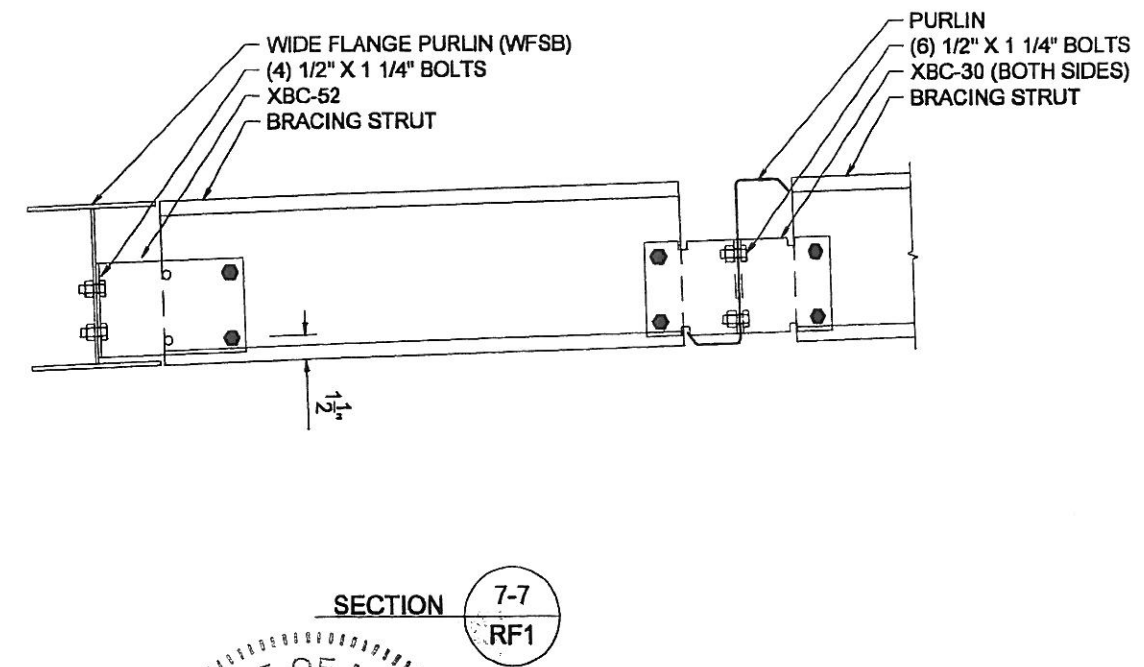
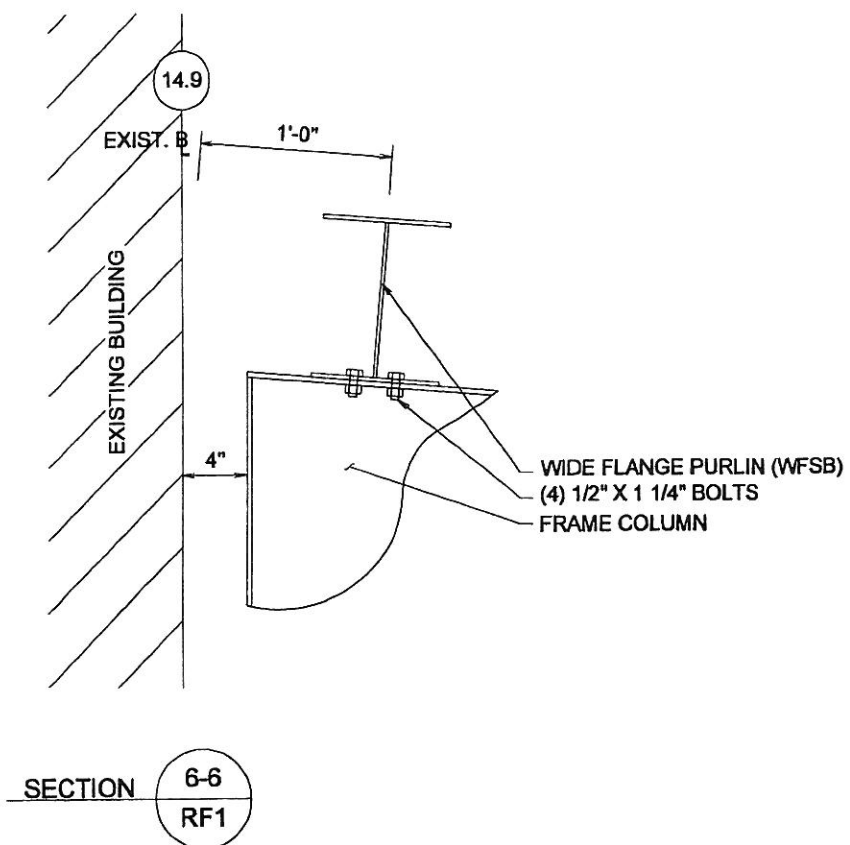
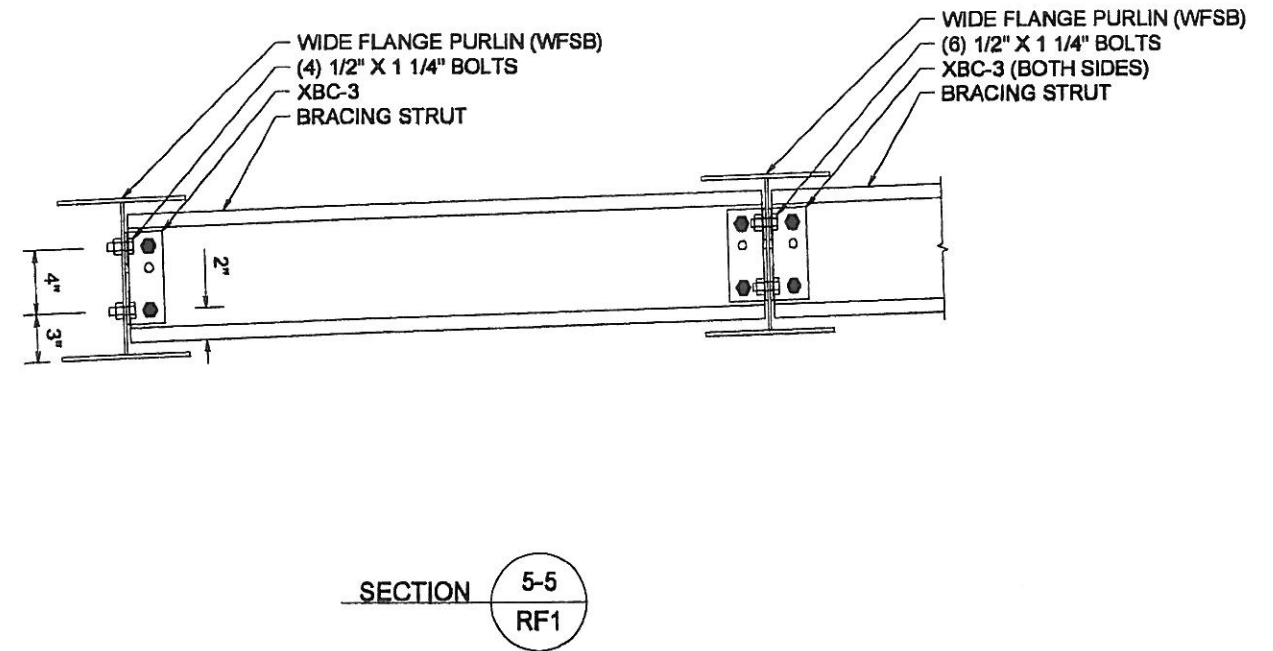
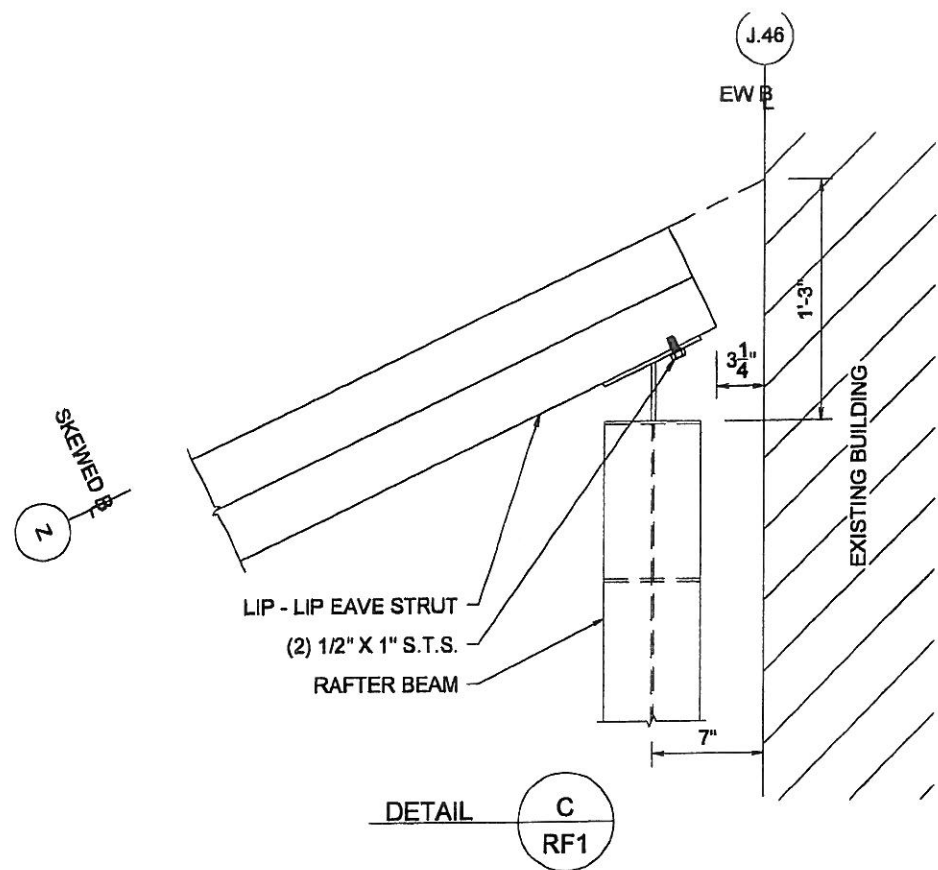
EAVE & GABLE SECTIONS

TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME  
PORTLAND, ME

2-BUILDING COMPLEX

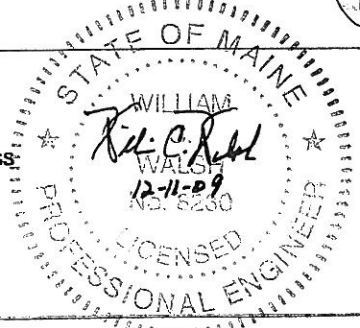
CHIEF BUILDINGS a division of Chief Industries, Inc. P.O. BOX 2078 GRAND ISLAND, ME 04802-2078	DRAWN	CHECK	ORDER NO.	RF3
	AL/BLO	JSA / AL	CO95226	RF6

18-NOV-09 9-DEC-09



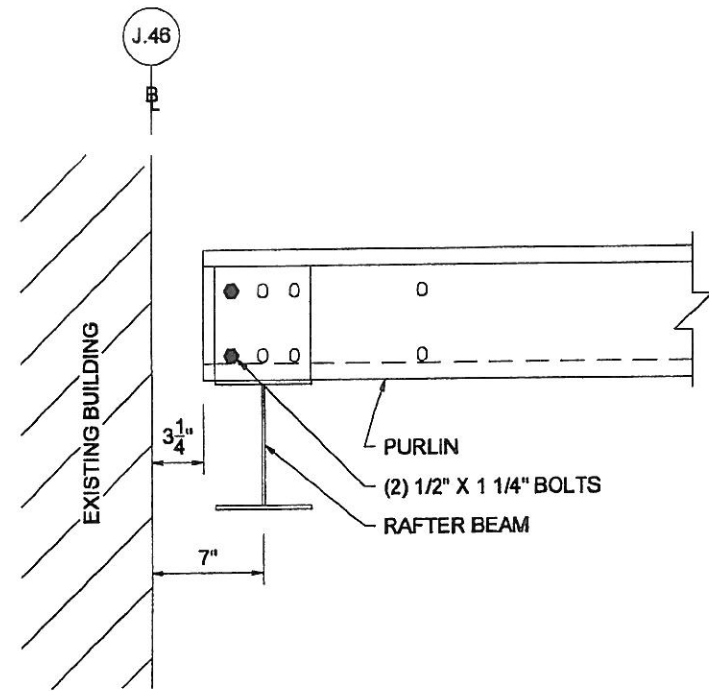
REVISIONS	
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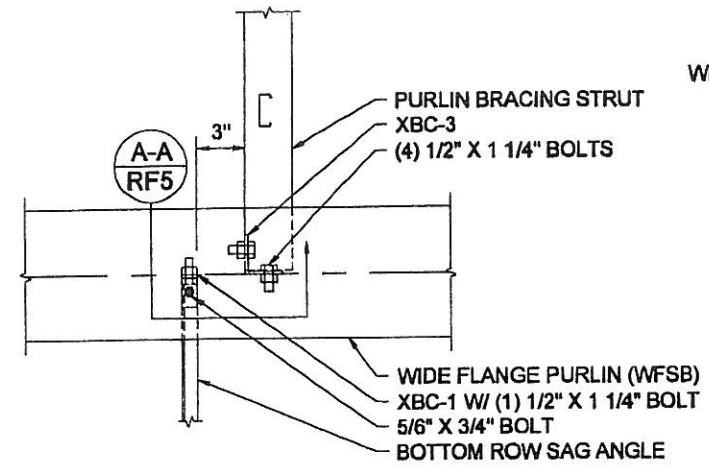


EAVE & GABLE SECTIONS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
<b>CHIEF BUILDINGS</b> <small>a Division of Chief Industries, Inc.</small> <small>P.O. BOX 2078            GRAND ISLAND, ME            04832-2078</small>	DRAWN	CHECK	ORDER NO.
	BLO	JSA / AL	CO95226
	18-NOV-09	9-DEC-09	RF4
			RF6

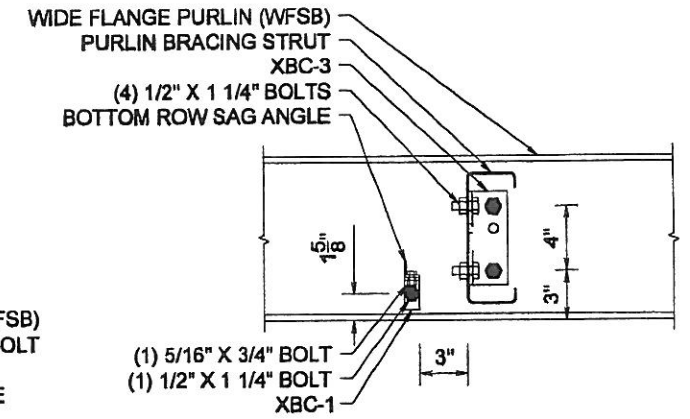




SECTION 8-8  
RF1



DETAIL D  
RF2

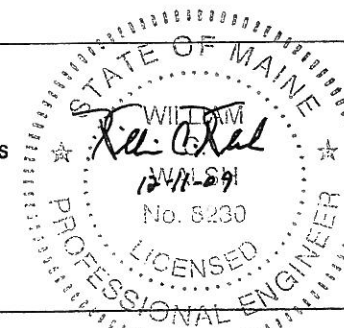


SECTION A-A  
RF5

REVISIONS

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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



EAVE & GABLE SECTIONS

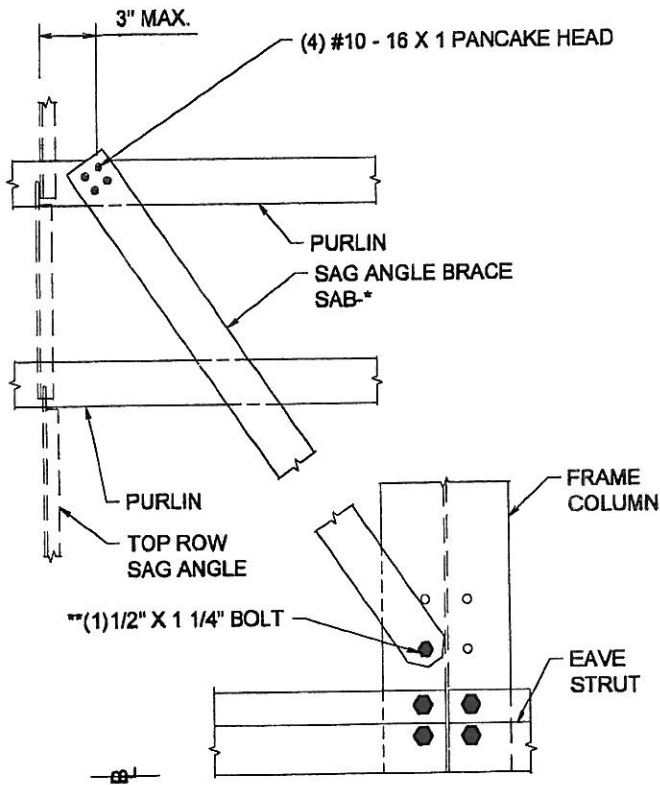
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME

PORTLAND, ME

2-BUILDING COMPLEX

<b>CHIEF BUILDINGS</b> <small>P.O. BOX 2078          GRAND ISLAND, ME          04842-2078</small>	DRAWN	CHECK	ORDER NO.	RF5
	BLO	JSA / AL	CO95226	RF6
	18-NOV-09	9-DEC-09		

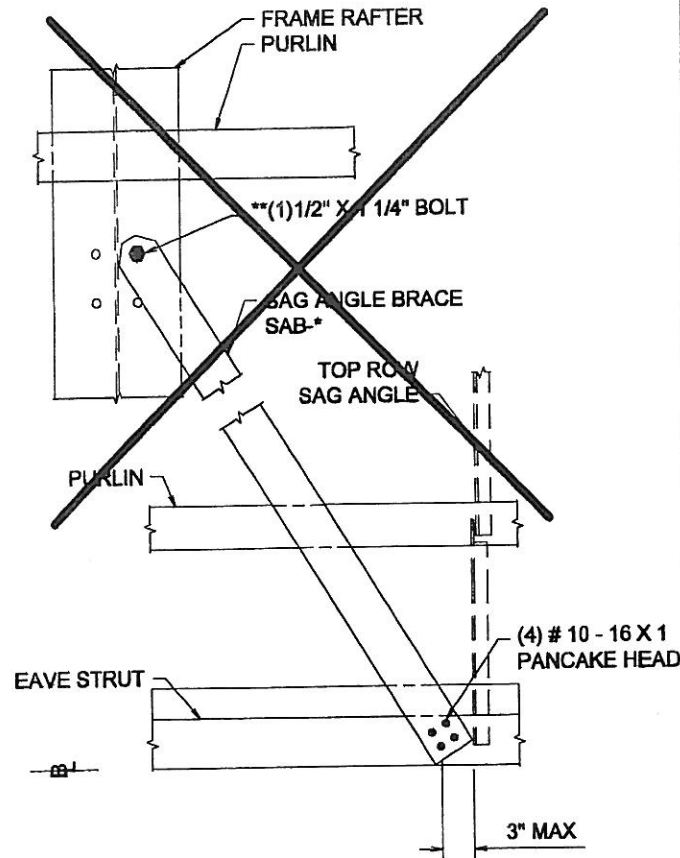
NOTE: FIELD BEND FLAT STRAP FROM TOP OF PURLINS TO TOP OF FRAME RAFTER. BOLT STRAP TO FRAME BEFORE SCREWING TO PURLIN OR EAVE STRUT.



FLAT STRAP CONNECTION ENDING AT COLUMN

GD10501

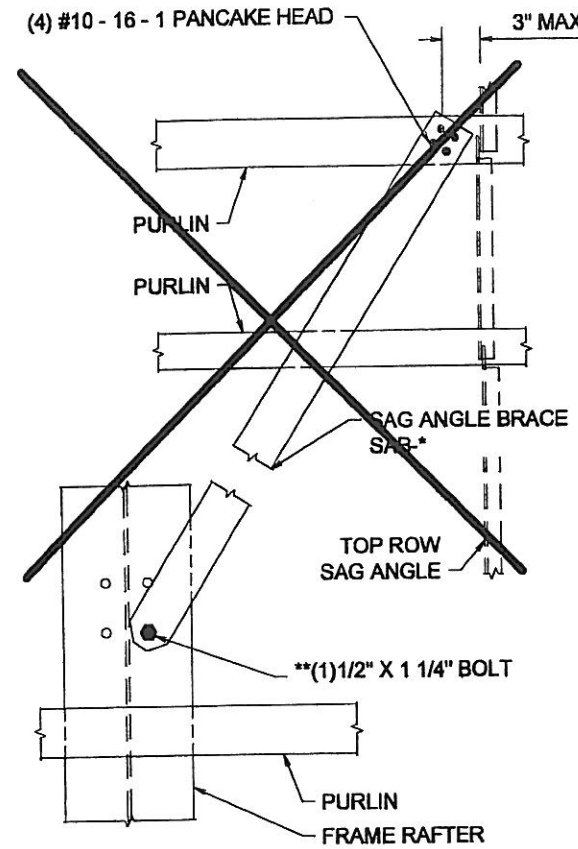
NOTE: FIELD BEND FLAT STRAP FROM TOP OF PURLINS TO TOP OF FRAME RAFTER. BOLT STRAP TO FRAME BEFORE SCREWING TO PURLIN OR EAVE STRUT.



FLAT STRAP CONNECTION ENDING AT EAVE STRUT

GD10502

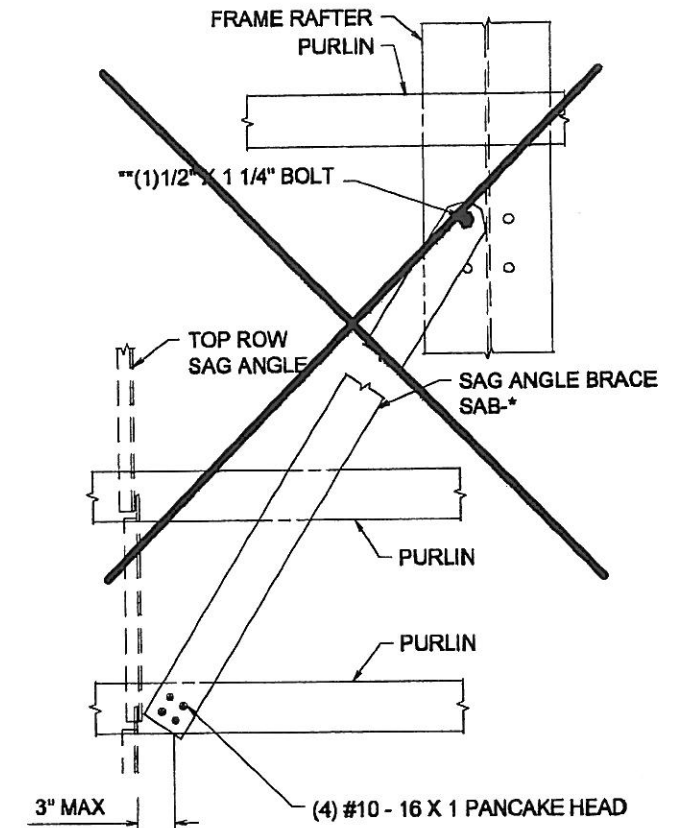
NOTE: FIELD BEND FLAT STRAP FROM TOP OF PURLINS TO TOP OF FRAME RAFTER. BOLT STRAP TO FRAME BEFORE SCREWING TO PURLIN OR EAVE STRUT.



