

10-15



- VP-AR 2622 W. 17th St. Pine Bluff, AR 71603
- VP-NC 1140 W. Mountain St. Kernersville, NC 27284
- VP-CA 530 S. Tegner Rd. Turlock, CA 95380
- VP-OH 1202 Industrial Dr. Van Wert, OH 45891
- VP-ME 3200 Players Club Cr. Memphis, TN 38125
- VP-WI 273 Water St. Evansville, WI 53536
- VP-MO 2250 Lower Lake Rd. St. Joseph, MO 64504

Transmittal

| | |
|--|--|
| Builder #: 3546 To: Patco Constr. 1293 Main Street Sanford ME 04073 Attn: Bill Rudman or Ron Mercier Customer: Big Moose Harley Davidson Location: Portland ME Phone: (207)324-5575 | Date: 10/06/04 VP JOB NO.: WI0401125-01 EP _____ Drawings to be sealed: <input checked="" type="checkbox"/> Yes By: <u>CWW</u> <input type="checkbox"/> No |
|--|--|

DRAWINGS OR ITEMS INCLUDED ARE AS FOLLOWS:

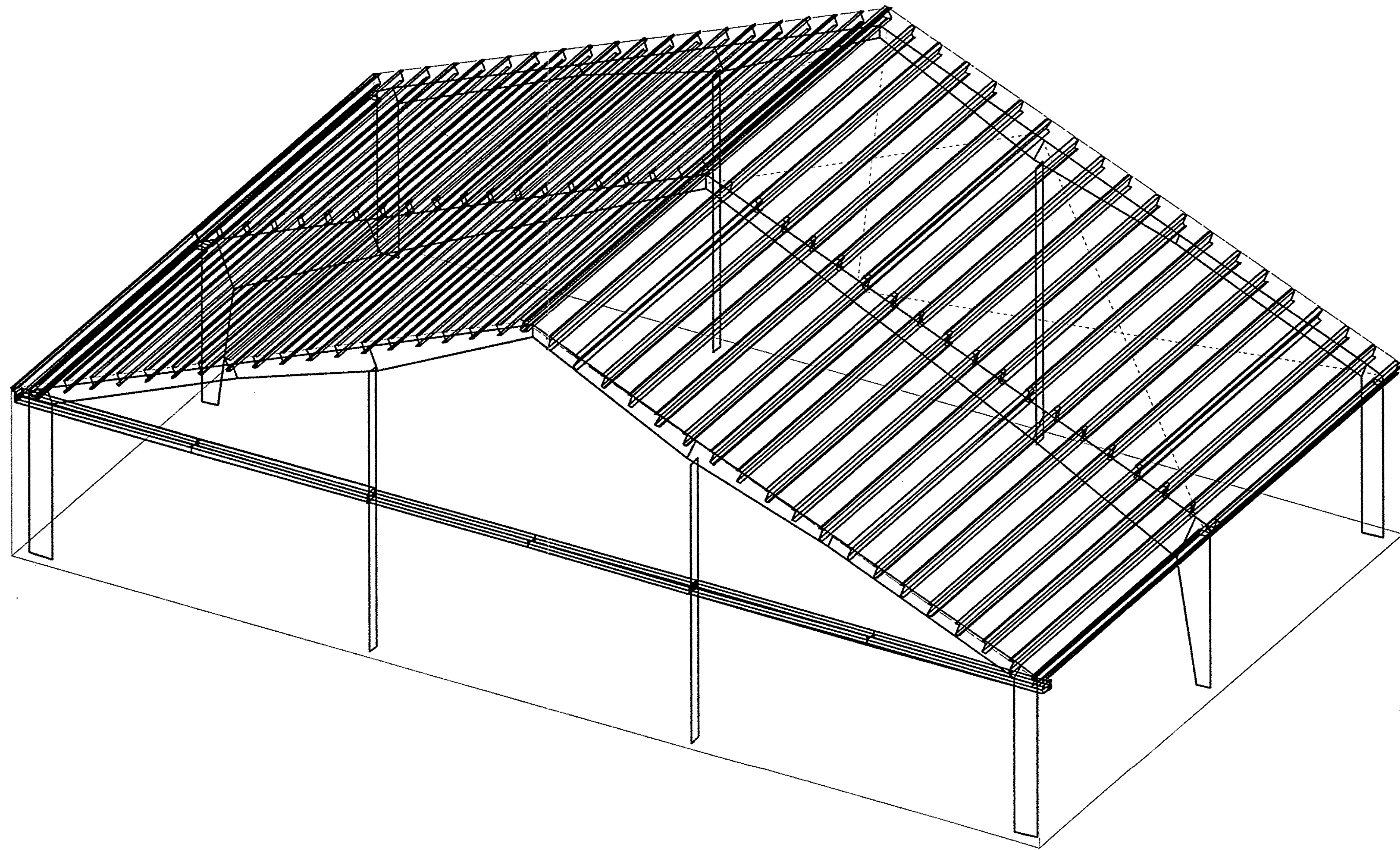
| NO. OF PRINTS | DRAWING NUMBER | DRWG. DATE | REV. NO. | LATEST REV. | DESCRIPTION: |
|---------------|----------------|------------|----------|-------------|--|
| 3 | 1,3 | 9/22 | 1 | 10/7 | Anchor Bolt Plan - For Construction |
| 6 | 1-10 | 9/22 | | | Final Erection Drawings - {1 Set Delivered on Truck} |
| | | | | | Design Drawings |
| | | | | | Permit Drawings |
| | | | | | Preliminary Drawings - Not For Construction |
| | | | | | Approval Drawings - Not For Construction |
| | | | | | Structural Calculations |
| | | | | | Design Loads and Reactions |
| | | | | | Letter of Certification |
| 1 | | | | | MM |

| | |
|--|--|
| <p><i>Please forward above documentation via:</i></p> <p> <input type="checkbox"/> FEDEX Standard <input type="checkbox"/> Priority <input type="checkbox"/> 2-Day <input type="checkbox"/> UPS Ground <input type="checkbox"/> Next Day <input checked="" type="checkbox"/> 2-Day <input type="checkbox"/> Greyhound Bus <input type="checkbox"/> Priority <input type="checkbox"/> US Post Office <input type="checkbox"/> Other </p> <p>TRACKING: <input type="text"/></p> <p>DOCUMENTS TO BE DELIVERED BY: <input type="text"/></p> <p>TEAM OR DEPT. #: <input type="text"/></p> <p>COMMENTS: <input type="text"/></p> | <p>Truck Prints Will Include:</p> <p> <input checked="" type="checkbox"/> LOAD LIST <input type="checkbox"/> 1 SET ERECTION DRAWINGS <input checked="" type="checkbox"/> STANDARD ERECTION GUIDE <input type="checkbox"/> VEE RIB ERECTION GUIDE <input type="checkbox"/> SPAN LOC ERECTION GUIDE <input type="checkbox"/> SUPER BLOCK ERECTION GUIDE <input type="checkbox"/> SSR ERECTION GUIDE (old) <input type="checkbox"/> SSR ERECTION GUIDE staggered lap <input type="checkbox"/> XPRESSTEEL ERECTION GUIDE </p> <p> Sent by (EDT) <input checked="" type="text" value="MAT"/> Sent to printroom <input type="text"/> Printroom Op <input type="text"/> Mail Date <input type="text"/> </p> |
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| DRAWING INDEX | |
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| Notes | 2 |
| Anchor Bolt Plan | 3 |
| Primary Structural | 4,5,6 |
| Secondary Structural | 7,8,9 |
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| Special Drawings | |
| Standard Erection Details | 10 |

| DRAWING RELEASE HISTORY | | |
|-------------------------|---------|------------------|
| TYPE | DATE | DESCRIPTION |
| AB PLAN | 9/27/04 | FOR CONST |
| ERECTION DRNGS | 10/7/04 | FOR CONST |
| AB PLAN | 10/7/04 | FOR CONST REV. 1 |



VP Buildings, Inc. 3200 Players Club Circle Memphis TN 38125

GENERAL NOTES

MATERIALS

3 PLATE WELDED SECTIONS
 COLD FORMED LIGHT GAGE SHAPES
 BRACE RODS
 HOT ROLLED MILL SHAPES
 HOLLOW STRUCTURAL SECTION (HSS)
 CLADDING

ASTM DESIGNATION

A529, A572, A1011 SS
 A1011 SS
 A572
 A36, A572, A529, A992
 A500
 A653, A792

GRADE 50
 GRADE 55
 GRADE 65
 GRADE 36 KSI OR GRADE 50
 GRADE B
 GRADE 50 CLASS 2 OR GRADE 80

A325 BOLT TIGHTENING REQUIREMENTS

IT IS THE RESPONSIBILITY OF THE ERECTOR TO INSURE PROPER BOLT TIGHTNESS IN ACCORDANCE WITH APPROPRIATE REGULATIONS. THE FOLLOWING CRITERIA IS IN COMPLIANCE WITH THE LATEST SPECIFICATIONS, HOWEVER THE ERECTOR IS RESPONSIBLE TO VERIFY LOCAL AUTHORITY REQUIREMENTS.
 ALL CONNECTIONS MADE WITH A325 BOLTS MAY BE TIGHTENED TO THE "SNUG TIGHT" CONDITION AS PERMITTED BY THE SPECIFICATION FOR STRUCTURAL JOINTS USING A325 OR A490 BOLTS (2000 ED.), UNLESS INDICATED AS "PRE-TENSIONED" ELSEWHERE IN THESE DRAWINGS, OR AS INDICATED BELOW.

PRE-TENSION BOLTS ON PRIMARY FRAMING, BOLTED BRACING, AND STRUT CONNECTIONS IF LOCATED IN SEISMIC PERFORMANCE / DESIGN CATEGORY D, E OR F (ZONE 3 OR 4). SEE CODES AND LOADS NOTES BELOW FOR SEISMIC DESIGN CATEGORY.

PRE-TENSION BOLTS ON PRIMARY FRAMING, BOLTED BRACING, STRUTS AND CRANE RUNWAY CONNECTIONS IF BUILDING SUPPORTS A CRANE WITH A CAPACITY GREATER THAN 5 TONS.

CONNECTIONS THAT SUPPORT RUNNING MACHINERY AND OTHER SOURCES OF IMPACT OR STRESS REVERSAL MUST BE PRE-TENSIONED.

ALL SLIP CRITICAL CONNECTIONS AS INDICATED IN THESE DRAWINGS WITH -SC DESIGNATION MUST BE PRE-TENSIONED. SC TYPE CONNECTIONS MUST BE FREE OF PAINT, OIL OR OTHER MATERIALS THAT REDUCE THE FRICTION AT CONTACT SURFACES.

ALL A490 BOLTS MUST BE PRE-TENSIONED WITH WASHERS UNDER TURNED ELEMENT.

SECONDARY MEMBERS AND FLANGE BRACE CONNECTIONS ARE ALWAYS "SNUG TIGHTENED", EVEN IF ABOVE CONDITIONS EXIST, UNLESS SPECIFICALLY NOTED OTHERWISE ON DETAILS.
 WASHERS ARE NOT REQUIRED FOR "SNUG-TIGHT" CONNECTIONS. PRE-TENSIONED CONNECTIONS TIGHTENED USING THE TURN-OF-THE-NUT METHOD DO NOT REQUIRE WASHERS.

CODES AND LOADS

WHEN MULTIPLE BUILDINGS ARE INVOLVED, SPECIFIC LOAD FACTORS FOR DIFFERING OCCUPANCIES, BUILDING DIMENSIONS, HEIGHTS, FRAMING SYSTEMS, ROOF SLOPES, ETC., MAY RESULT IN DIFFERENT LOAD APPLICATION FACTORS THAN INDICATED BELOW. SEE CALCULATIONS FOR FURTHER DETAILS.

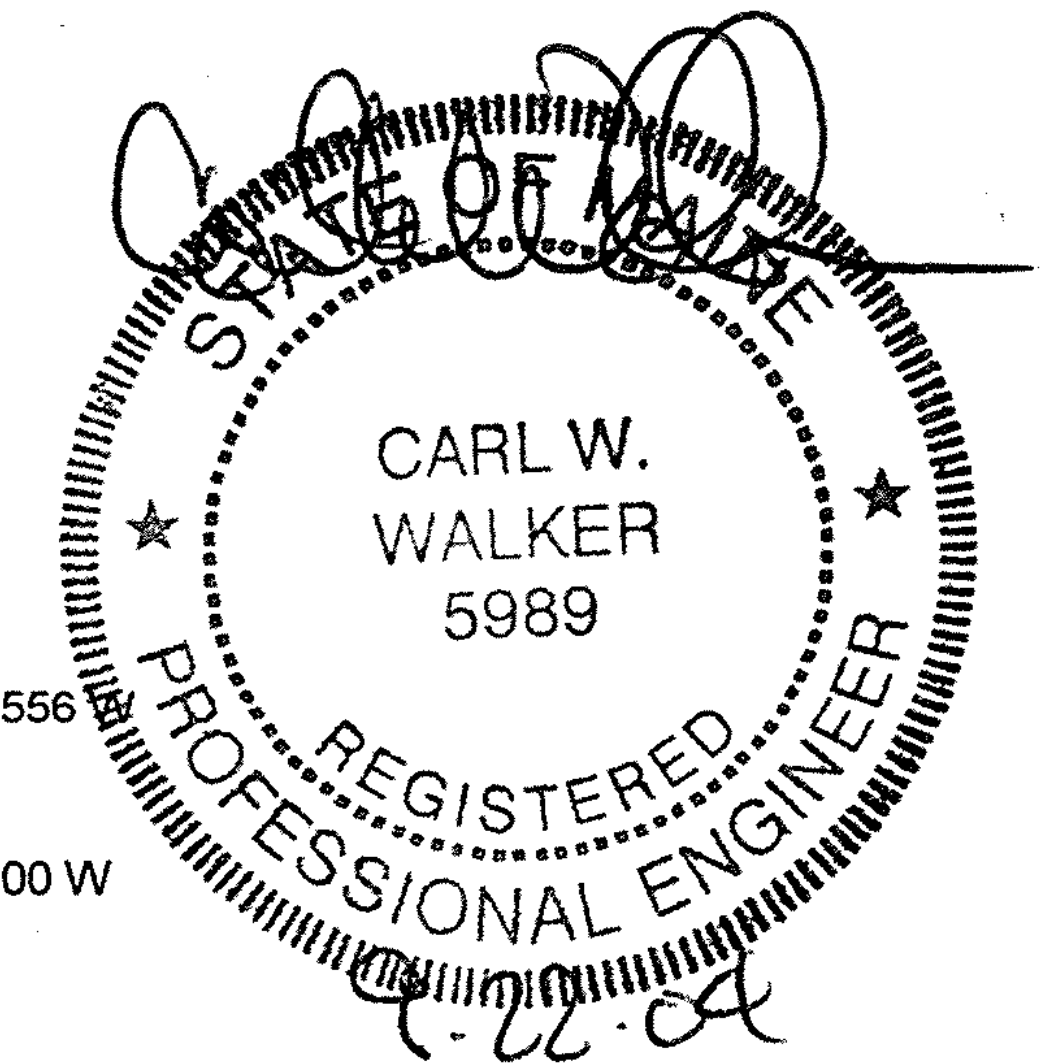
Building Code: 2003 International Building Code
 Reynolds Motorsports: Building Use: Standard Occupancy Structure,
 LIVE LOADS AND RAINFALL
 Live Load 20.00 psf (Not Reducible) **COLLATERAL LOAD: 5.0 PSF**
 Rainfall: 4.00 in per hour

SNOW LOAD
 Ground Snow: 70.00 psf, Flat Roof Snow: 44.10 psf
 Snow Exposure Category (Factor): 1 Fully Exposed (0.90)
 Snow Importance: 1.000 Thermal Category (Factor): Heated (1.00)

WIND LOAD
 Wind Speed: 90.00 mph, Wind Exposure: B
 Basic Wind Pressure: 12.35 psf
 Wind Importance Factor: 1.000, Ft= Topographic Factor: 1.0000
 Wind Enclosure: Enclosed, 0.180
 Note: If the building is design as ENCLOSED, all windows, doors, skylights and other covered openings must be designed for the specified above wind loads

EARTHQUAKE DESIGN DATA
 Lateral Force Resisting Systems using Equivalent Force Procedure, 1
 Mapped Spectral Response - Ss: 37.36 %g, S1: 9.98 %g
 Seismic Hazard / Use Group: Group 1
 Seismic Performance / Design Category: C (See Bolt Tightening Note Above)
 Seismic Snow Load: 8.82 psf
 Seismic Importance: 1.000
 Soil Profile Type: Stiff soil (D, 4)
 Design Spectral Response - Sds: 0.0000, Sd1: 0.0000

Ordinary Steel Moment Frames
 Frame Redundancy Factor: 1.0000
 Framing R-Factor: 3.0000, Frame Seismic Factor (Cs): 0.0556, Design Base Shear = 0.0556
 Ordinary Steel Concentric Braced Frames
 Brace Redundancy Factor: 1.0000
 Bracing R-Factor: 3.0000, Brace Seismic Factor (Cs): 0.0500, Design Base Shear = 0.0500 W



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IT IS PROVIDED SOLELY FOR ERECTING THE BUILDING DESCRIBED IN THE APPLICABLE PURCHASE ORDER AND SHALL NOT BE MODIFIED, REPRODUCED OR USED FOR ANY OTHER PURPOSE WITHOUT PRIOR WRITTEN APPROVAL OF VP BUILDINGS.

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VP BUILDINGS, INC.
 AISC CATG. MB CERTIFIED

COVER SHEET

| | |
|--------------|---------------------------|
| BUILDER | PATCO Construction Inc |
| CUSTOMER | Big Moose Harley Davidson |
| LOCATION | Portland, Maine |
| PROJECT | Big Moose Harley Davidson |
| BUILDERS POC | 2663 |



VP VERSION: 5.1b

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BUILDER/CONTRACTOR RESPONSIBILITIES

VP Buildings follows the guidelines as outlined in the AISC and MBMA Codes of Standard Practice. VP Buildings standard product specifications, design, fabrication, quality criteria shall govern all work unless stipulated otherwise in the contract documents. In case of discrepancies between VP Buildings structural plans and plans for other trades, VP Building structural plans shall govern.

It is the responsibility of the Builder to obtain approvals and permits from all governing agencies and jurisdictions as required. Approval of VP Building drawings constitutes the builders acceptance of VP interpretation of the contract purchase order. Unless specific design criteria concerning interface design and details are furnished as part of the contract, VP Buildings design assumptions shall govern.

VP engineers are not Project Engineers or Engineer of Record for the overall project. VP engineering supply sealed engineering design data and drawings for VP supplied material as part of the overall project for use by others to obtain permits, approvals, and coordinate with other trades. The Builder or A/E firm are responsible for the overall project coordination, including coordination with appropriate inspection and testing agencies. All interface and/or compatibility of any materials not furnished by VP are to be considered and coordinated by the builder or A/E firm.

CONSTRUCTION & ERECTION RESPONSIBILITY

The Builder is responsible for construction in strict accordance with VP Buildings "FOR CONSTRUCTION" drawings and all applicable product installation guides. VP is not responsible for work done from any other VP drawings that are not marked "FOR CONSTRUCTION", nor any drawings prepared by others. The Builder is responsible for accurate setting of anchor bolts (+/- 1/8" accuracy), erection of steel, and required alignment such that components are straight and plumb per MBMA Code of Standard Practice. Out of straightness for any member shall not exceed 1/300.

