



DATE: December 3, 2015

SUBMITTAL NO.: 8

REVISION DATE

PROJECT TITLE: STFPD No. 1 Fire Station #18

PROJECT LOCATION: 61735 Airport Road Slidell, LA 70460

ARCHITECT: Dammon Engineering, Inc.

CONTRACTOR: McMath Construction, LLC

SUBCONTRACTOR / SUPPLIER: Mendow Construction

MANUFACTURER: CECO Building Systems

PRODUCT I.D.:

SPECIFICATION SECTION NO.: 13125

**THIS SUBMITTAL COMPLIES WITH THE CONTRACT DOCUMENTS.**

**NOTE: APPROVAL OF SHOP DRAWINGS AND SUBMITTALS DOES NOT RELIEVE THE SUBCONTRACTOR OR MATERIAL SUPPLIER OF HIS RESPONSIBILITY TO COMPLY WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.**

**NAME OF CONTRACTOR    McMath Construction LLC**

**REVIEWED BY: Dustin Brown**

**Builder/Contractor Responsibilities**

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

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

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

**Building Erection** – The Builder/Contractor is responsible for all erection of the steel and associated work in compliance with the Metal Building Manufacturers drawings. Temporary supports, such as temporary gys, braces, false work or other elements required for erection will be determined, furnished and installed by the erector (AISC Code of Standard Practice Sept 86 Section 7.9.1) (Mar 05 Section 7.10.3) (CSA/S16-09 Section 29).

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

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

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

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

**DEFLECTION CRITERIA**

The material supplied by the manufacturer has been designed with the following minimum deflection criteria. The actual deflection may be less depending on actual load and actual member length.

**BUILDING DEFLECTION LIMITS...** BLDG-A

Roof Limits	Rafters	Purlins	Panels
Live L/	240	240	60
Snow L/	240	240	60
Serviceability Wind L/	240	240	60
Total Gravity L/	120	120	60
Total Uplift L/	N/A	N/A	60

Frame Limits	Sidesway	Portal Frame Sidesway
Live H/	360	
Snow H/	360	
Serviceability Wind H/	360	67
Seismic Drift H/	67	
Crane H/	100	
Serviceability Wind H/	N/A	360
Total Gravity H/	60	
Service Seismic H/	200	200

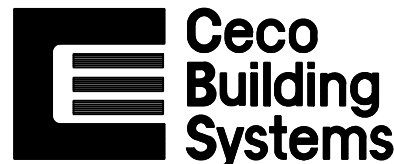
Wall Limits	Limit
Total Wind Panels L/	60
Total Wind Girts L/	360
Total Wind EW Columns L/	360

The Service Seismic limit as shown here is at service level loads.

GRIP	LENGTH	BOLT LENGTH
0 TO 9/16"	1 1/4" F.T.	
Over 9/16" TO 1 1/16"	1 3/4" F.T.	
Over 1 1/16" TO 1 5/16"	2"	
Over 1 5/16" TO 1 9/16"	2 1/4"	
Over 1 9/16" TO 1 13/16"	2 1/2"	
Over 1 13/16" TO 2 1/16"	2 3/4"	

LOCATIONS OF BOLTS LONGER THAN 2 3/4" NOTED ON ERECTION DRAWINGS  
F.T. DENOTES FULLY THREADED

NOTE: FULL THREAD ENGAGEMENT IS DEEMED TO HAVE BEEN MET WHEN THE END OF THE BOLT IS FLUSH WITH THE FACE OF THE NUT.  
WASHER REQUIRED ONLY WHEN SPECIFIED. WASHER MAY BE LOCATED UNDER HEAD OF BOLT, UNDER NUT, OR AT BOTH AT LOCATIONS NOTED ON ERECTION DRAWINGS. ADD 5/32" FOR EACH WASHER TO MATERIAL THICKNESS TO DETERMINE GRIP.



SOUTHERN REGION	EASTERN REGION	MIDWESTERN REGION
P.O. BOX 911 2400 HIGHWAY 45 NORTH COLUMBUS, MS 39703 FIELD REPRESENTATIVE: TILE WRIGHT (662) 243-6475	P.O. DRAWER 2387 100 RED WOOD ROAD ROCKY MOUNT, NC 27802 FIELD REPRESENTATIVE: CHRIS COBBE (252) 407-1832 OR (252) 407-1834	P.O. BOX 72 305 NORTH WIS STREET MOUNT PLEASANT, IA 50841 FIELD REPRESENTATIVE: LEON HUEHN (319) 217-4022

FOR QUESTIONS OR ASSISTANCE CONCERNING YOUR CECO BUILDING, PLEASE CALL OUR FIELD SERVICES REPRESENTATIVE.

**PROJECT NOTES**

Material properties of steel bar, plate, and sheet used in the fabrication of built-up structural framing members conform to ASTM A529, ASTM A572, ASTM A1011 SS, or ASTM A1011 HSLAS with a minimum yield point of 50 ksi. Material properties of hot rolled structural shapes conform to ASTM A992, ASTM A529, or ASTM A572 with a minimum specified yield point of 50 ksi. Hot rolled angles, other than flange braces, conform to ASTM 36 minimum. Hollow structural shapes conform to ASTM A500 grade B, minimum yield point is 42 ksi for round HSS and 46 ksi for rectangular HSS. Material properties of cold-formed light gage steel members conform to the requirements of ASTM A1011 SS Grade 55, ASTM A1011 HSLAS Grade 55 Class 1, ASTM A653 SS Grade 55, or ASTM A653 HSLAS Grade 55 Class 1 with a minimum yield point of 55 ksi. For Canada, material properties conform to CAN/CSA G40.20/G40.21 or equivalent.

All bolted joints with A325 Type 1 bolts are specified as snug-tightened joints in accordance with the Specification for Structural Joints Using ASTM A325 or A490 Bolts, December 31, 2009. Pre-tensioning methods, including turn-of-nut, calibrated wrench, twist-off-type tension-control bolts or direct-tension-indicator are NOT required. Installation inspection requirements for Snug Tight Bolts (Specification for Structural Joints Section 9.1) is suggested.

Design criteria as noted is as given within order documents and is applied in general accordance with the applicable provisions of the model code and/or specification indicated. Neither the metal building manufacturer nor the certifying engineer declares or attests that the loads as designated are proper for local provisions that may apply or for site specific parameters. The design criteria is supplied by the builder, project owner, or an Architect and/or Engineer of Record for the overall construction project.

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

The framing at building A, gridlines 0.9, 4.1 is NOT designed to receive a future bay addition. Corresponding frame reactions are calculated based upon actual tributary area.

Framed openings, walk doors, and open areas shall be located in the bay and elevation as shown in the erection drawings. The cutting or removal of girts shown on the erection drawings due to the addition of framed openings, walk doors, or open areas not shown may void the design certifications supplied by the metal building manufacturer.

This jobsite is located in a hurricane prone region with wind speeds of 130 mph or greater. In order to maintain the enclosed classification and design for wind all doors, windows and wall mounted light transmitting panels (LTP) provided by the metal building manufacturer shall be protected by impact resistant coverings. The material may include but is not limited to 7/16 structural wood panels as proscribed by the local building code. The customer's Design Professional, not metal building manufacturer engineer, is responsible for determining the adequacy of material acting as the impact resistant covering by others and attachment to the material provided by the metal building manufacturer. This structure has not been designed to withstand the additional internal pressure required by Code as a partially enclosed condition in the absence of impact resistant coverings.

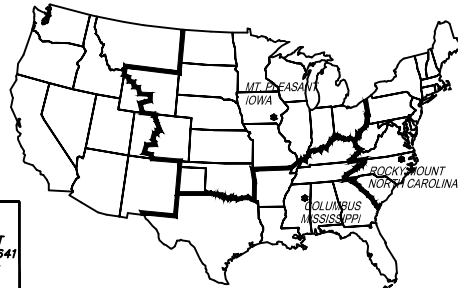
X-Bracing is to be installed to a taut condition with all slack removed. Do not tighten beyond this state.

The design collateral load has been uniformly applied to the design of the building. Hanging loads are to be attached to the purlin web. This may not be appropriate for heavily concentrated loads. Any attached load in excess of 150 pounds shall be accounted for by special design performed by a licensed engineer using concentrated loads and may require separate support members within the roof system.

The girts in BLDG-A have been designed with the liner attached to the inner flange of the girts. If the liner is not installed or is removed the girt shall be reviewed for structural adequacy.