FLAT STRAP CONNECTION ENDING AT FRAME RAFTER

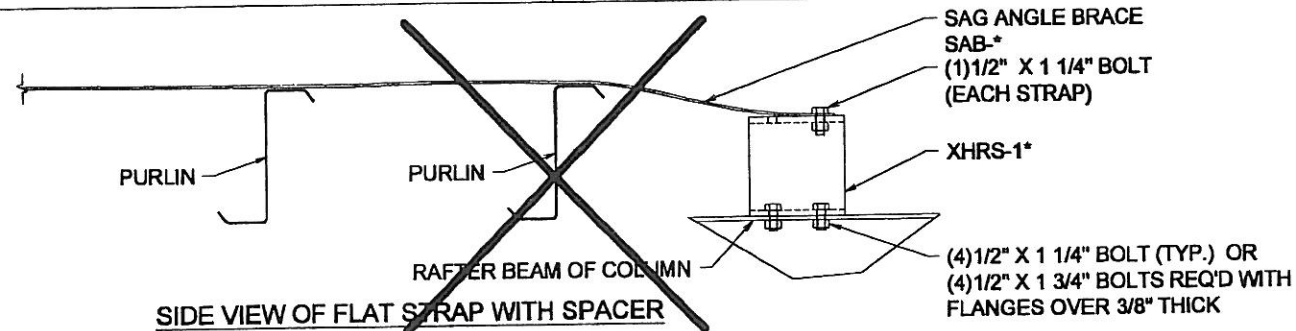
GD10503

NOTE: FIELD BEND FLAT STRAP FROM TOP OF PURLINS TO TOP OF FRAME RAFTER. BOLT STRAP TO FRAME BEFORE SCREWING TO PURLIN OR EAVE STRUT.

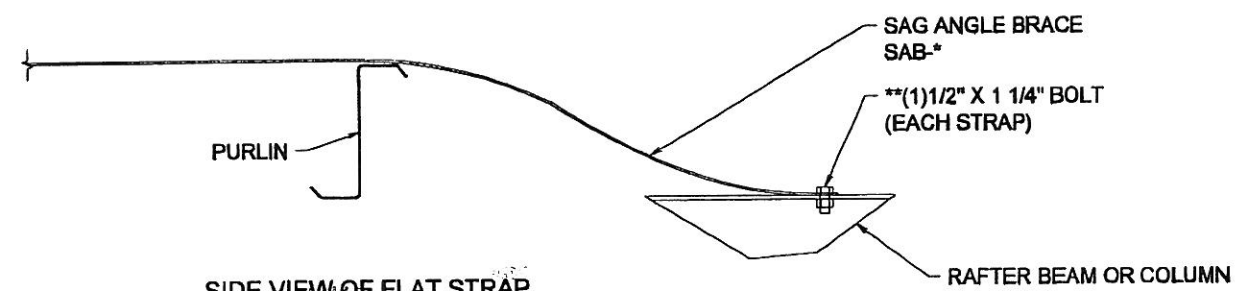


FLAT STRAP CONNECTION ENDING AT PURLIN

GD10504



SIDE VIEW OF FLAT STRAP WITH SPACER



SIDE VIEW OF FLAT STRAP

NOTE:

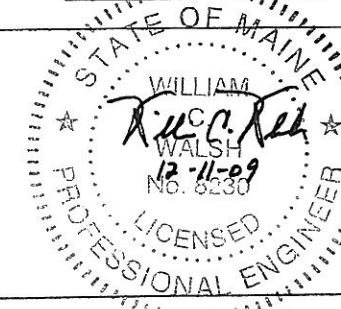
1. THE DETAILS ON THIS PAGE OVERRIDE DETAILS IN THE GENERAL DETAILS MANUAL.
2. SAG ANGLE BRACING IS TO BE PLACED ON THE TOP OF THE PURLINS AND BENT DOWN TO THE RAFTER/COLUMN FLANGE.
3. TERMINATION OF THE STRAP AT THE PURLINS IS TO BE WITHIN 3" OF THE TOP ROW SAG ANGLE.
4. \*REFER TO ROOF BRACING PLAN FOR LOCATIONS AND CALLOUTS.
5. \*\*- 1/2" X 1 3/4" BOLTS MAY BE REQUIRED AT FLANGES THAT ARE 5/8" AND THICKER.

RELEASED	02-13-07
SUPERSEDES	02-14-06

REVISIONS

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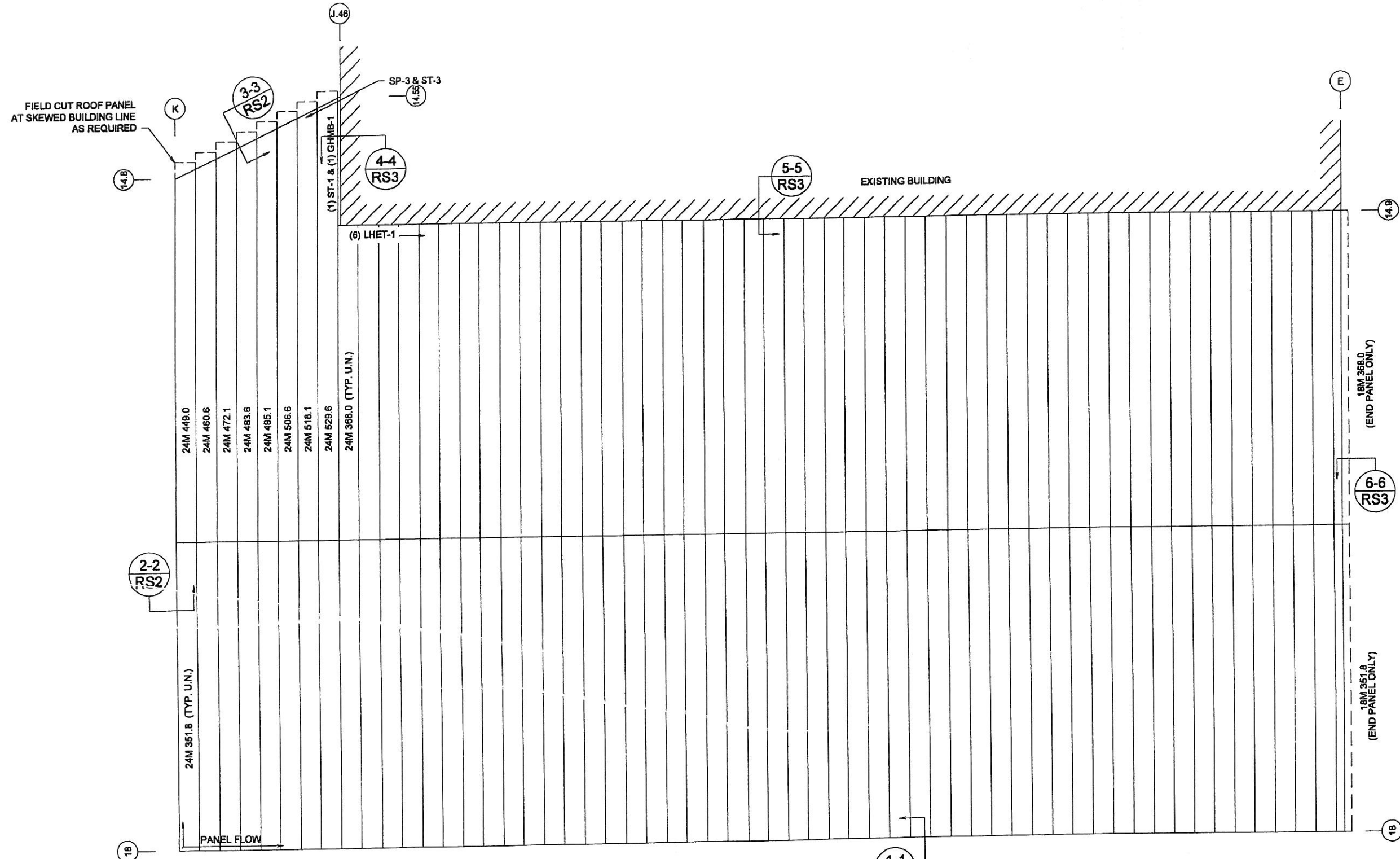
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



FLAT STRAP SAG ANGLE BRACING INSTALLATION  
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME  
PORTLAND, ME

2-BUILDING COMPLEX

CHIEF BUILDINGS a division of Chief Industries, Inc. P.O. BOX 2078 GRAND ISLAND, NE 68802-2078	DRAWN	CHECK	ORDER NO.	RF6
	AL	JSA	CO95226	RF6
	24-NOV-09	9-DEC-09		

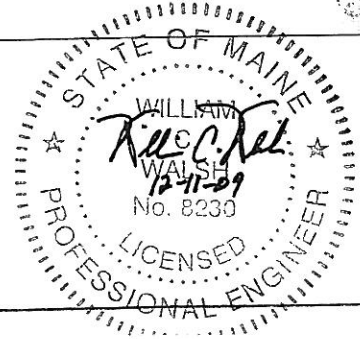


**MSC ROOF PANEL PLAN**  
**UL 90**

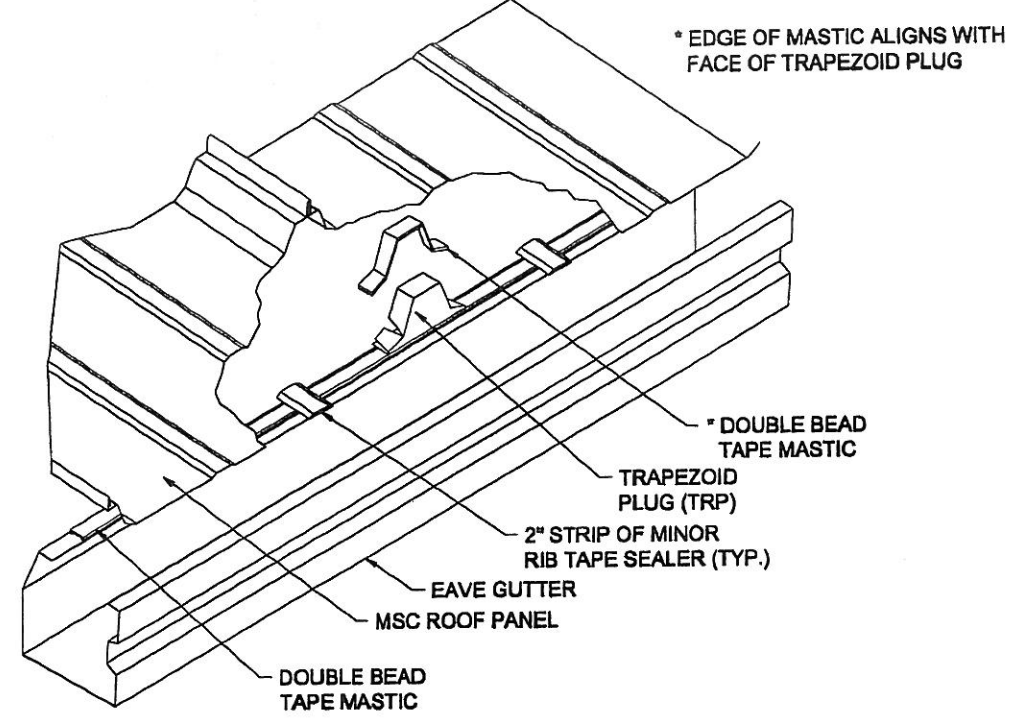
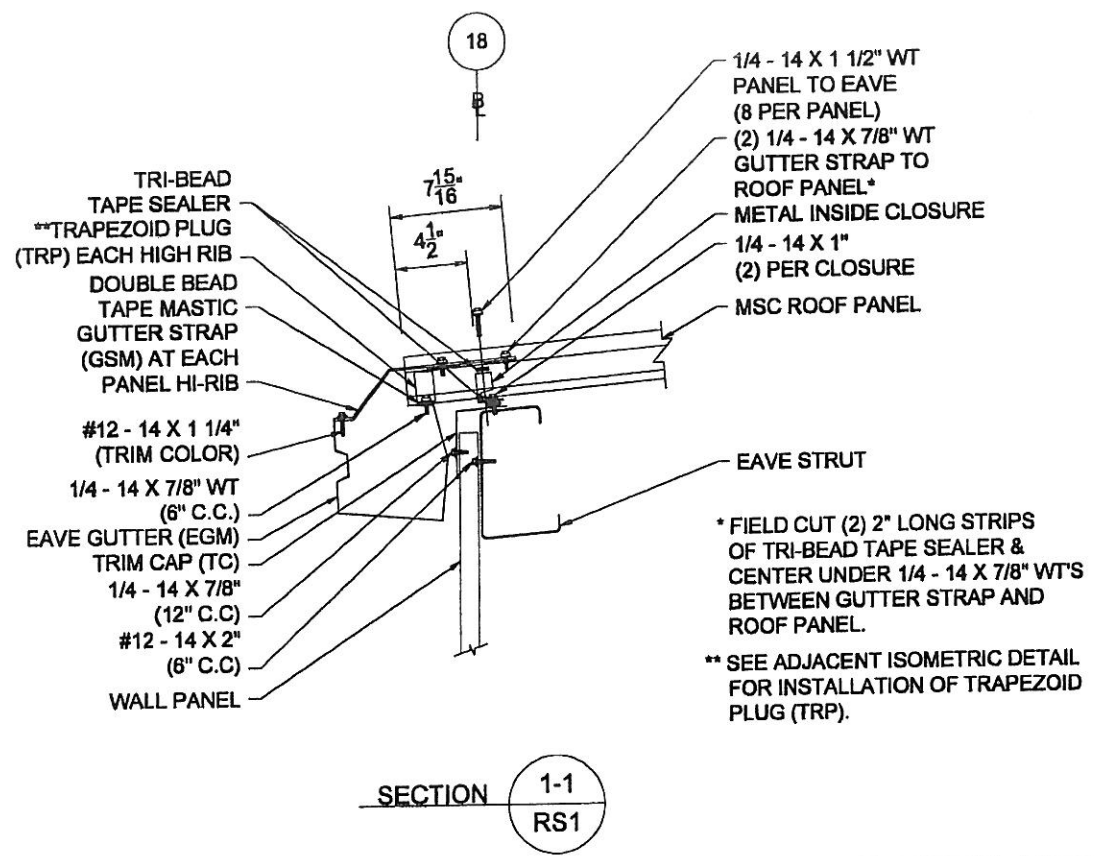
REFERENCE NOTES:  
ROOF SHEETING SYSTEM IS BASED ON THE FOLLOWING:  
1. FLOATING SYSTEM  
2. HIGH SYSTEM  
3. SLIDING CLIPS WITH (2) 1/4" - 14 x 1-1/2" FASTENERS PER CLIP AT PURLINS AND (2) #12 - 24 x 1 1/2" FASTENERS PER CLIP AT WIDE FLANGE PURLINS, UNLESS OTHERWISE NOTED.

REVISIONS	
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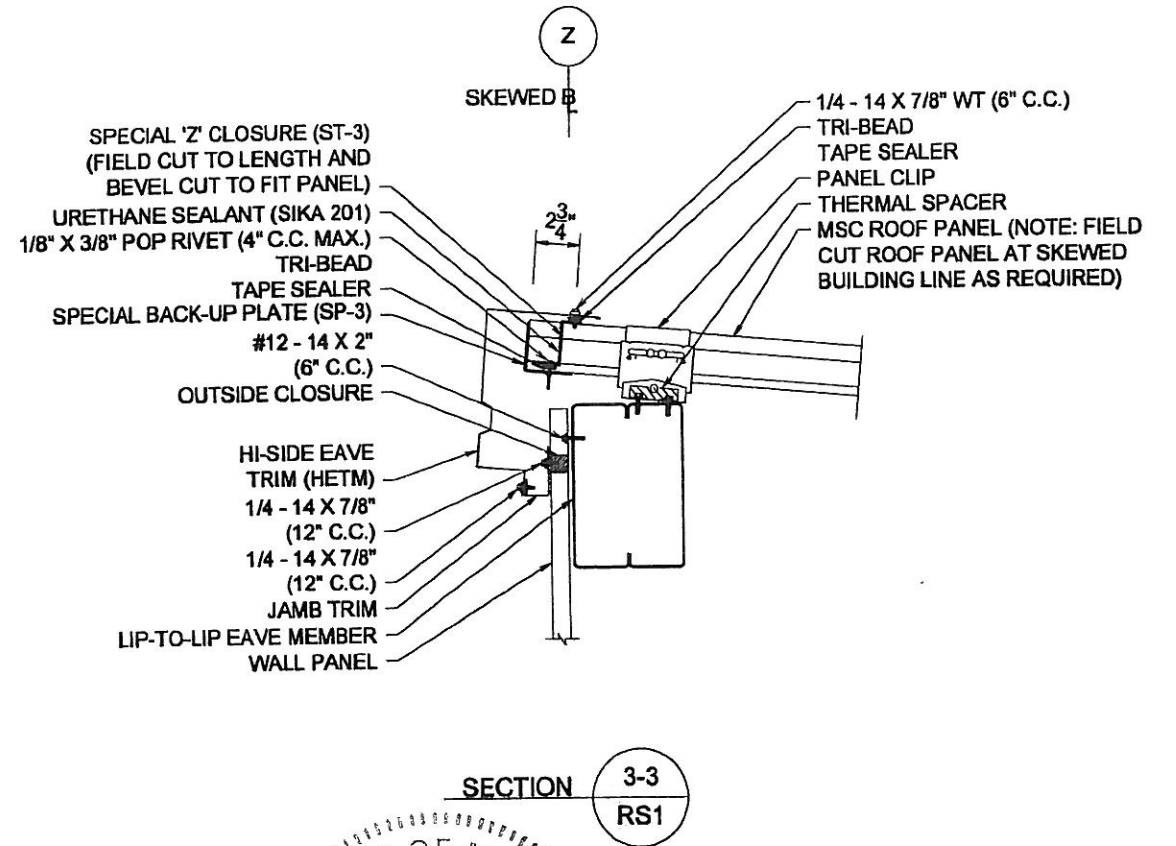
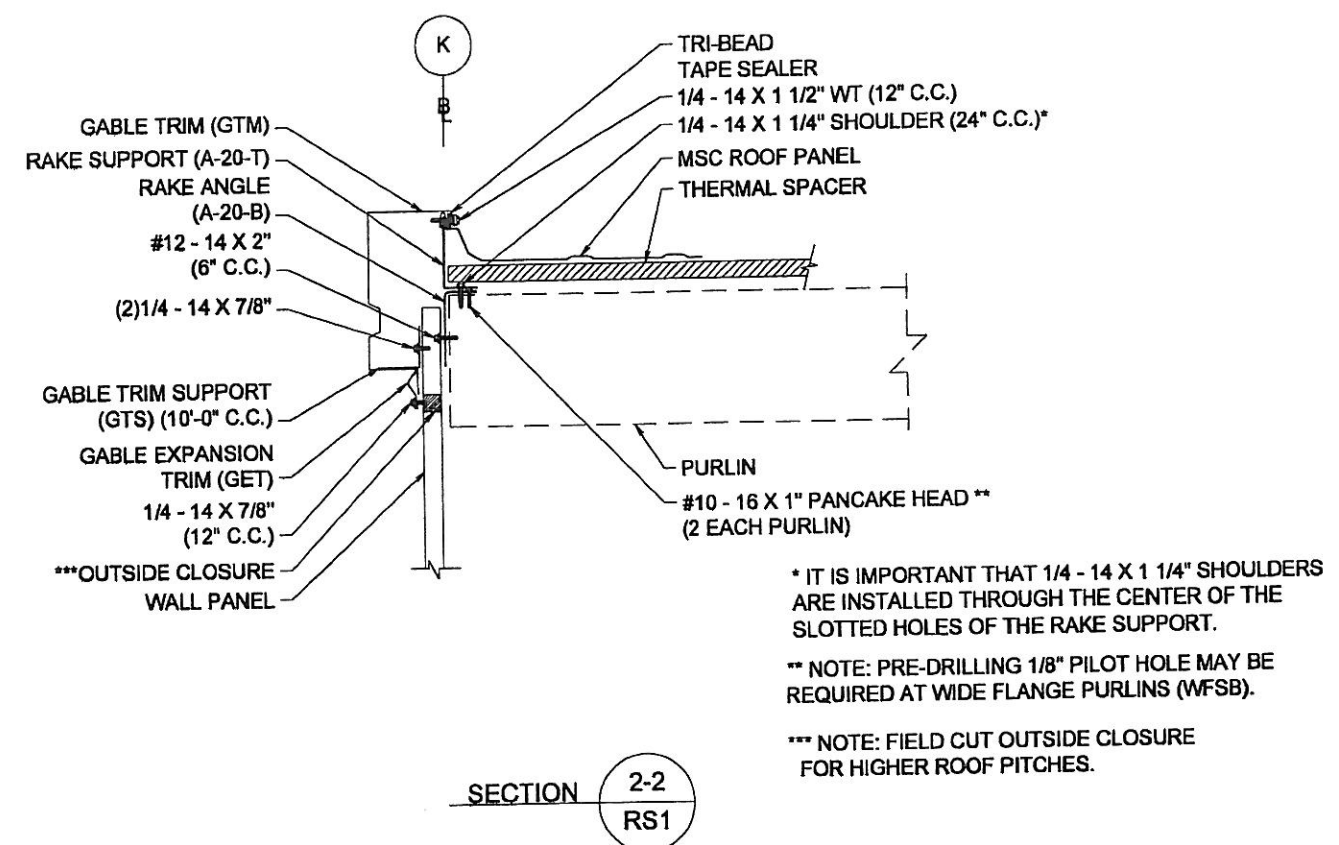
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



<b>MSC ROOF PANEL PLAN</b>			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
<b>CHIEF BUILDINGS</b> <small>a division of Chief Industries, Inc.</small>	DRAWN JSA	CHECK AL	ORDER NO. <b>CO95226</b>
	1-DEC-09	9-DEC-09	RS1 RS5



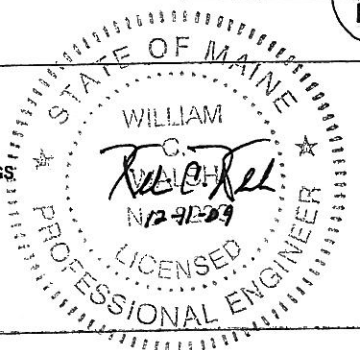
TRAPEZOID PLUG INSTALLATION WITH GUTTER



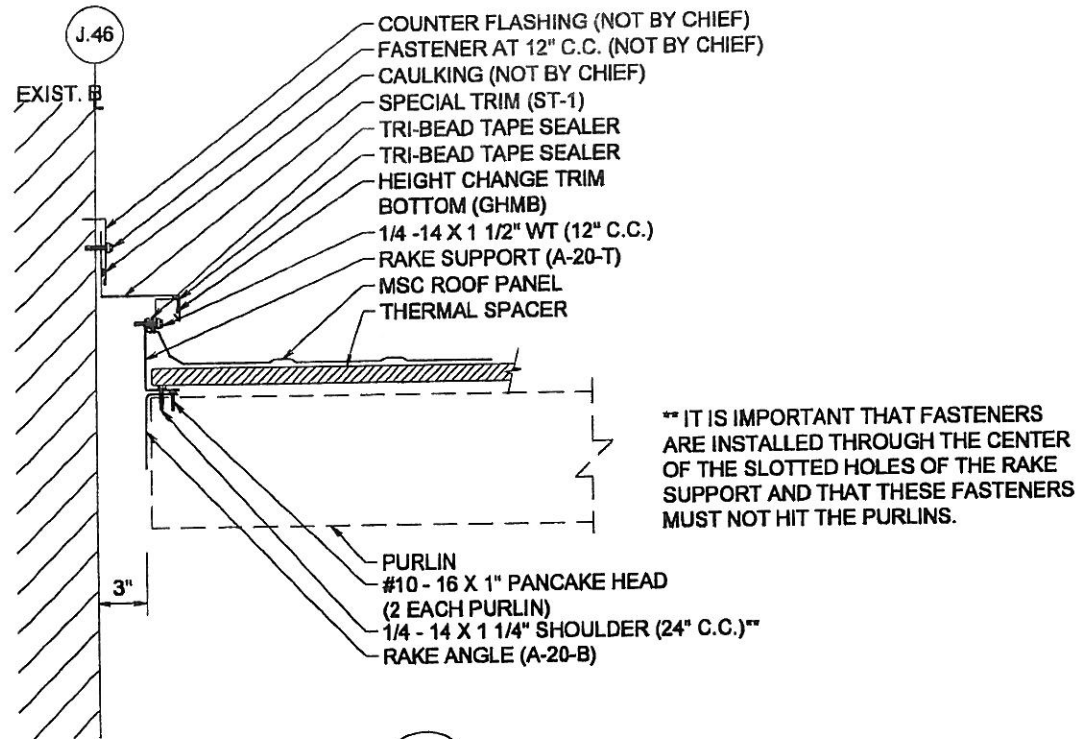
REFERENCE NOTE:  
REFER TO ROOF MANUAL DETAILS FOR SEALANTS AND SEALANT PLACEMENT.