The building erector shall be properly licensed and experienced in erecting metal building systems. The Builder is responsible for having knowledge of, and shall comply with, all OSHA requirements and all other governing site safety criteria. The builder is responsible for designing, supplying, locating and installing temporary supports and bracing during erection of the building. VP bracing is designed for code required loads after building completion and shall not be considered as adequate erection bracing. See VP Builder Memo #BM-006.

EXISTING STRUCTURES

VP must be advised of any existing structure that is within 20 ft. of VP's building. Loadings of both buildings may be affected when adjacent buildings are within this distance. VP cannot be responsible for the design or loading of existing buildings.

BRACING

Tension brace rods work in pairs to balance forces caused by initial tensioning. Care must be taken while tightening brace rods so as not to cause accidental or misalignment of components. All rods must be installed loose and then tightened. Rods should not exhibit excessive sag. For long or heavy rods, or angles it may be necessary to support the rod at mid-bay by suspending it from a secondary member.

Bracing for seismic or wind loading of objects or equipment that are not a part of the VP structure must be designed by a qualified professional to deliver lateral loads to primary frames and rod bracing struts. Equipment bracing and suspension connections must not impose torsion or minor axis loads, or cause local distortion in any VP components. VP accepts no responsibility for design or installation of bracing systems not furnished by VP.

FIELD WELDING

All field welding shall be done at the direction of a design professional, and done in accordance with governing requirements (AWS in USA, CWB in Canada) by welders qualified to perform the welding as directed by the applicable welding procedure specification (WPS). A WPS shall be prepared by the contractor for each welding variation specified. Unless otherwise approved, use E70ksi yield, low hydrogen electrodes. The contractor shall provide for any special welding inspection as required by code.

DELIVERIES

It is the responsibility of the builder to have adequate equipment available at the job site to unload trucks in a safe and timely manner. The Builder will be responsible for all retention charges from carriers as a result of job site unloading delays.

Per VP Builder Memo #BM-001, claims for damage or losses MUST be noted on the Bill-of-Lading or delivery receipt and filed against the carrier by the consignee as per VP's Terms of Sales (F.O.B. Plant) under the Uniform Commercial Code. It is critical that damages or loss be noted on the Bill-of-Lading or you have little recourse with the carrier. Immediately upon delivery of material, material quantities are verified by the Builder against quantities billed on the shipping document. Neither the Manufacturer nor the carrier is responsible for material shortages against quantities billed on the shipping document if such shortages are not noted on the shipping documents upon delivery of material and acknowledged by the carriers agent. For materials concealed in bundles, boxes, or crates, shortages must be reported immediately upon unpacking. Should products get wet, bundled and crated materials must be unpacked and unbundled immediately to provide drainage of trapped moisture.

SEALANTS

Sealants shall be applied in strict accordance with VP details or weather tightness will be compromised. Sealant must be applied in temperatures and weather conditions consistent with labeling. Butyl Sealants - Service Temperature Range (Degrees): Min -40F (-40C); Max 200F (104C) Tape sealants - Service Temperature Range (Degrees): Min -60F (-50C); Max 212F (100C)

INDEPENDENT MEZZANINES

Independent mezzanines must be designed by a professional engineer. The engineer must ensure that proper isolation from the VP building has been provided to avoid structural damage due to differential movements, or inadvertently apply loads to the VP structure. VP accepts no responsibility for the design of the independent mezzanine.

FIRE CODE COMPLIANCE

It is the responsibility of the project design professional and builder to comply with local fire code regulations including consideration of, but not limited to, building use and occupancy, all building construction materials, separation requirements, egress requirements, fire protection systems, etc. Builder shall advise VP of any special requirements to be furnished by VP.

FIELD MODIFICATIONS

Modifications to this building from details and instructions contained on these drawings must be approved in writing by VP Building engineers, or other licensed structural engineer. This includes, but is not limited to, removal of roof or wall cladding, removing or moving any flange braces or rod braces, cutting of openings for doors, windows or RTU's, correction of fabrication errors, etc. The owner shall not impose loads to this structure beyond what is specified for this building in the contract documents. VP Buildings, Inc. accepts no responsibility for the consequences of any unauthorized additions, alterations, or added loads to this structure.

Per VP Builder Memo #BM-001, if the builder intends to invoice VP Buildings for modifications in excess of \$1000, the builder must notify VP Buildings immediately, and obtain a Work Authorization from VP Buildings prior to proceeding. All final claims must be submitted to VP Buildings with all supporting documentation within 30 days of the building completion. Claims submitted without work authorizations, or after 30 days will not be accepted. Correction of minor misfits, shimming and plumbing, moderate amount of reaming, drilling, chipping / cutting and minor welding are considered by Code of Standard Practice to be part of erection are not subject to claim reimbursement.

CONCRETE/MASONRY/CONVENTIONAL STUD WALLS

The engineer responsible for the design of the wall system is responsible for coordinating with, or specifying to VP Buildings, any wall to steel compatibility issues such as drift and deflection compatibility, special base details, and wall to VP steel connections. All fasteners, sealant and counter flashing of wall systems are to be provided by contractor.

PANELS

Oil canning is an inherent characteristic of cold formed steel panels. It is the result of several factors that include induced stresses in the raw material delivered to VP, fabrication methods, installation procedures, and post installation thermal forces. Thru fastened panels will exhibit some dimpling when installed, especially when insulation is installed between panels and secondary supports. Dimpling can be minimized by careful installation, taking care not to over drive fasteners.

Roof rumble is a phenomenon that is caused by wind gusts lifting up on the roof panels and then springing back into place. All panels experience this action to some degree, especially with concealed clip panels such as SSR and SLR. Roof rumble noise may be minimized by providing a layer of blanket insulation between the panels and any hard support surface such as steel secondary members, substrates such as plywood, steel decking, or rigid board insulation. A minimum of 2 inch thick blanket is recommended over steel secondary members, or 1 inch over substrates.

Oil canning, dimpling, and roof rumble do not affect the structural integrity or weather tightness of the panels and is not grounds for rejection of panels.

SKYLIGHTS

VP's Tuffites and VP's domed skylight have been tested to support a 300 lb. load over a 1 sq. ft. area, as well as uniform gravity and uplift load test. Local building departments may require added fall restraint due to conditions that may affect the skylight structural integrity. It is the responsibility of the builder to determine and provide any added fall restraint under the skylight as may be required by your building department.

RAIN WATER RUNOFF

Drainage systems must be designed by the project engineer to comply with code requirements. VP is not responsible for drainage designs, overflow scuppers, down piping, etc. The project professional and contractor are responsible to ensure that overflow devices such as scuppers and auxiliary drains are provided as required for the required rain intensity at the building perimeter and at valley conditions to prevent ponding.

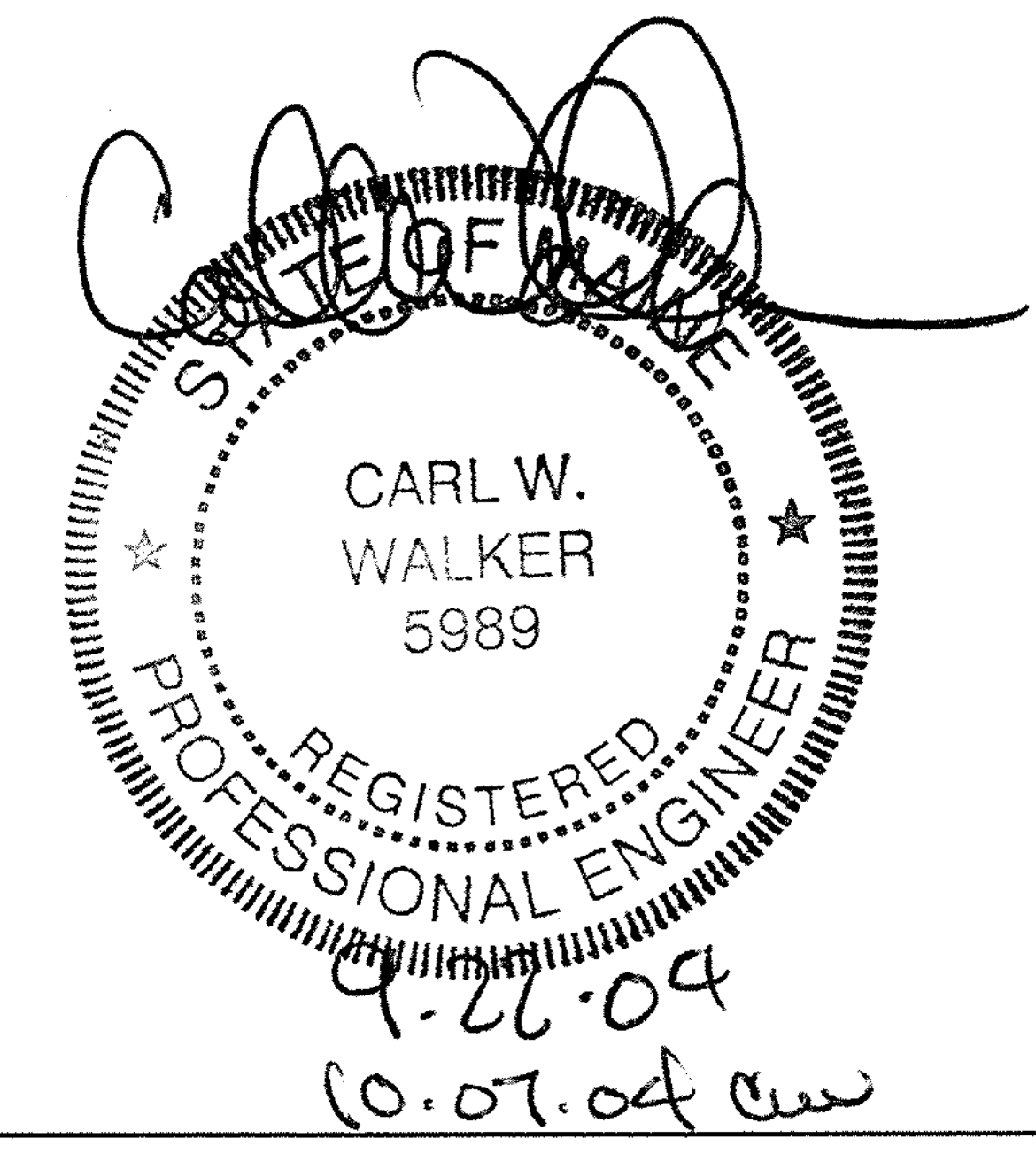
STEEL SHOP COAT

The purpose of VP's shop coat is to provide protection for the steel members during transportation, during temporary job site storage and during erection. Standard shop formulation is not designed to perform as a finish coat when exposed to environmental conditions. Members shall be kept free of the ground and properly drained during job site storage. It is the Builder's responsibility to ensure that if a finish coat is being applied over VP shop coat that the painting contractor verifies compatibility between his finish coat and VP's shop coat. See VP Builder Memo #BM-001 & #BM-002.

VP BUILDINGS CERTIFICATIONS

| PLANT SPECIFIC CERTIFICATIONS | | | | | | | |
|-------------------------------|----------|----------|-----------------------|----------|--------------|-----------|----------|
| Location | Alabama | Arkansas | California | Missouri | No. Carolina | Wisconsin | Mexico |
| AISC | MB Cert. | MB Cert. | MB Cert. | MB Cert. | MB Cert. | MB Cert. | MB Cert. |
| ISO | 9001 | 9001 | 9001 | 9001 | 9001 | 9001 | |
| IAS | FA-377 | FA-401 | FA-240 | FA-388 | FA-376 | FA-378 | |
| CSA | | | A-660 | | | A-660 | |
| CWB | | | Div. 1 | | | Div. 1 | |
| Los Angeles, CA | | | Div. 1 | | | Div. 1 | |
| Houston, TX | | Approved | | | | | Approved |
| Riverside, CA | | | Type 1 Fab #SP02-0028 | | | | |
| Clark Co., NV | | | Fab ID# 241 | | | | |
| San Bernardino Co, CA | | | Fab ID# 121 | | | | |

SSR Roof System: ICC-ES Report #ER-5621
 Panel Rib Roof and Panel Rib & Vee Rib Wall System: ICC-ES Report #ER-4879
 State of Florida Product Approval (Listed as VP Buildings)
 Dade Co. Product Certification
 SSR Roof NOA#03-0206.13; Panel Rib Roof NOA#02-0123.08; Panel Rib Wall NOA#02-04187.01;
 Vee Rib Wall NOA#01-1128.05
 Underwriter's Laboratory Approvals
 SSR Roof-UL#TGKX-113; SSR Composite Roof Class 90-UL#TGKX-113A; SSR Roof w/Super Block Class 90-UL#TGKX-32B;
 Panel Rib Roof UL Class 60-UL#TGKX-60; Panel Rib Roof UL Class 90-UL#TGKX-64;
 VP SLR/AEP SL Roof Class 90-UL#TGKX-60
 Factory Mutual Approved Assemblies
 SSR Roof Systems are approved in various type applications and listed in FM Approval Guide.
 24 Ga SSR (0.0277" Nominal), is available in Class 1-60, 1-75, 1-90. 22Ga SSR (0.0277" Nominal), is available in Class 1-75, 1-90, 1-120.



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VP Buildings, Inc.
3200 Players Club Circle Memphis TN 38125

| REV | DATE | BY | DESCRIPTION |
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NTS

Erection Notes

| | |
|---------------|---------------------------|
| BUILDER | PATCO Construction Inc |
| CUSTOMER | Big Moose Harley Davidson |
| LOCATION | Portland, Maine |
| PROJECT | Big Moose Harley Davidson |
| BUILDER'S PO# | 2663 |

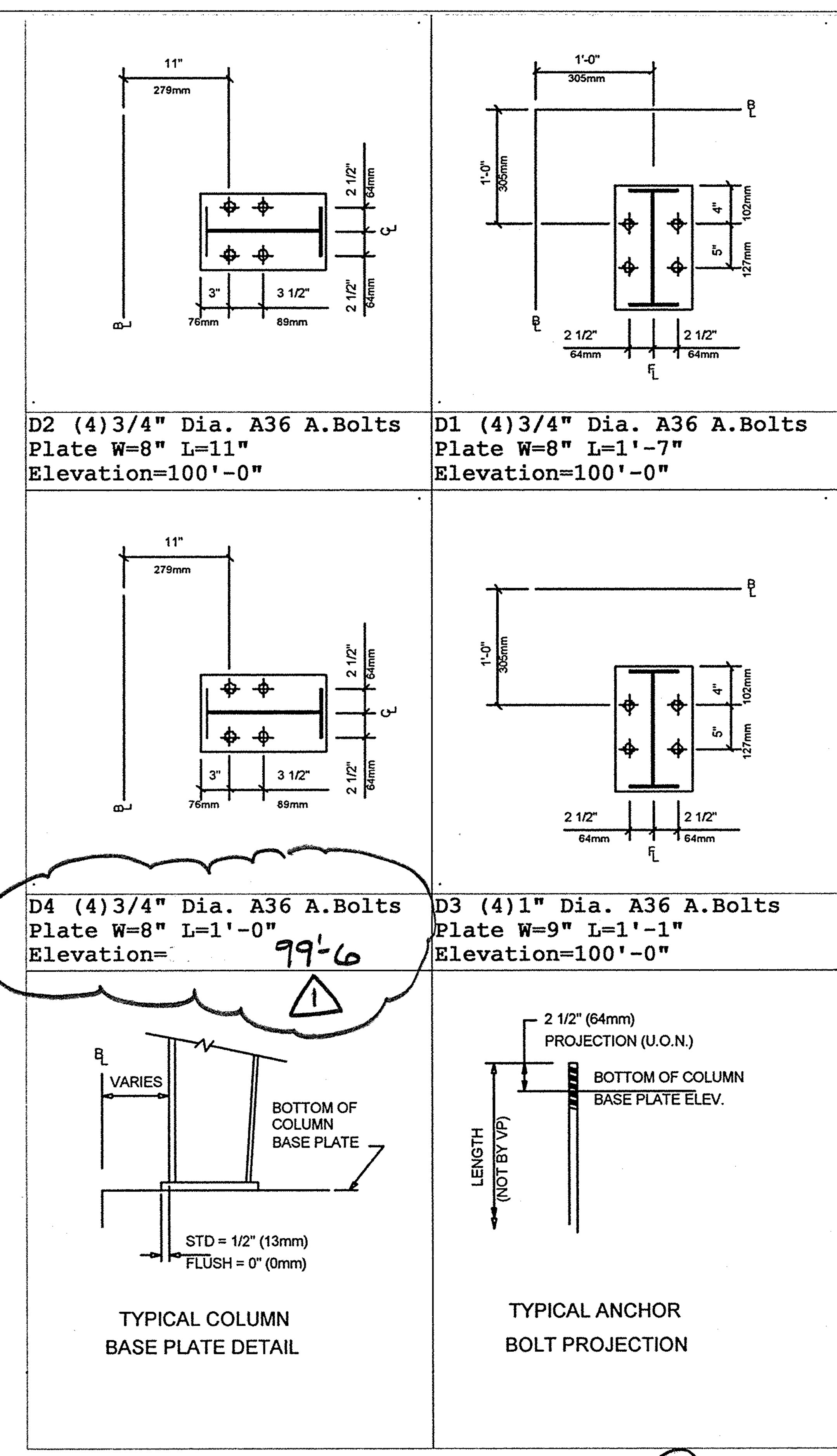
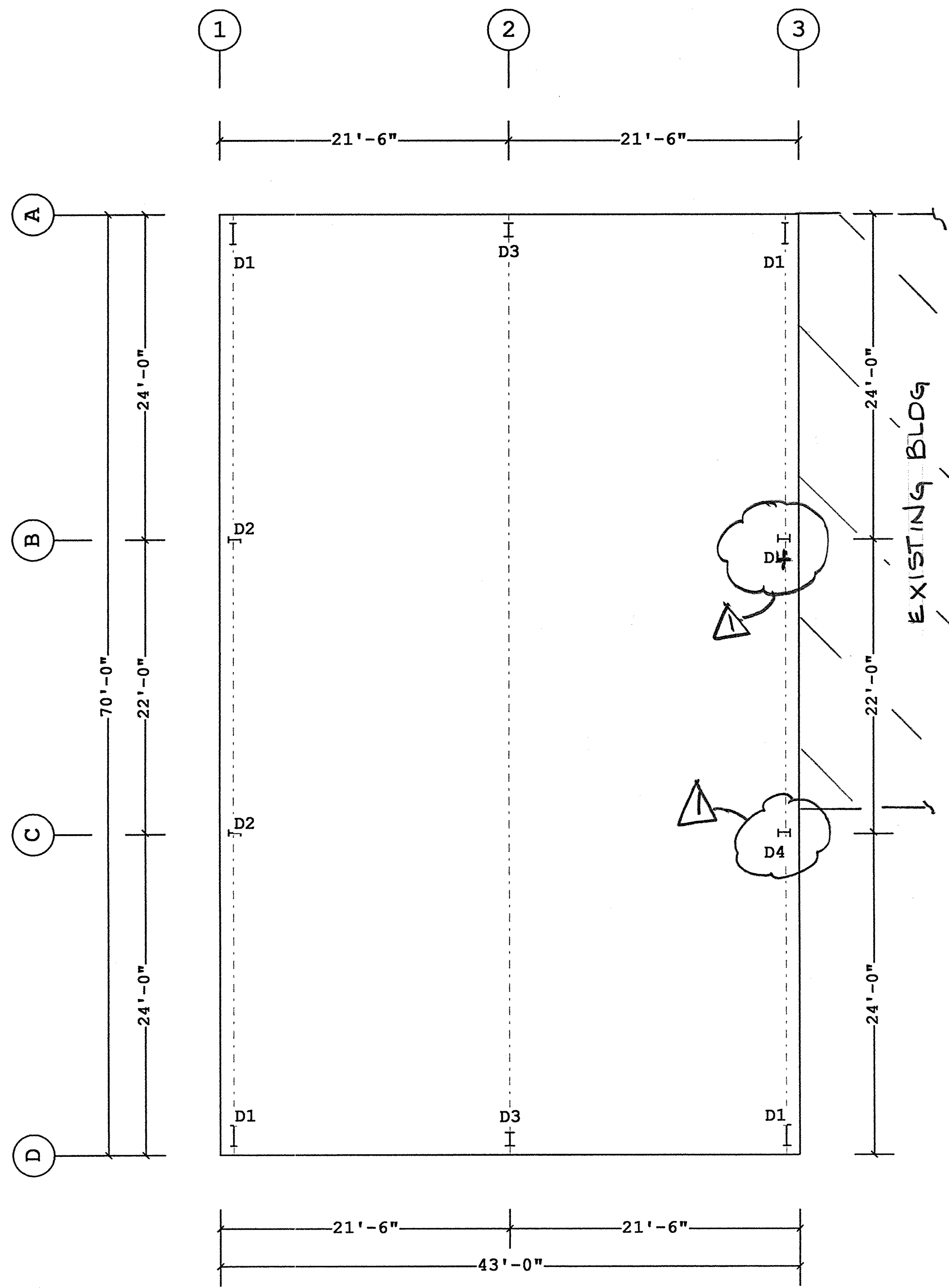


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ANCHOR BOLT PLAN Finished Floor Elevation = 100'-0" (Unless Noted Otherwise)

△ REV. COL. BASE ELEV.