The roof material, not by metal building manufacturer, attaching to the roof system provided by manufacturer, shall have a maximum weight of 4 psf. Attachment of roof material shall be structurally sufficient to sustain the minimum specified design loads.

Roof snow retention systems are by others.



Quality Metal Building Systems  
From Your Construction Professionals



**ENGINEERING DESIGN CRITERIA**

Building Code	2012 International Building Code
Building Risk Category	Essential (Risk Category IV)
Roof Dead Load	
Superimposed	3.67 psf
Collateral	9.00 psf
(1.00 psf Acoustical Ceiling 4.00 psf Other)	
Roof Decking and Shingles	
(by others)	5.00 psf
Roof Live Load	20.00 psf reduction allowed
Snow	
Ground Snow Load (Pg)	5.00 psf
Snow Load Importance Factor (I <sub>s</sub> )	1.20
Flat Roof Snow Load (P <sub>f</sub> )	4.20 psf
Snow Exposure Factor (C <sub>e</sub> )	1.00
Thermal Factor (C <sub>t</sub> )	1.00
Wind	
Ultimate Wind Speed (Vult)	155.00 mph
Nominal Wind Speed (Vasd)	120 mph (IBC section 1609.3.1)
Wind Exposure Category	B
Internal Pressure Coef (GCp1)	0.18/-0.18
Loads for components not provided by building manufacturer	
Corner Areas (within 5.21' of corner)	43.21 psf pressure -57.86 psf suction
Other Areas	43.21 psf pressure -46.88 psf suction
These values are the maximum values required based on a 10 sq ft area.	
Components with larger areas may have lower wind loads.	
Seismic	
Seismic Importance Factor (I <sub>e</sub> )	1.50
Seismic Design Category	C
Soil Site Class	D Stiff Soil
Ss	0.102 g Sds 0.109 g
SI	0.057 g Sd1 0.091 g
Analysis Procedure	Equivalent Lateral Force
Column Line	All
Basic Force Resisting System	H
Response Modification Coefficient (R)	3.00
Seismic Response Coefficient (Cs)	0.05
Design Base Shear in kips (V)	4.55
Basic Structural System (from ASCE 7-10 Table 12.2-1)	H - Steel System not Specifically Detailed for Seismic Resistance
Special Loads	
Door Track Attachment loads (per S502)	
0.5 kips per load located approximately 3'-0, 15'-0, and 21'-0 from side walls at every frame line.	
Hip Roof Attachment	
6.0 psf load 24.0 ft long by 14.33 ft wide starting 16.5 ft from EWD and 0 ft from SWC. (per AISC)	
Antenna	
1.0 kip load located on EWD, 28.0 ft above f.f. at interior column #1.	

**Drawing Index**

Page	Description
F1	Anchor Rod
F2	Anchor Rod Details
F3-F4	Reaction Drawings
E1	Cover Sheet
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E3	Roof Framing Plan
E4	Sidewall Elevations
E5-E6	Endwall Elevations
E7	Roof Liner Sheeting Plan
E8-E9	Wall Liner Sheeting
E10-E13	Main Frame Cross Sections
E14-E15	Portal Frame Cross Sections
E16	Connection Detail
E17	Iso Trim
R1-R4	Erection Guides
R5-R9	Construction Drawings
R10	Trim Profiles

**Review of Sheets E1 thru E17**

**SHOP DRAWING / SUBMITTAL REVIEW**

REVIEWED  REVIEWED AS NOTED  
 REVISE AND RESUBMIT  REJECTED  
 Project No.: 2224 Submittal No. 13125.02.01  
 Corrections or comments made on the shop drawings during this review do not relieve the contractor from compliance with requirements of the drawings and specifications. This check is only for review of the general conformance with the design concept of the project and general compliance with the information given in the contract documents. This contractor is responsible for: confirming and correlating all quantities and dimensions; selecting fabrication processes and techniques of construction; coordinating his or her work with that and other trades and performing all in a safe and satisfactory manner.  
 By: David Dammon Date: 1/13/2016  
**DAMMON ENGINEERING, INC.**  
 St. Louis, LA

**APPROVAL DRAWING NOTES**

TYPE	EXTERIOR SKIN					INTERIOR SKIN				
	GAGE	TEXTURE	GALM	SIG 200	SIG 300	GAGE	TEXTURE	GALM	SIG 200	SIG 300
ROOF PANEL	N/A									
WALL PANEL	N/A									
WALL LINER	PBR	26	SMOOTH	POLAR WHITE						
ROOF LINER	PBR	26	SMOOTH	POLAR WHITE						
SOFFIT PANEL	N/A									
RAKE & GUTTER	N/A									
(CORNER, ACCESSORY, PREMIUM, BASE FLASHING AND DOWNSPOUT COLOR MATCHES WALL COLOR UNLESS NOTED OTHERWISE)										
NOTE: GALM = GALVALUME PLUS. SMT = SMOOTH. EMB = EMBOSSED										
STRUCTURAL STEEL PRIMER COLOR	RED									
NOTE: PLEASE BE SURE TO VERIFY THE COLOR(S) SHOWN OR SELECT THE COLOR(S) BEFORE SUBMITTING DRAWINGS TO CECO BUILDING SYSTEMS										
ADDITIONAL NOTES: 1) SIGNATURE 200 (SIG 200) IS SILICONIZED POLYESTER (POLAR WHITE IS STRAIGHT POLYESTER) 2) SIGNATURE 300 (SIG 300) IS KYNAR 500 - HYLAR 5000 3) STANDING SEAM ROOF - PLEASE ALLOW 2 TO 3 WEEKS FOR SEAMING TOOL 4) T.B.S. = TO BE SELECTED (PLEASE PROVIDE INFORMATION)										

BUILDING DESCRIPTIONS				
Building ID	Width	Length	Height	Slope
Building A	52'-12"	60'-6"	18'-8"	7:12

By	Date	Revision

Columbus, MS (662) 243-6400  
 Mount Pleasant, IA (319) 386-8001  
 Rocky Mount, NC (252) 977-2131  
 www.cecobuildings.com

Project Name & Location:  
 MENDOW CONSTRUCTION CO  
 ST TAMMANY FIRE PROTECTI  
 61735 AIRPORT RD  
 SUDELL LA 70460

Customer:  
 MENDOW CONSTRUCTION CO  
 P.O. BOX 2642  
 MANDEVILLE LA 70470  
 ANDY MENDOW

Drawing Status:  
 Preliminary  
 For Approval  
 For Construction  
 For Installation

Scale: NOT TO SCALE

Drawn by: RB 11/27/15

Checked by: ROY 11/30/15

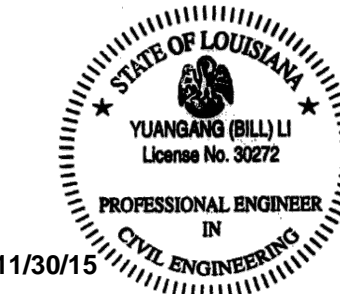
Project Engineer: MWM

Job Number: 15-B-15042-1

Sheet Number: E1 of 17

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Yuangang (Bill) Li, P.E.  
 Louisiana P.E. 30272