REVISIONS	
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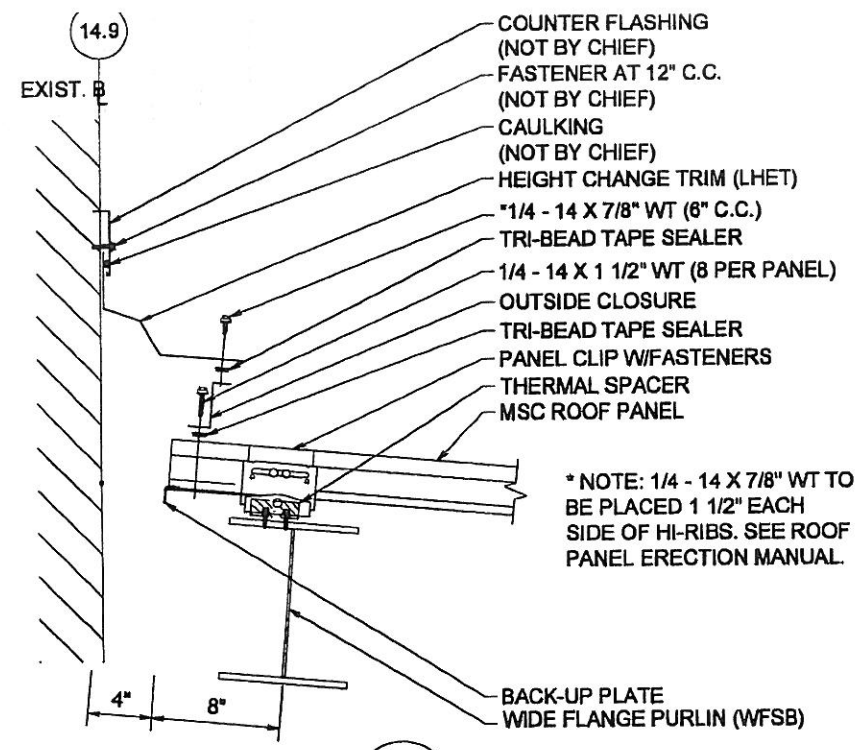
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



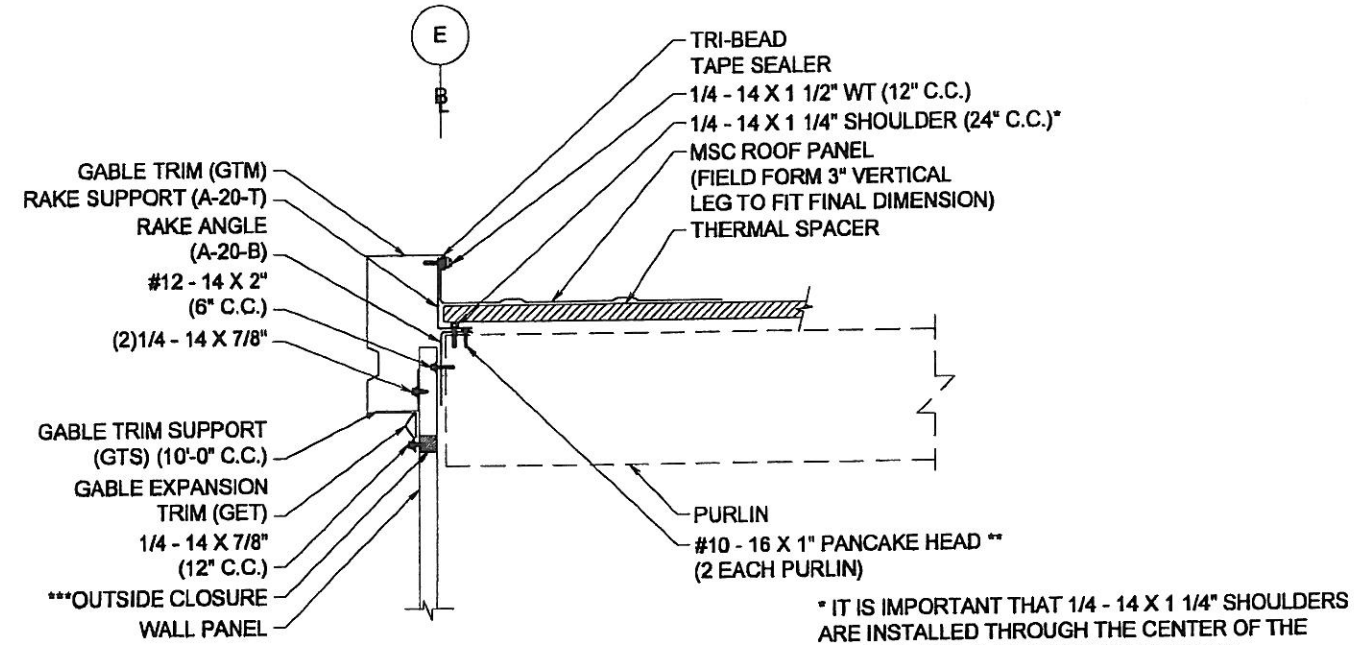
EAVE & GABLE SECTIONS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
DRAWN	CHECK	ORDER NO.	RS2
JSA	AL	CO95226	RS5
1-DEC-09	9-DEC-09		



SECTION 4-4  
RS1



SECTION 5-5  
RS1

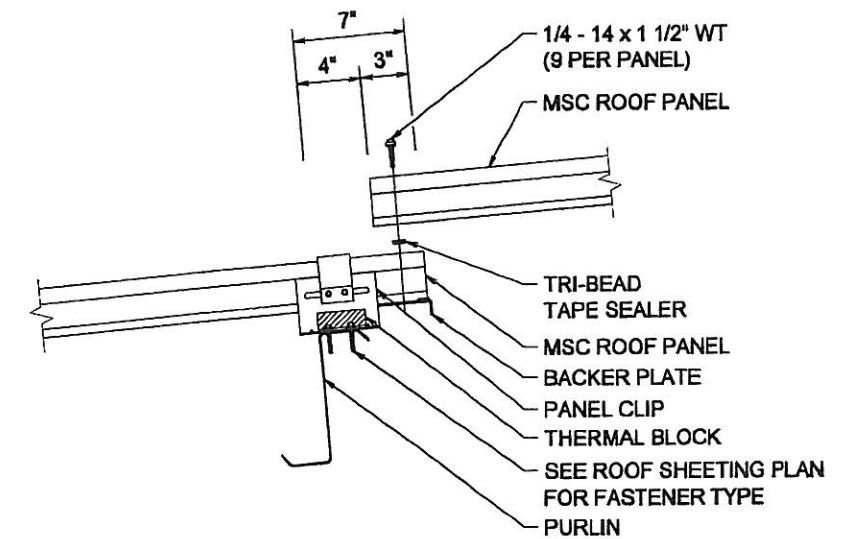


SECTION 6-6  
RS1

\* IT IS IMPORTANT THAT 1/4 - 14 X 1 1/4" SHOULDERS ARE INSTALLED THROUGH THE CENTER OF THE SLOTTED HOLES OF THE RAKE SUPPORT.

\*\* NOTE: PRE-DRILLING 1/8" PILOT HOLE MAY BE REQUIRED AT WIDE FLANGE PURLINS (WFSB).

\*\*\* NOTE: FIELD CUT OUTSIDE CLOSURE FOR HIGHER ROOF PITCHES.

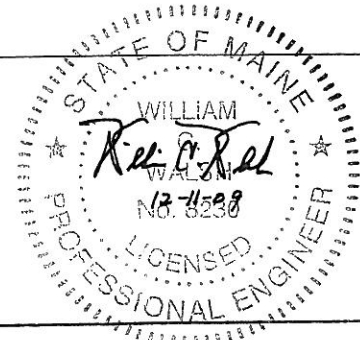


MSC ROOF PANEL SPLICE DETAIL

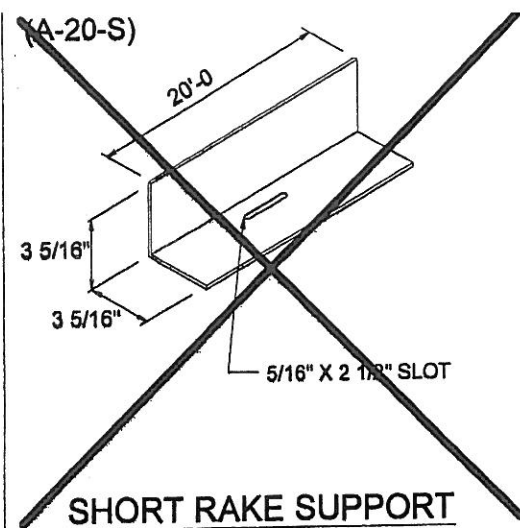
REVISIONS

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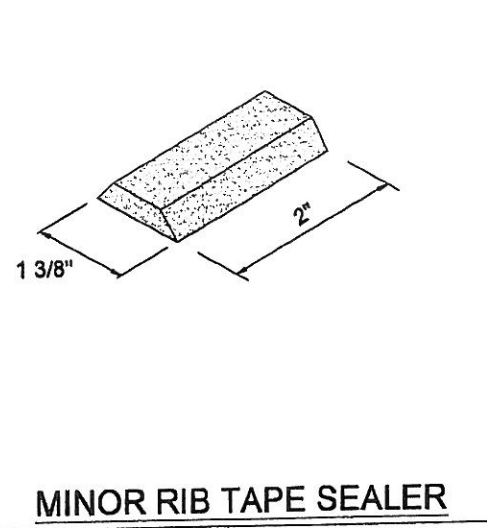
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



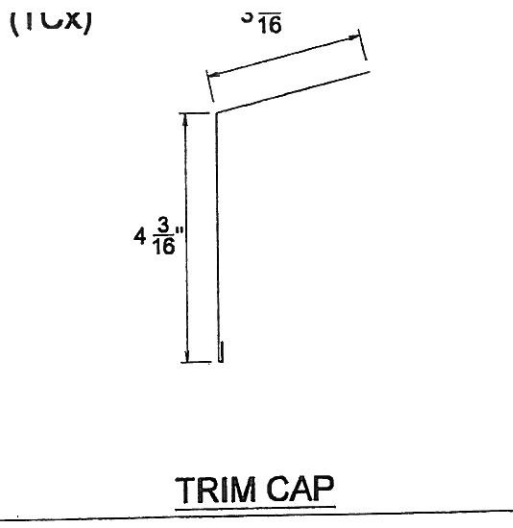
EAVE & GABLE SECTIONS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
	JSA	AL	RS3
	1-DEC-09	9-DEC-09	CO95226
			RS5



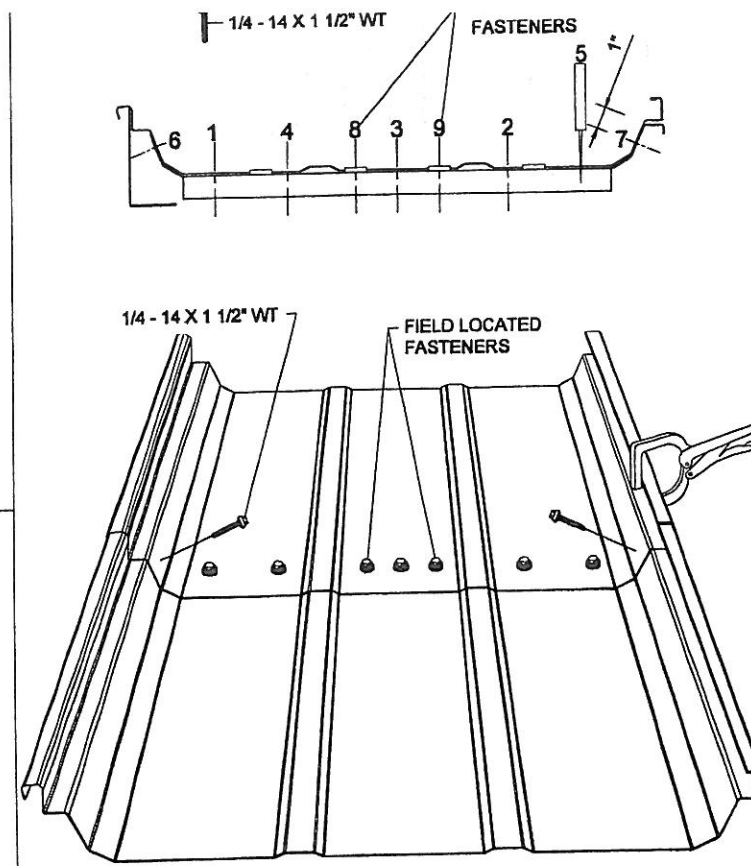
**SHORT RAKE SUPPORT**



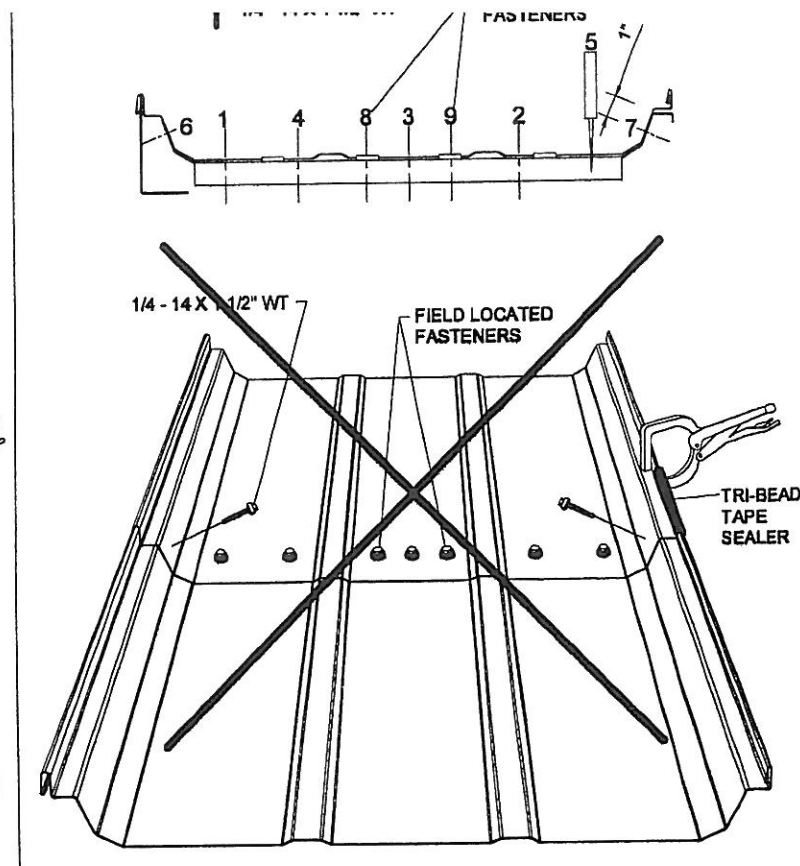
**MINOR RIB TAPE SEALER**



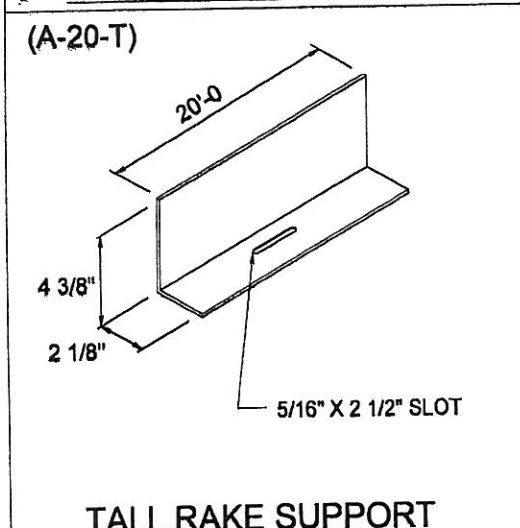
**TRIM CAP**



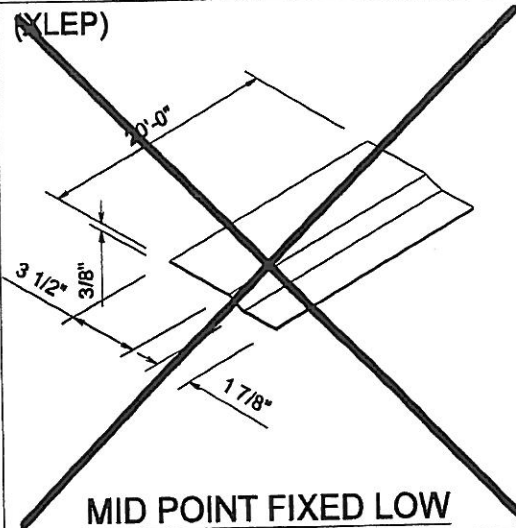
The above details are on update to the CHIEF MSC Erection Manual page MSC-35 and MSC-38. Follow the instructions for sequences and usage that are in the manual - adding the 2 field located 1/4 - 14 x 1 1/2" WTs as the last step.



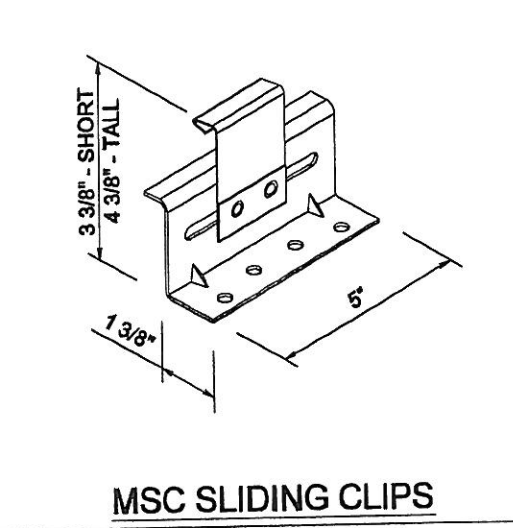
The above details are on update to the CHIEF STC Erection Manual page STC-35 and STC-38. Follow the instructions for sequences and usage that are in the manual - adding the 2 field located 1/4 - 14 x 1 1/2" WTs as the last step.