1. CONCRETE, GROUT, ANCHOR BOLTS, AND ANY OTHER EMBEDDED ITEMS ARE TO BE FURNISHED BY OTHERS
2. ANCHOR BOLT DIAMETERS WERE DETERMINED BY ALLOWABLE SHEAR AND TENSION PER AISC SPECIFICATIONS (FY = 36 KSI). ANCHOR BOLT LENGTH, EFFECTS OF EMBEDDED ANCHOR BOLT EDGE DIMENSIONS AND METHOD OF TRANSFERRING FORCES FROM ANCHOR BOLTS TO FOOTINGS ARE TO BE DETERMINED BY OTHERS.
3. DESIGN LOADS AND REACTIONS ARE FURNISHED IN THE REACTIONS REPORT.
4. FOUNDATION MUST BE LEVEL, SQUARE AND SMOOTH. ANCHOR BOLTS MUST BE ACCURATELY PLACED AS SHOWN ON THIS DRAWING OR STEEL WILL NOT FIT.

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| REV | DATE | BY | DESCRIPTION |
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| 1 | 10/7/04 | MH | |
| NTS | | | |

VP Buildings, Inc.
3200 Players Club Circle Memphis TN 38125

ANCHOR BOLT PLAN 10.07.04 CW

BUILDER PATCO Construction Inc
CUSTOMER Big Moose Harley Davidson
LOCATION Portland, Maine
PROJECT Big Moose Harley Davidson
BUILDER'S PO# 2663

VP BUILDINGS
VPCO/PRI/SH

VPC VERSION: 5.1b

JOB # WI0401125-01
DATE 9/22/2004
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PAGE 3

○ Frame Member Schedule

| Part | Mem. Width | Thick. | Webthk | Depth1 | Depth2 | Approx. Lgth |
|--------|------------|--------|--------|--------|--------|--------------|
| CX001 | 1 5" | .1875 | .2500 | 1'-6" | 1'-6" | 11'-5 5/8" |
| RBX009 | 2 5" | .1875 | .1345 | 1'-0" | 11" | 13'-9 5/16" |
| RBX002 | 3 5" | .1875 | .1345 | 11" | 1'-7" | 22'-1 7/8" |
| | 4 5" | .1875 | .1345 | 1'-7" | 9" | |
| RBX003 | 5 5" | .1875 | .1345 | 9" | 1'-7" | 22'-1 7/8" |
| | 6 5" | .1875 | .1345 | 1'-7" | 11" | |
| RBX009 | 7 5" | .1875 | .1345 | 11" | 1'-0" | 13'-9 5/16" |
| CX001 | 8 5" | .1875 | .2500 | 1'-6" | 1'-6" | 11'-5 5/8" |
| EPX001 | 9 5" | .1875 | .1345 | 10" | 10" | 19'-1 7/16" |
| EPX002 | 10 5" | .1875 | .1345 | 10" | 10" | 19'-1 7/16" |

○ A325 Bolt Connection & Plate Schedule

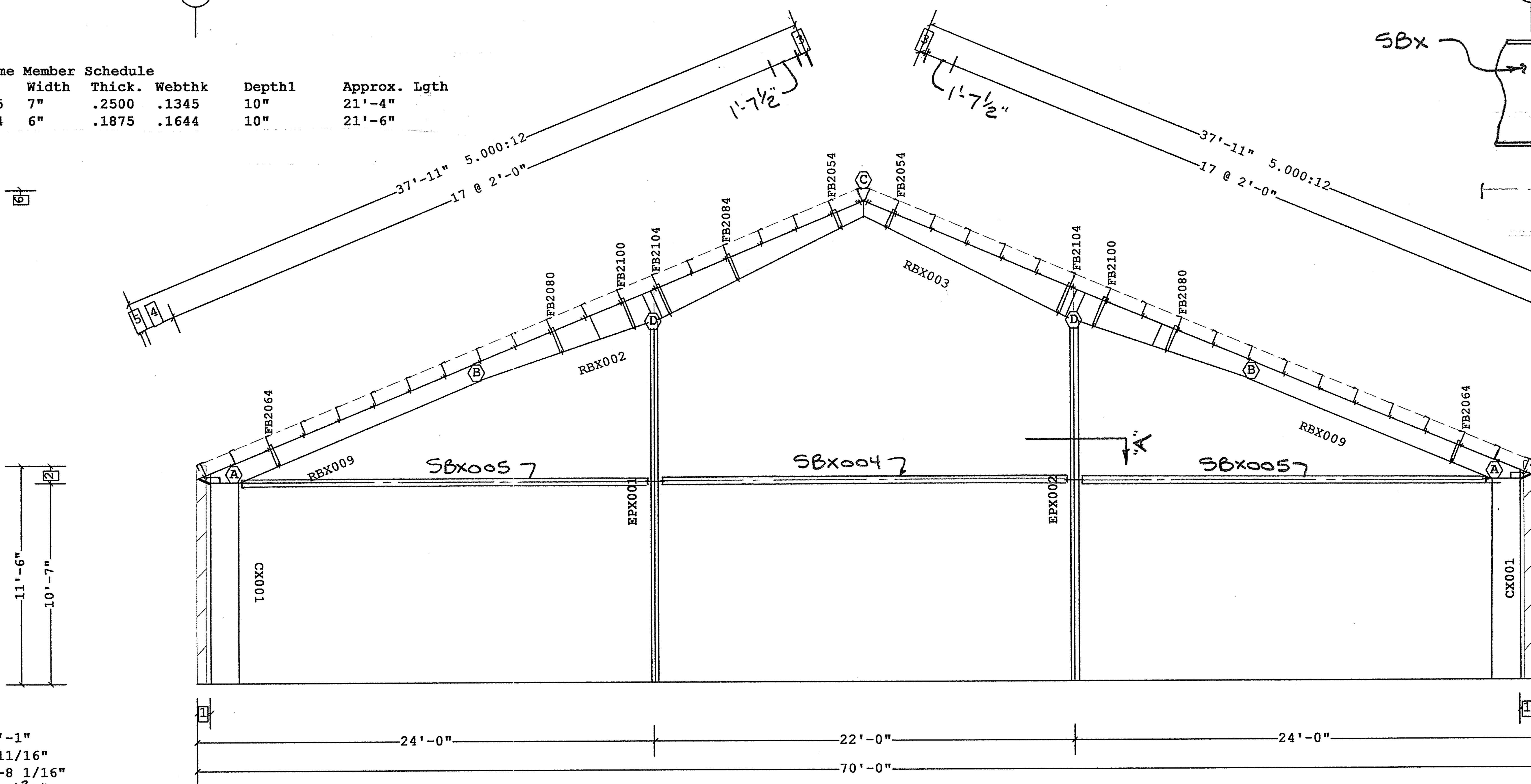
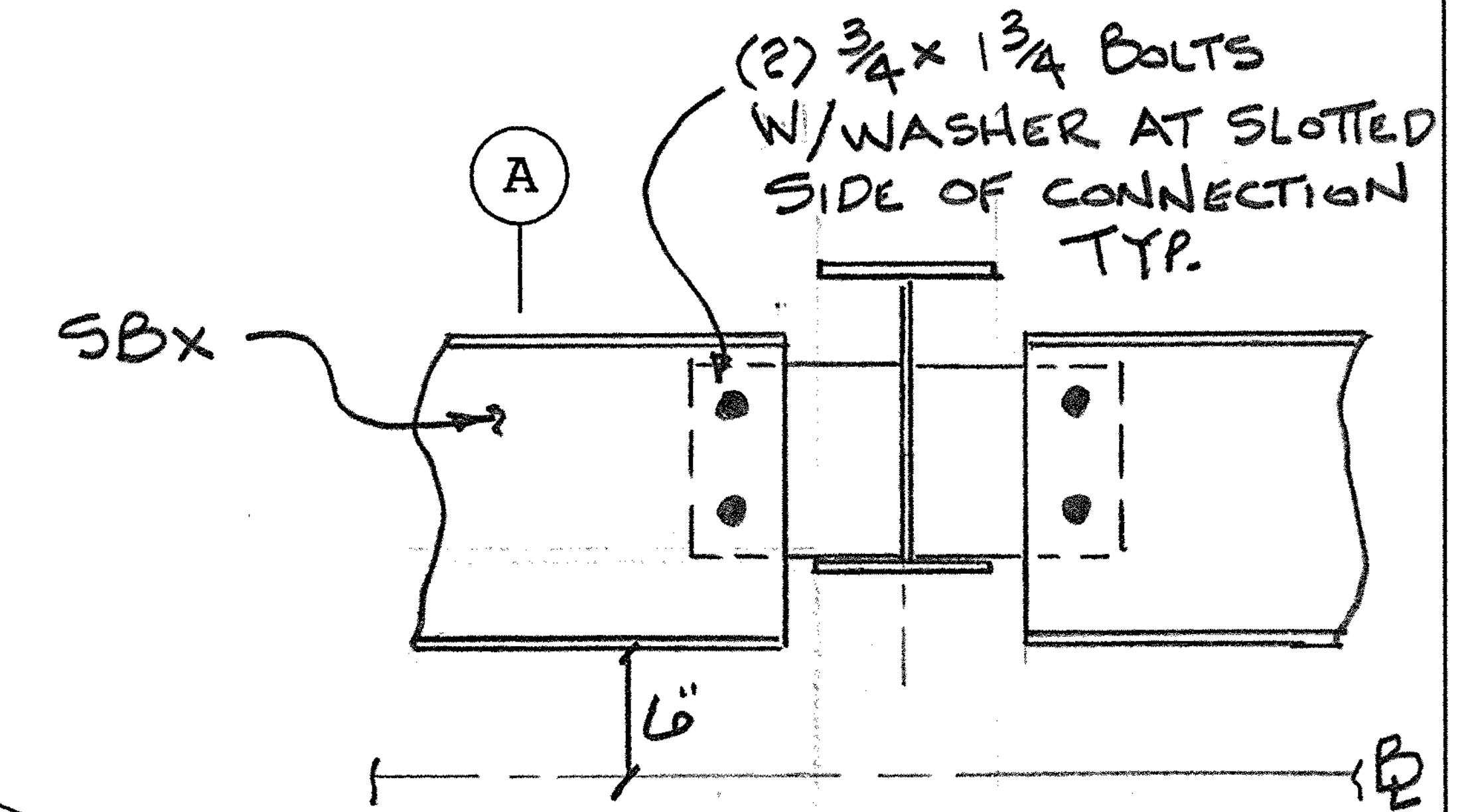
| Id | Qty | Bolt Dia. | Bolt Length | Plate Thick. | Rows Out | Rows In | Tension Bolt | Washer |
|----|-----|-----------|-------------|--------------|----------|---------|--------------|--------|
| A | 6 | 3/4" | 2" | 1/2" | 2 | 1 | | |
| B | 4 | 3/4" | 2" | 1/2" | 1 | 1 | | |
| C | 4 | 3/4" | 2" | 3/8" | 1 | 1 | | |
| D | 4 | 1/2" | 1 1/2" | 3/8" | 1 | 1 | | |

Frame Clearances

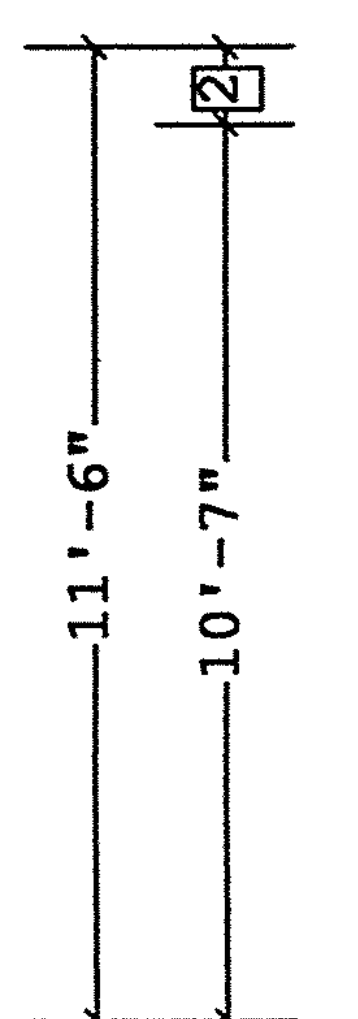
Horiz. Clearance between members 1(CX001) and 8(CX001): 65'-7"
 Vert. Clearance at member 1(CX001): 10'-6 13/16"
 Vert. Clearance at member 8(CX001): 10'-6 13/16"
 Vert. Clearance at member 9(EPX001): 19'-0 9/16"
 Vert. Clearance at member 10(EPX002): 19'-0 9/16"
 Finished Floor Elevation = 100'-0" (Unless Noted Otherwise)

○ Frame Member Schedule

| Part | Width | Thick. | Webthk | Depth1 | Approx. Lgth |
|--------|-------|--------|--------|--------|--------------|
| SBX005 | 7" | .2500 | .1345 | 10" | 21'-4" |
| SBX004 | 6" | .1875 | .1644 | 10" | 21'-6" |



SEC. "A"



- 6 26'-1"
- 5 2 11/16"
- 4 1'-8 1/16"
- 3 4 3/4"
- 2 11"
- 1 8 1/2"

□ Dimension Key

FRAME CROSS SECTION AT FRAME LINE(S) 1



VP Ref: Shape Name = Reynolds Motorsports Wall 4, Frame 1

| | | | | | |
|---|---|--|---|---|---|
| 1. USE 1/2 X 1 1/2 A325 SNUG TIGHTENED BOLTS FOR PURLIN TO FRAME, GIRT TO FRAME, AND GIRT TO CLIP CONNECTIONS UNLESS NOTED OTHERWISE. 2. SLOT REINFORCEMENT PLATES NEED NOT BE LOCATED ON THE SAME SIDE OF THE WEB AS THE HILLSIDE WASHER. | THE VP ENGINEER'S SEAL APPLIES ONLY TO THE WORK PRODUCT OF VP AND DESIGN AND PERFORMANCE REQUIREMENTS SPECIFIED BY VP. THE VP ENGINEER'S SEAL DOES NOT APPLY TO THE PERFORMANCE OR DESIGN OF ANY OTHER PRODUCT OR COMPONENT FURNISHED BY VP EXCEPT TO ANY DESIGN OR PERFORMANCE REQUIREMENTS SPECIFIED BY VP. | THIS DRAWING, INCLUDING THE INFORMATION HEREON, REMAINS THE PROPERTY OF VP BUILDINGS. IT IS PROVIDED SOLELY FOR ERECTING THE BUILDING DESCRIBED IN THE APPLICABLE PURCHASE ORDER AND SHALL NOT BE MODIFIED, REPRODUCED OR USED FOR ANY OTHER PURPOSE WITHOUT PRIOR WRITTEN APPROVAL OF VP BUILDINGS. | VP Buildings, Inc. 3200 Players Club Circle Memphis TN 38125 | FRAME CROSS SECTION AT FRAME LINE(S) 1 | |
| | | | | REV. DATE BY DESCRIPTION | BUILDER PATCO Construction Inc CUSTOMER Big Moose Harley Davidson LOCATION Portland, Maine PROJECT Big Moose Harley Davidson BUILDER'S P.O.# 2663 |

10/7/2004

6:46:37

FILENAME: WJ0401125-010E1.vpc

○ Frame Member Schedule

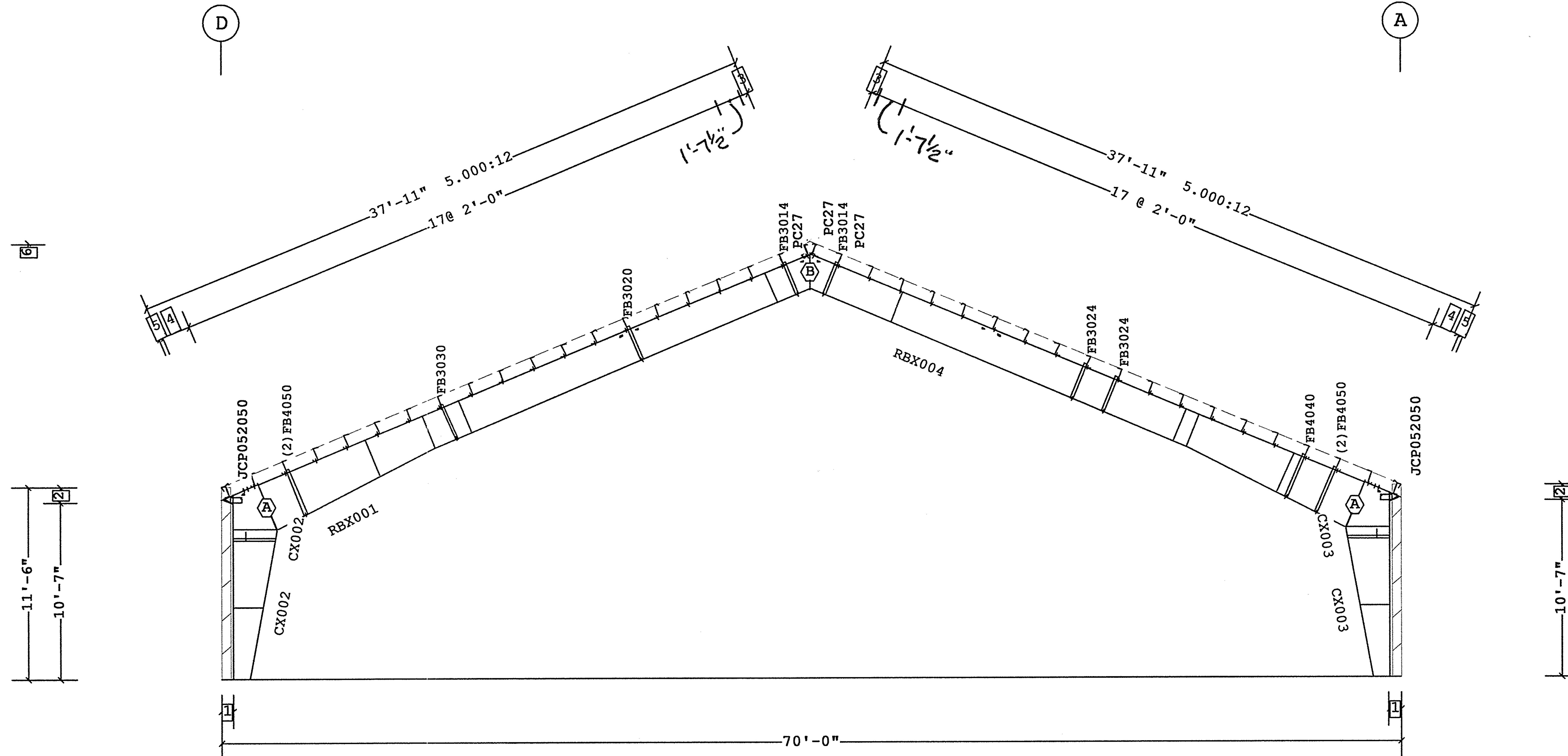
| Part | Mem. Width | Thick. | Webthk | Depth1 | Depth2 | Approx. Lgth |
|--------|------------|--------|--------|-------------|-------------|--------------|
| CX002 | 1 8" | .5000 | .1644 | 1'-0" | 2'-5 13/16" | 11'-7 3/16" |
| | 2 8" | .5000 | .3125 | 2'-5 13/16" | 2'-7" | |
| RBX001 | 3 6" | .5000 | .1875 | 2'-11" | 2'-1" | 35'-6 5/8" |
| | 4 6" | .3750 | .1644 | 2'-1" | 1'-11" | |
| RBX004 | 5 6" | .3750 | .1644 | 1'-11" | 2'-1" | 35'-6 5/8" |
| | 6 6" | .5000 | .1875 | 2'-1" | 2'-11" | |
| CX003 | 7 8" | .5000 | .3125 | 2'-5 13/16" | 2'-7" | 11'-0 1/4" |
| | 8 8" | .5000 | .1644 | 1'-0" | 2'-5 13/16" | |