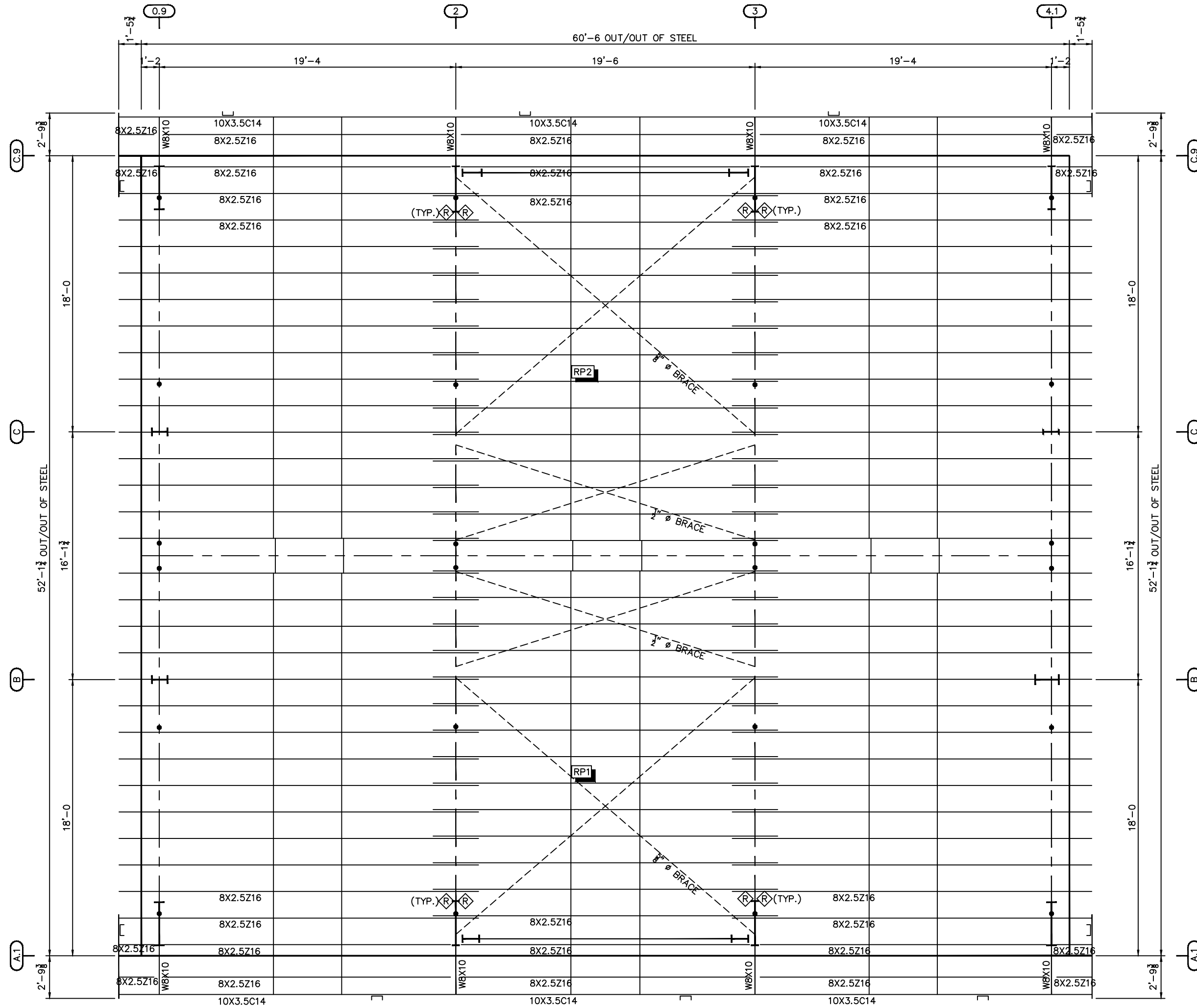




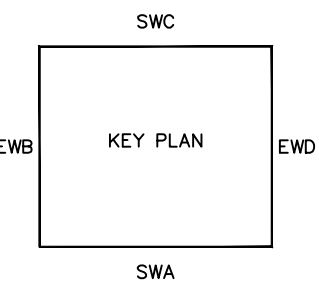
● - DENOTES CLIP LOCATION  
 SC90 AT 8" PURLINS  
 SC92 AT 10" PURLINS  
 SC94 AT 12" PURLINS

SCHEDULE OF ACCESSORIES	
NO. REQD	DESCRIPTION
1	3'-0" X 4'-0" FACTORY LOCATED FRAMED OPENING **VERIFY SIZE AND LOCATION**
5	12'-0" X 14'-0" FACTORY LOCATED FRAMED OPENING **VERIFY SIZE AND LOCATION**
1	3'-4" X 7'-2" FACTORY LOCATED FRAMED OPENING **VERIFY SIZE AND LOCATION**

REFER TO DETAILS ON INSTALLATION OF FRAMED OPENINGS.  
 NO ROOF PANELS, WALL PANELS OR PERIMETER TRIM BY CECO.



ROOF FRAMING PLAN



Z-SECTION LAP TABLE			
SYMBOL	LAP (LENGTH)	SYMBOL	LAP (LENGTH)
	0'-2" (3 3/4")		2'-4" (2'-5 3/4")
	1'-4" (1'-5 3/4")		3'-0" (3'-1 3/4")

By	Description	Date	Revision

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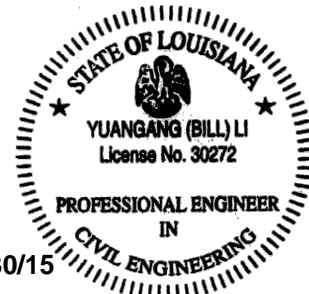
Customer:  
 MENDOW CONSTRUCTION CO  
 P.O. BOX 2642  
 MANDEVILLE LA 70470  
 ANDY MENDOW

Drawing Status:  
 Preliminary  
 (Not For Construction)  
 For Approval  
 (Not For Construction)  
 For Construction Permit  
 For Erector Installation

Scale: NOT TO SCALE  
 Drawn by: RB 11/27/15  
 Checked by: ROY 11/30/15  
 Project Engineer: MWM  
 Job Number: 15-B-15042-1  
 Sheet Number: E3 of 17

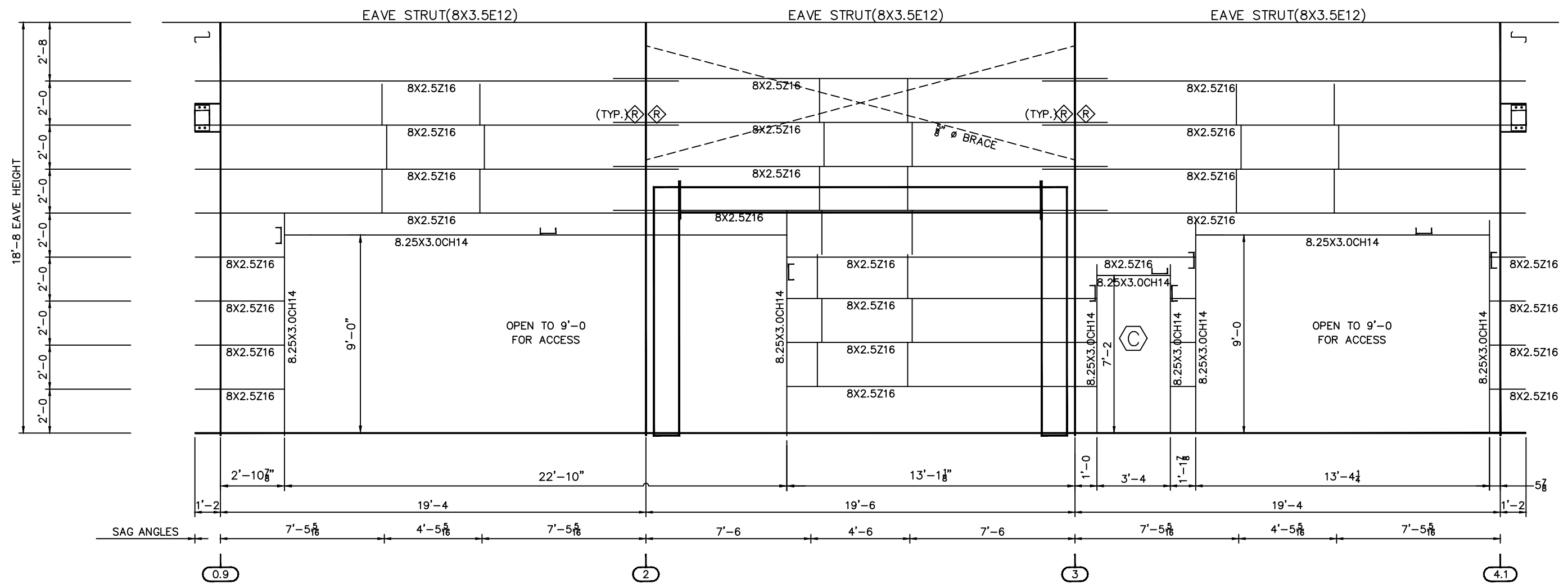
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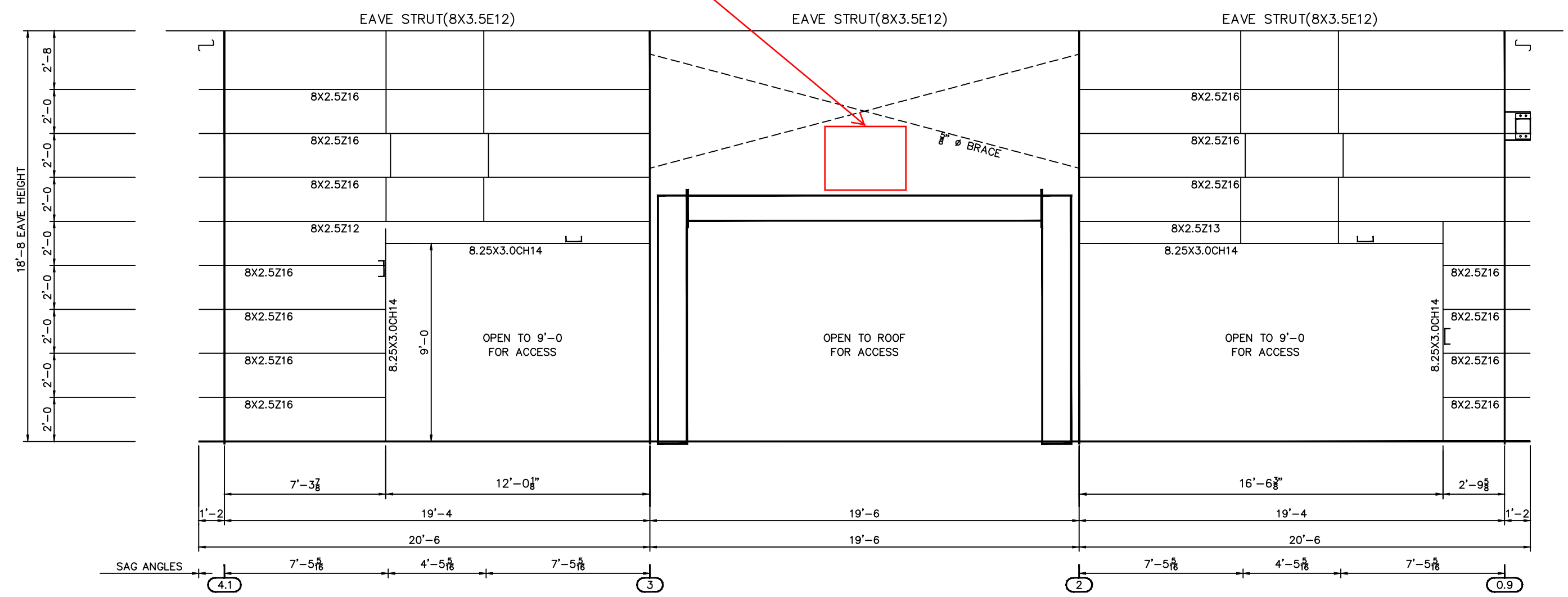
11/30/15