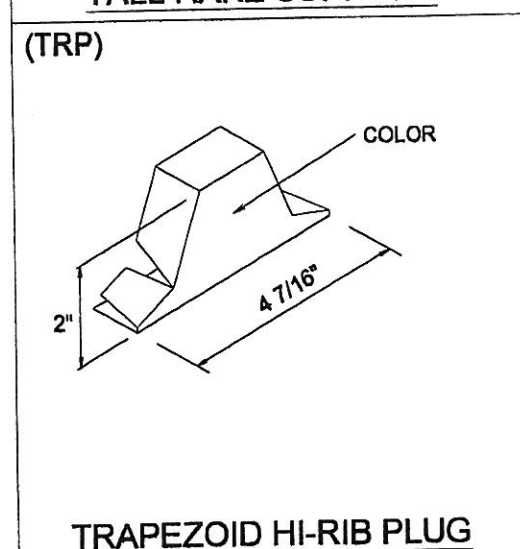
**TALL RAKE SUPPORT**



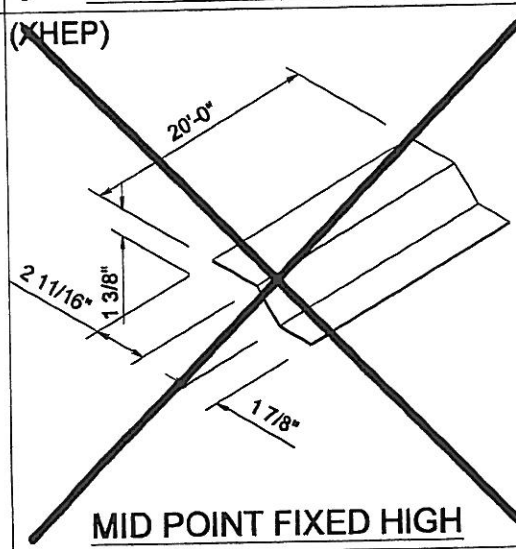
**MID POINT FIXED LOW**



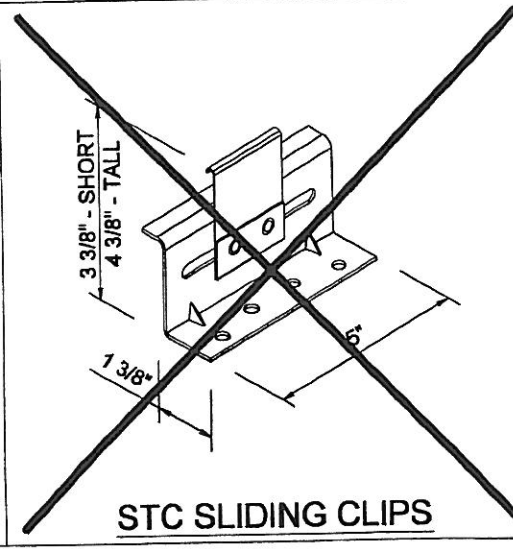
**MSC SLIDING CLIPS**



**TRAPEZOID HI-RIB PLUG**

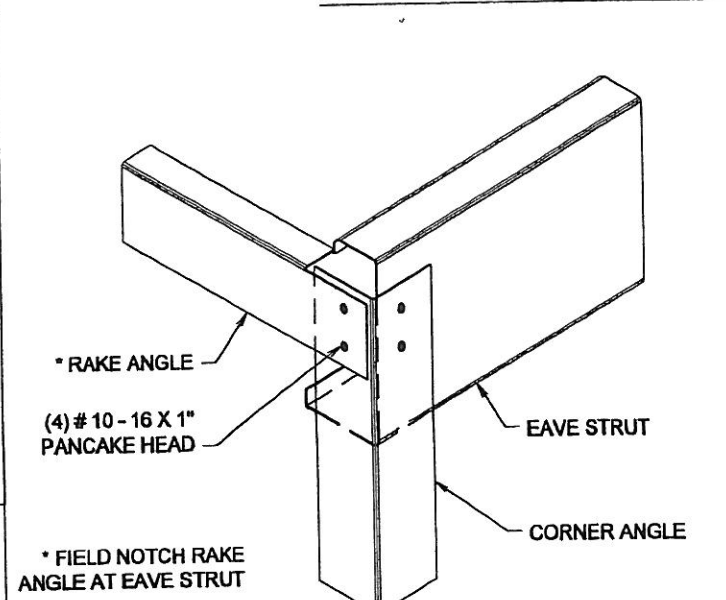


**MID POINT FIXED HIGH**

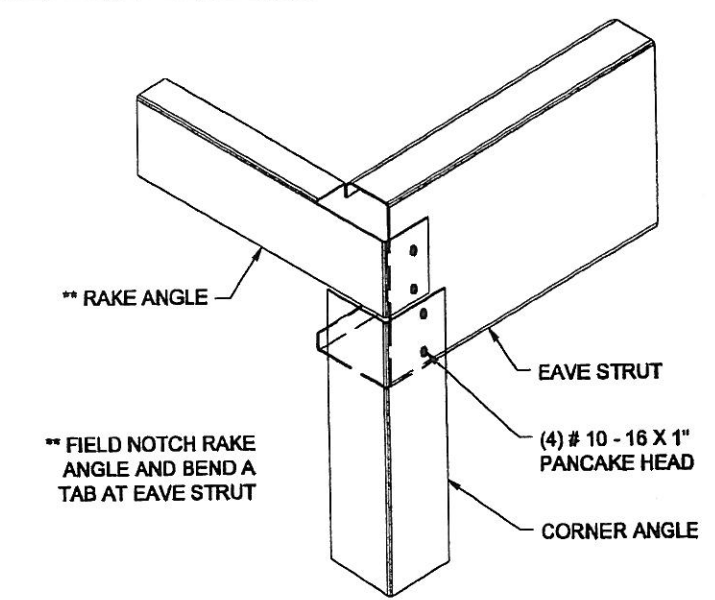


**STC SLIDING CLIPS**

**RAKE ANGLE CONDITIONS AT EAVE STRUT**



**RAKE ANGLE TO CORNER ANGLE CONNECTION**



**RAKE ANGLE TO EAVE STRUT CONNECTION**

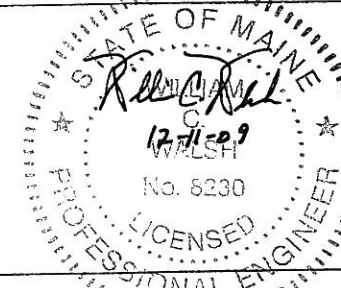
**NOTE:**

THE DETAILS ON THIS PAGE OVERRIDE DETAILS IN THE STC/MSC ERECTION MANUAL.

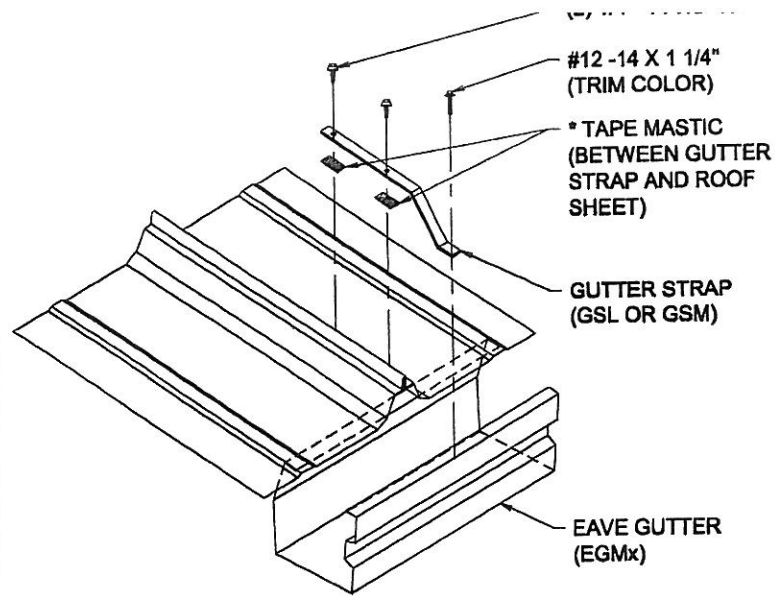
RELEASED	04-07-08
SUPERSEDES	12-18-07

REVISIONS	
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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.

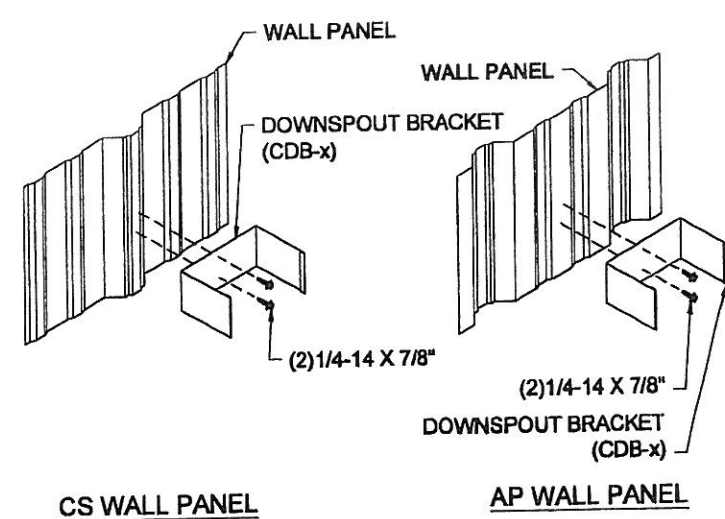


UPDATED STC/MSC DETAILS		STC-PROCGD	
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
	JSA	AL	RS4
	1-DEC-09	9-DEC-09	CO95226
			RS5



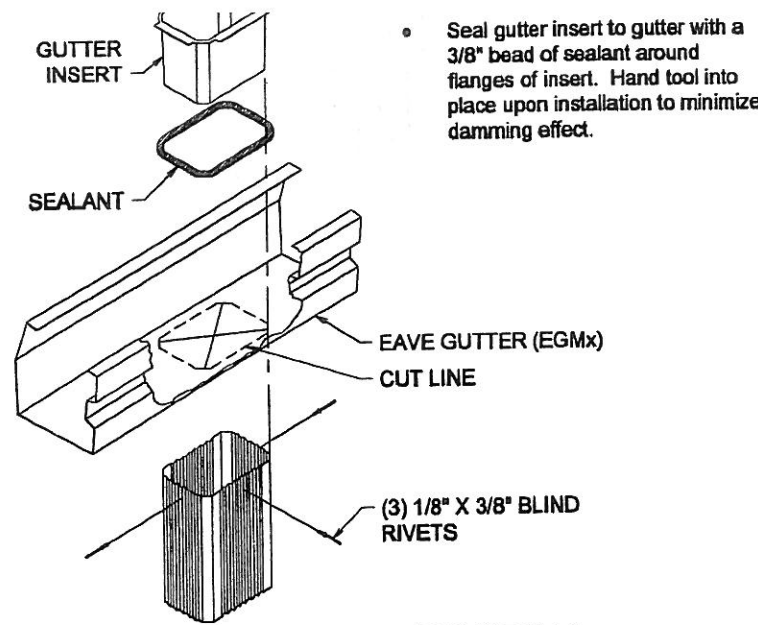
**GUTTER STRAP TO ROOF SHEET AND GUTTER**  
REFER TO EAVE SECTION ON ERECTION DRAWINGS FOR GUTTER STRAP SPACING AND TYPE.

\* TAPE MASTIC WILL BE TRI-BEAD FOR STC AND MSC ROOF. USE DOUBLE BEAD FOR LTC ROOF. TAPE MASTIC NOT REQUIRED FOR MVF OR MVP ROOF.



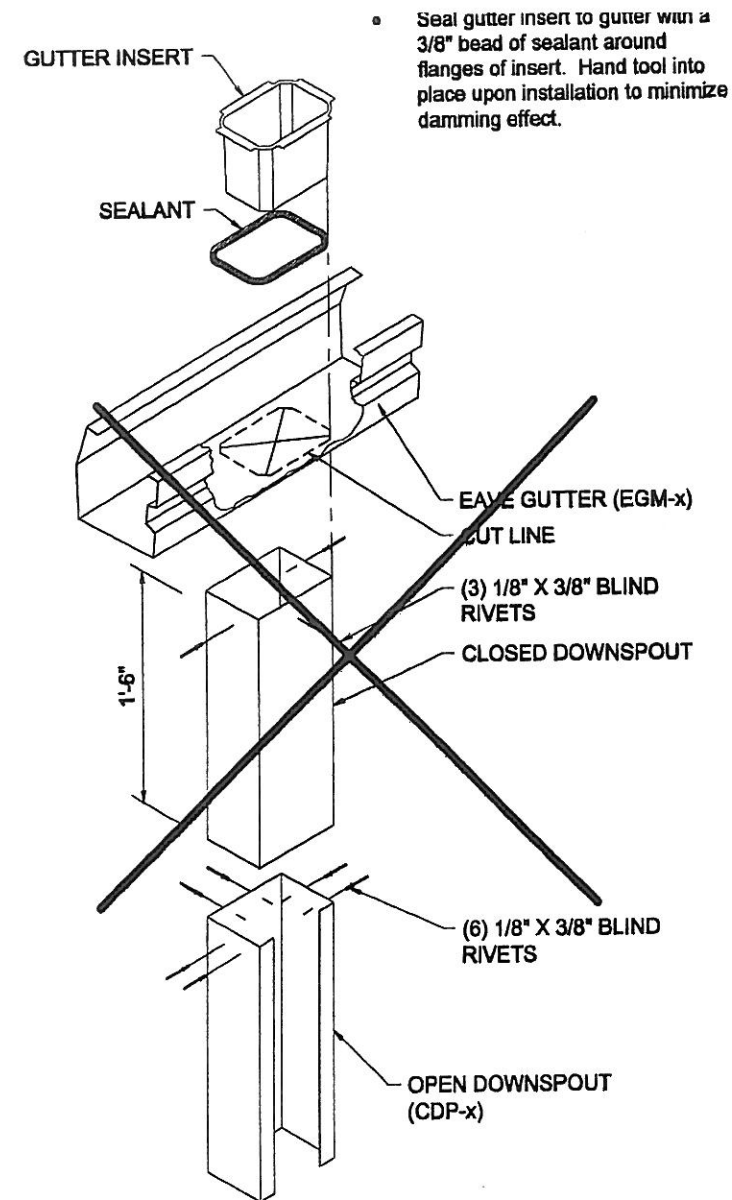
**BRACKET TO WALL PANEL**

LOCATE BRACKETS AT 6'-0" C.C.  
LOCATE BRACKET ON HIGH RIBS FOR CS WALL PANEL.  
LOCATE BRACKET ON FLAT OF PANEL FOR AP WALL PANEL.  
ATTACH BRACKET TO DOWNSPOUT WITH (2) 1/8" X 3/8" BLIND RIVET EACH LEG



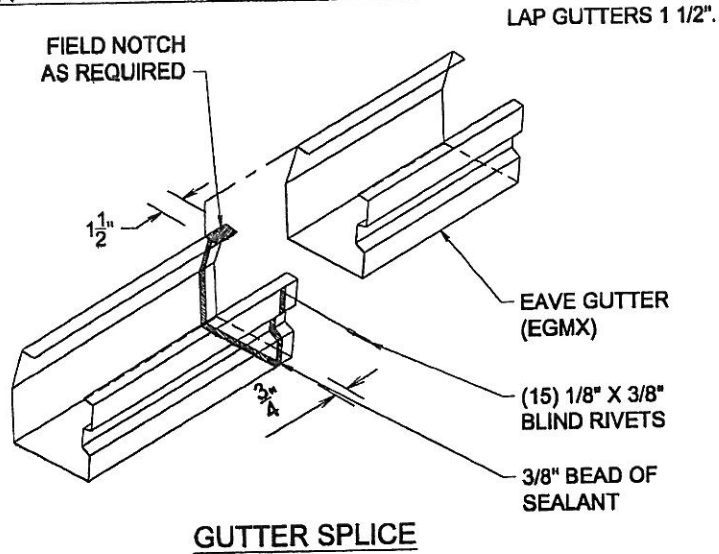
**GUTTER TO DOWNSPOUT**

FIELD CUT HOLES IN GUTTER AS SHOWN. ATTACH DOWNSPOUT TO GUTTER INSERT WITH (3) 1/8" X 3/8" BLIND RIVETS. LOCATE CUT AS CLOSE AS POSSIBLE TO BUILDING LINE FOR BRACKET ATTACHMENT.

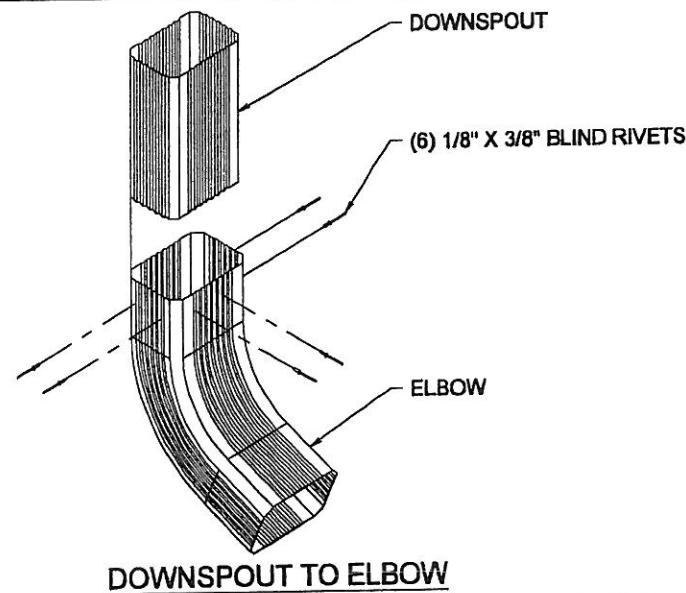


**GUTTER TO OPEN DOWNSPOUT**

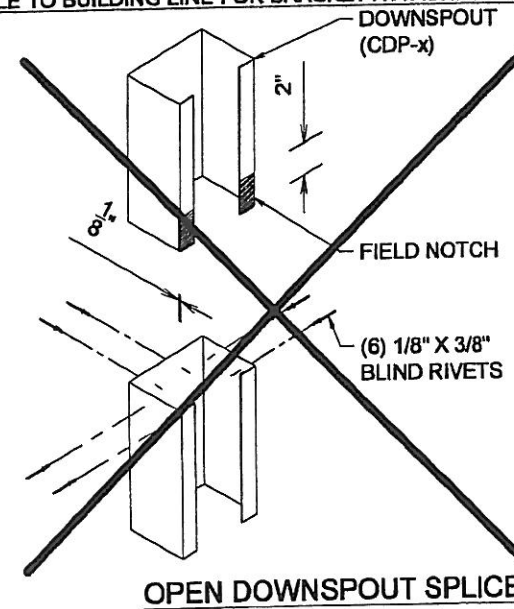
FIELD CUT HOLES IN GUTTER AS SHOWN. ATTACH DOWNSPOUT TO GUTTER INSERT WITH (3) 1/8" X 3/8" BLIND RIVETS. LOCATE CUT AS CLOSE AS POSSIBLE TO BUILDING LINE FOR BRACKET ATTACHMENT.



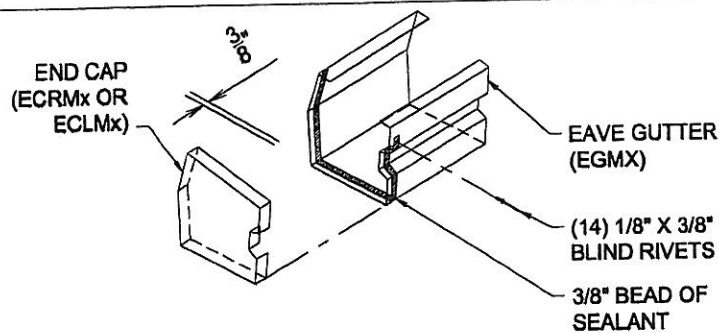
**GUTTER SPLICE**



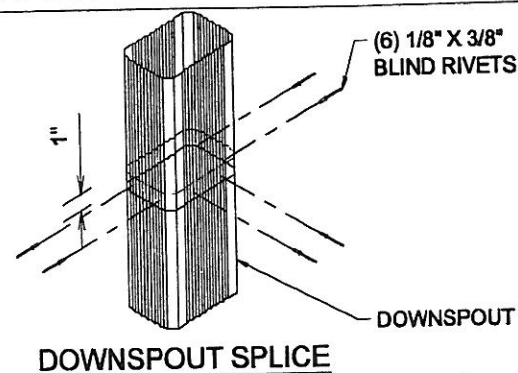
**DOWNSPOUT TO ELBOW**



**OPEN DOWNSPOUT SPLICE**

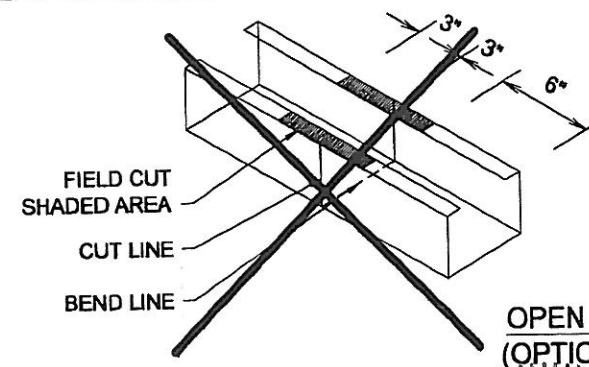


**GUTTER END CAP**



**DOWNSPOUT SPLICE**

USE 1" LAP DIMENSION FOR ALL DOWNSPOUT AND ELBOW LAPS.



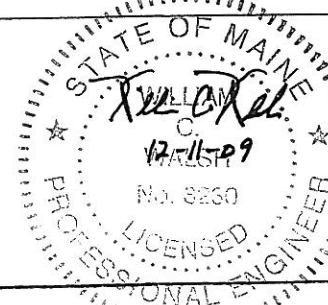
**OPEN DOWNSPOUT ELBOW (OPTIONAL - FIELD FORMED)**

- REFERENCE NOTES:
- ALL SEALANT IS SIKA 201.
  - DRILL 1/8" DIA. HOLE FOR 1/8" X 3/8" BLIND RIVETS.