○ A325 Bolt Connection & Plate Schedule

| Id | Qty | Bolt Dia. | Bolt Length | Plate Thk. | Rows Out | Rows In | Tension Bolt | Washer |
|----|-----|-----------|-------------|------------|----------|---------|--------------|--------|
| A | 12 | 3/4" | 2 1/2" | 3/4" | 4 | 2 | | |
| B | 4 | 3/4" | 2" | 3/8" | 1 | 1 | | |

Frame Clearances

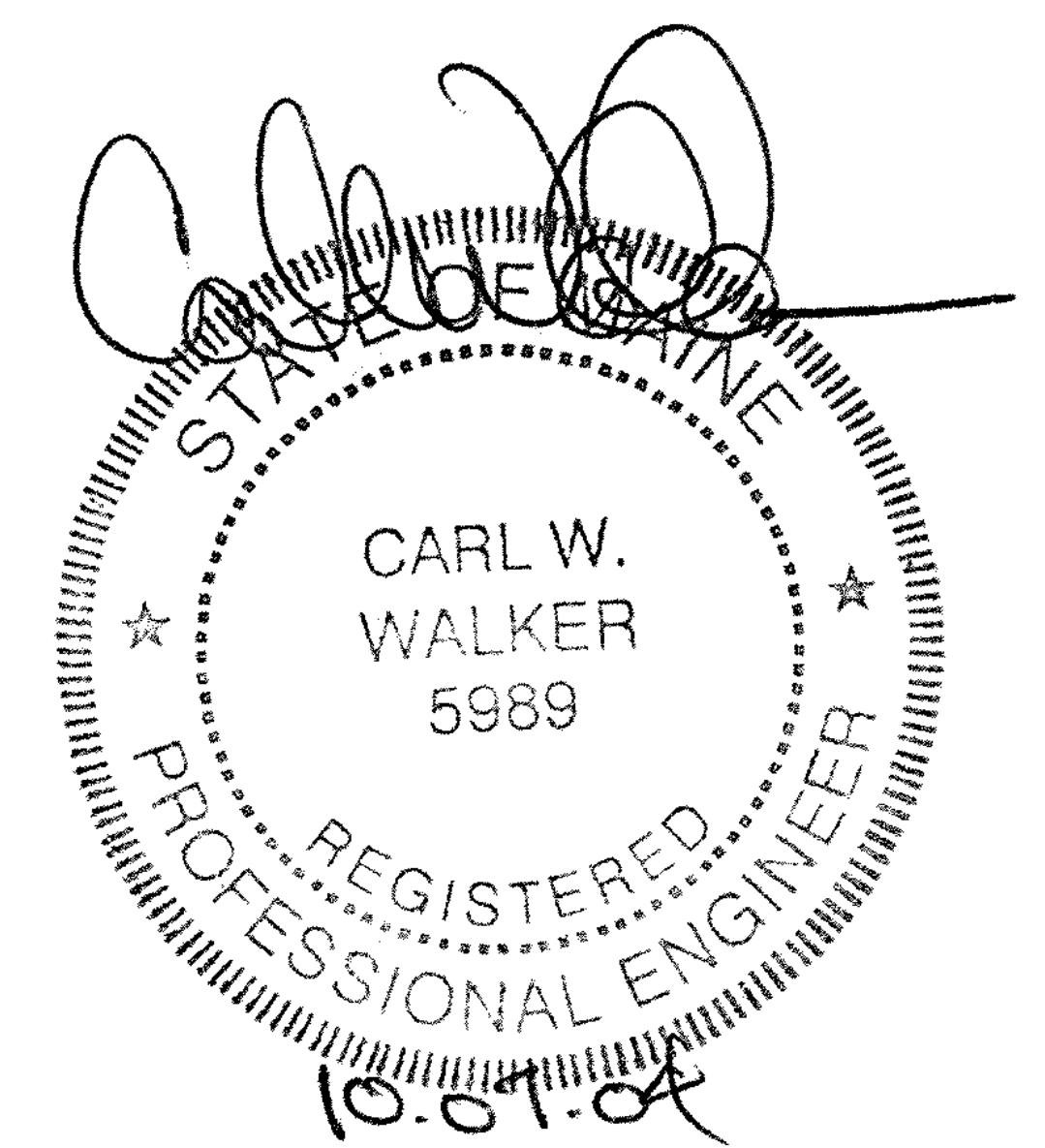
Horiz. Clearance between members 1(CX002) and 7(CX003): 63'-6 3/16"
 Horiz. Clearance between members 1(CX002) and 8(CX003): 63'-7 3/8"
 Horiz. Clearance between members 2(CX002) and 7(CX003): 63'-5"
 Horiz. Clearance between members 2(CX002) and 8(CX003): 63'-6 3/16"
 Vert. Clearance at member 2(CX002): 8'-11 5/16"
 Vert. Clearance at member 7(CX003): 8'-11 5/16"
 Finished Floor Elevation = 100'-0" (Unless Noted Otherwise)



FRAME CROSS SECTION AT FRAME LINE(S) 2

- 6 26'-1"
- 5 2 11/16"
- 4 1'-8 1/16"
- 3 4 3/4"
- 2 11"
- 1 8 1/2"

□ Dimension Key



VP Ref: Shape Name = Reynolds Motorsports Wall 4, Frame 2

| | | | | | | |
|---|---|--|---|---|--|--|
| 1. USE 1/2 X 1 1/2 A325 SNUG TIGHTENED BOLTS FOR PURLIN TO FRAME, GIRT TO FRAME, AND GIRT TO CLIP CONNECTIONS UNLESS NOTED OTHERWISE. 2. SLOT REINFORCEMENT PLATES NEED NOT BE LOCATED ON THE SAME SIDE OF THE WEB AS THE HILLSIDE WASHER. | THE VP ENGINEER'S SEAL APPLIES ONLY TO THE WORK PRODUCT OF VP AND DESIGN AND PERFORMANCE REQUIREMENTS SPECIFIED BY VP. THE VP ENGINEER'S SEAL DOES NOT APPLY TO THE PERFORMANCE OR DESIGN OF ANY OTHER PRODUCT OR COMPONENT FURNISHED BY VP EXCEPT TO ANY DESIGN OR PERFORMANCE REQUIREMENTS SPECIFIED BY VP. | THIS DRAWING, INCLUDING THE INFORMATION HEREON, REMAINS THE PROPERTY OF VP BUILDINGS. IT IS PROVIDED SOLELY FOR ERECTING THE BUILDING DESCRIBED IN THE APPLICABLE PURCHASE ORDER AND SHALL NOT BE MODIFIED, REPRODUCED OR USED FOR ANY OTHER PURPOSE WITHOUT PRIOR WRITTEN APPROVAL OF VP BUILDINGS. | VP Buildings, Inc. 3200 Players Club Circle Memphis TN 38125 | | FRAME CROSS SECTION AT FRAME LINE(S) 2 | |
| | | | REV DATE BY DESCRIPTION | BUILDER PATCO Construction Inc CUSTOMER Big Moose Harley Davidson LOCATION Portland, Maine PROJECT Big Moose Harley Davidson BUILDER'S PO# 2663 | JOB# WI0401125-01 DATE 9/22/2004 DRAWN/CHECK MAH PAGE 5 | |

○ Frame Member Schedule

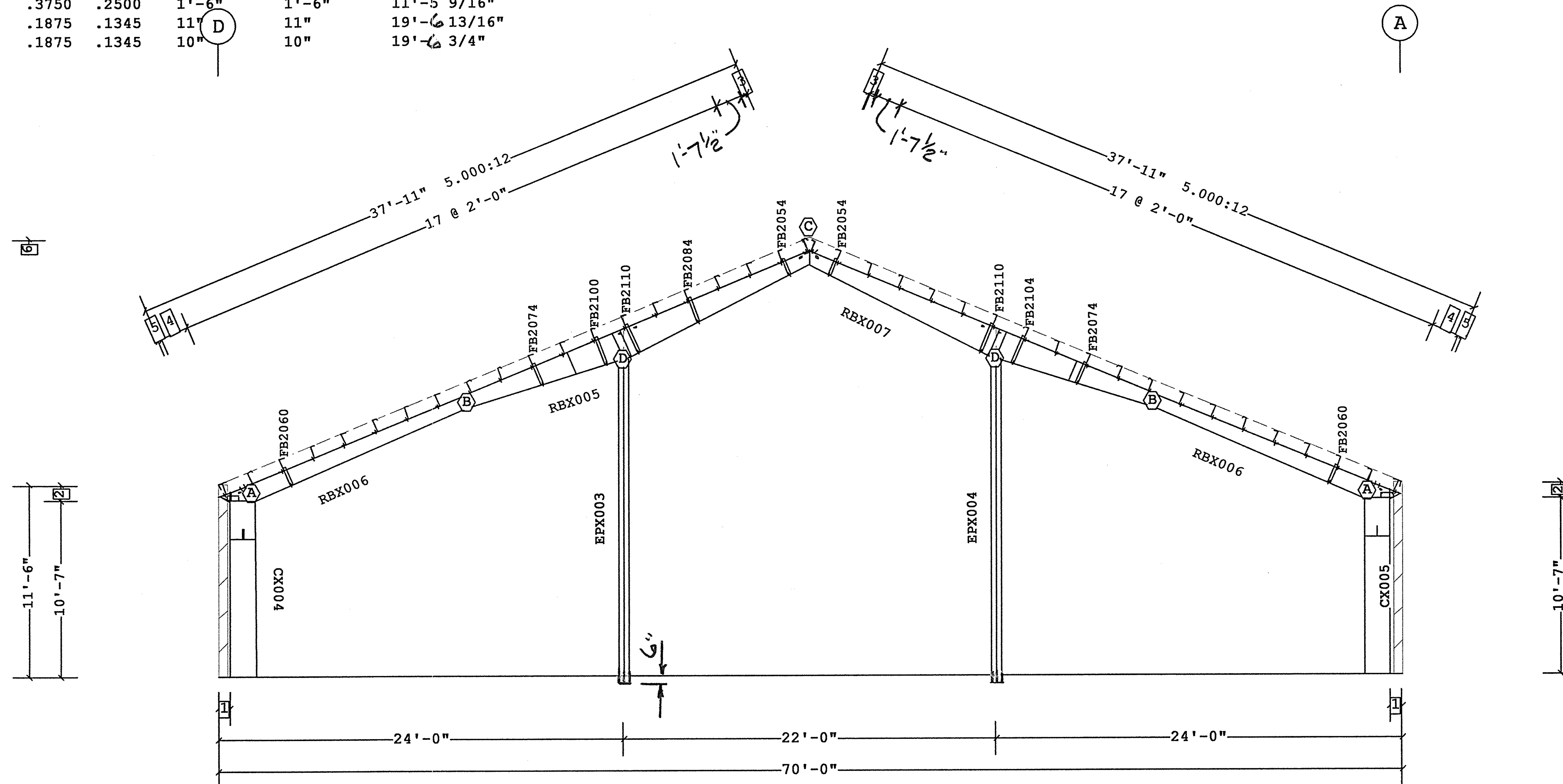
| Part | Mem. Width | Thick. | Webthk | Depth1 | Depth2 | Approx. Lgth |
|--------|------------|--------|--------|---------|--------|--------------|
| CX004 | 1 7" | .3125 | .2500 | 1'-6" | 1'-6" | 11'-5 5/8" |
| RBX006 | 2 5" | .1875 | .1644 | 1'-0" | 9" | 13'-9 5/16" |
| RBX005 | 3 5" | .1875 | .1345 | 9" | 1'-8" | 22'-1 7/8" |
| | 4 5" | .1875 | .1345 | 1'-8" | 9" | |
| RBX007 | 5 5" | .1875 | .1345 | 9" | 1'-8" | 22'-1 7/8" |
| | 6 5" | .1875 | .1345 | 1'-8" | 9" | |
| RBX006 | 7 5" | .1875 | .1644 | 9" | 1'-0" | 13'-9 5/16" |
| CX005 | 8 6" | .3750 | .2500 | 1'-6" | 1'-6" | 11'-5 9/16" |
| EPX003 | 9 7" | .1875 | .1345 | 11" (D) | 11" | 19'-6 13/16" |
| EPX004 | 10 7" | .1875 | .1345 | 10" (D) | 10" | 19'-6 3/4" |

○ A325 Bolt Connection & Plate Schedule

| Id | Qty | Bolt Dia. | Bolt Length | Plate Thick. | Rows Out | Rows In | Tension Bolt | Washer |
|----|-----|-----------|-------------|--------------|----------|---------|--------------|--------|
| A | 6 | 3/4" | 2" | 1/2" | 2 | 1 | | |
| B | 6 | 3/4" | 2" | 1/2" | 1 | 2 | | |
| C | 4 | 3/4" | 2" | 3/8" | 1 | 1 | | |
| D | 4 | 1/2" | 1 1/2" | 3/8" | 1 | 1 | | |

Frame Clearances

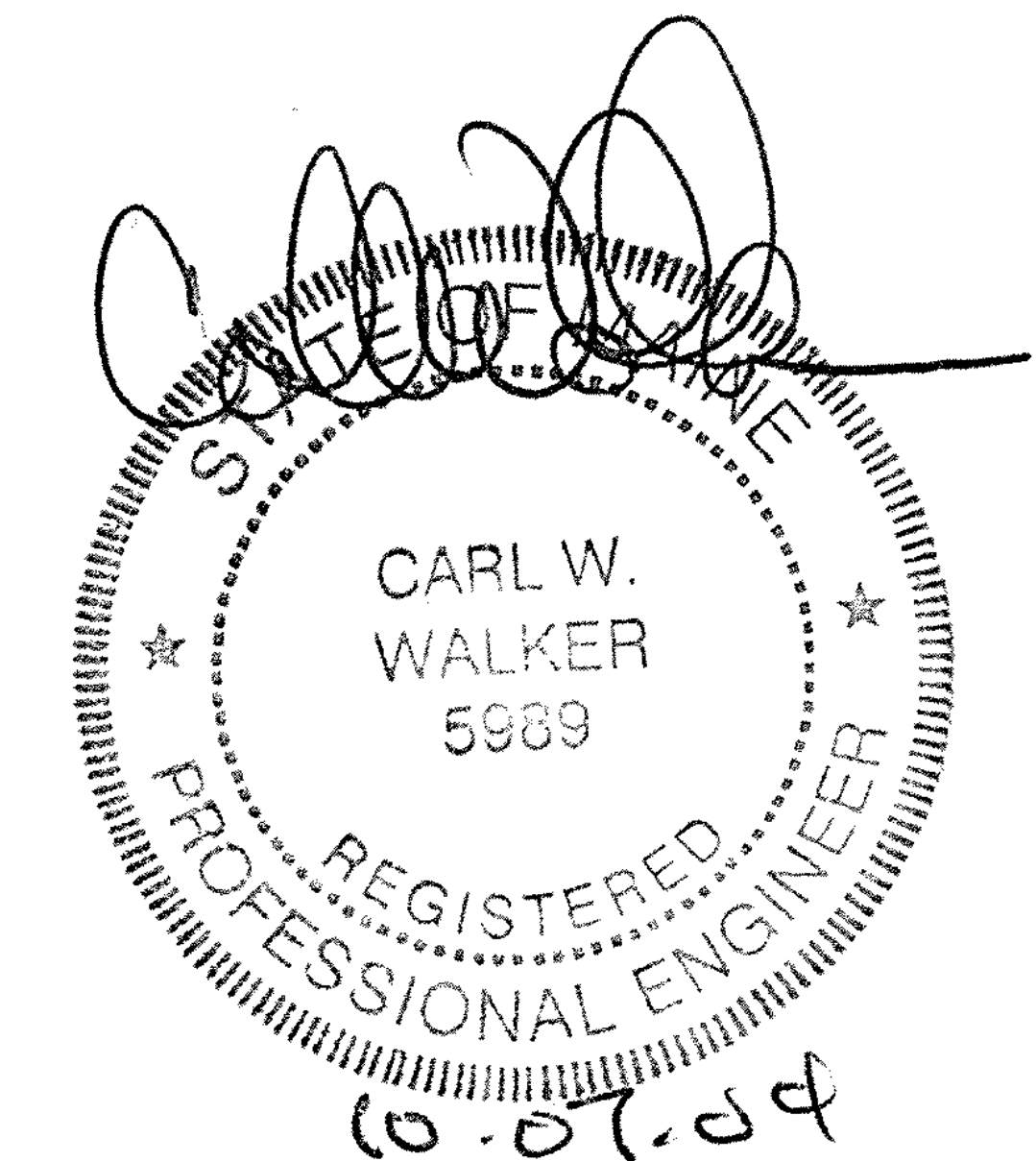
Horiz. Clearance between members 1 (CX004) and 8 (CX005): 65'-7"
 Vert. Clearance at member 1 (CX004): 10'-6 13/16"
 Vert. Clearance at member 8 (CX005): 10'-6 13/16"
 Vert. Clearance at member 9 (EPX003): 18'-11 11/16"
 Vert. Clearance at member 10 (EPX004): 18'-11 5/8"
 Finished Floor Elevation = 100'-0" (Unless Noted Otherwise)



FRAME CROSS SECTION AT FRAME LINE(S) 3

- 6 26'-1"
- 5 2 11/16"
- 4 1'-8 1/16"
- 3 4 3/4"
- 2 11"
- 1 8 1/2"

□ Dimension Key



VP Ref: Shape Name = Reynolds Motorsports Wall 4, Frame 3

1. USE 1/2 X 1 1/2 A325 SNUG TIGHTENED BOLTS FOR PURLIN TO FRAME, GIRT TO FRAME, AND GIRT TO CLIP CONNECTIONS UNLESS NOTED OTHERWISE.
 2. SLOT REINFORCEMENT PLATES NEED NOT BE LOCATED ON THE SAME SIDE OF THE WEB AS THE HILLSIDE WASHER.