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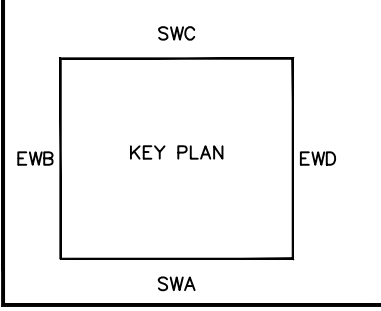


SIDEWALL ELEVATION "SWA" AT GRID LINE "A.1"

36" x 36" Fire Rated Maintenance Access Panel



SIDEWALL ELEVATION "SWC" AT GRID LINE "C.9"



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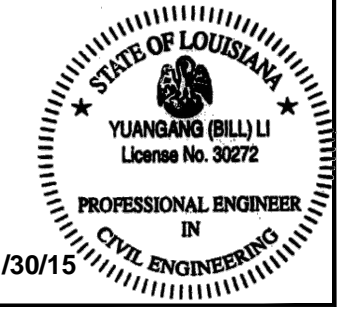
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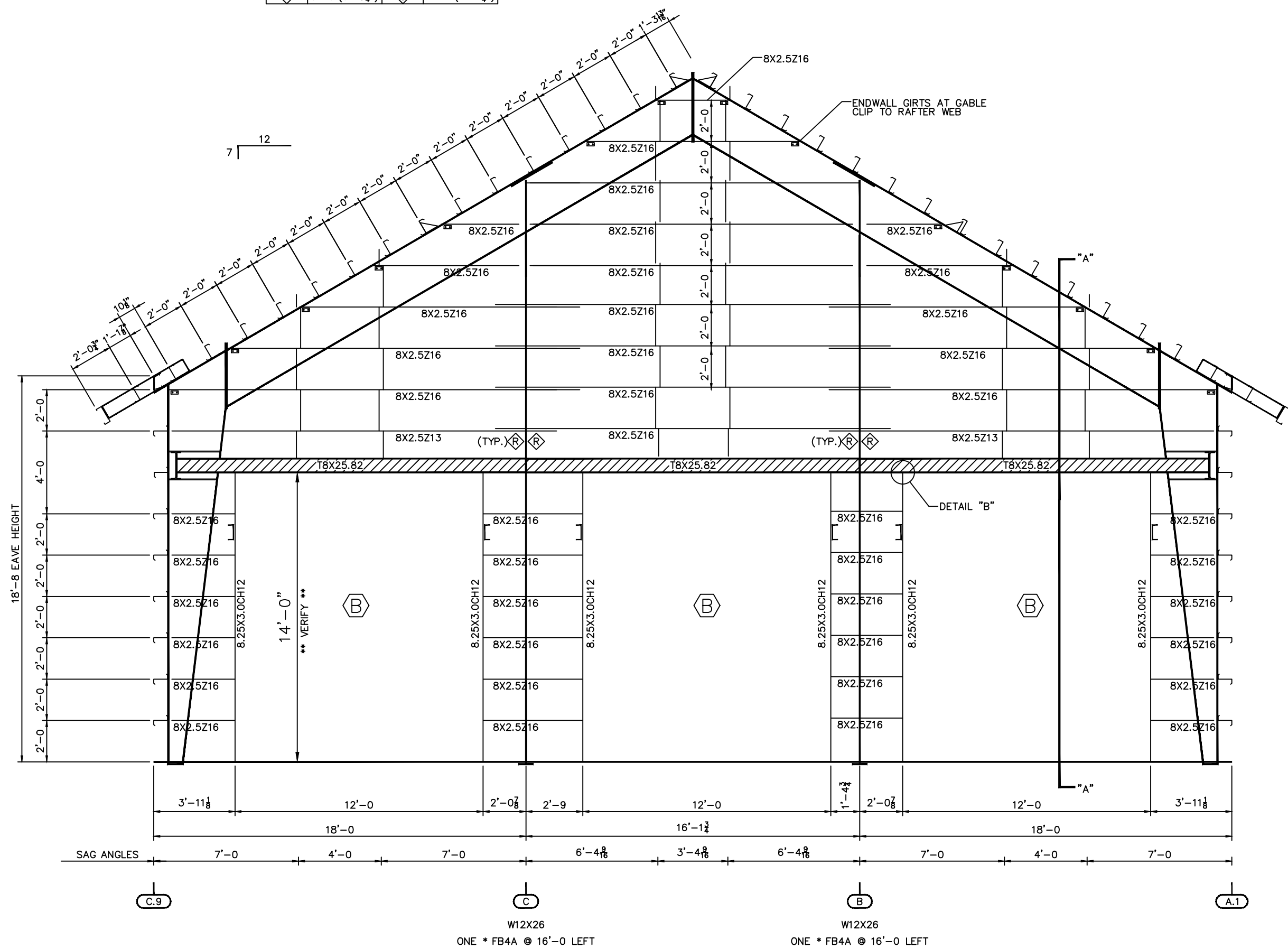
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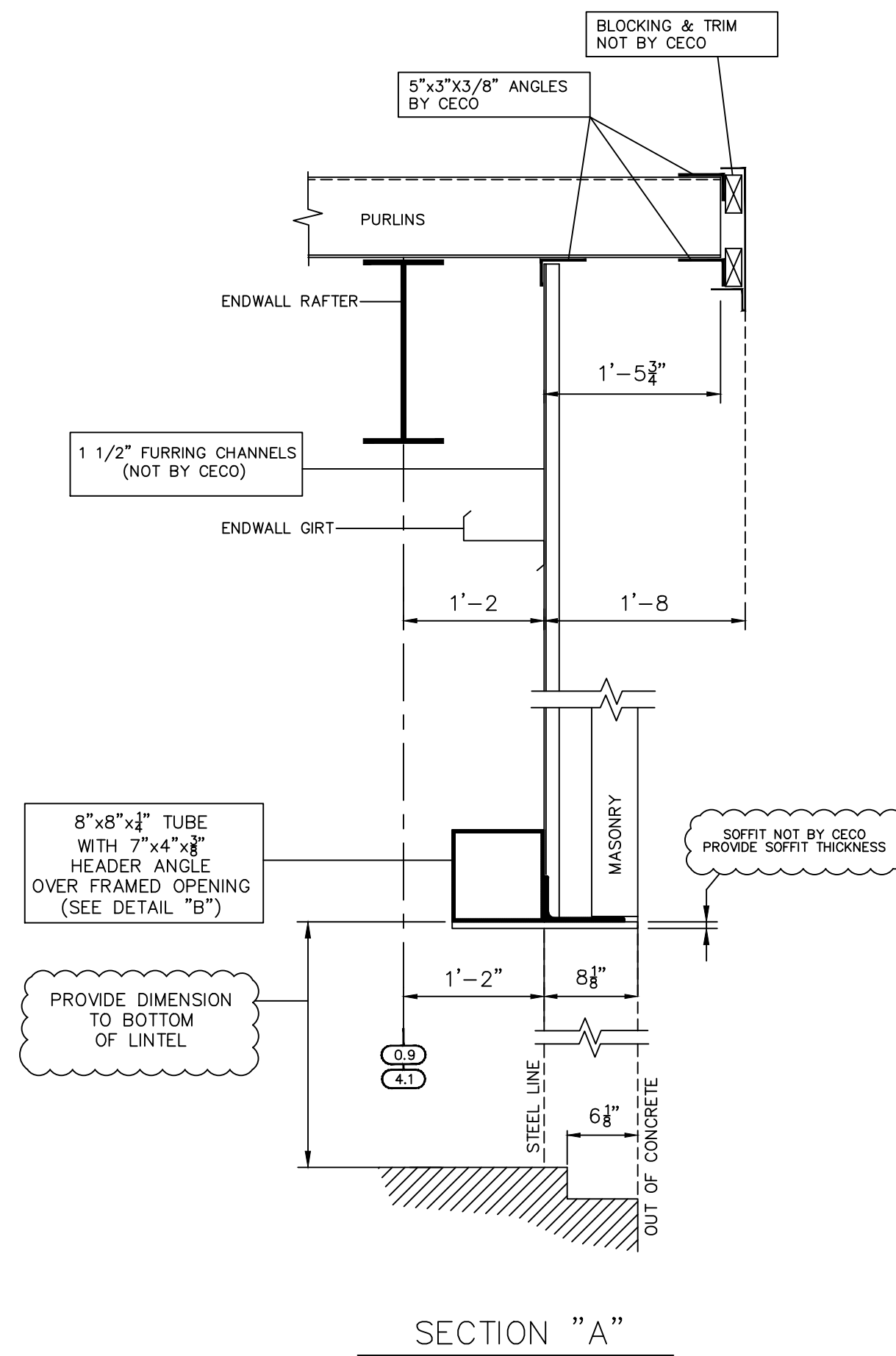
11/30/15