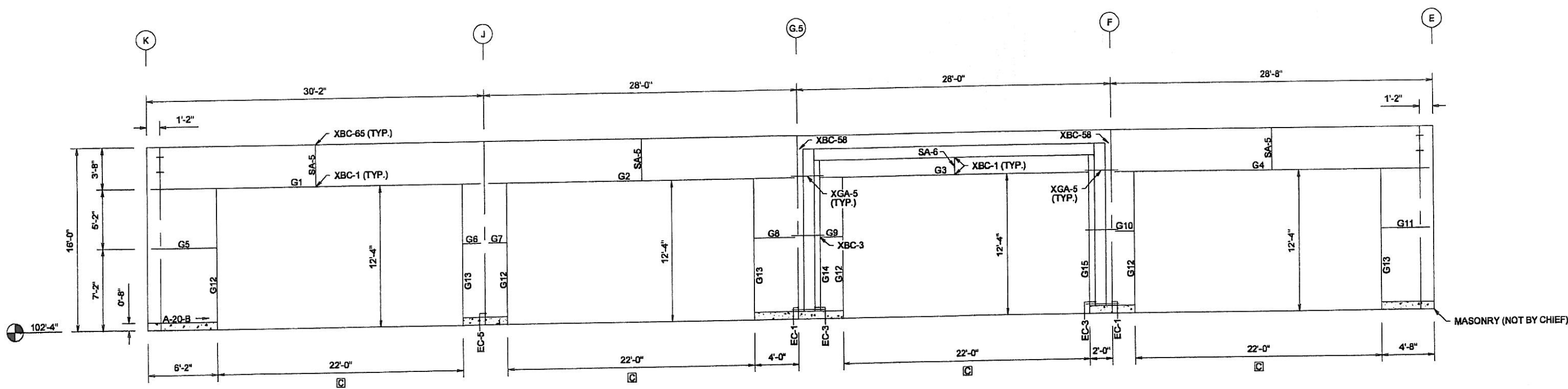
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SUPERSEDES	04-14-09

REVISIONS	
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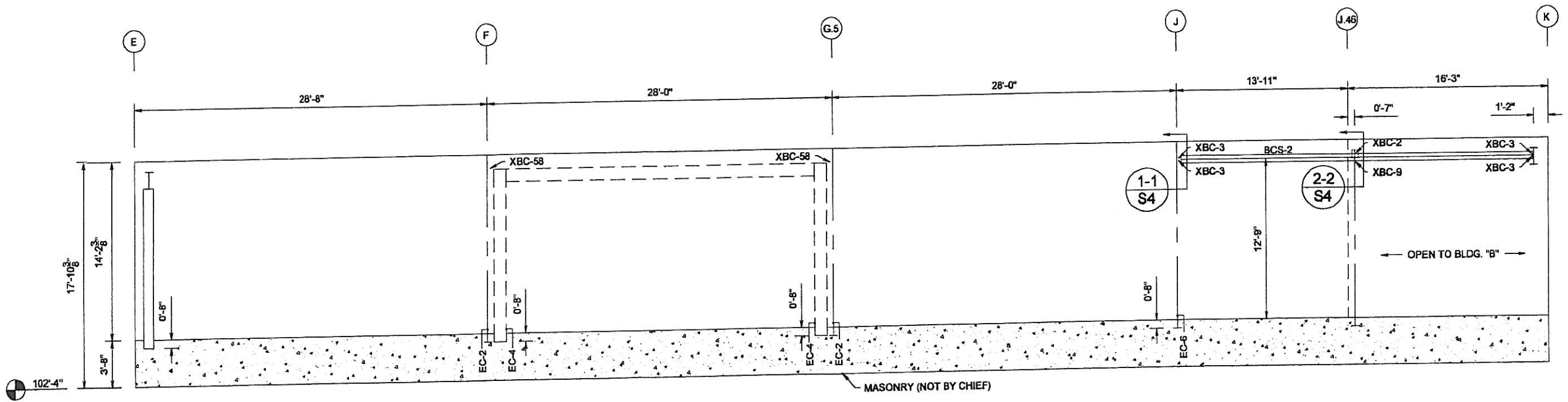
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



STANDING SEAM ROOF WITH STANDARD GUTTER			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND ME			
2-BUILDING COMPLEX			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
	JSA	AL	RS5
	1-DEC-09	9-DEC-09	CO95226
			RS6



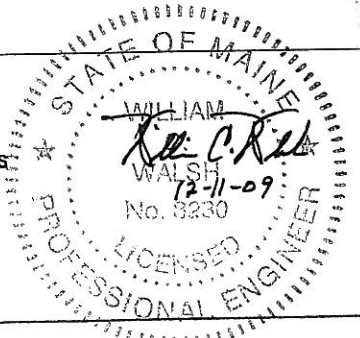
LOWSIDE  
**SIDEWALL FRAMING ELEVATION**  
 COL. LINE 18      GIRT DEPTH: 10"



**SIDEWALL FRAMING ELEVATION**  
 COL. LINE 14.9      GIRT DEPTH: 10"

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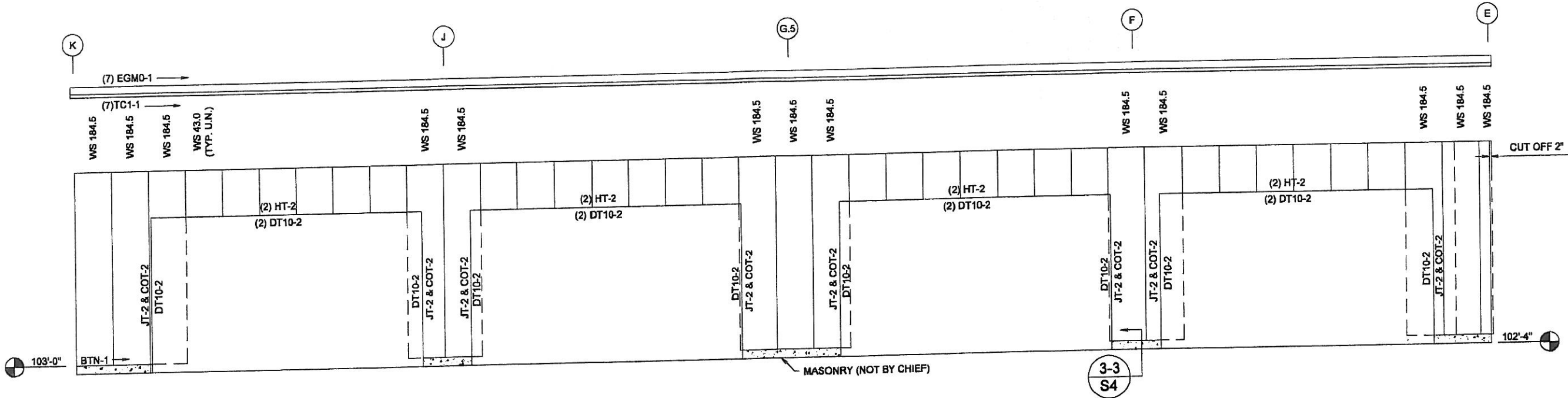
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SIDEWALL DRAWINGS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
DRAWN	CHECK	ORDER NO.	S1
JSA	AL	CO95226	S6
1-DEC-09	9-DEC-09		

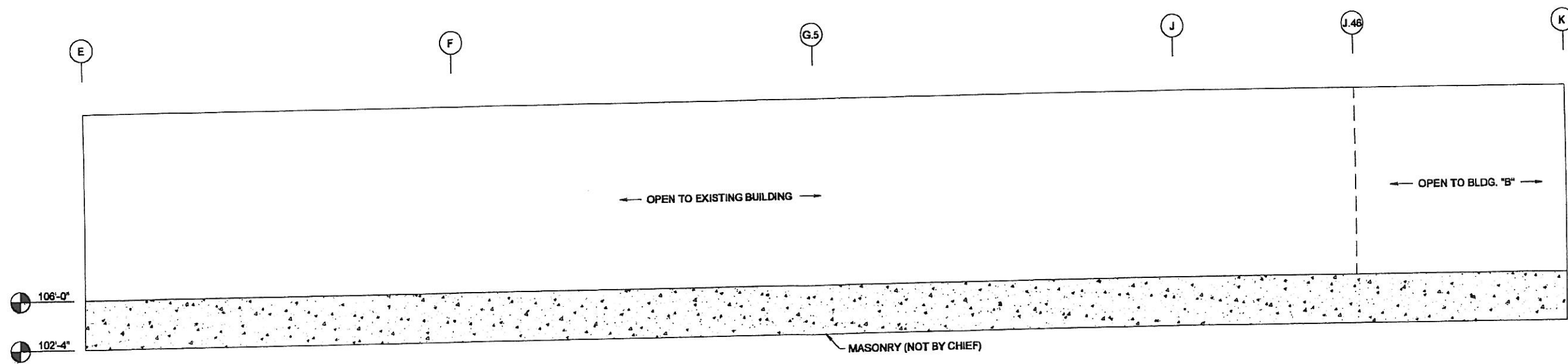






**SIDEWALL SHEETING ELEVATION**  
COL LINE 18

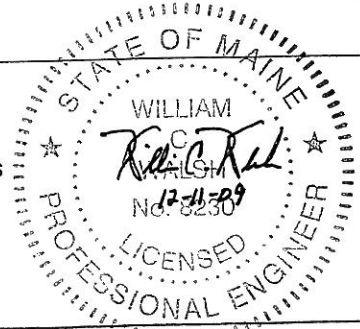
NOTE: BLDG. "A", COL. LINE. "18" (STANDARD GUTTER) DOWNSPOUT DROP SPACING \* = 52' (SINGLE DOWNSPOUT DROP). (8) DOWNSPOUT DROPS PROVIDED FOR THIS WALL. EACH DROP CONSISTS OF (1 1/2) 12" CLOSED DOWNSPOUTS AND (1) ELBOW. \*DOWNSPOUT DROP SPACING INDICATES THE MAXIMUM RECOMMENDED EQUAL SPACING OR THE MAXIMUM RECOMMENDED LENGTH OF GUTTER THAT EACH DOWNSPOUT DROP MAY DRAIN.



**SIDEWALL SHEETING ELEVATION**  
COL LINE 14.9

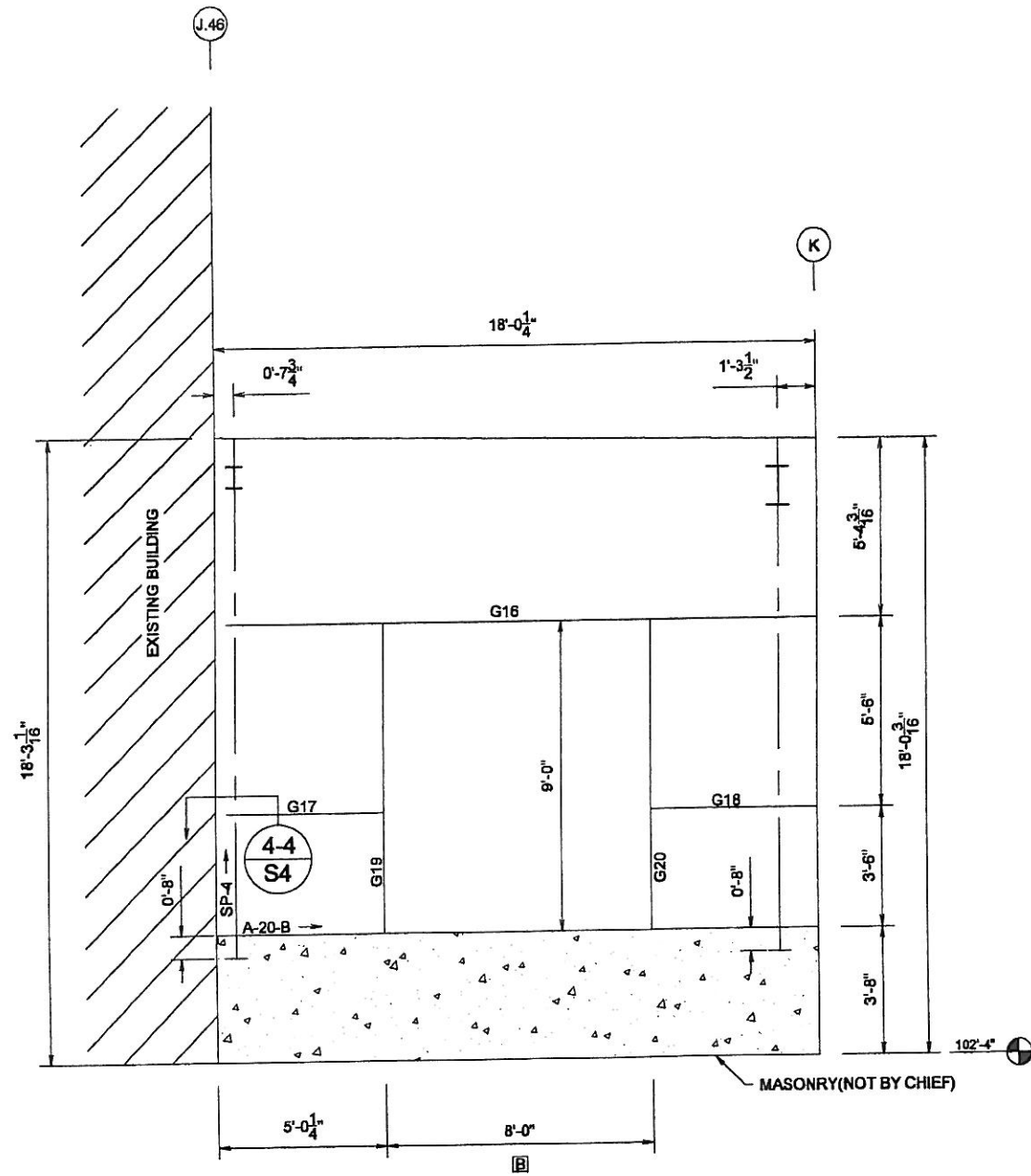
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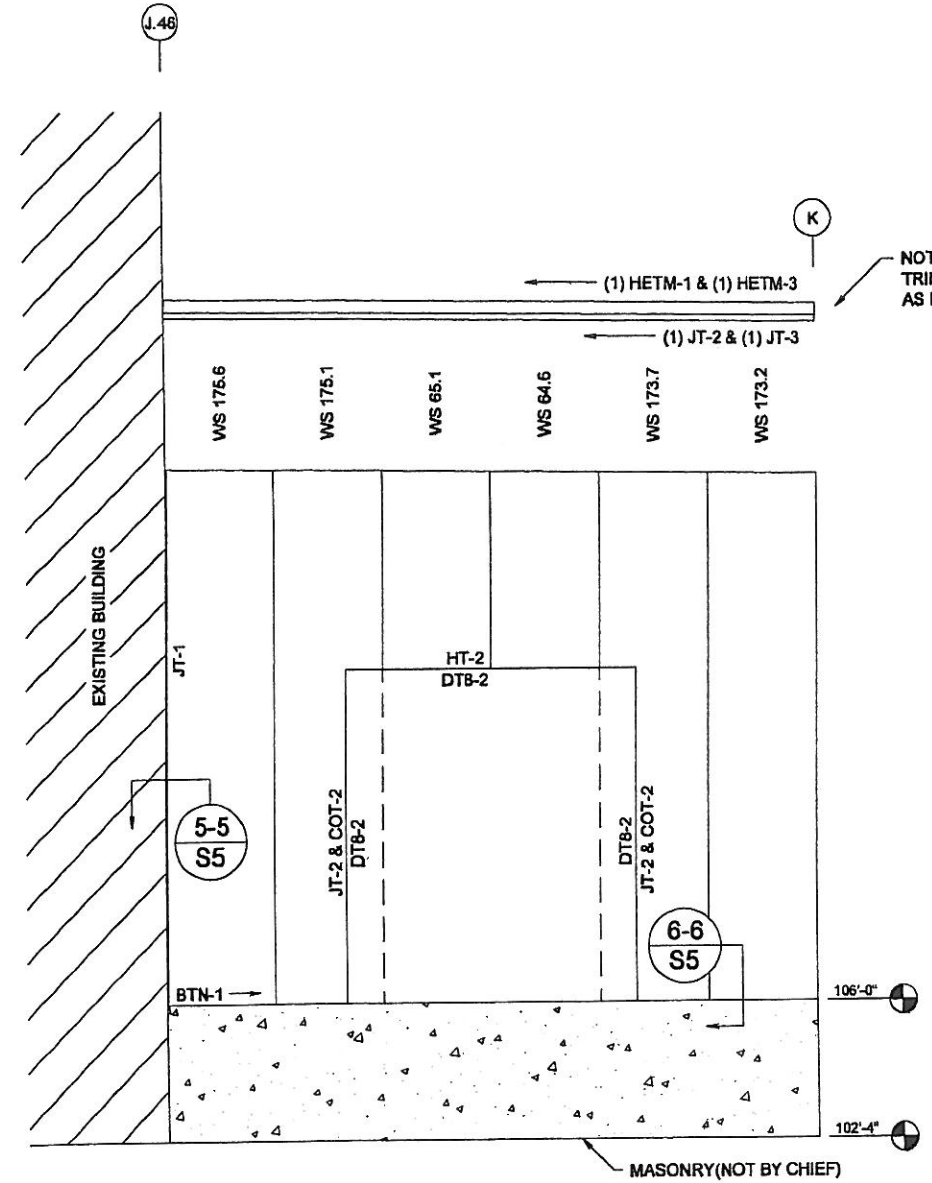


SIDEWALL DRAWINGS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
CHIEF BUILDINGS <small>a division of Chief Industries, Inc.</small>	DRAWN JSA	CHECK AL	ORDER NO. CO95226
	1-DEC-09	9-DEC-09	S2 S6

REFERENCE NOTES  
1. FOR OPENING TRIMS, REFER TO GENERAL DETAILS.



**SKewed Sidewall Framing Elevation**  
COL LINE Z BLDG. "B" GIRT DEPTH: 8"

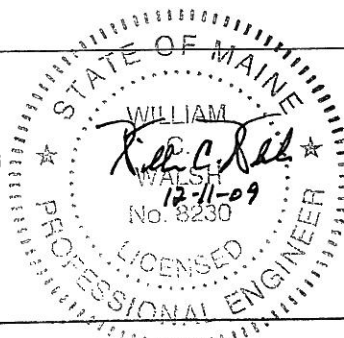


**SKewed Sidewall Sheeting Elevation**  
COL LINE Z BLDG. "B"

REFERENCE NOTES  
1. FOR OPENING TRIMS, REFER TO GENERAL DETAILS.

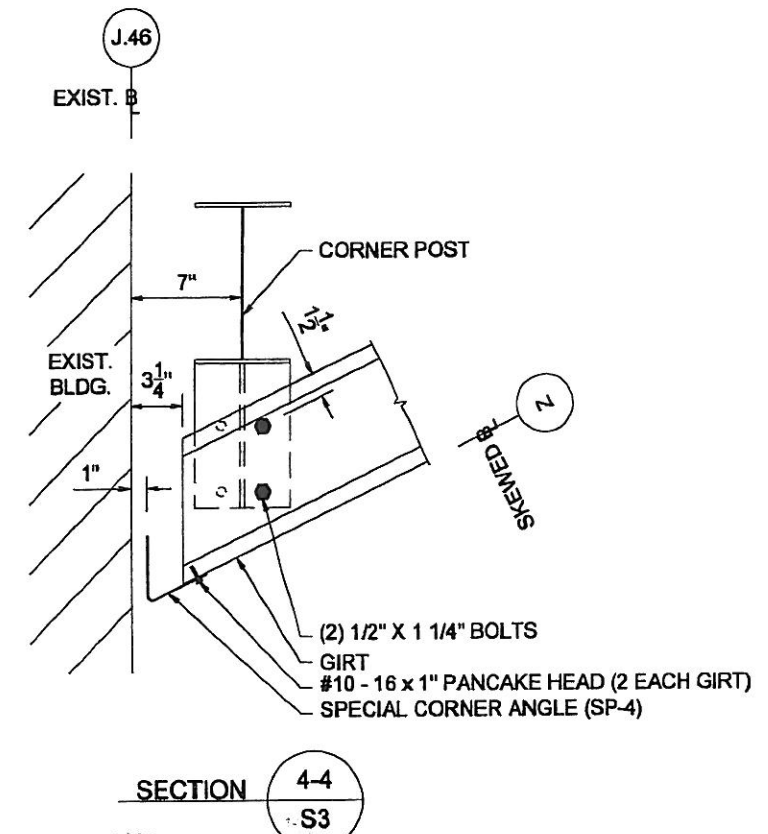
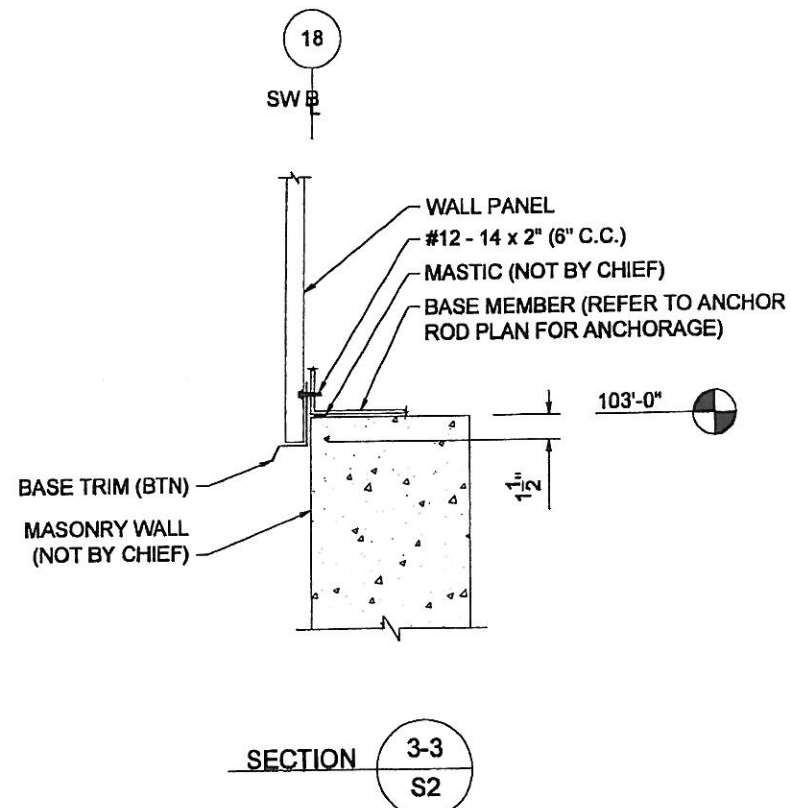
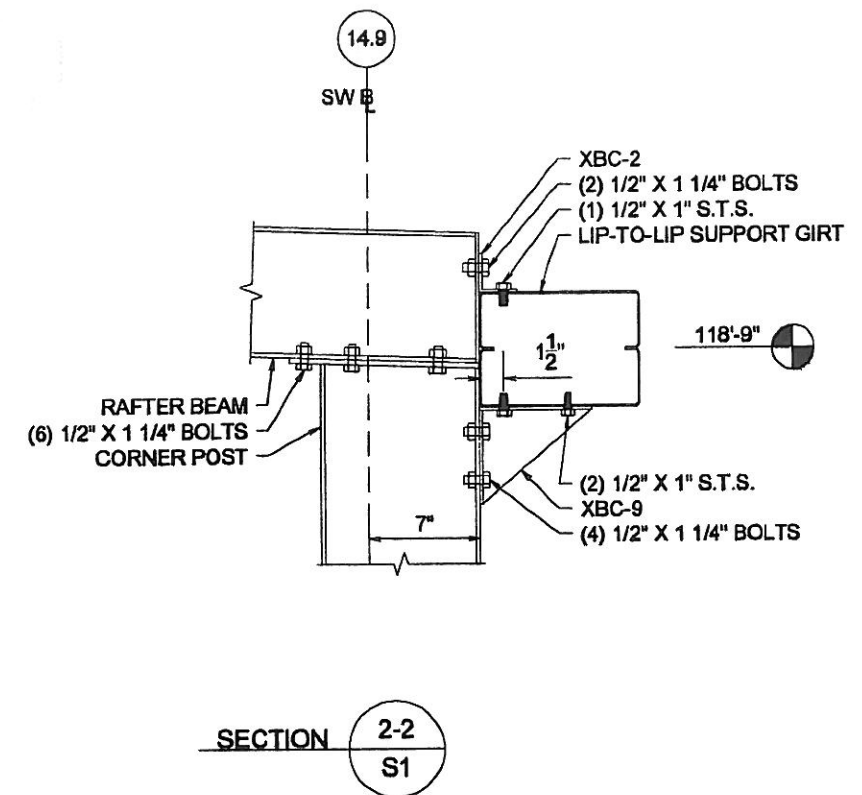
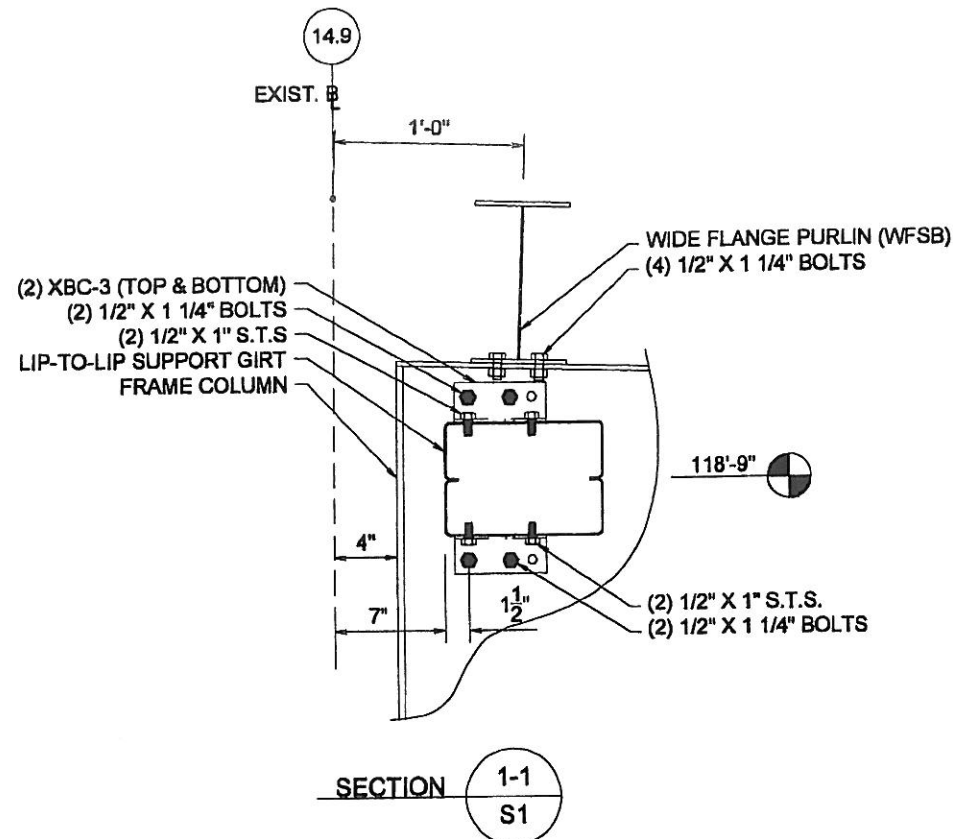
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SIDEWALL DRAWINGS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
DRAWN	CHECK	ORDER NO.	S3
JSA	AL	CO95226	S6
1-DEC-09	9-DEC-09		