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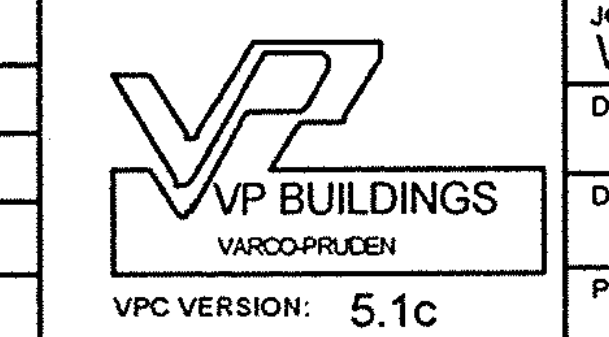
VP Buildings, Inc.
 3200 Players Club Circle Memphis TN 38125

| REV | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
| | | | |
| | | | |
| | | | |
| | | | |

FRAME CROSS SECTION AT FRAME LINE(S) 3

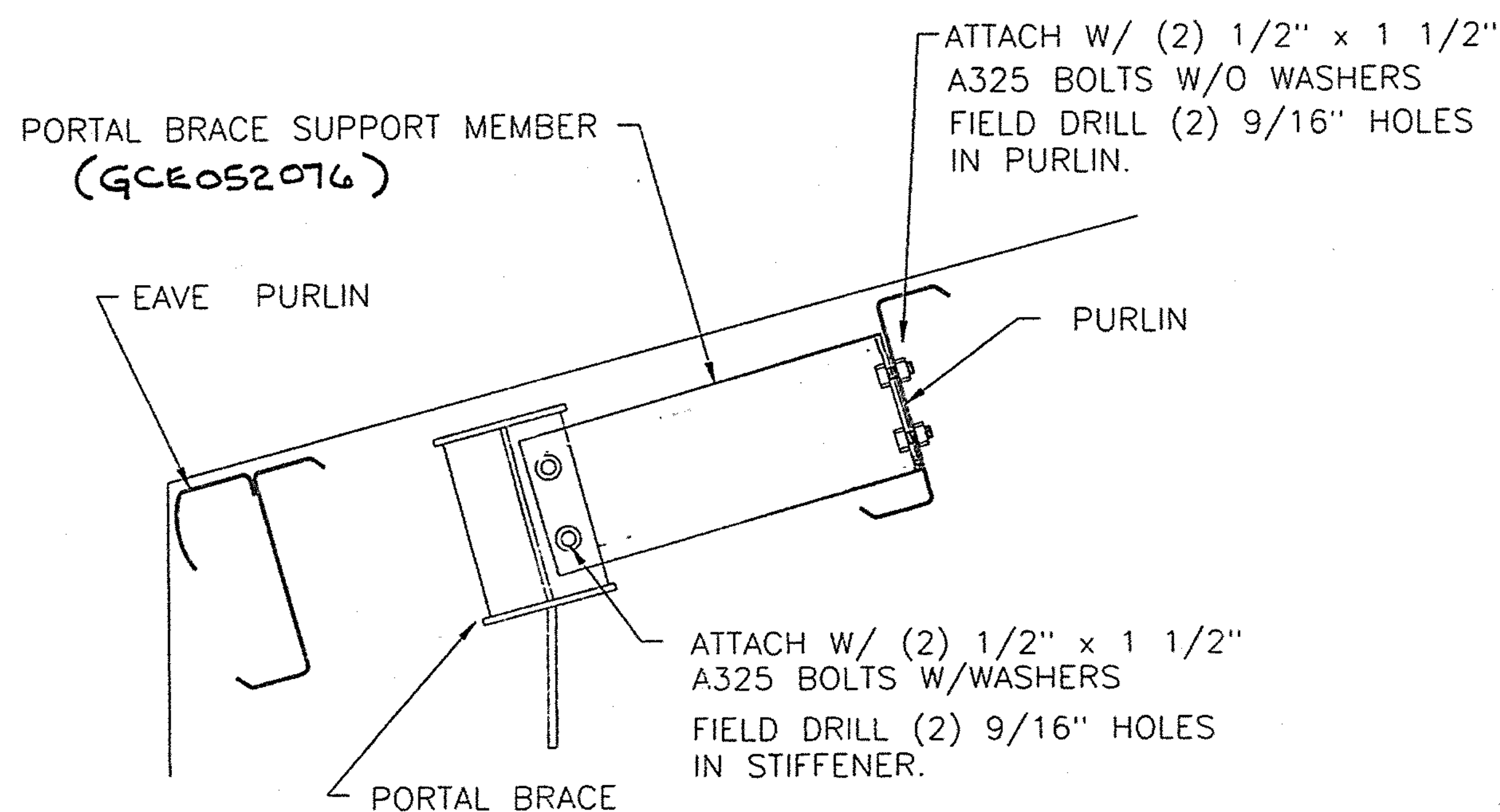
| | |
|---------------|---------------------------|
| BUILDER | PATCO Construction Inc |
| CUSTOMER | Big Moose Harley Davidson |
| LOCATION | Portland, Maine |
| PROJECT | Big Moose Harley Davidson |
| BUILDER'S PO# | 2663 |

| | |
|-------------|--------------|
| JOB # | WI0401125-01 |
| DATE | 9/22/2004 |
| DRAWN/CHECK | MAH |
| PAGE | 6 |



Part Mark Key

NOTE: DO NOT ATTACH ROOF PANEL TO PORTAL BRACE.
 LOCATE EACH PORTAL BRACE SUPPORT AT PORTAL BRACE KNEE
 STIFFENER LOCATION.



PORTAL BRACE SUPPORT

BR12D3

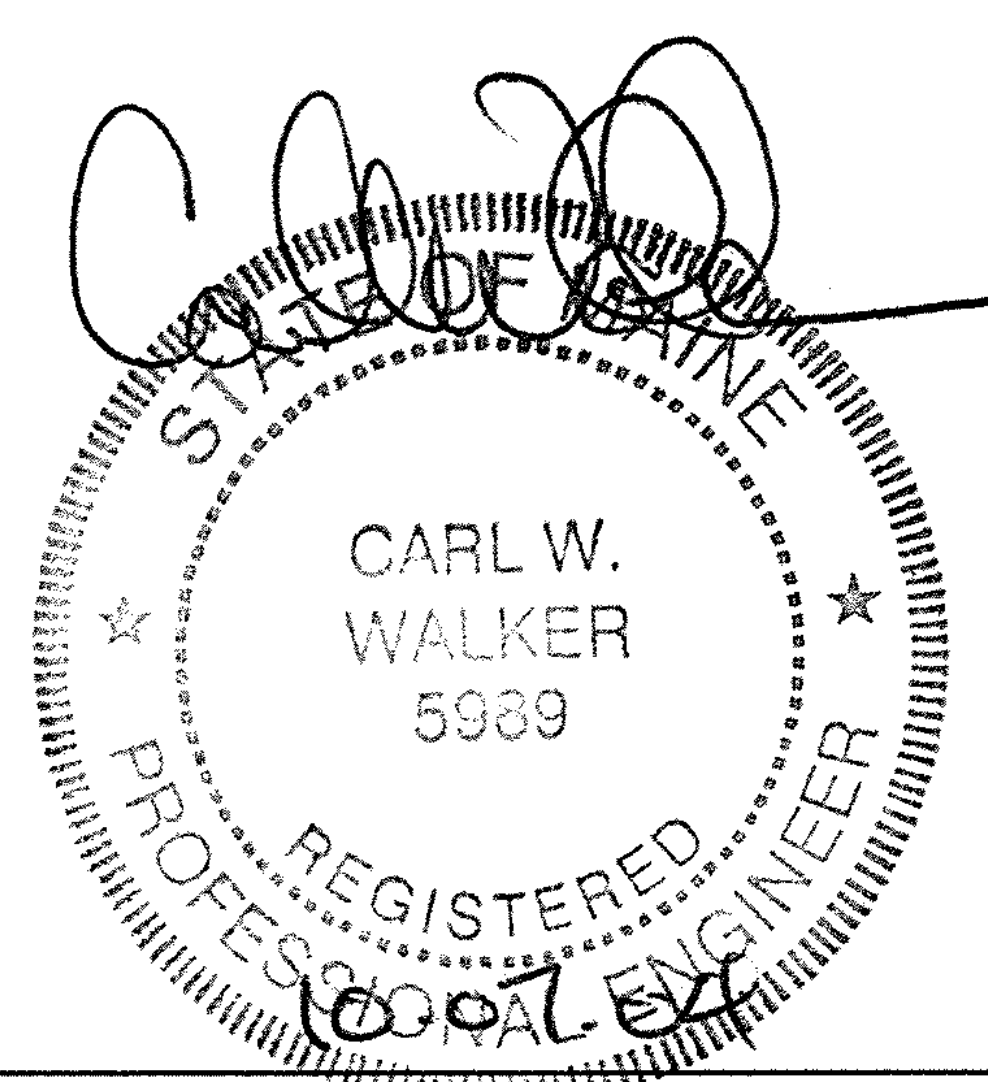
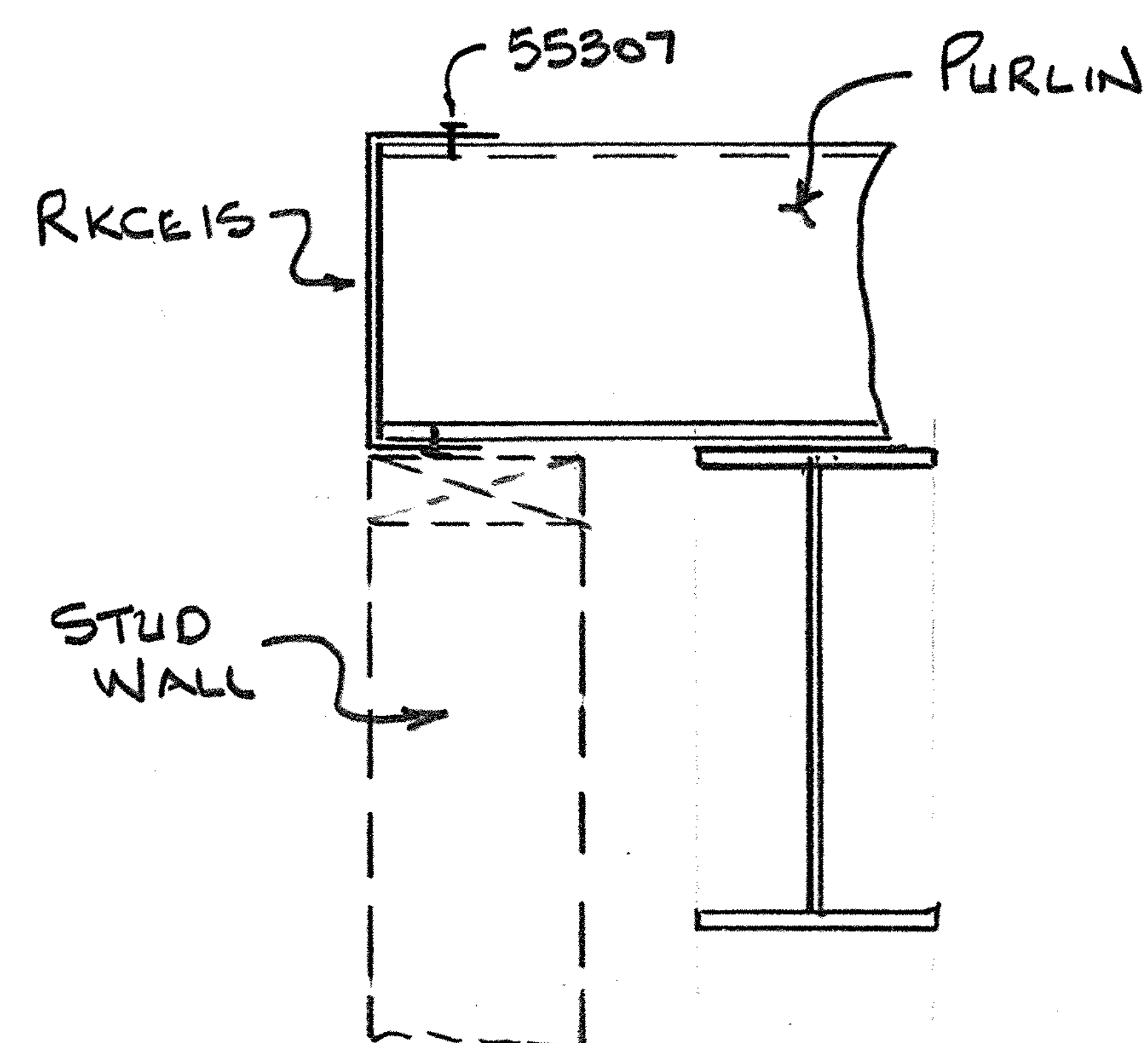
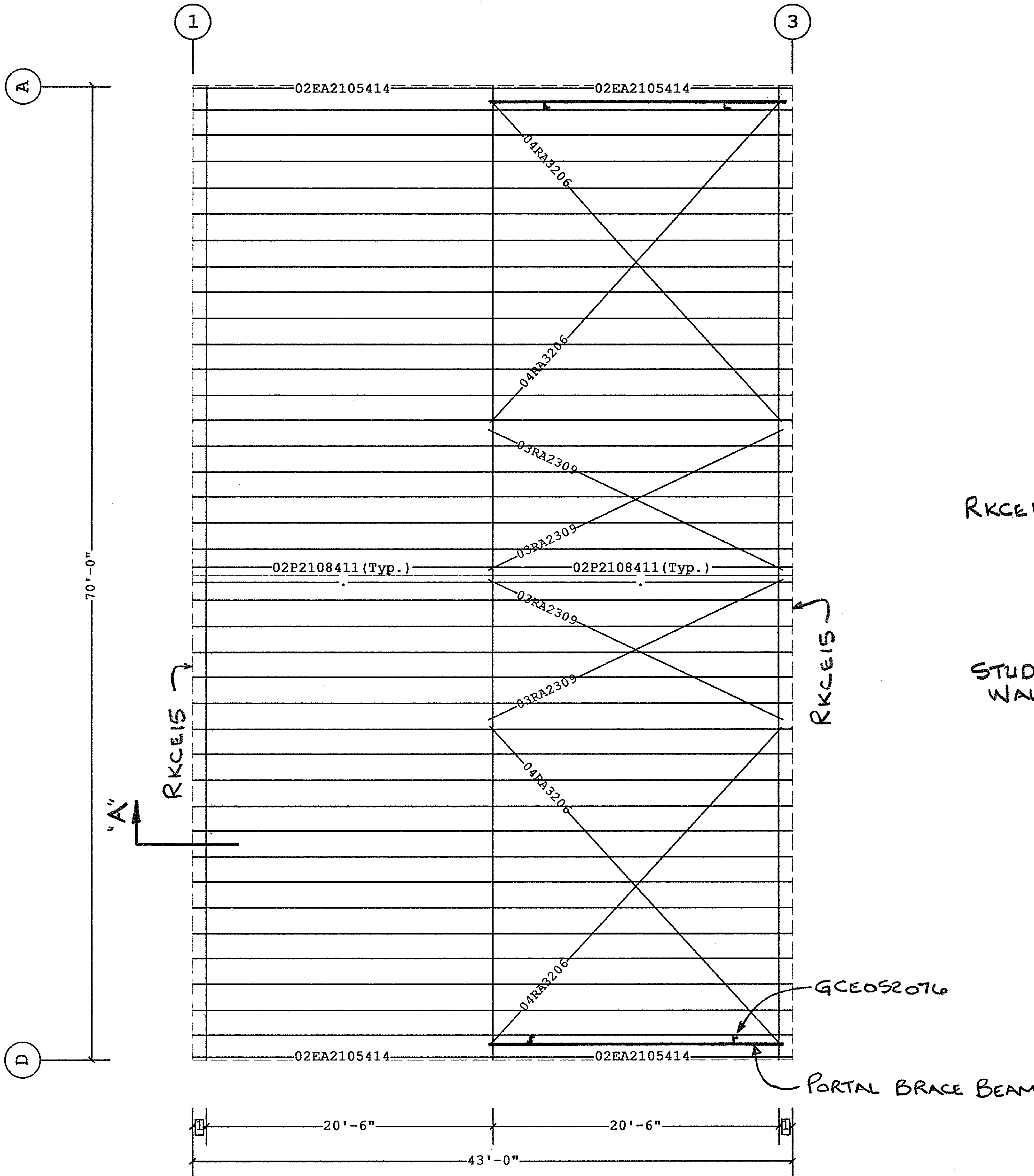
PORTAL BRACE SUPPORT MEMBER

BR12D3V1 07/10/95

Insulation Schedule (Install in same direction as Covering)

| Id | Qty | Type | Start Run | Last Run | Thick. | Facing |
|------|-----|------|-----------|----------|--------|--------|
| BLK1 | 4 | IB | 40'-0" | 40'-0" | 6.00 | PL |
| BLK2 | 12 | IB | 40'-0" | 40'-0" | 6.00 | PL |

Starter Width= 4'-0", Interm. Width= 6'-0", End Width= 4'-0"
 Location =Outside Secondary Structural
 Direction =Across Secondary Structural
 Type:IB=Fiberglass Blanket
 Facing:PL=Polypropylene Scrim Kraft, Light Duty



1 1'-0"
 Dimension Key

VP Ref: Shape Name = Reynolds Motorsports

1. UNLESS NOTED, USE 1/2 X 1 1/2 A-325 SNUG TIGHTENED BOLTS FOR PURLIN LAP, PURLIN TO FRAME, FLANGE BRACE TO FRAME, AND FLANGE BRACE TO PURLIN CONNECTIONS.
 2. WIND, FLANGE, AND PURLIN BRACING ARE AN INTEGRAL PART OF THE ROOF STRUCTURAL SYSTEM AND SHOULD BE PROPERLY INSTALLED PRIOR TO ERECTION OF WALL AND ROOF SHEETS. REMOVAL OR ALTERATION OF ROOF BRACING WITHOUT PRIOR AUTHORIZATION IS PROHIBITED.