\* DENOTES: PLATE AT FLANGE BRACE  
 CL190 AT 8" PURLINS/GIRTS  
 CL191 AT 10" PURLINS/GIRTS  
 CL192 AT 12" PURLINS/GIRTS

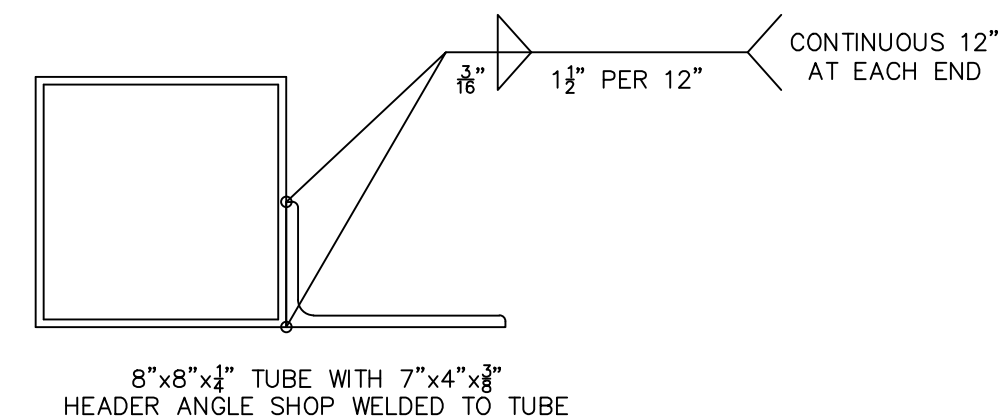
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⊖	1'-4" (1'-5 $\frac{1}{2}$ ")	⊖	3'-0" (3'-1 $\frac{1}{2}$ ")



ENDWALL ELEVATION "EWB" AT GRID LINE "0.9"



SECTION "A"