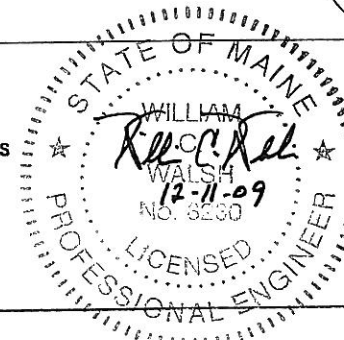
**CHIEF BUILDINGS**  
P.O. BOX 2076  
GRAND ISLAND, ME  
03802-2076



REVISIONS

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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



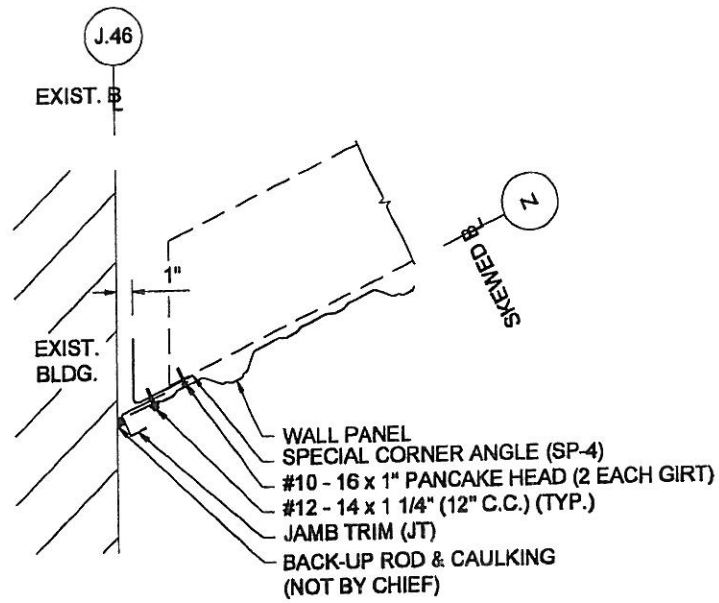
SECTIONS & DETAILS

TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME

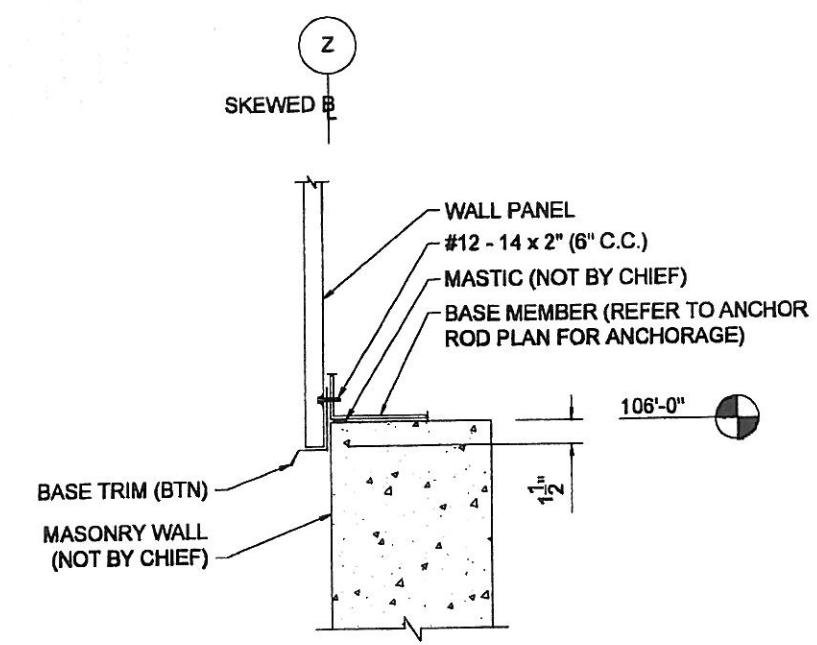
PORTLAND, ME

2-BUILDING COMPLEX

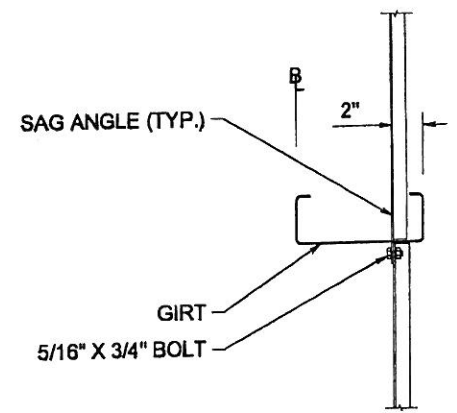
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	1-DEC-09	9-DEC-09		



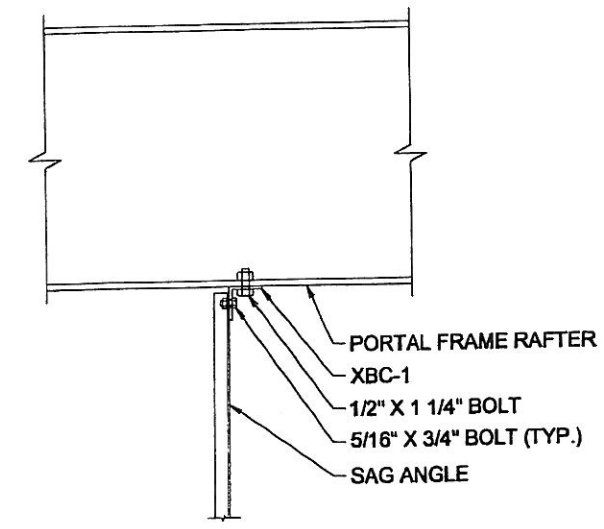
SECTION 5-5  
S3



SECTION 6-6  
S3



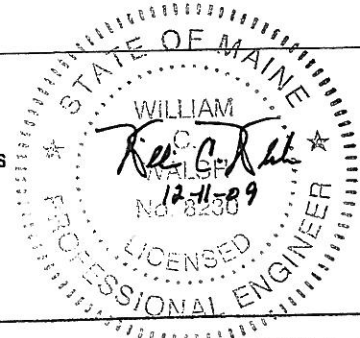
TYPICAL SAG ANGLE CONNECTION AT CEE GIRTS



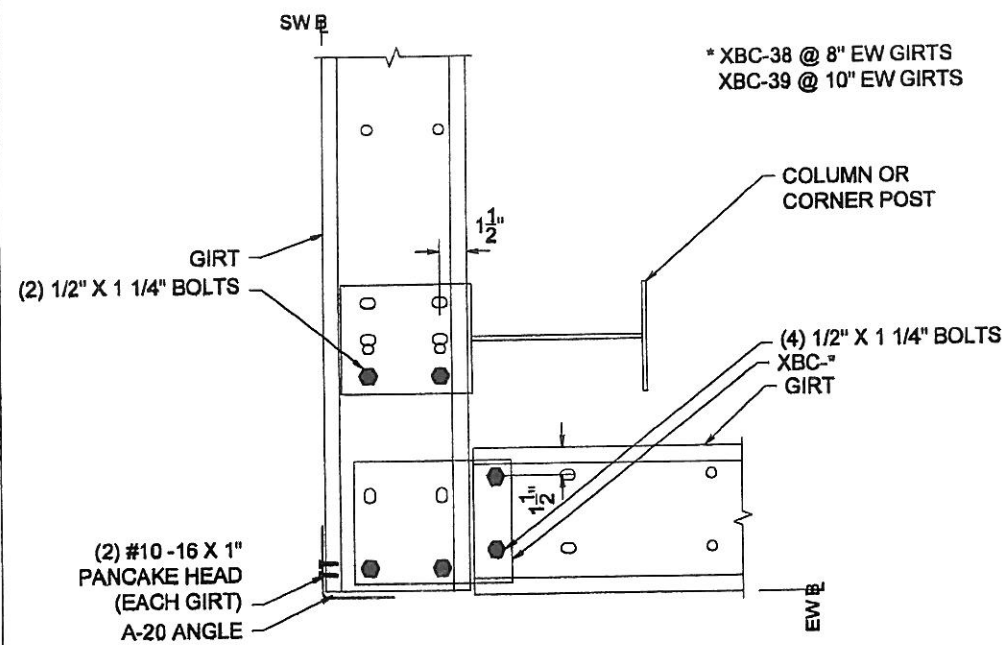
SAG ANGLE TO PORTAL FRAME RAFTER

REVISIONS	
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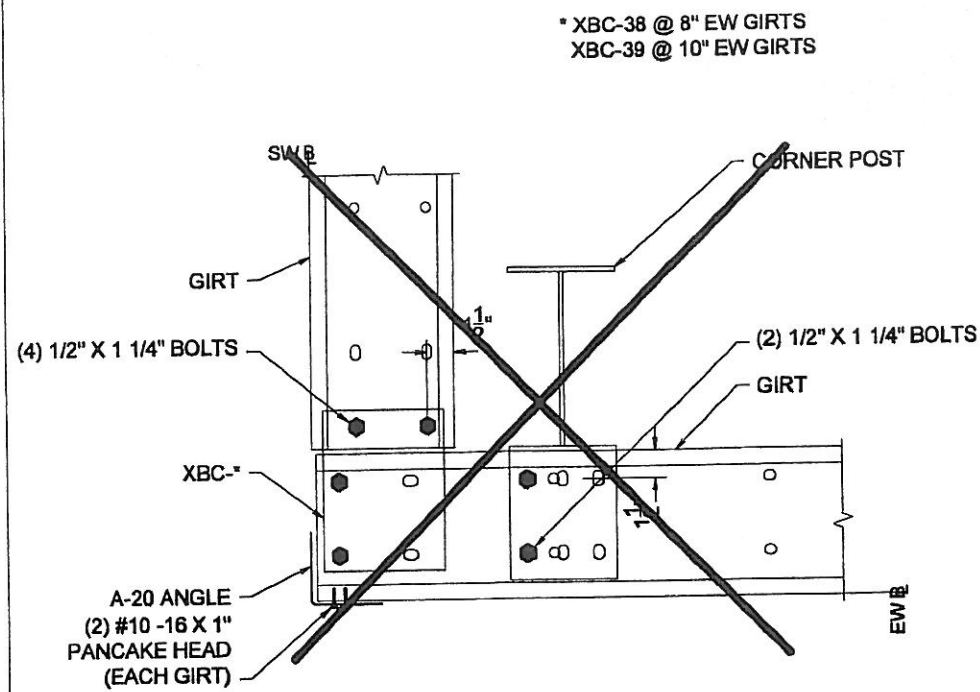
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



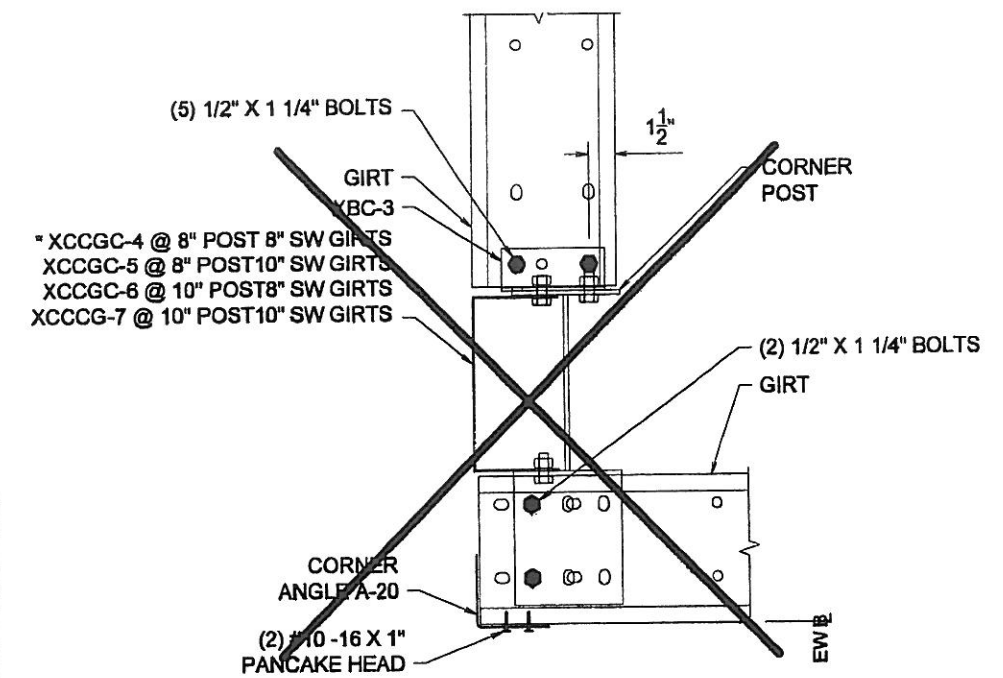
SECTIONS & DETAILS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
CHIEF BUILDINGS <small>a division of Chief Industries, Inc. P.O. BOX 2078 GRAND ISLAND, NE 68802-2078</small>	DRAWN	CHECK	ORDER NO.
	JSA	AL	CO95226
	1-DEC-09	9-DEC-09	S5 S6



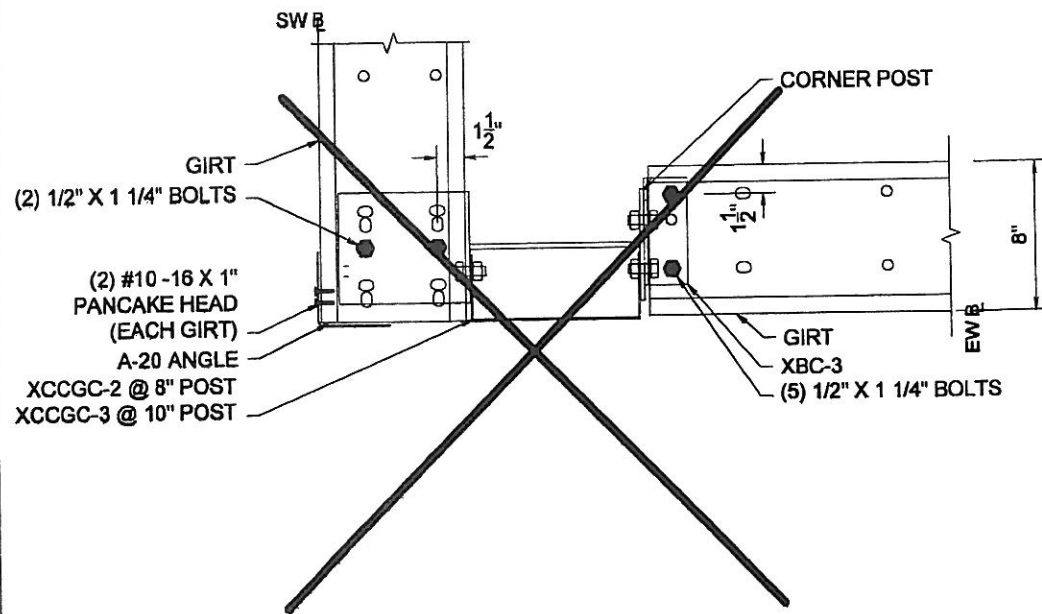
**GIRT TO GIRT CONNECTION  
OUTSET SIDEWALL / OUTSET ENDWALL**



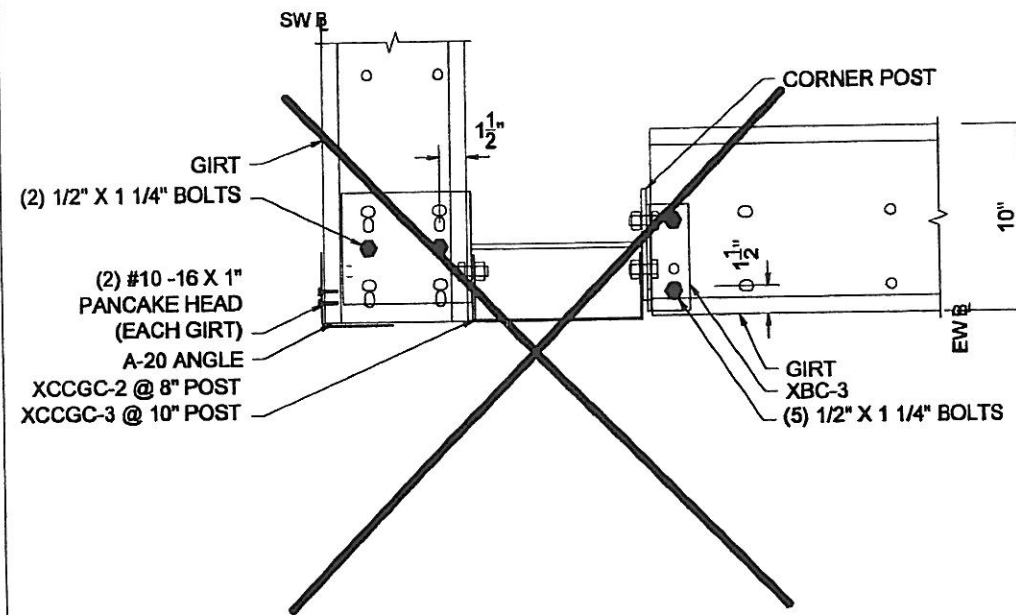
**GIRT TO GIRT CONNECTION  
AT ROTATED CORNER POST**



**GIRT TO ROTATED CORNER POST  
INSET SIDEWALL / OUTSET ENDWALL**



**GIRT TO CORNER POST  
OUTSET SIDEWALL / INSET ENDWALL**



**GIRT TO CORNER POST  
OUTSET SIDEWALL / INSET ENDWALL**

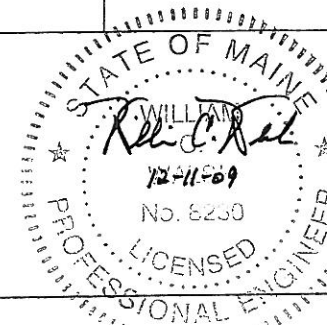
NOTE:  
THE DETAILS ON THIS PAGE OVERRIDE DETAILS IN THE  
GENERAL DETAILS MANUAL.

RELEASED 11-30-09  
SUPERSEDES

REVISIONS

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NOTWITHSTANDING THE ADJACENT  
SEAL, NEITHER THE ENGINEER NAMED  
NOR CHIEF BUILDINGS IS ACTING  
AS THE ENGINEER OF RECORD. THE  
ENGINEER NAMED AND CHIEF BUILDINGS  
RESPONSIBILITY IS LIMITED TO THE  
STRUCTURAL PERFORMANCE OF THE  
PRE-ENGINEERED COMPONENTS  
DESIGNED BY CHIEF BUILDINGS.