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| REV | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
| | | | |

VP Buildings, Inc.
 3200 Players Club Circle Memphis TN 38125

NTS

6/10/2004 6:58:10

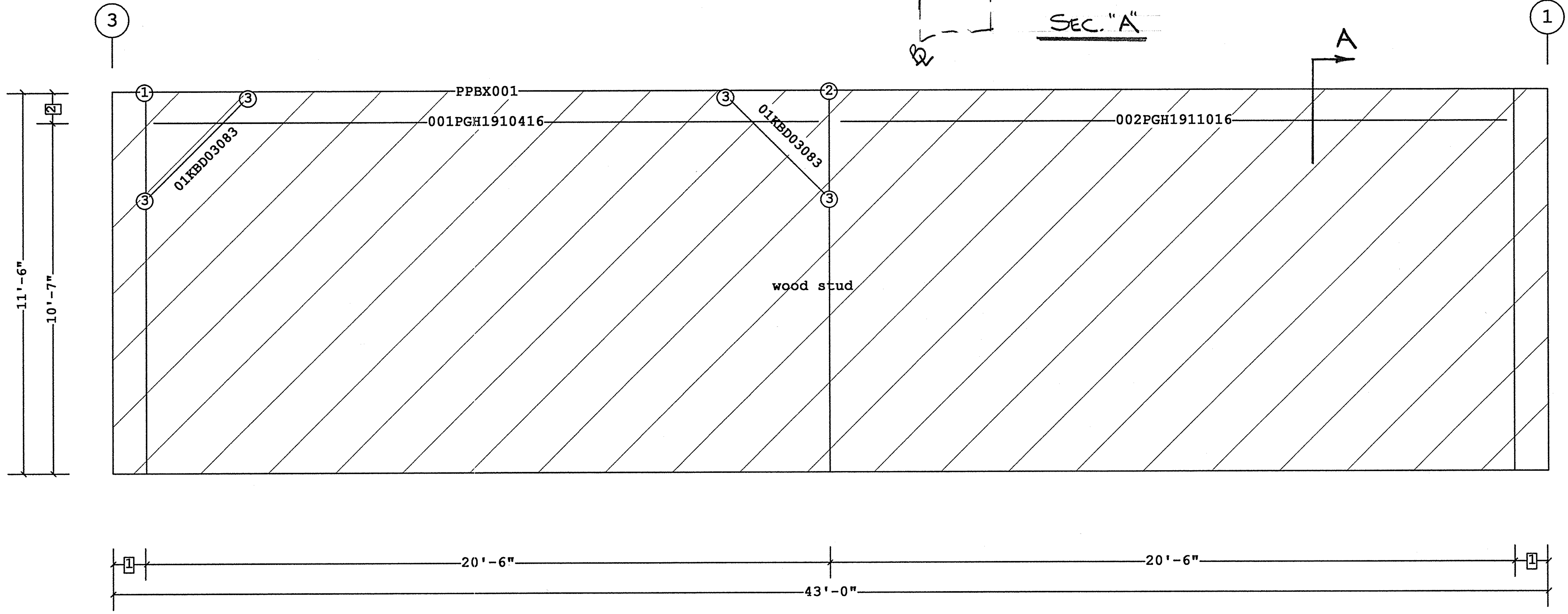
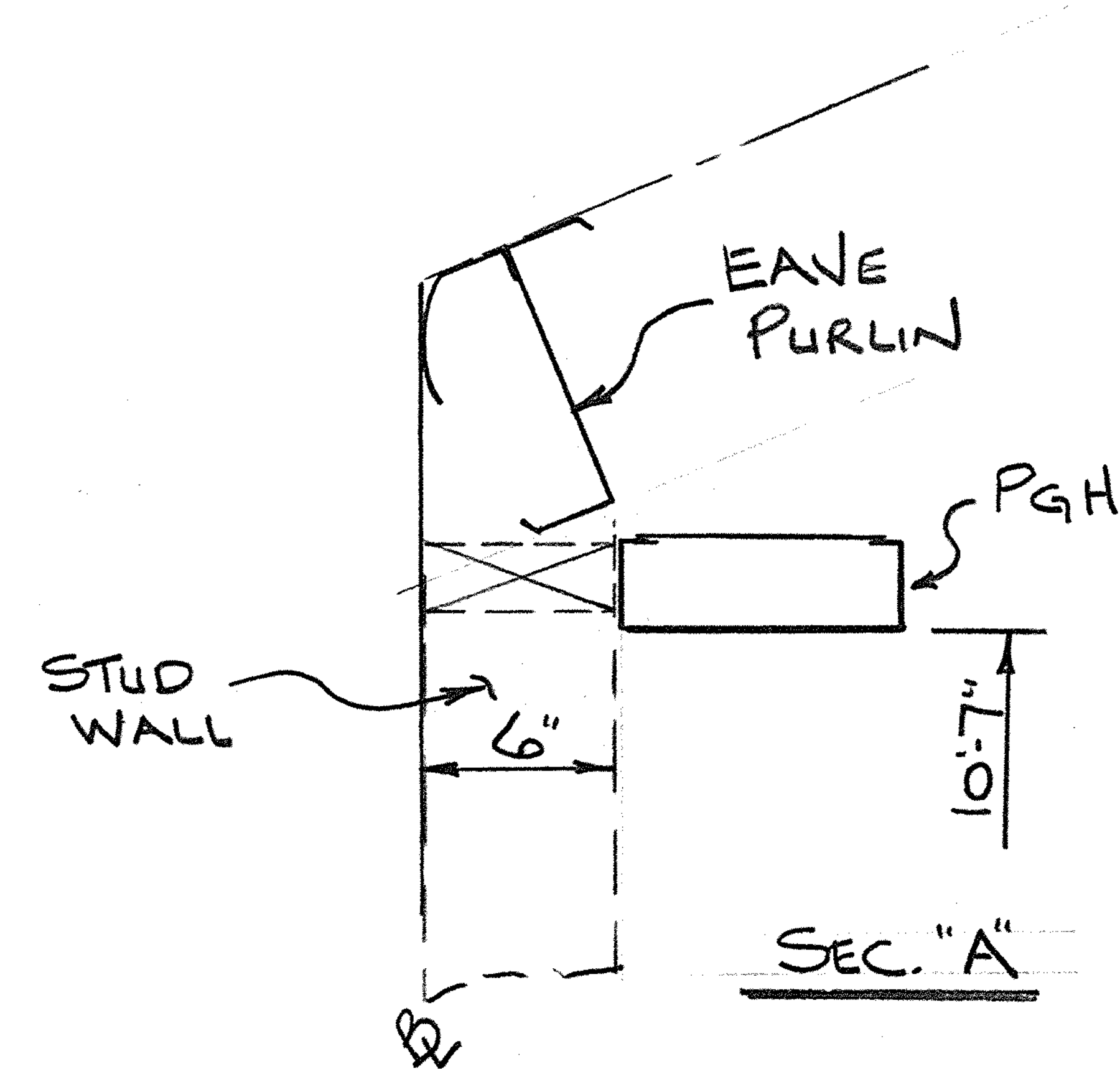
| ROOF SECONDARY PLAN | | VP BUILDINGS | |
|---------------------|---------------------------|------------------|--------------------|
| BUILDER | PATCO Construction Inc | VP BUILDINGS | W0401125-01 |
| CUSTOMER | Big Moose Harley Davidson | VANDORFEN | DATE 9/22/2004 |
| LOCATION | Portland, Maine | MAH | DRAWN/CHECK |
| PROJECT | Big Moose Harley Davidson | VP VERSION: 5.1c | PAGE 7 |
| BUILDER'S PO# | 2663 | FILENAME | W0401125-01OE1.vpc |

| Non-Std Secondary Part Schedule | | | |
|---------------------------------|--------|--------|-----|
| Part | Thick. | Depth | Lap |
| 001PGH1910416 | 0.0650 | 8 1/2" | |
| 002PGH1911016 | 0.0650 | 8 1/2" | |

| Bracing Member Schedule | | | |
|-------------------------|--------------------------------------|-------------|--|
| Part | Description | Design Lgth | |
| PPBX001 | 3P 7" x 3/16" flg - 0.1345" x 8" web | 20'-6" | |
| 01KBD03083 | 2L 3.0 x 3.0 x 0.1875 - 0.375 | 4'-4 3/16" | |

○ A325 Bolt Schedule

| Id | Qty | Bolt Diam. | Bolt Length |
|----|-----|------------|-------------|
| 1 | 4 | 3/4" | 1 1/2" |
| 2 | 4 | 3/4" | 2" |
| 3 | 2 | 3/4" | 2" |



SECONDARY ELEVATION AT A



2 11"
1 1'-0"
□ Dimension Key

VP Ref: Shape Name = Reynolds Motorsports, Wall = 2

1. UNLESS NOTED, USE 1/2 X 1 1/2 A-325 SNUG TIGHTENED BOLTS FOR GIRT LAP, GIRT TO FRAME, FLANGE BRACE TO FRAME, FLANGE BRACE TO GIRT, JAMB AND HEADER CONNECTIONS.
2. WIND AND FLANGE BRACING ARE AN INTEGRAL PART OF THE WALL STRUCTURAL SYSTEM AND SHOULD BE PROPERLY INSTALLED PRIOR TO ERECTION OF WALL AND ROOF SHEETS. REMOVAL OR ALTERATION OF WALL BRACING WITHOUT PRIOR AUTHORIZATION IS PROHIBITED.

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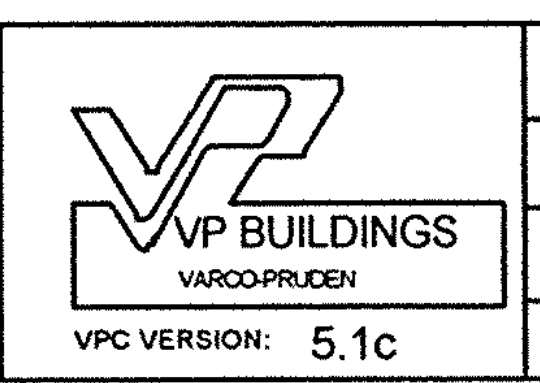
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| REV | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
| | | | |

| | | | |
|---|---------------------------|--|--|
| VP Buildings, Inc. 3200 Players Club Circle Memphis TN 38125 | | | |
| BUILDER | PATCO Construction Inc | | |
| CUSTOMER | Big Moose Harley Davidson | | |
| LOCATION | Portland, Maine | | |
| PROJECT | Big Moose Harley Davidson | | |
| BUILDER'S PO# | 2663 | | |
| NTS | | | |

| | | | |
|--------------------------|---------------------------|--|--|
| SECONDARY ELEVATION AT A | | | |
| BUILDER | PATCO Construction Inc | | |
| CUSTOMER | Big Moose Harley Davidson | | |
| LOCATION | Portland, Maine | | |
| PROJECT | Big Moose Harley Davidson | | |
| BUILDER'S PO# | 2663 | | |
| NTS | | | |

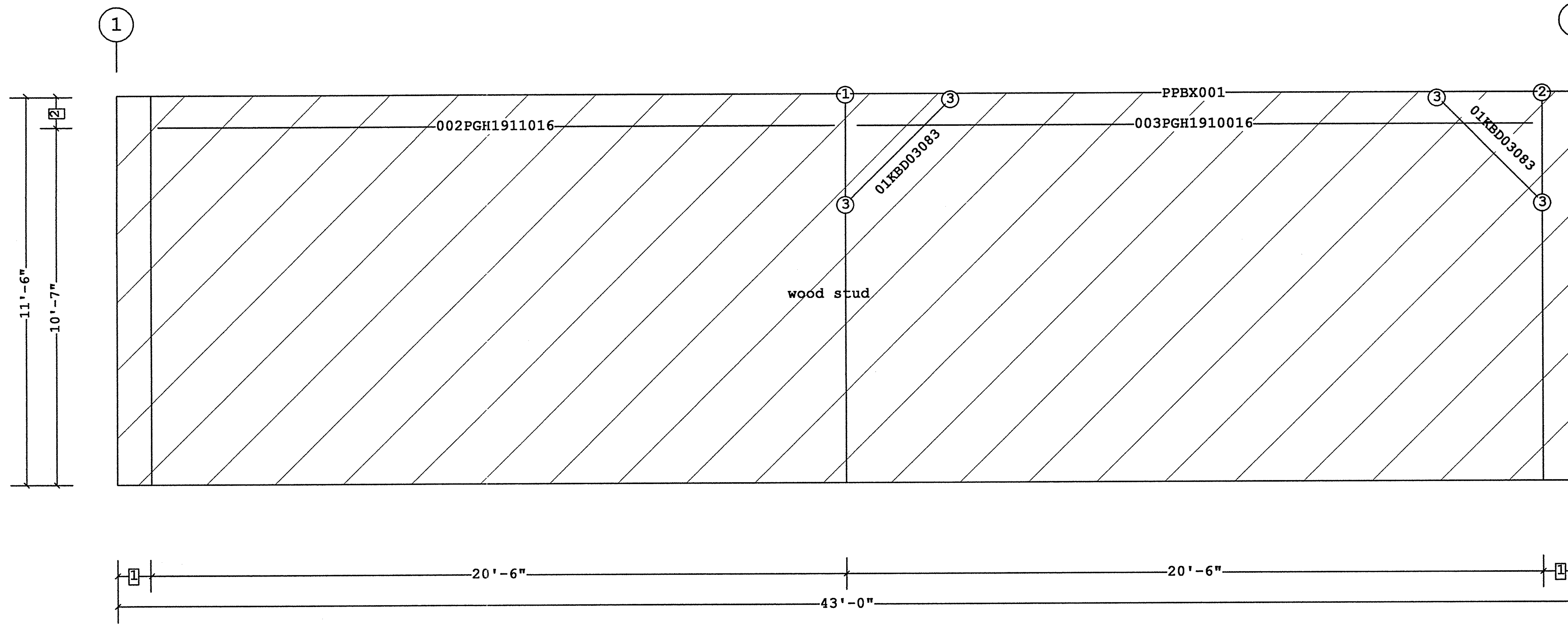


| | |
|-------------|--------------|
| JOB # | WI0401125-01 |
| DATE | 9/22/2004 |
| DRAWN/CHECK | MAH |
| PAGE | 8 |

| Non-Std Secondary Part Schedule | | | |
|---------------------------------|--------|--------|-----|
| Part | Thick. | Depth | Lap |
| 002PGH1911016 | 0.0650 | 8 1/2" | |
| 003PGH1910016 | 0.0650 | 8 1/2" | |

| Bracing Member Schedule | | | Design Igth |
|-------------------------|--------------------------------------|--|-------------|
| Part | Description | | |
| PPBX001 | 3P 7" x 3/16" flg - 0.1345" x 8" web | | 20'-6" |
| 01KBD03083 | 2L 3.0 x 3.0 x 0.1875 - 0.375 | | 4'-4 3/16" |

| A325 Bolt Schedule | | | |
|--------------------|-----|------------|-------------|
| Id | Qty | Bolt Diam. | Bolt Length |
| 1 | 4 | 3/4" | 2" |
| 2 | 4 | 3/4" | 1 1/2" |
| 3 | 2 | 3/4" | 2" |



SECONDARY ELEVATION AT D



2 11"
1 1'-0"
Dimension Key

VP Ref: Shape Name = Reynolds Motorsports, Wall = 4

1. UNLESS NOTED, USE 1/2 X 1 1/2 A-325 SNUG TIGHTENED BOLTS FOR GIRT LAP, GIRT TO FRAME, FLANGE BRACE TO FRAME, FLANGE BRACE TO GIRT, JAMB AND HEADER CONNECTIONS.
2. WIND AND FLANGE BRACING ARE AN INTEGRAL PART OF THE WALL STRUCTURAL SYSTEM AND SHOULD BE PROPERLY INSTALLED PRIOR TO ERECTION OF WALL AND ROOF SHEETS. REMOVAL OR ALTERATION OF WALL BRACING WITHOUT PRIOR AUTHORIZATION IS PROHIBITED.

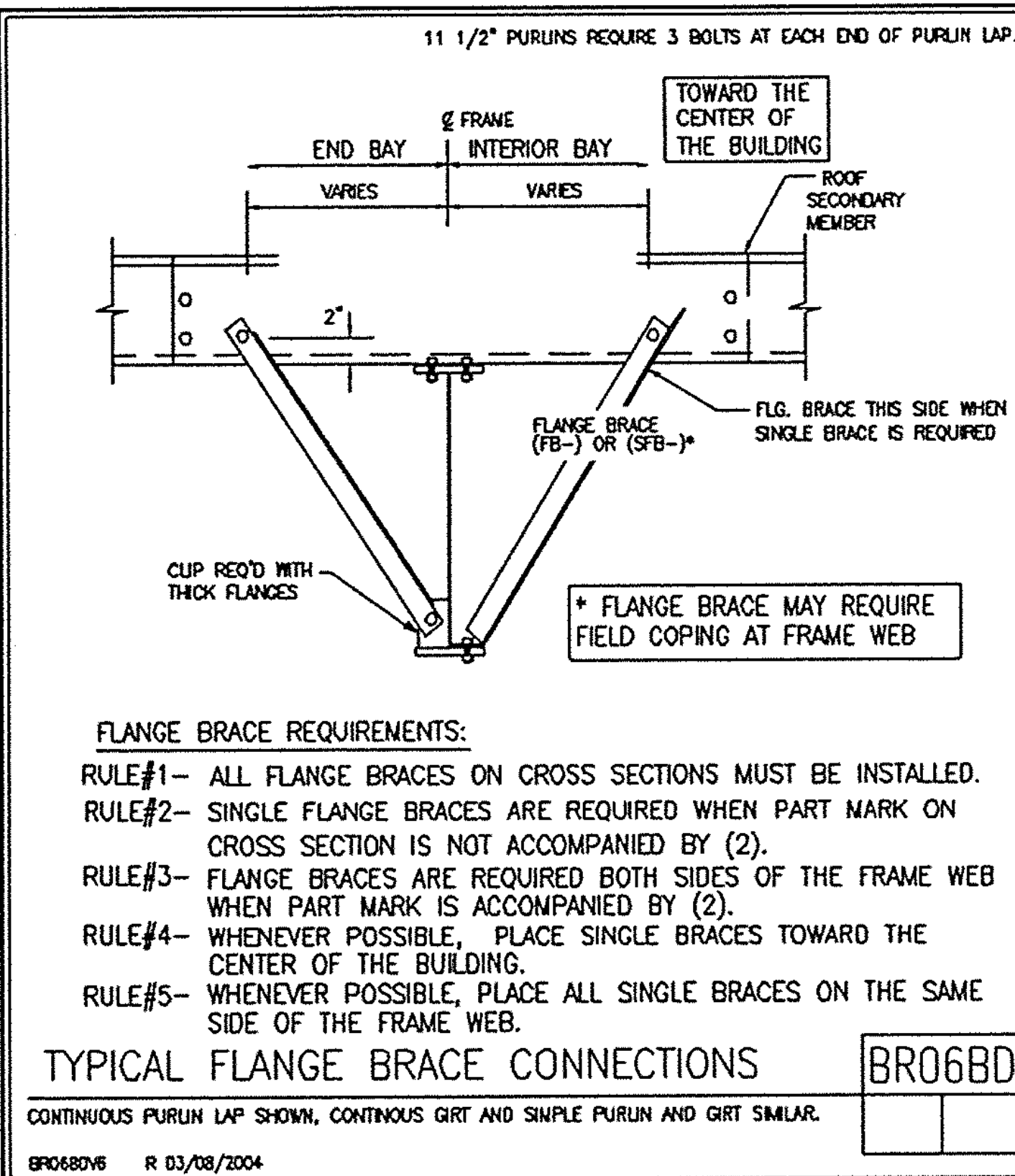
THE VP ENGINEER'S SEAL APPLIES ONLY TO THE WORK PRODUCT OF VP AND DESIGN AND PERFORMANCE REQUIREMENTS SPECIFIED BY VP. THE VP ENGINEER'S SEAL DOES NOT APPLY TO THE PERFORMANCE OR DESIGN OF ANY OTHER PRODUCT OR COMPONENT FURNISHED BY VP EXCEPT TO ANY DESIGN OR PERFORMANCE REQUIREMENTS SPECIFIED BY VP.