8"x8"x1/4" TUBE WITH 7"x4"x3/8" HEADER ANGLE SHOP WELDED TO TUBE

By	Description	Date	Revision

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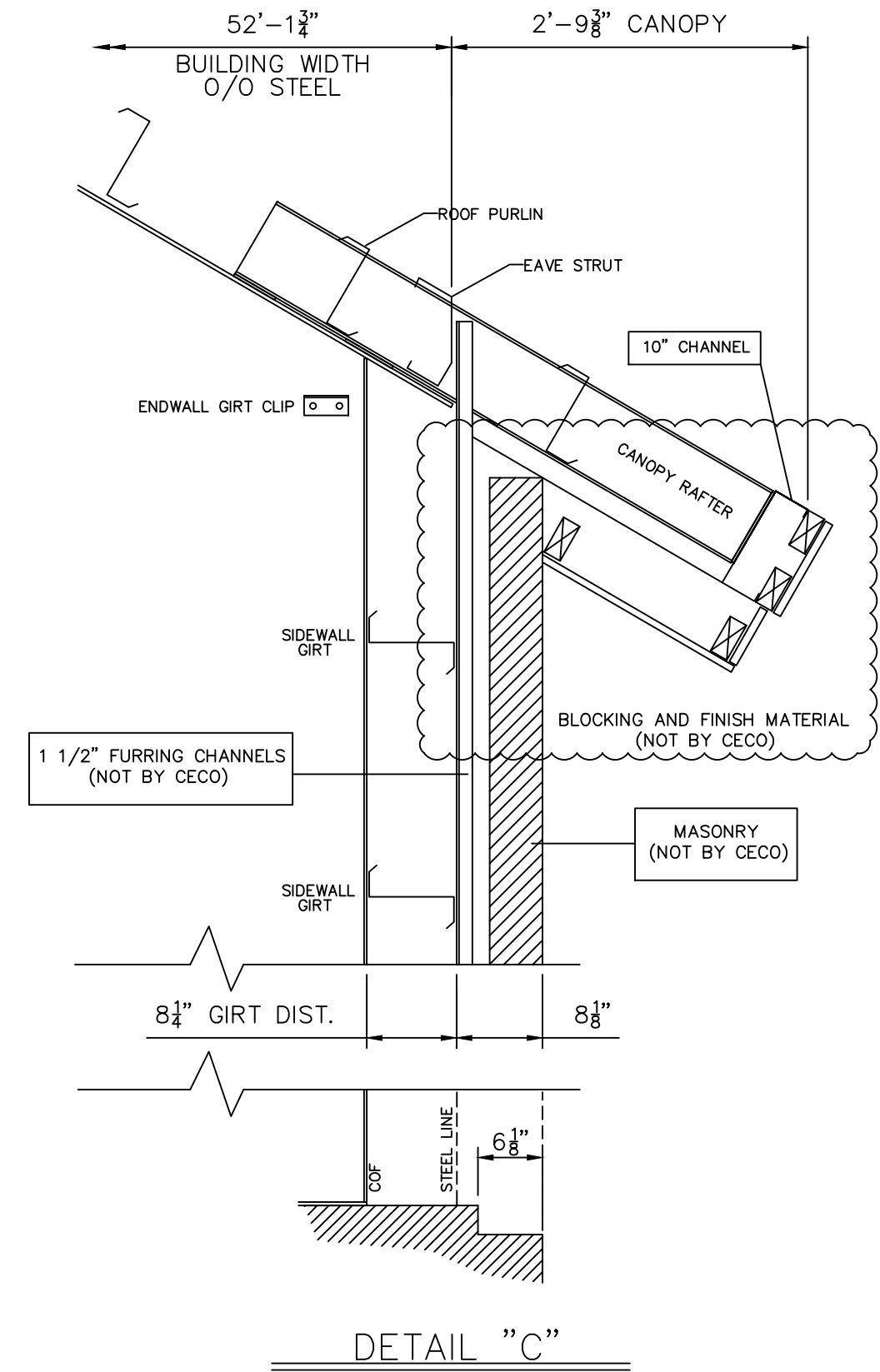
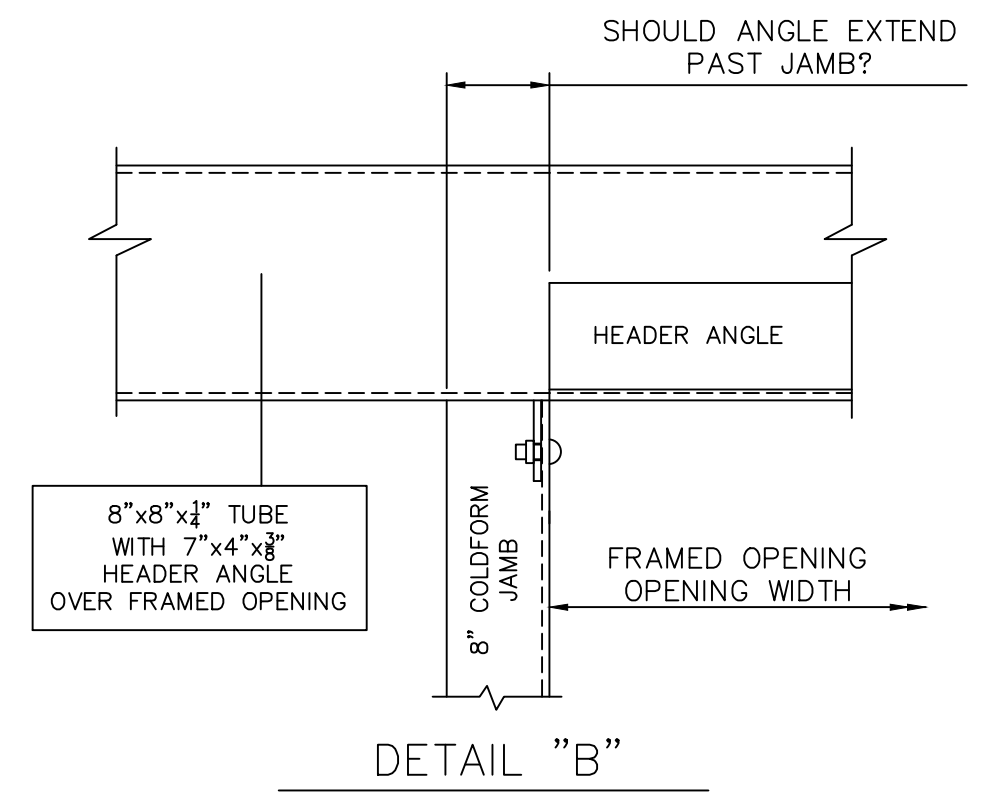
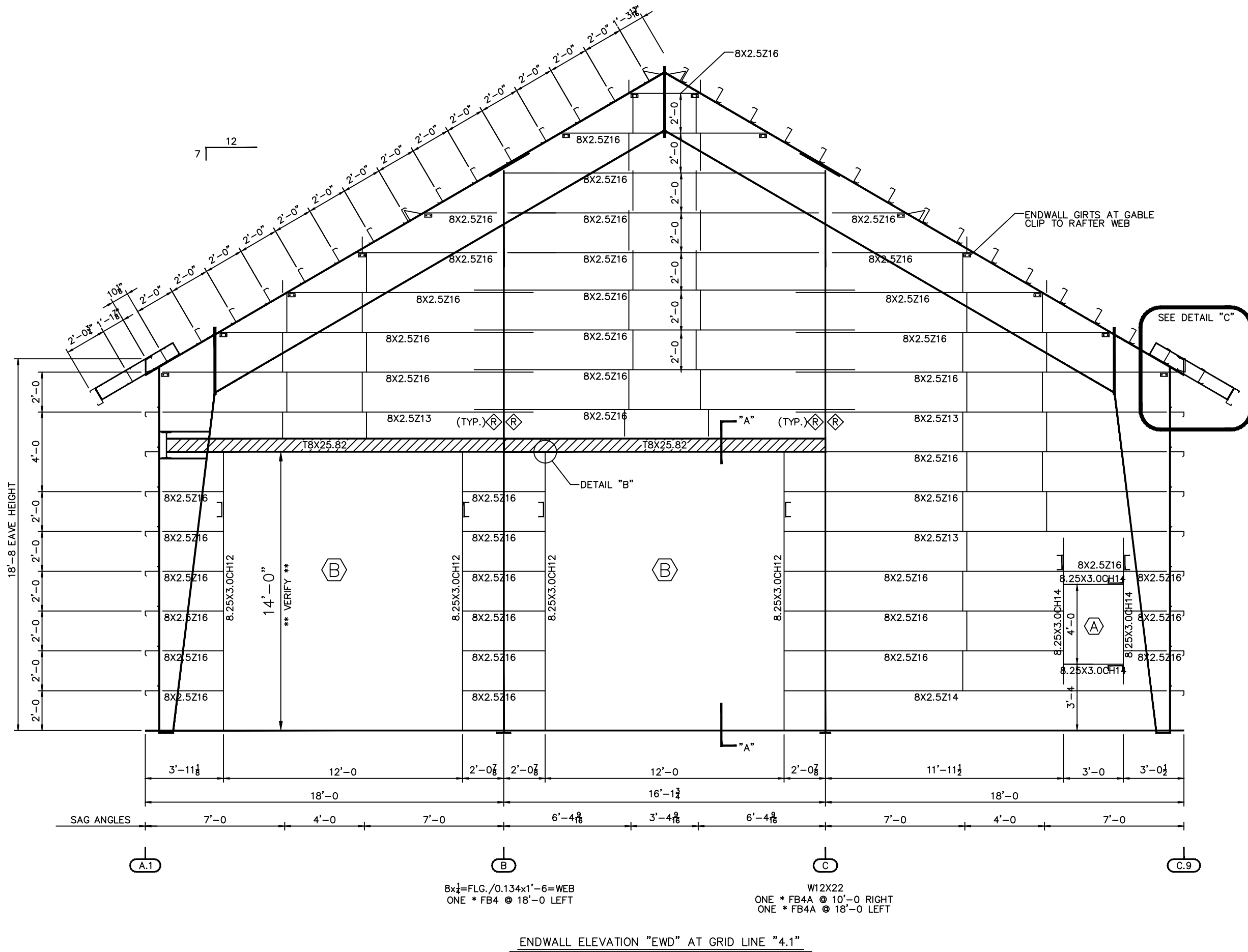
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11/30/15

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 CL192 AT 12" PURLINS/GIRTS

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Checked by: ROY 11/30/15

Project Engineer: MWM

Job Number: 15-B-15042-1

Sheet Number: E6 of 17

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Yuangang (Bill) Li, P.E.  
 Louisiana P.E. 30272