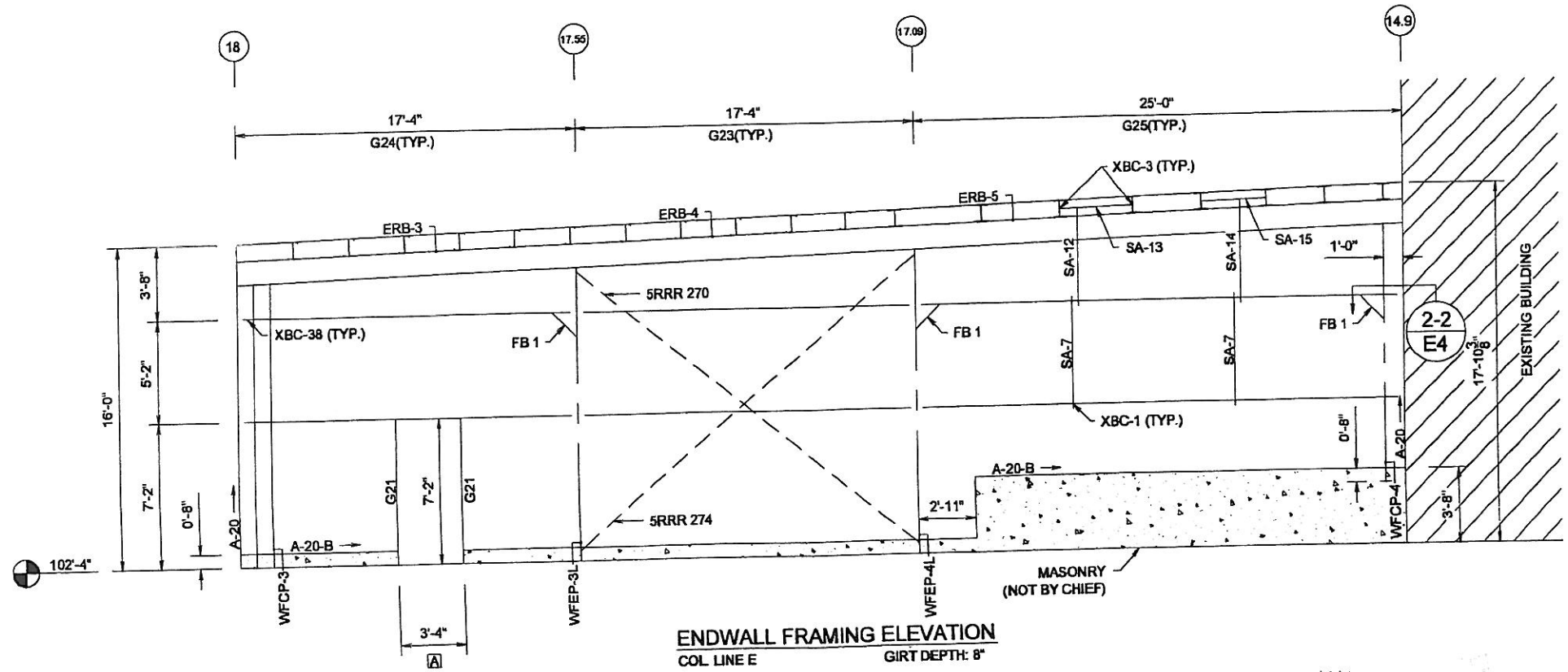
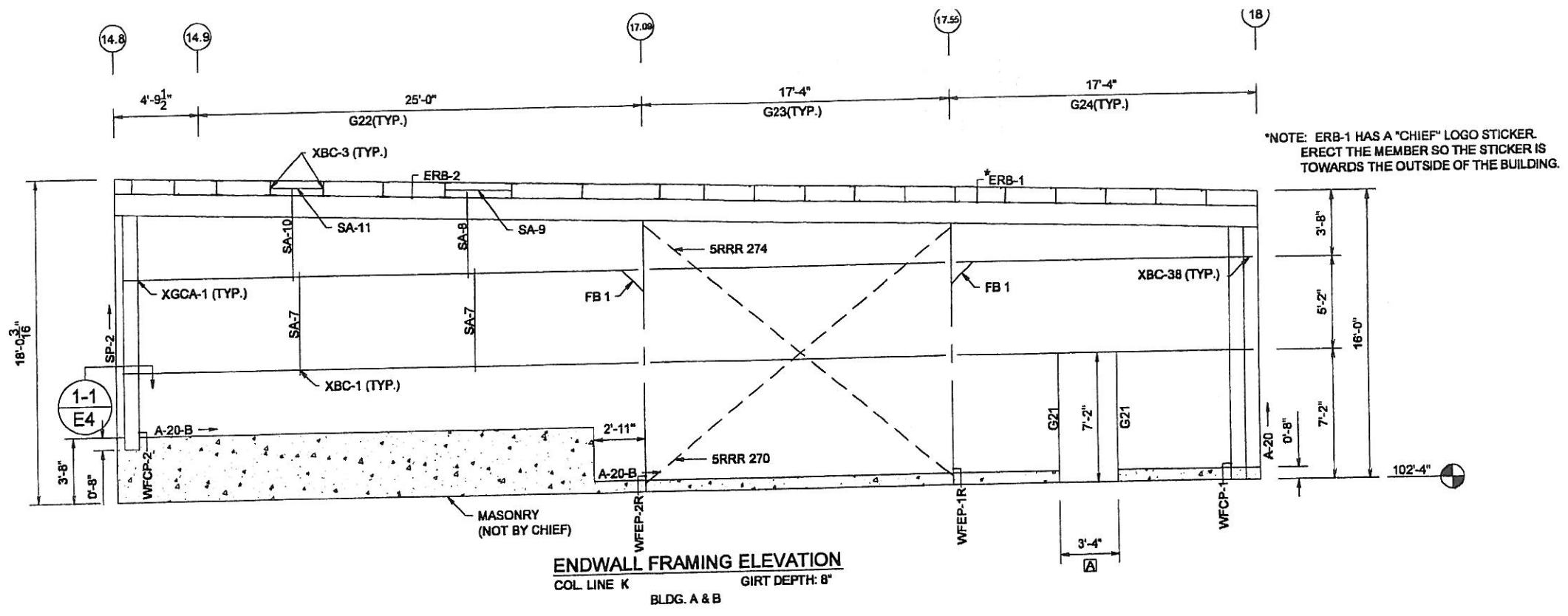
UPDATED DETAILS C GIRT CONNECTIONS C 2

TURNER BROTHERS, LLC. / W.B. MASON PORTLAND ME

PORTLAND ME

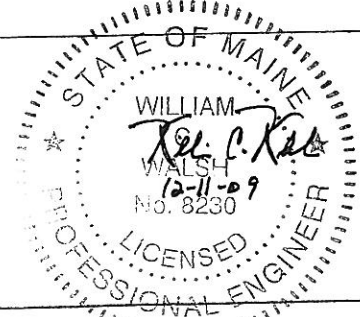
2-BUILDING COMPLEX

<b>CHIEF BUILDINGS</b> <small>a division of Chief Industries, Inc.</small> <small>P.O. BOX 2078          GRAND ISLAND, ME          04842-2078</small>	DRAWN	CHECK	ORDER NO.	S6
	JSA	AL	CO95226	S6
	3-DEC-09	9-DEC-09		

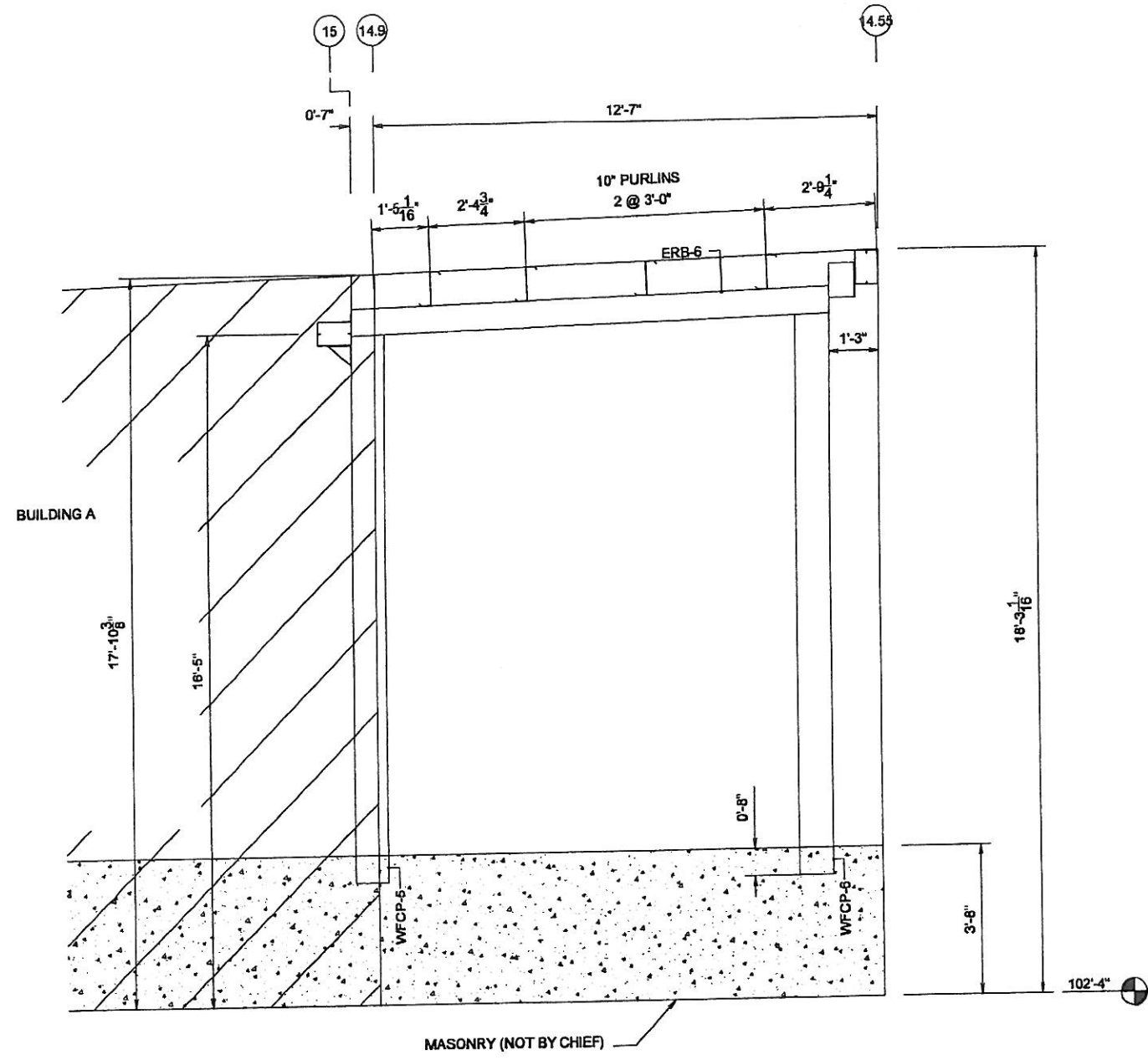


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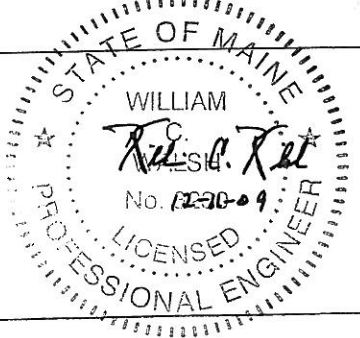
ENDWALL DRAWINGS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
DRAWN	CHECK	ORDER NO.	E1
AL/BLO	JSA / AL	C095226	E5
13-NOV-09	9-DEC-09		



**ENDWALL FRAMING ELEVATION**  
COL LINE J.46 BLDG. B

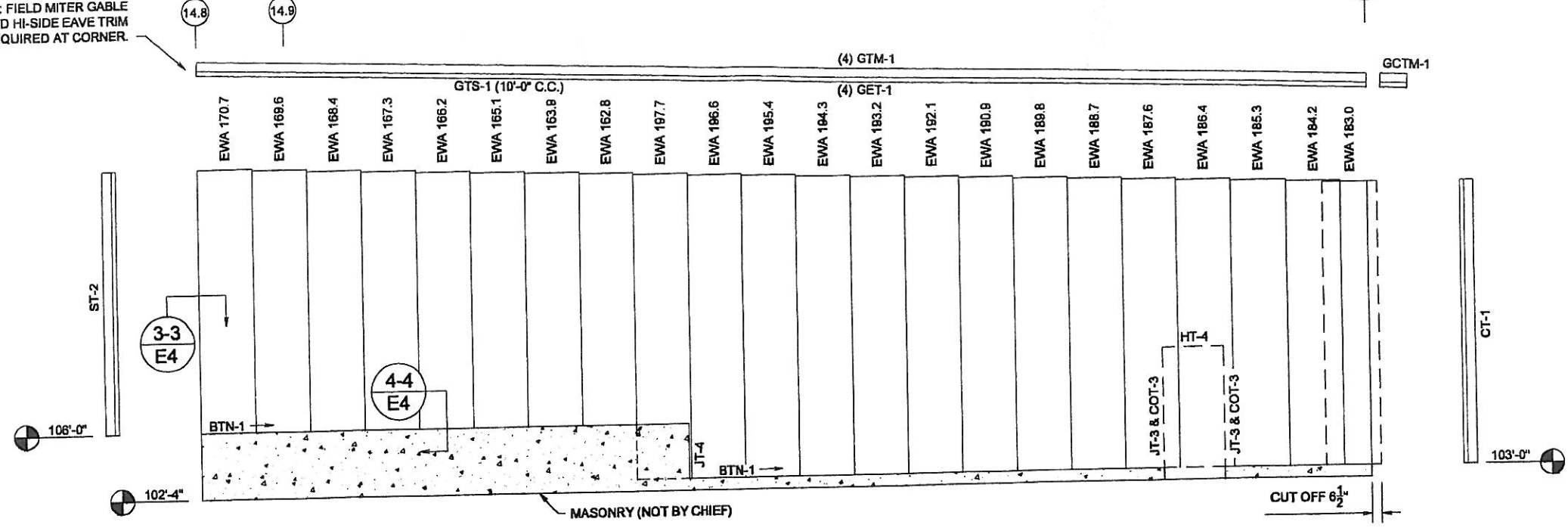
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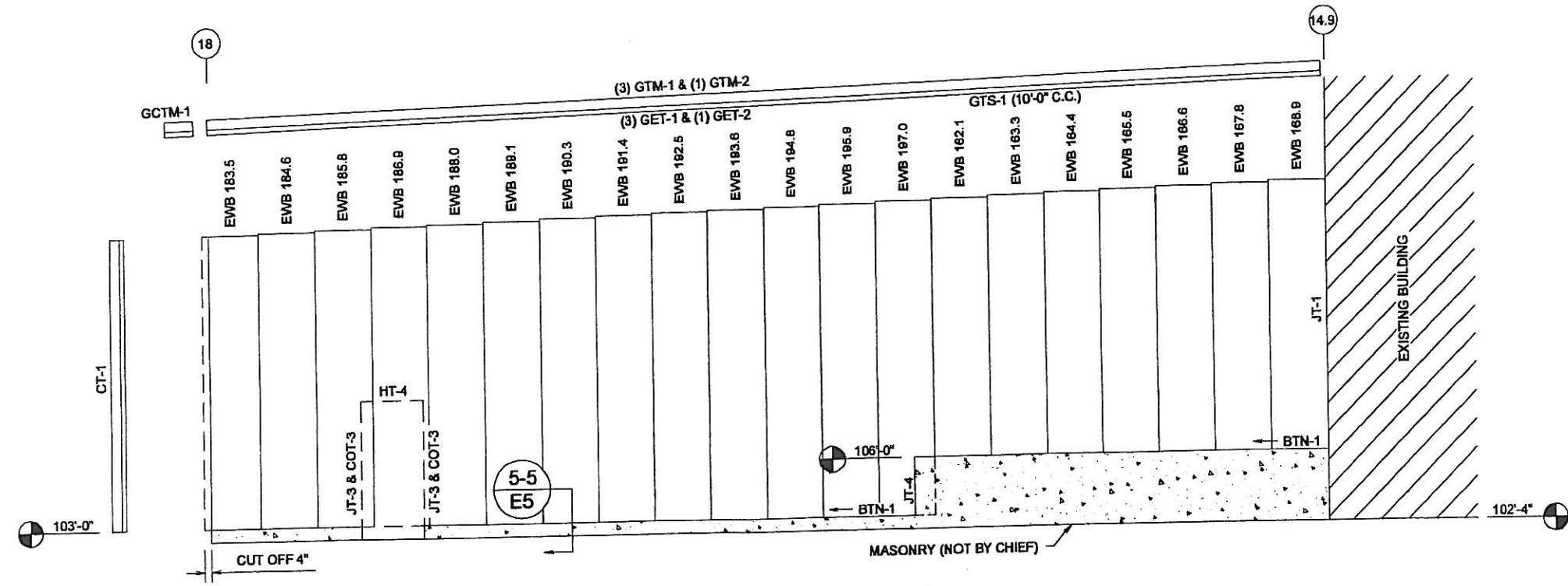


ENDWALL DRAWINGS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
<small>a division of Chief Industries, Inc. P.O. BOX 2578 GRAND ISLAND, ME 05822-2578</small>	AL	JSA	E2
	13-NOV-09	9-DEC-09	CO95226
			E5

NOTE: FIELD MITER GABLE TRIM AND HI-SIDE EAVE TRIM AS REQUIRED AT CORNER.



**ENDWALL SHEETING ELEVATION**  
COL. LINE K

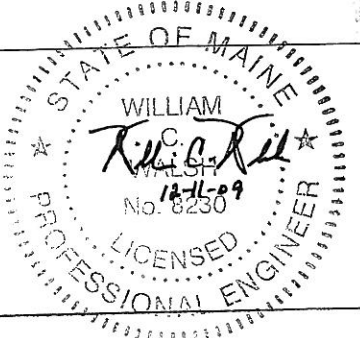


**ENDWALL SHEETING ELEVATION**  
COL. LINE E

REFERENCE NOTES  
1. FOR OPENING TRIMS, REFER TO GENERAL DETAILS.

REVISIONS	
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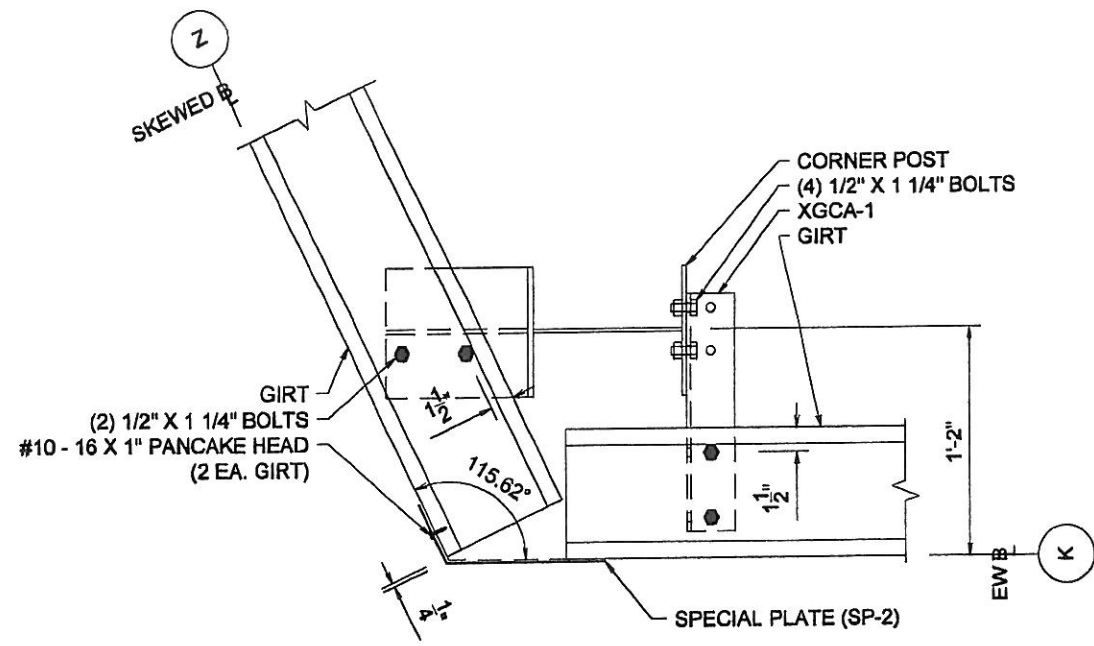
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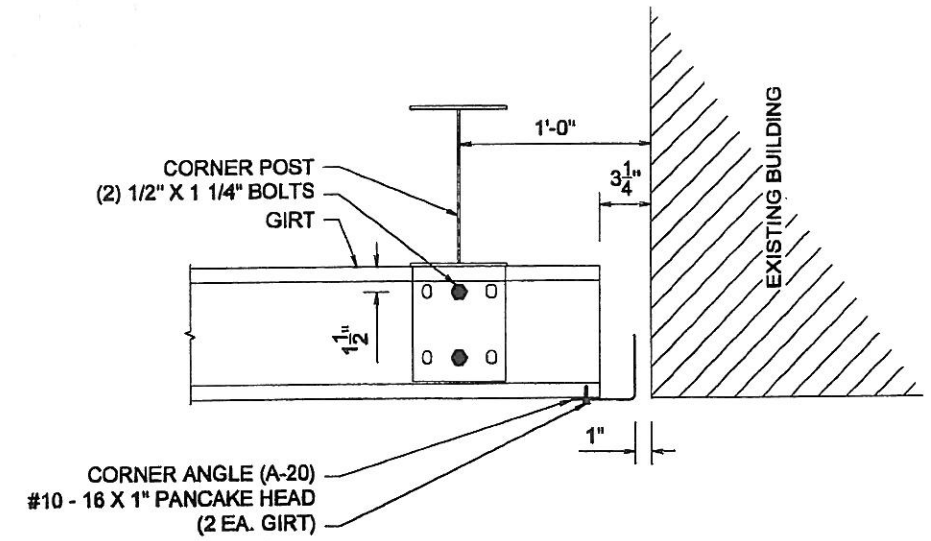
ENDWALL DRAWINGS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
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DRAWN JSA	CHECK AL	ORDER NO.	E3
		CO95226	E5
13-NOV-09		9-DEC-09	



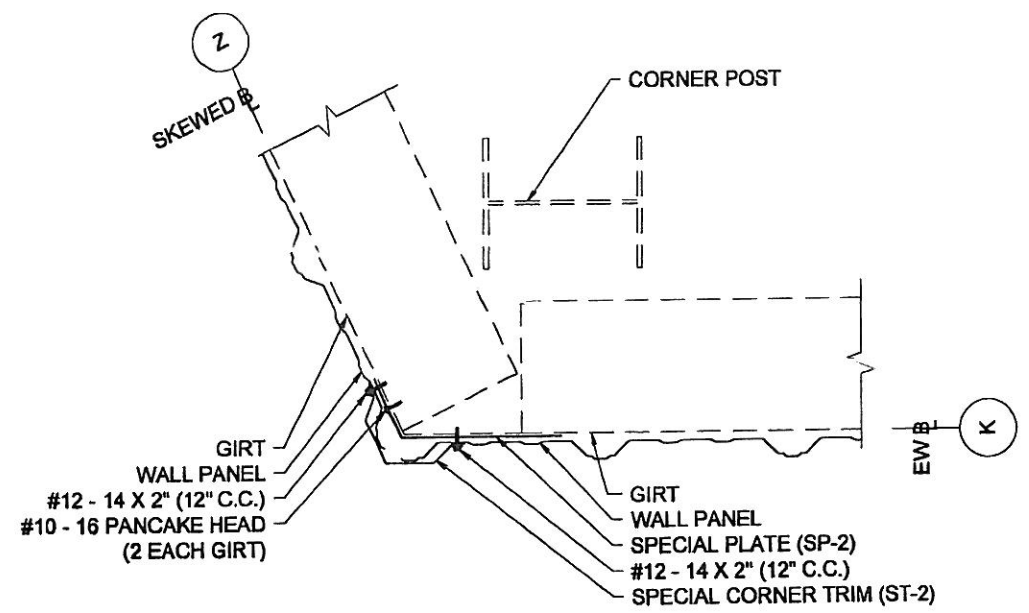




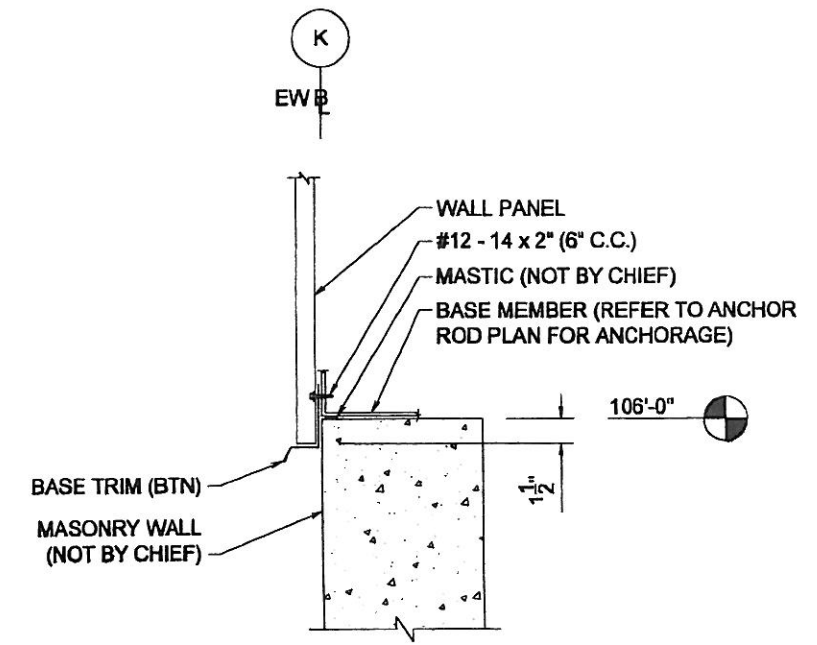
SECTION 1-1  
E1



SECTION 2-2  
E1



SECTION 3-3  
E3

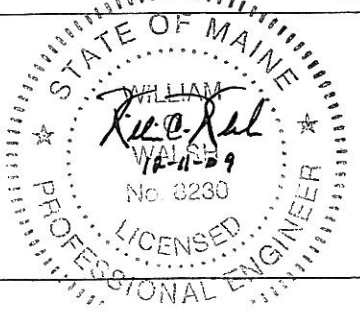


SECTION 4-4  
E3

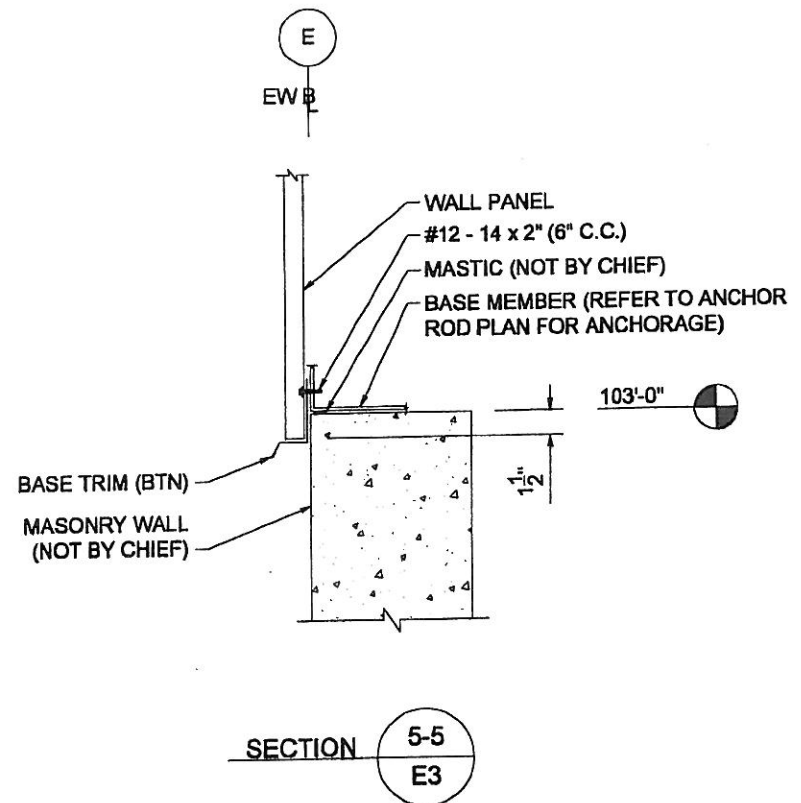
REVISIONS

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SECTIONS & DETAILS			
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
<small>P.O. BOX 2078 GRAND ISLAND, ME 04842-2078</small>	AL/JSA	JSA / AL	E4
	13-NOV-09	9-DEC-09	E5
CO95226			