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| REV | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
| | | | |
| | | | |
| | | | |
| | | | |

| VP BUILDINGS, Inc. 3200 Players Club Circle Memphis TN 38125 | | SECONDARY ELEVATION AT D | |
|---|---------------------------|--------------------------|--------------|
| BUILDER | PATCO Construction Inc | JOB # | WI0401125-01 |
| CUSTOMER | Big Moose Harley Davidson | DATE | 9/22/2004 |
| LOCATION | Portland, Maine | DRAWN/CHECK | MAH |
| PROJECT | Big Moose Harley Davidson | PAGE | 9 |
| BUILDER'S PO# | 2663 | VP VERSION: | 5.1c |



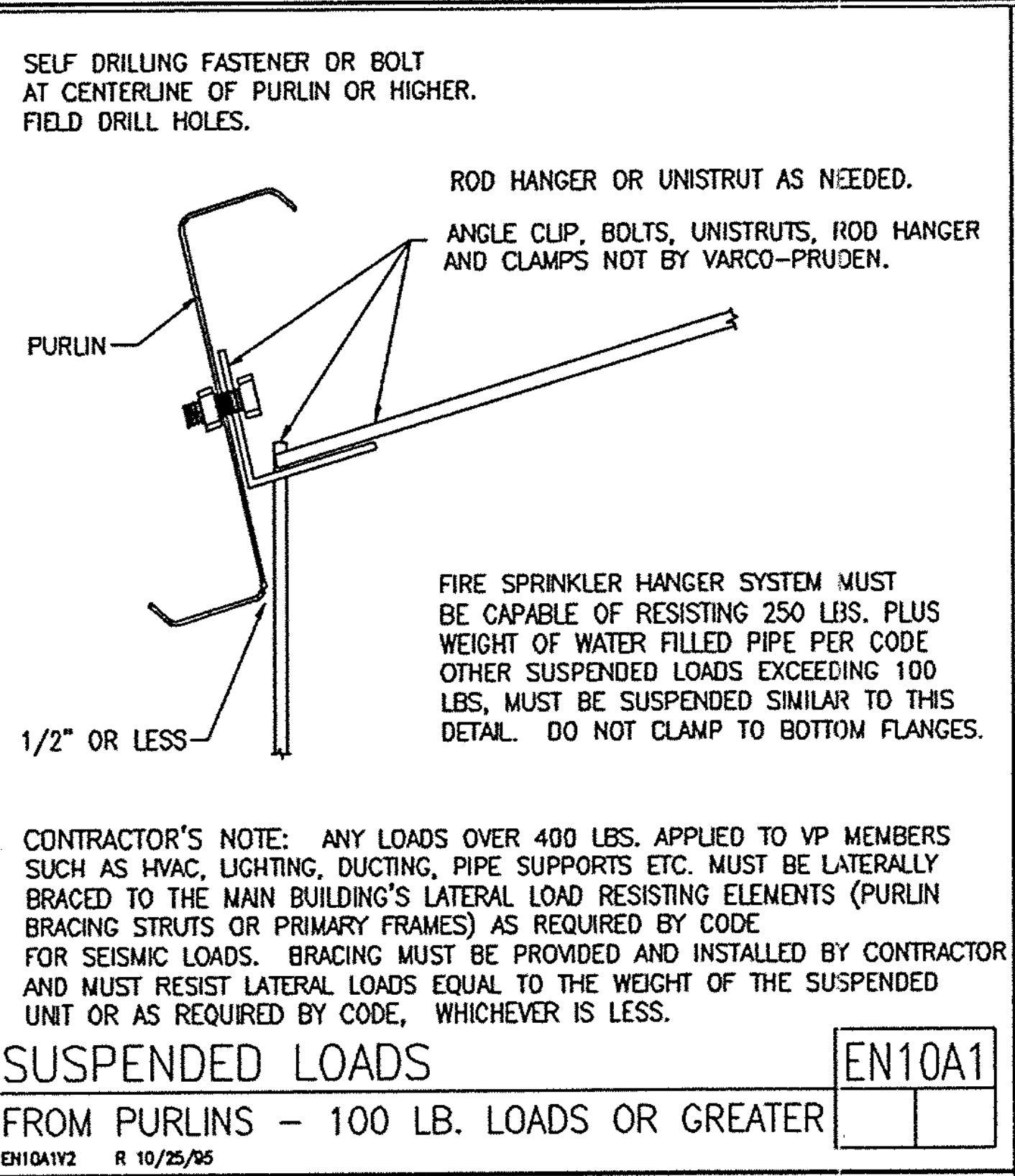
TYPICAL FLANGE BRACE CONNECTIONS BR06BD

CONTINUOUS PURLIN LAP SHOWN, CONTINUOUS GIRT AND SIMPLE PURLIN AND GIRT SIMILAR.
BR06BDV R 03/08/2004

| | | |
|--|---|---|
| F = FEET I = INCHES E = EIGHTHS PANEL/COVERING W L 3 1 1 7 2 6 1 K T D * F F I I E G G O C C C LENGTH CODE | G = GAGE O = OPERATION C = FIN/COLOR INSULATION I B 1 3 0 1 0 3 6 0 3 0 V V * * F F I I I I I E C C LENGTH WIDTH THK CODE | CX*** = COLUMN (PLATE) CG*** = COLUMN (GAGE) WC*** = COLUMN (HOTROLL) RB*** = RAFTER (PLATE) BG*** = RAFTER (GAGE) WR*** = RAFTER (HOTROLL) TR*** = TRUSS RAFTER IC*** = INTERIOR COLUMN PC*** = PIPE COLUMN TC*** = TUBE COLUMN EP*** = ENDPST (PLATE) EG*** = ENDPST (GAGE) CB*** = CANOPY (PLATE) BCB*** = CANOPY (GAGE) PBC*** = PIGGYBACK CANOPY |
| SECONDARY (STANDARD) O I G 1 9 1 1 4 1 7 * * * F F I I E G G LENGTH CODE | SECONDARY (SPECIAL) O O I G 1 9 1 1 4 1 7 * * * F F I I E G G LENGTH CODE | |
| ROD BRACING O 3 R A 2 5 1 0 I E * * F F I I DIA LENGTH | | |