STATE OF LOUISIANA

YUANGANG (BILL) LI  
 License No. 30272

PROFESSIONAL ENGINEER  
 IN  
 CIVIL ENGINEERING

11/30/15

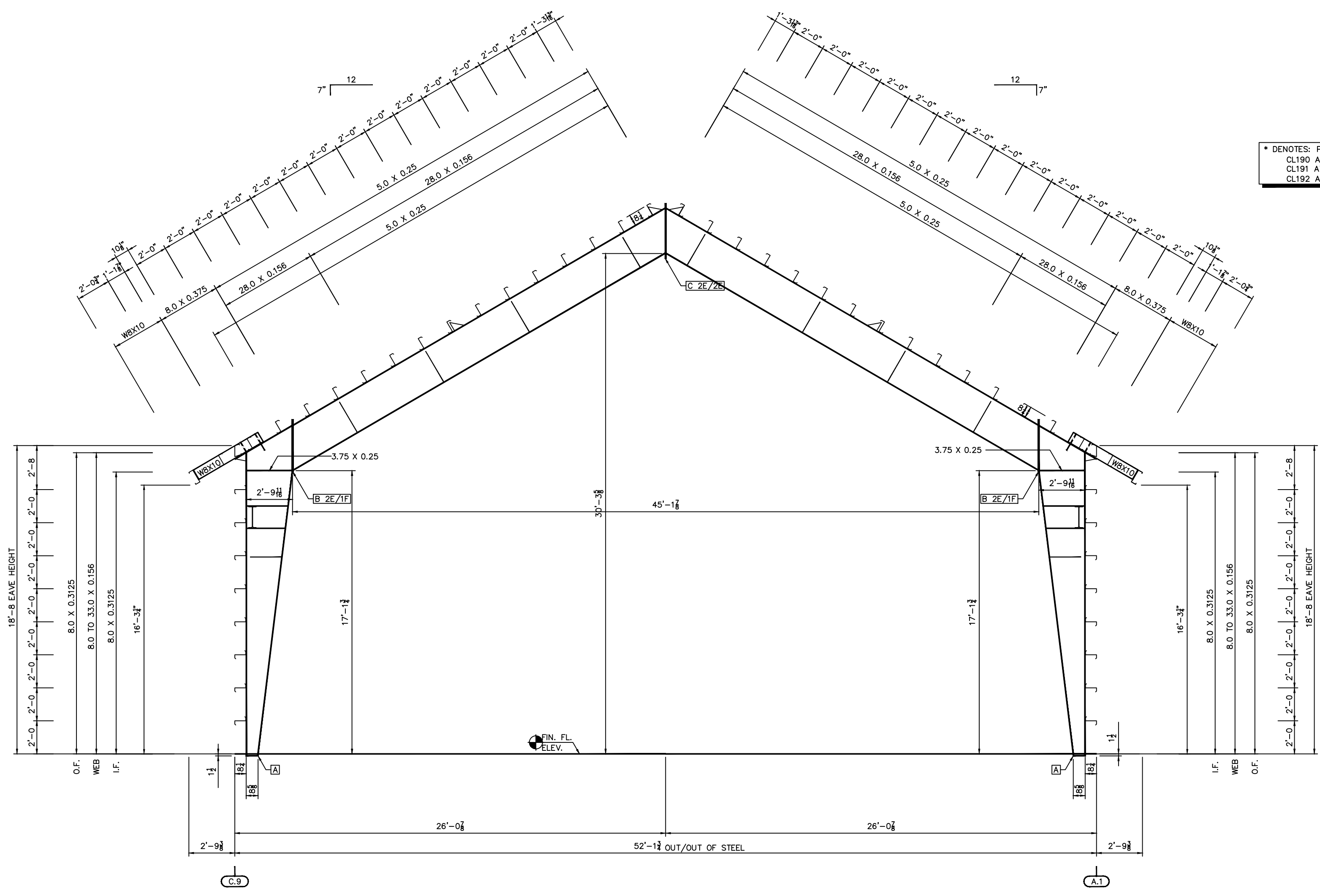






GENERAL NOTES  
 FRAME CLEARANCES SHOWN ARE APPROXIMATE AND  
 MAY VARY DUE TO CONDITIONS (DEFLECTION).  
 VERTICAL CLEARANCE DIMENSIONS ARE FROM  
 FINISHED FLOOR REFERENCE ELEVATION.

\* DENOTES: PLATE AT FLANGE BRACE  
 CL190 AT 8" PURLINS/GIRTS  
 CL191 AT 10" PURLINS/GIRTS  
 CL192 AT 12" PURLINS/GIRTS



CROSS SECTION AT FRAME LINE "0.9"

PLATE SIZE TABLE			SPLICE BOLT TABLE			
CONN.	LOW SIDE	HIGH SIDE	QTY.	SIZE	TYPE	HARDENED BEVELED WASHERS
A	8 X 0.375 X 8 3/4					
B	8 X 0.375 X 3'-2	6 X 0.5 X 3'-1 1/2	(8)	3/4 X 2"	A325 B&N	0
C	6 X 0.375 X 3'-3 1/2	6 X 0.375 X 3'-3 1/2	(10)	3/4 X 1 1/2	A325 B&N	0

Revision	Date	Description	By	Ck'd

Columbus, MS (662) 242-6400  
 Mount Pleasant, IA (319) 386-8001  
 Rocky Mount, NC (252) 977-2131  
 www.cecobuildings.com

**Ceco Building Systems**  
 An NCI Company

Customer: MENDOW CONSTRUCTION CO  
 P.O. BOX 2642  
 MANDEVILLE LA 70470  
 ANDY MENDOW

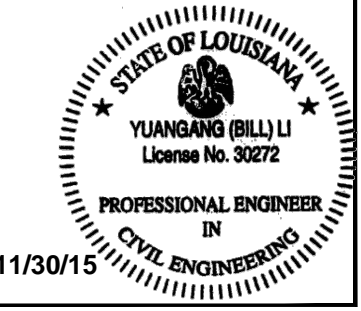
Project Name & Location: ST TAMMANY FIRE PROTECTI  
 61735 AIRPORT RD  
 SUDELL LA 70460

Drawing Status:  Preliminary  For Approval  For Construction  For Erector Installation

Scale: NOT TO SCALE  
 Drawn by: RB 11/27/15  
 Checked by: ROY 11/30/15  
 Project Engineer: MWM  
 Job Number: 15-B-15042-1  
 Sheet Number: E10 of 17

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 Louisiana P.E. 30272

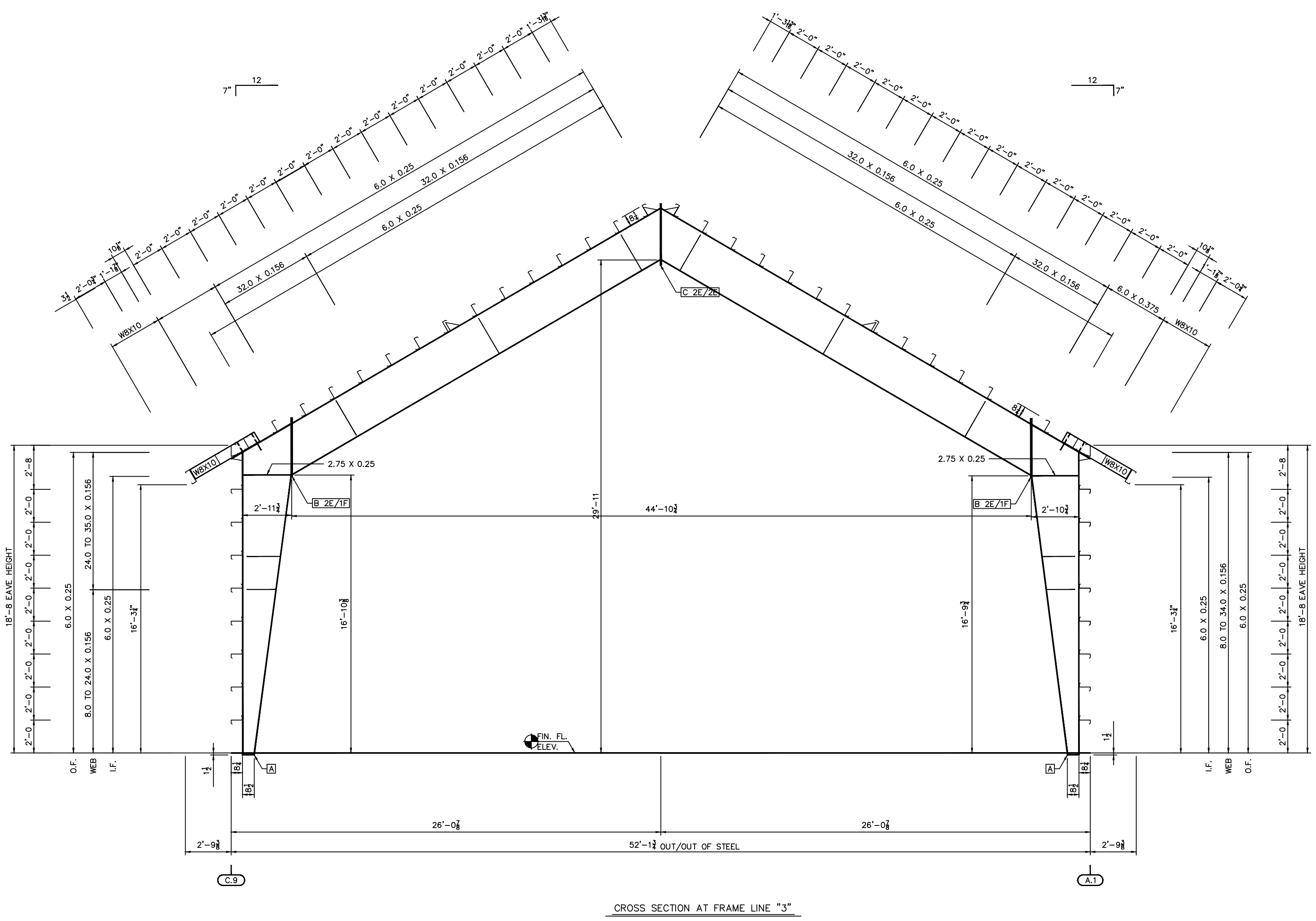


11/30/15



GENERAL NOTES  
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\* DENOTES: PLATE AT FLANGE BRACE  
 CL190 AT 8" PURLINS/GIRTS  
 CL191 AT 10" PURLINS/GIRTS  
 CL192 AT 12" PURLINS/GIRTS