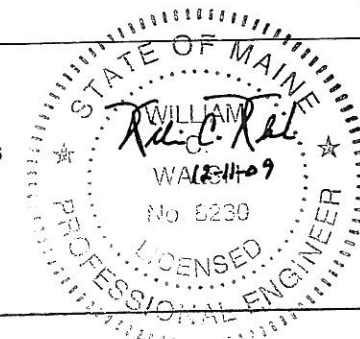


SECTION 5-5  
E3

REVISIONS

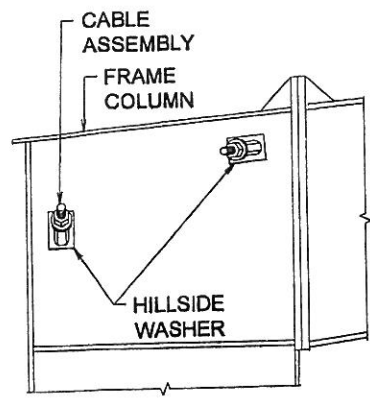
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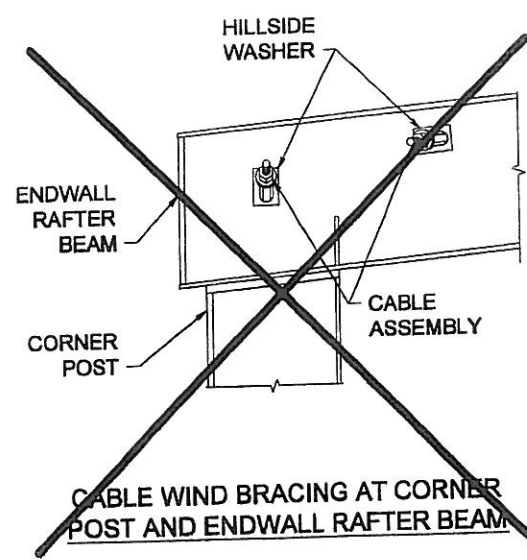
SECTIONS & DETAILS

TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME			
PORTLAND, ME			
2-BUILDING COMPLEX			
CHIEF BUILDINGS <small>a Division of Chief Industries, Inc.</small>	DRAWN JSA	CHECK AL	ORDER NO. CO95226
	13-NOV-09	9-DEC-09	E5 E5



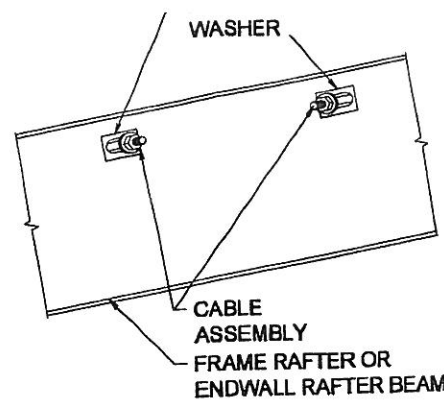
CABLE WIND BRACING AT TOP OF FRAME COLUMN

GD1650F



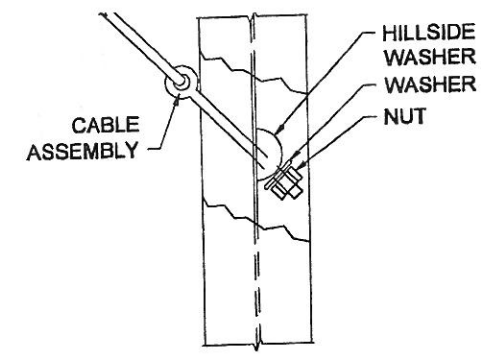
CABLE WIND BRACING AT CORNER POST AND ENDWALL RAFTER BEAM

GD1650I



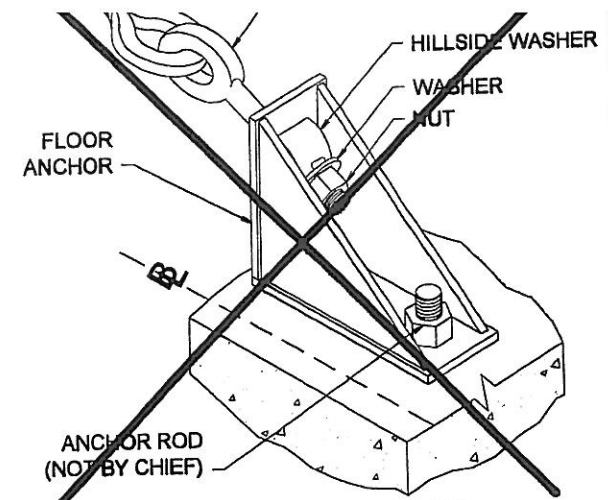
CABLE WIND BRACING AT INTERMEDIATE PURLIN

GD1650J

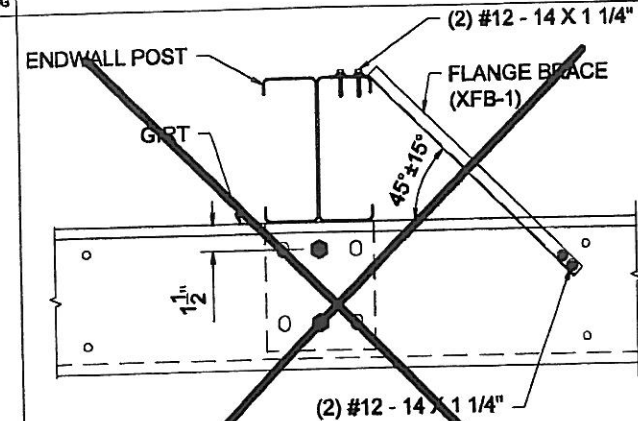


TYPICAL CABLE CONNECTION AT END

GD1650K



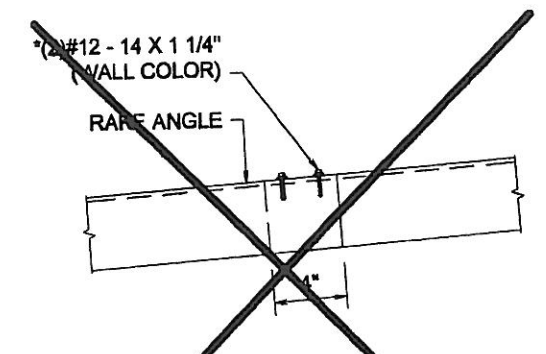
FLOOR ANCHOR DETAIL



FLANGE BRACE MAY BE FIELD CUT & DRILLED WITH 1/4\"/>

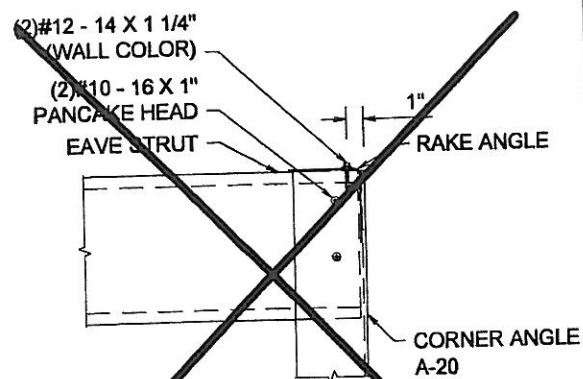
TYPICAL FLANGE BRACE ZEE GIRT TO B-B POST

GD1600U



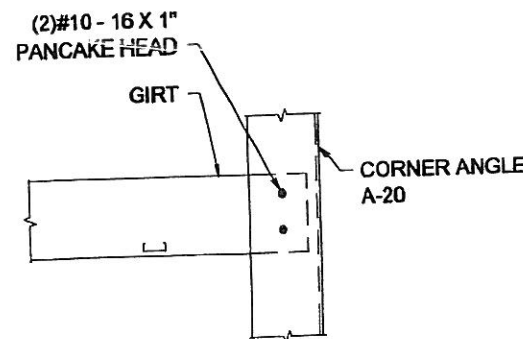
\* NOTE: IN VERTICAL LEG FOR LTC AND MVF / MVP ROOF

RAKE ANGLE LAP DETAIL CS / LTC / MVF / MVP ROOF SYSTEM



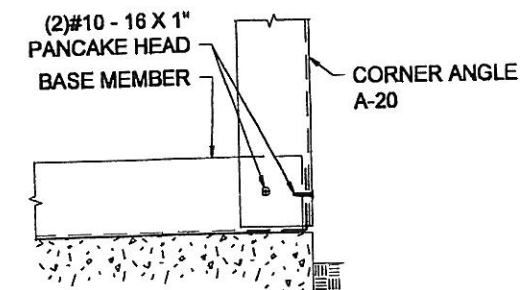
DETAIL AT EAVE & GABLE CS ROOF

GD1750E



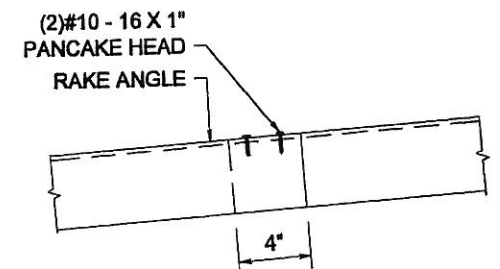
CORNER ANGLE TO GIRT

GD1750B



DETAIL AT BASE ANGLE

GD1750F



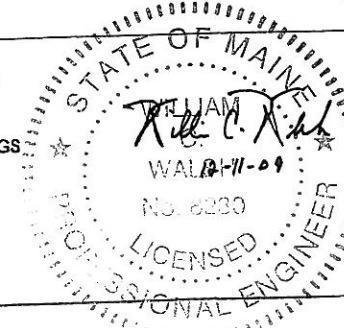
RAKE ANGLE LAP DETAIL MSC / STC ROOF SYSTEM

NOTE:  
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REVISIONS

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UPDATED DETAILS PROC GD1

TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME

PORTLAND, ME

2-BUILDING COMPLEX

<b>CHIEF BUILDINGS</b> <small>a Division of Chief Industries, Inc.</small>	DRAWN	CHECK	ORDER NO.	UD1
	JSA	AL	CO95226	UD1

RELEASED	11-30-09
SUPERSEDES	10-23-08

**Quality Assurance Policy**

The following Quality Assurance Policy is comprised of a list of guidelines and procedures to expedite customer service requirements in the field. Chief's objective is to produce a first-class product and back it up with the best customer service in the industry.

The Quality Assurance Policy has been developed over the last twenty-five years and is based on handling customer service in the field. These guidelines will simplify the communication process and expedite any special requirements needed to make your project run as smooth as possible.

**Common Industry Practices**

The correction of minor misfits by the use of drift pins to draw the components into line, shiming, moderate amounts of reaming, chipping and cutting, and the replacement of minor shortages of material are a normal part of erection and are not subject to claim.

Chief will not pay claims unless the following claim and authorization procedure is strictly complied with by the Builder, or if the correction work is started prior to receipt by Builder of Chief's written "Authorization of Corrective Work". If erection is not by the Builder, the Erector is responsible for providing the Builder with the information necessary to make the claim to Chief as provided below.

Chief is not responsible for any claim resulting from the use of any drawings or literature not specifically released for the components purchased for the project.

Chief is not responsible for any claim resulting from the use by the Erector of any improper material or material containing defects that can be detected by visual inspection. Claims for disassembling such improper or defective material and costs of erecting replacement material are not allowed.

Before you call Chief

Have the following information ready when you call.

- The name of Chief's Project Manager for your project. This information should be available from the office.
- Chief's order number for your project. This information is available from the drawings.
- Page numbers and detail callouts from the drawings.
- Part marks.
- Line numbers.

**1. Shortage and Damage Claims**

Chief personnel check off all components of orders prior to shipment. However, it is imperative that the Builder checks each shipment against the packing lists or Shipping Papers to ensure that the shipment is complete and no damage has occurred.

One of the smaller resale boxes contains a set of drawings, M.S.D.S. sheets and other important documents that will aid you in erecting your project. Look for a box that says "DOCUMENTS ENCLOSED".

**Checking the Shipping List**

Duplicates of packing lists are part of the paper work that is shipped with each load of steel. The full set of checked off Shipping Papers is on the final shipment. An advance copy of the Shipping Papers is included in the document box.

Find the box or bundle that contains the packing list. Check the contents against this packing list. The larger pieces have a piece mark written on the part, check the piece mark against the Shipping Papers.

- Columns, rafters, posts, crane beams, etc. are marked with a grease pencil or paint prior to painting.
- Tube flange brace marks are stamped into the end of the part. The Shipping Papers also reflect the tube size and length in inches.
- Sag angles: The standard sag angle part XSA-61.25 is stamped into the part. The miscellaneous sag angles are marked with a colored marker after they are primed. If there is a pile of same sag angles, only the top angle is marked and the pile is color coded with spray paint on the ends. The Shipping Papers also reflect the angle size and length in inches.
- Special plates are individually marked with a grease pencil prior to painting. The drawings that are sent with the steel shipment will also have part drawings included. These drawing packets are with the other documents included with the shipment.
- Standard bolting clips are stamped on the individual parts. A drawing of these clips is also included in the "Component Identification" section of the "General Details (G.D.) Manual".
- Wind bracing is marked with a tag that is attached to the piece. The mark number contains the size of the cable in eighths (ex. 4WB = 1/2" diameter cable) and length in inches. Rod bracing is marked with a tag that is stretch wrapped to the bundle.
- Girts and purlins are marked with a grease pencil or printer prior to painting. A packing slip is also attached to each bundle that contains quantities and marks. The bundle weight is marked on the top of the bundle. The member size and length in inches are printed on the Shipping Papers.
- Sheeting is identified with packing lists. These packing lists also include the number of pieces of each length and the weight. In the case of LTC sheeting, the marks are written on the paper on the end of the panel, and again on a crate support board toward the inside of the bundle. The length of the sheeting in inches is included in the piece mark. The sheeting prefix generally contains the use of the panel. RS = roof sheet, WS = sidewall sheeting, EW = endwall sheeting, LP = liner panel.

marks and quantities. The part dimensions are covered in the "Component Identification" section of the G.D. Manual. Special trim fabs are included with the erection drawings, M.S.D.S. sheets and other documents in the resale box. Bolts, nuts, screws and other assorted smaller resale parts are packed in smaller boxes and then packaged into larger resale boxes. A packing list is attached to these larger boxes that describe the contents.

**Missing or Damaged Parts**

Any missing items are to be noted on the Bill of Lading and Chief is to be notified immediately. If any item is damaged, it should be noted on the freight bill.

Concealed shortages must be reported to Chief during the following period dating from receipt of the first load:

one load job = 2 weeks	four load job = 5 weeks
two load job = 3 weeks	five load job = 6 weeks
three load job = 4 weeks	six load job = 7 weeks
seven or more load job = 8 weeks	

Chief's responsibility for shortages expires at the end of these notification periods.

**Replacement Shipment**

Maximum effort will be made by Chief to ship replacement components as quickly as possible. Chief will attempt to ship standard components fabricated in its building plants within 48 hours and stock items will be ready to ship in 24 hours.

When a shortage is determined, the Builder needs to notify Chief's Project Manager of the Quality Assurance issue. Chief's Order Number and complete information describing the parts required must be conveyed at this time.

Chief will act immediately to get the parts to the Builder and responsibility for the problem will be determined later.

After the problem has been corrected, Chief will determine where the responsibility lies. If it is Chief's error, Chief will provide the replacement material. Otherwise, Chief will invoice accordingly.

**Transit Damage**

Nominal damage can occur during transit. Chief supplies touch-up paint for such cases. However, if excessive damage occurs, the following procedure will be observed: Material damage (transit or otherwise) should be noted on the carrier's Bill Of Lading. If the damage is not noted on the Bill of Lading, Chief may charge the Builder for the replacement material. Customer pickup - Driver must inspect the load for any damaged material before leaving the plant and notify Chief accordingly.

**White Rust**

All panels shipped from Chief's building plants are in good condition.

Chief bundles and/or boxes components only for protection during transit. This packaging is not intended for protection during storage.

Panels must be stored so air can circulate freely. Trapped moisture may cause discoloration or white rust. Refer to the G.D. Manual for proper bundling storage. This manual is supplied with each order. (again in the resale box)

**Primer**

Chief's shop primer is a rust inhibiting grey modified acrylic primer. This paint is intended to protect the steel only for short periods of exposure to ordinary atmospheric conditions. In addition, shop primer does not provide the uniformity of appearance, or the durability of a field applied finish coat of paint over a shop primer.

The Builder must ensure that the grey primed material is stored in such a manner that water, snow, ice and other debris are not allowed to pond in the members. If primed material is to be top coated with other paint, compatibility tests must be performed by the Builder to ensure acceptable results. These compatibility tests should cover a cross-section of members (clips, angles, purlins, girts, columns, rafters, beams, flange braces, etc.) as different primers may be used on different members.

**2. Authorization for Returning Merchandise**

The authorization must be obtained from Chief's Project Manager before merchandise may be returned for credit. Returned merchandise shall be limited to resale type items (i.e. fasteners, closures, etc.) at Chief's sole discretion. Chief retains the prerogative to allow or disallow the return of merchandise.

Builder must contact Chief's Project Manager with a description of the merchandise and the reason for their request.

When authorization has been granted, an authorization form will be sent to the Builder along with a pre-numbered tag to attach to the merchandise being returned.

A 15% re-stock charge may be assessed on all merchandise which is authorized to be returned.

be returned for credit.

**Replacement Items**

All merchandise shipped will be invoiced to the Builder. This includes parts sent to replace merchandise which has been authorized for return to Chief.

Credit will be issued to the Builder's account when the returned merchandise has been accepted by Chief. Chief may refuse to credit your account if the returned merchandise is not in good condition.

**3. Field Modifications**

**Notification of Field Problems**

The initial claim must be made promptly by either written or verbal notification to Chief's Project Manager. Any verbal notification must be followed up in writing within 7 days. The initial claim must include:

1. Description of nature and the extent of the errors, including quantities.
2. Description of nature and the extent of proposed corrective work, including estimated man-hours and costs.
3. Material to be purchased from other than Chief, including estimated quantities and costs.
4. Maximum total cost of proposed corrective work and material to be purchased from other than Chief.

If necessary, Chief may request pictures, field measurements, or other information that will aid in helping to solve the problem.

Authorization MUST be obtained from Chief's Technical Service Department in writing before field modification is made. Authorization identifies the problem and allows Chief to participate in arriving at a solution, it does not assign fault or liability.

Chief cannot be responsible for structures which have been modified without specific authorization. Any such action may void warranties.

The order number must be shown on all backcharges submitted to Chief.

**Backcharge Procedure**

All backcharges must be submitted within 14 (fourteen) days after completion of the corrective work for which prior approved authorization has been given. Failure to submit the backcharge within this time limit will negate Chief's obligation to pay said charges.

**Information Required for Submitting the Final Claim**

1. Chief's Order Number.
2. Actual man-hours by date of direct labor use on corrective work and hourly rates of pay.
3. Cost of material (not minor supplies) authorized by Chief to be purchased from other than Chief, including copies of paid invoices.
4. Total actual direct cost of corrective work (sum of 2 and 3).  
The final claim shall be signed and certified true and correct by the Builder. Final claims are paid to the Builder in an amount of the lesser of  
a) cost set forth in the initial report and subsequent "Authorization for Field Modification",  
or  
b) the total actual direct cost of corrective work.
5. The cost of equipment (rental or depreciation), small tools, supervision, overhead and profit are not subject to claim. This includes crane and lift charges.

QUALITY ASSURANCE POLICY				
TURNER BROTHERS, LLC. / W. B. MASON PORTLAND ME				
PORTLAND, ME				
2-BUILDING COMPLEX				
<b>CHIEF BUILDINGS</b> <small>a division of Chief Industries, Inc.</small>	DRAWN	CHECK	ORDER NO.	Q1
	JSA	AL	CO95226	Q1
RELEASED	01-15-07	24-NOV-09	9-DEC-09	
SUPERSEDES				

RELEASED 01-15-07 SUPERSEDES

P.O. BOX 2078 GRAND ISLAND, NE 68802-2078