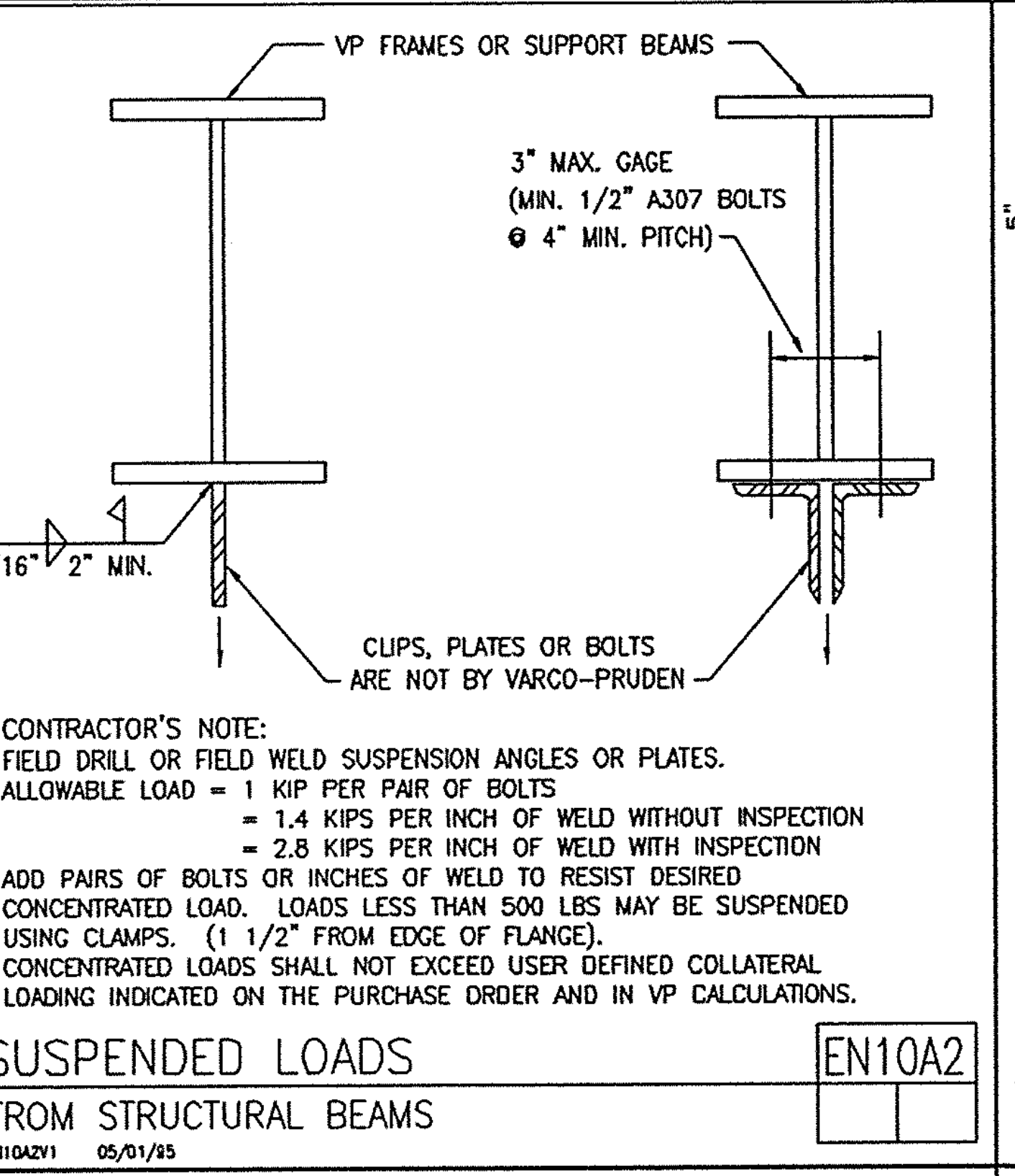
MARK NUMBER KEY EN50A1

COMMON GENERATED MARK NUMBERS
EN50A1V R 02/05/2004



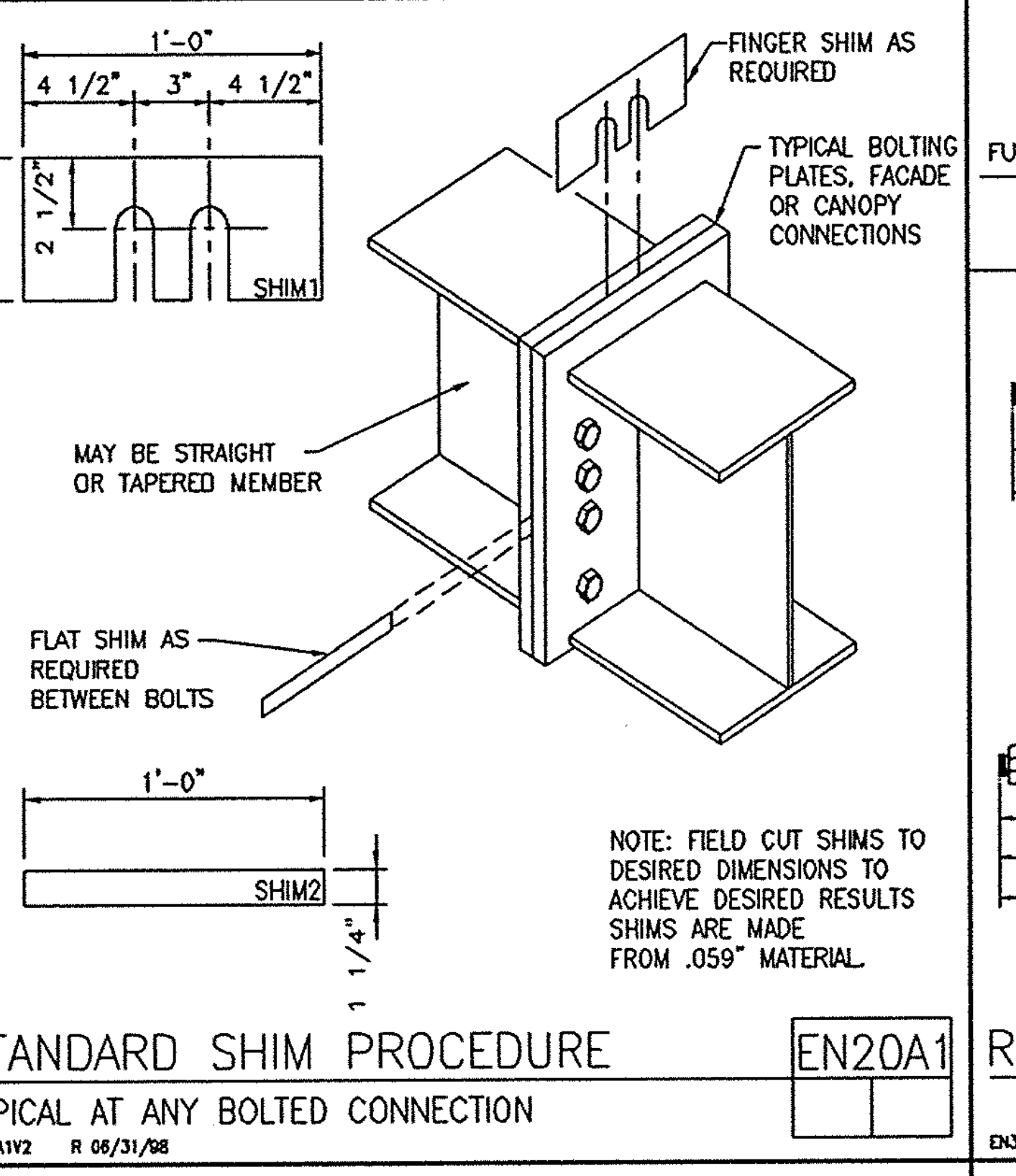
SUSPENDED LOADS FROM PURLINS - 100 LB. LOADS OR GREATER EN10A1

EN10A1V R 10/25/05



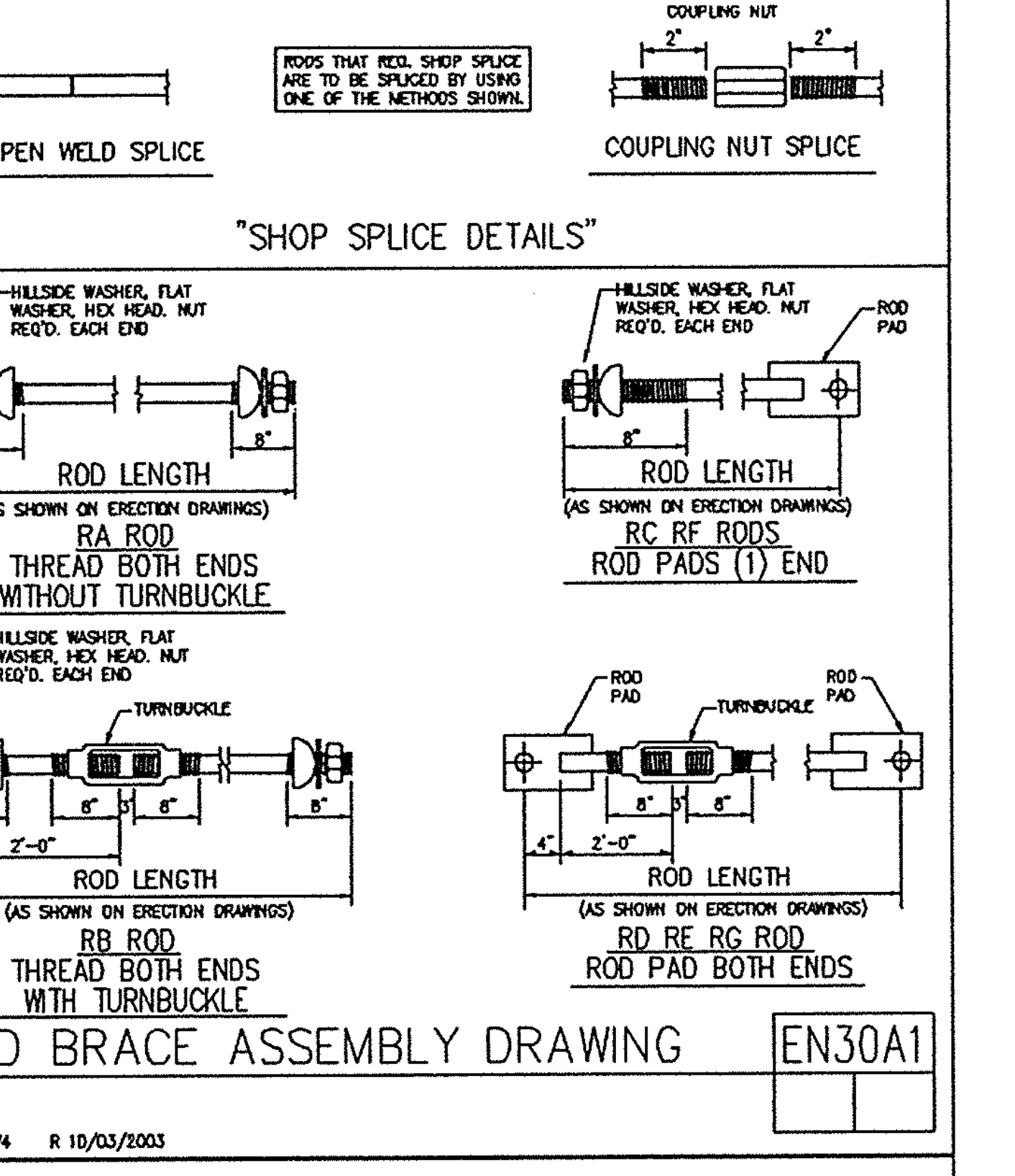
SUSPENDED LOADS FROM STRUCTURAL BEAMS EN10A2

EN10A2V 05/01/05



STANDARD SHIM PROCEDURE EN20A1

EN20A1V R 06/31/06



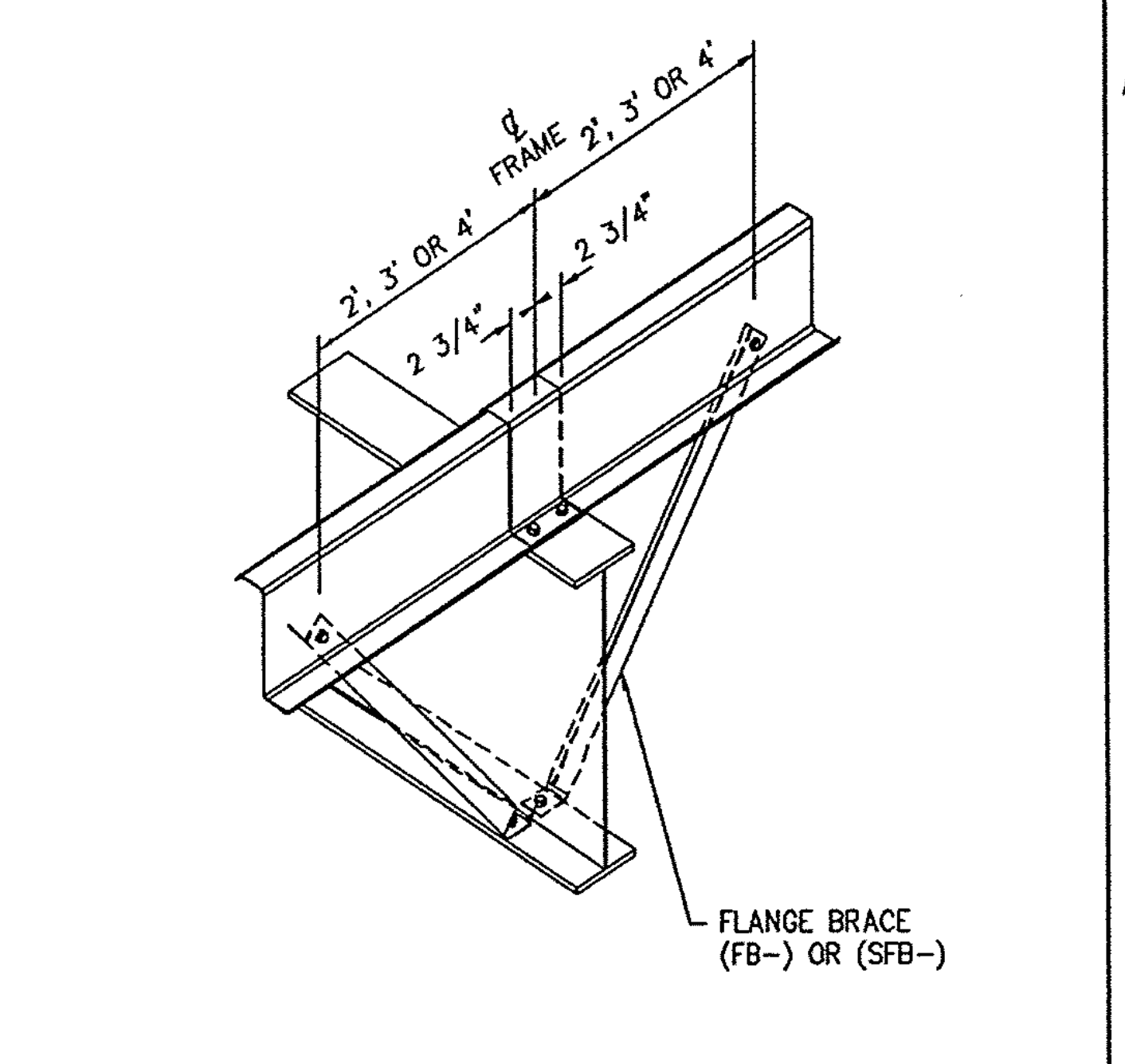
ROD BRACE ASSEMBLY DRAWING EN30A1

EN30A1V R 10/03/2003

| | | |
|---|---|--|
| GAGE EIGHTHS INCHES O' ALL LENGTH CATEGORY PUNCH PATTERN | 01=SIMPLE INTERIOR 02=SIMPLE 1' END BAY 03=SIMPLE 6' END BAY 04=END HOLE ONLY 05=INSET NOTCH 06=NO HOLES 20=6' END BAY, 1'-0" LAP 21=6' END BAY, 1'-6" LAP 22=6' END BAY, 2'-0" LAP 23=6' END BAY, 2'-6" LAP 24=6' END BAY, 3'-0" LAP 25=6' END BAY, 3'-6" LAP 26=6' END BAY, 4'-0" LAP | 30=1' END BAY, 1'-0" LAP 31=1' END BAY, 1'-6" LAP 32=1' END BAY, 2'-0" LAP 33=1' END BAY, 2'-6" LAP 34=1' END BAY, 3'-0" LAP 35=1' END BAY, 3'-6" LAP 36=1' END BAY, 4'-0" LAP 40=INTERIOR BAY, 1'-0" LAP 41=INTERIOR BAY, 1'-6" LAP 42=INTERIOR BAY, 2'-0" LAP 43=INTERIOR BAY, 2'-6" LAP 44=INTERIOR BAY, 3'-0" LAP 45=INTERIOR BAY, 3'-6" LAP 46=INTERIOR BAY, 4'-0" LAP |
|---|---|--|

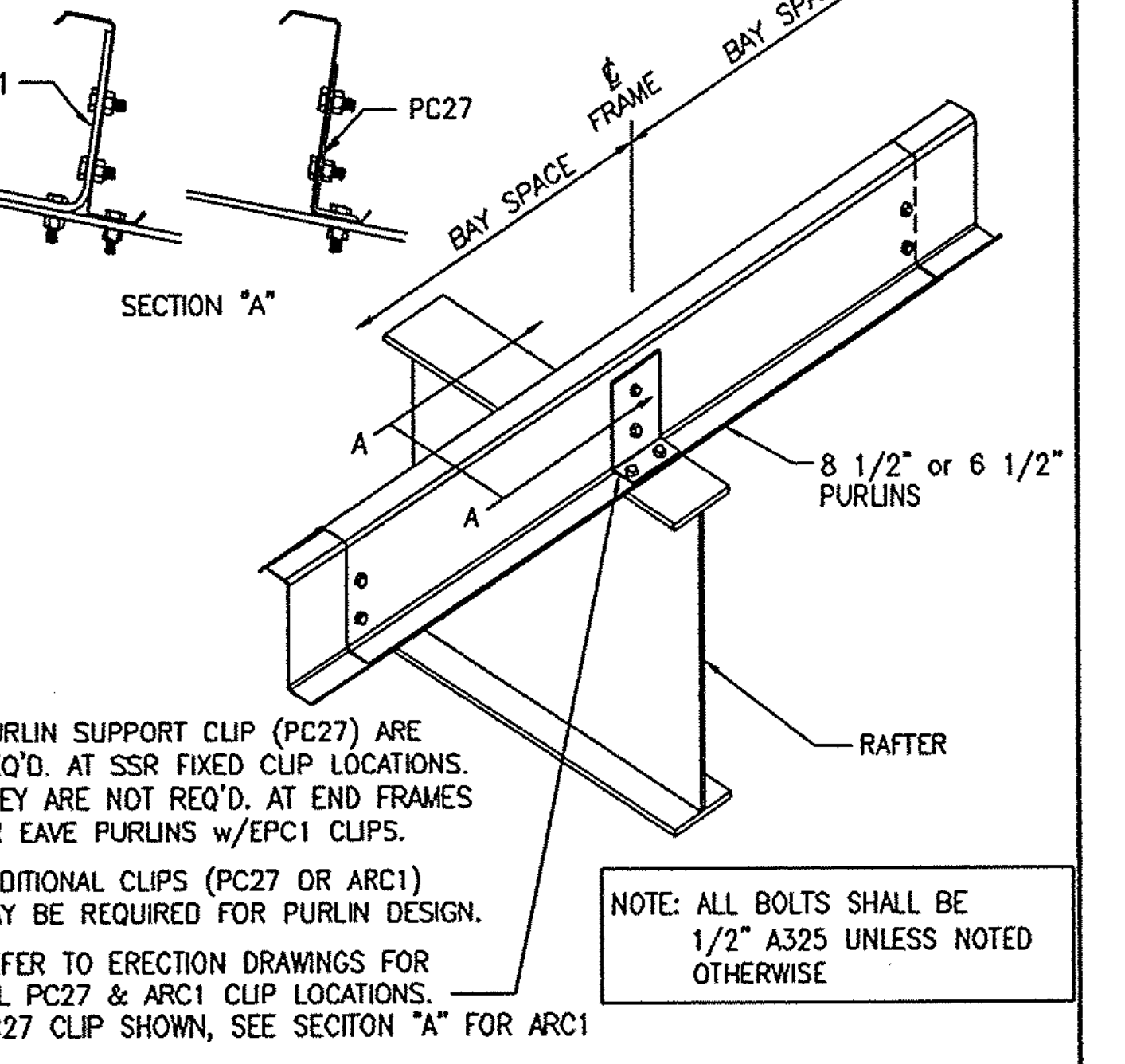
SECONDARY PUNCH PATTERNS EN51A1

EN51A1V 02/01/2001



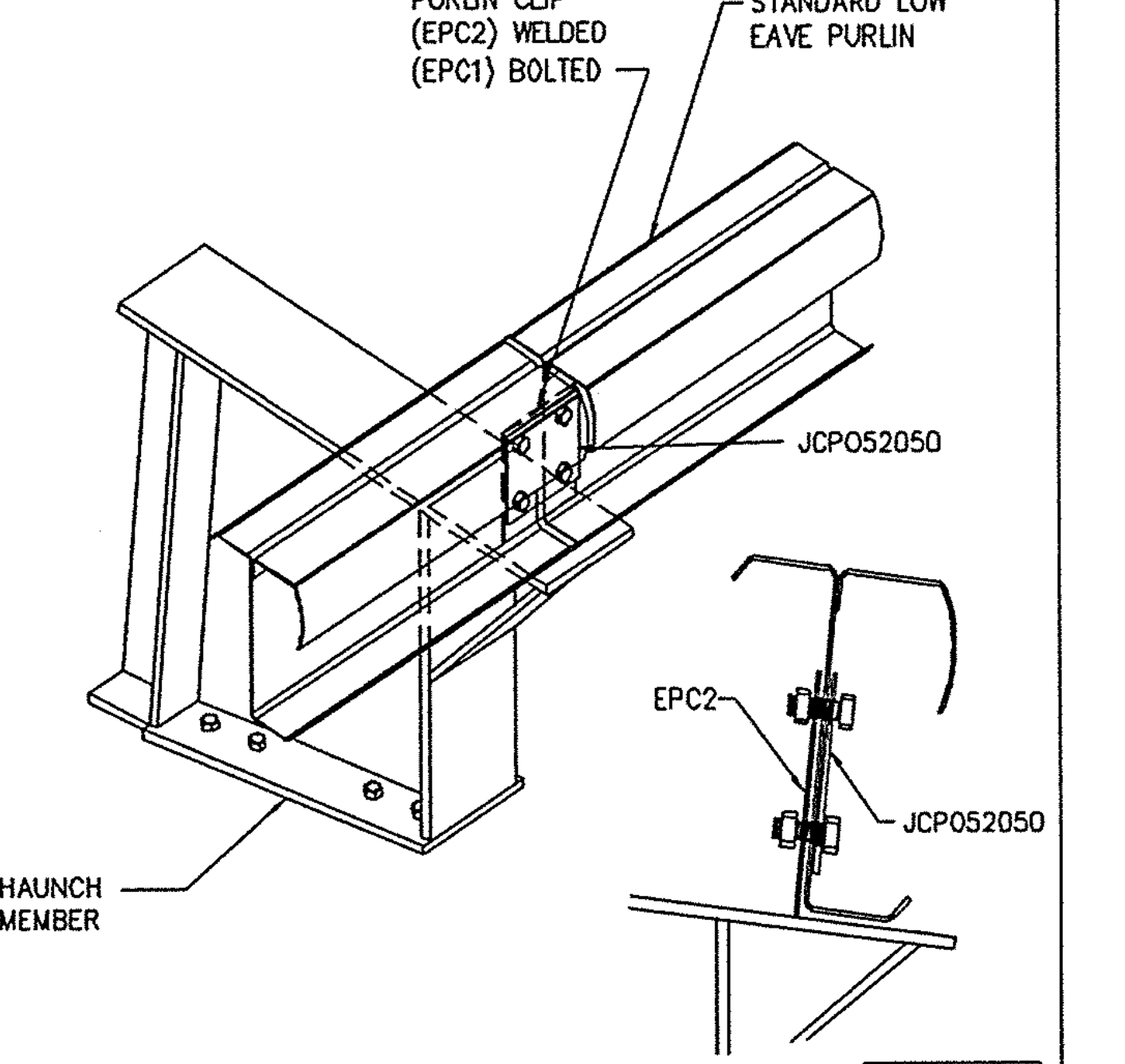
PURLINS AT INTERIOR FRAME RS01B2

RS01B2V R 05/16/2004



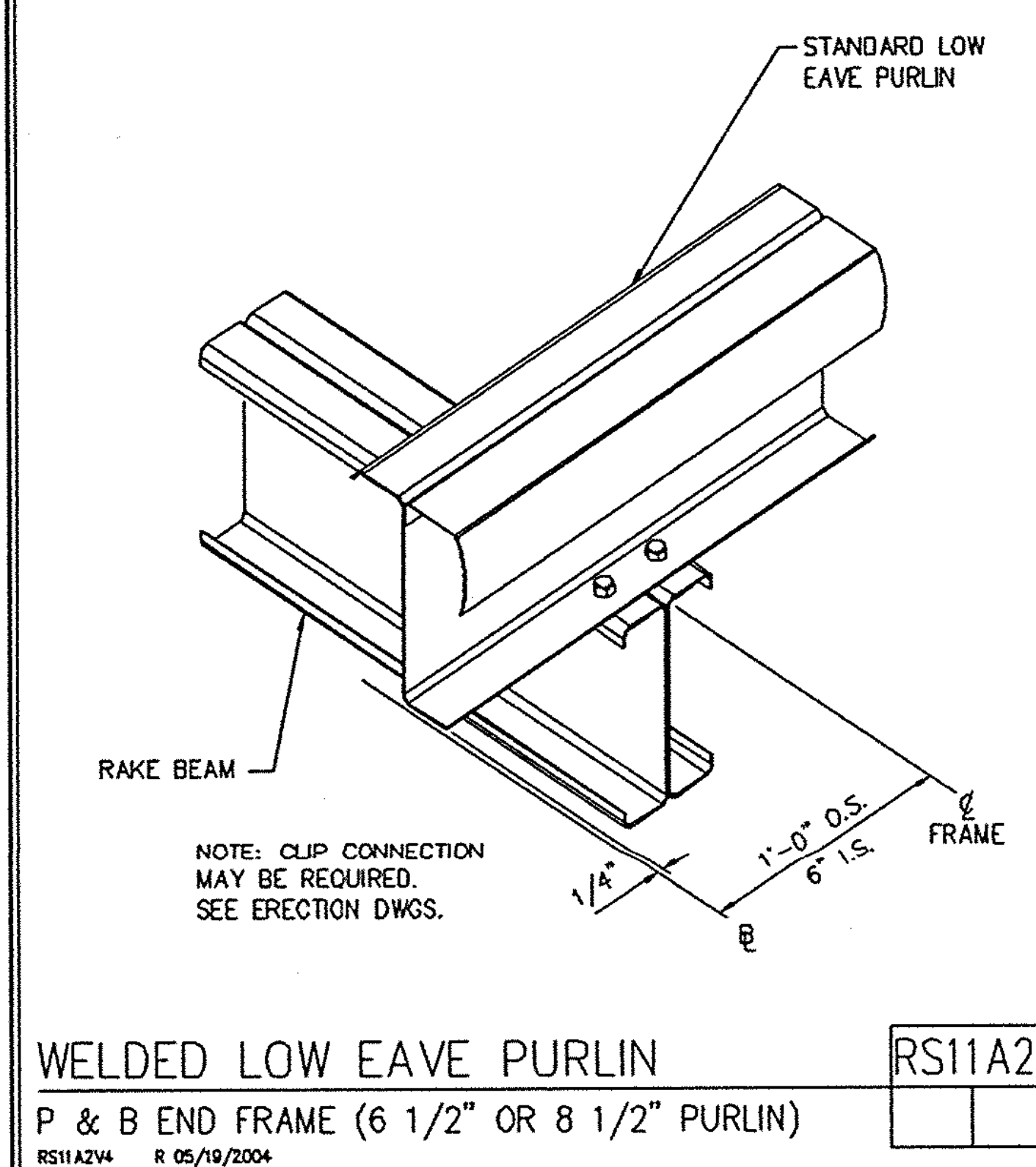
PURLIN SUPPORT/ANTI-ROLL CLIPS RS03A1

RS03A1V R 06/10/2004



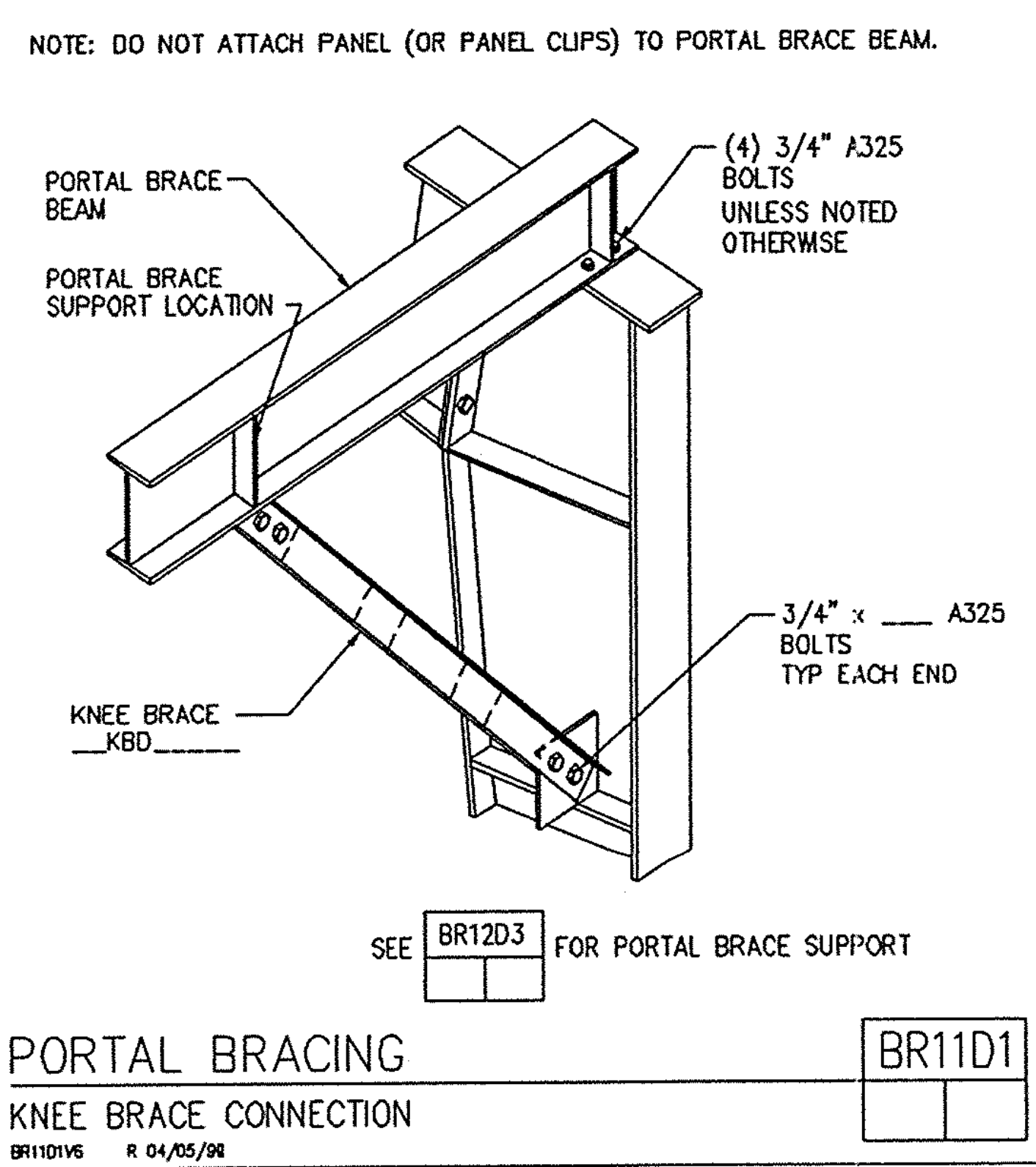
WELDED LOW EAVE PURLIN (INT. FRAME) RS11A1

RS11A1V R 05/19/2004



WELDED LOW EAVE PURLIN P & B END FRAME (6 1/2" OR 8 1/2" PURLIN) RS11A2

RS11A2V R 05/19/2004



PORTAL BRACING KNEE BRACE CONNECTION BR11D1

BR11D1V R 04/05/06

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3200 Players Club Circle Memphis TN 38125

| REV | DATE | BY | DESCRIPTION |
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| | | | |

NTS

BUILDING SED'S

| | |
|---------------|---------------------------|
| BUILDER | PATCO Construction Inc |
| CUSTOMER | Big Moose Harley Davidson |
| LOCATION | Portland, Maine |
| PROJECT | Big Moose Harley Davidson |
| BUILDER'S Pkg | 2663 |

| | |
|-------------|--------------|
| JOB # | W10401125-01 |
| DATE | 9/22/2004 |
| DRAWN/CHECK | MAH |
| PAGE | 10 |

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VPC VERSION: 5.1c