CROSS SECTION AT FRAME LINE "3"

PLATE SIZE TABLE			SPLICE BOLT TABLE				
CONN.	LOW SIDE	HIGH SIDE	QTY.	SIZE	TYPE	HARDENED WASHERS	BEVELED WASHERS
A	6 X 0.375 X 8 1/2						
B	6 X 0.5 X 3'-6 1/2	6 X 0.5 X 3'-6 1/2	(8)	3/4 X 2"	A325 B&N	0	0
C	6 X 0.375 X 3'-8 1/2	6 X 0.375 X 3'-8 1/2	(10)	3/4 X 1 1/2	A325 B&N	0	0

Revision	Date	Description	By	Ck'd

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 SUDELL LA 70460

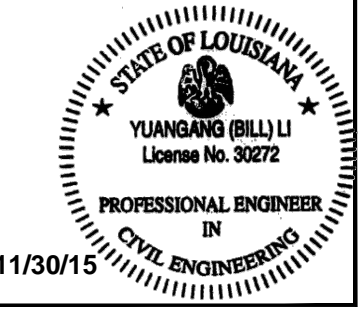
Customer:  
 MENDOW CONSTRUCTION CO  
 P.O. BOX 2642  
 MANDEVILLE LA 70470  
 ANDY MENDOW

Drawing Status:  
 Preliminary  
 Not For Construction  
 For Approval  
 For Construction Permit  
 For Erector Installation

Scale: NOT TO SCALE  
 Drawn by: RB 11/27/15  
 Checked by: ROY 11/30/15  
 Project Engineer: MWM  
 Job Number: 15-B-15042-1  
 Sheet Number: E12 of 17

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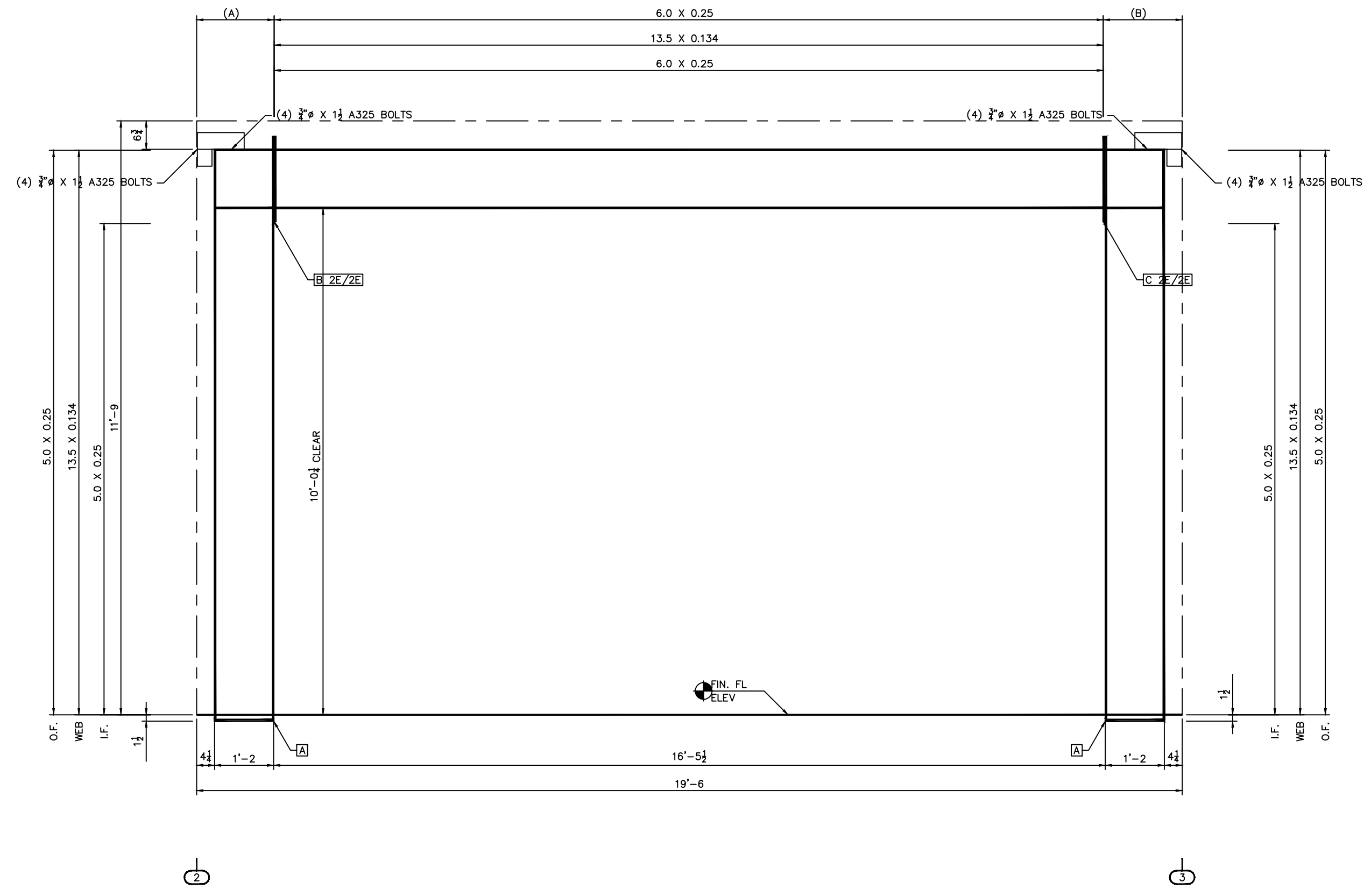
Yuangang (Bill) Li, P.E.  
 Louisiana P.E. 30272



11/30/15



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CROSS SECTION AT PORTAL FRAME

PLATE SIZES  
 (A) 6.0 X 0.25  
 (B) 6.0 X 0.25

PLATE SIZE TABLE			SPLICE BOLT TABLE				
CONN.	LOW SIDE	HIGH SIDE	QTY.	SIZE	TYPE	HARDENED WASHERS	BEVELED WASHERS
A	6" X 0.375 X 1'-2"						
B	6" X 0.375 X 1'-8"	6" X 0.375 X 1'-8"	(8)	3/4 X 1 1/2	A325 B&N	0	0
C	6" X 0.375 X 1'-8"	6" X 0.375 X 1'-8"	(8)	3/4 X 1 1/2	A325 B&N	0	0

Revision	Date	Description

Columbus, MS (662) 243-6400  
 Mount Pleasant, LA (337) 386-8001  
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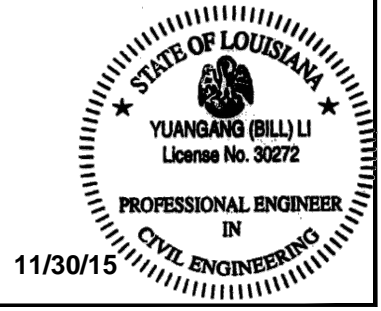
Customer:  
 MENDOW CONSTRUCTION CO  
 P.O. BOX 2642  
 MANDEVILLE LA 70470  
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Drawing Status:  
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 For Approval  
 For Construction Permit  
 For Erector Installation

Scale: NOT TO SCALE  
 Drawn by: RB 11/27/15  
 Checked by: ROY 11/30/15  
 Project Engineer: MWM  
 Job Number: 15-B-15042-1  
 Sheet Number: E14 of 17

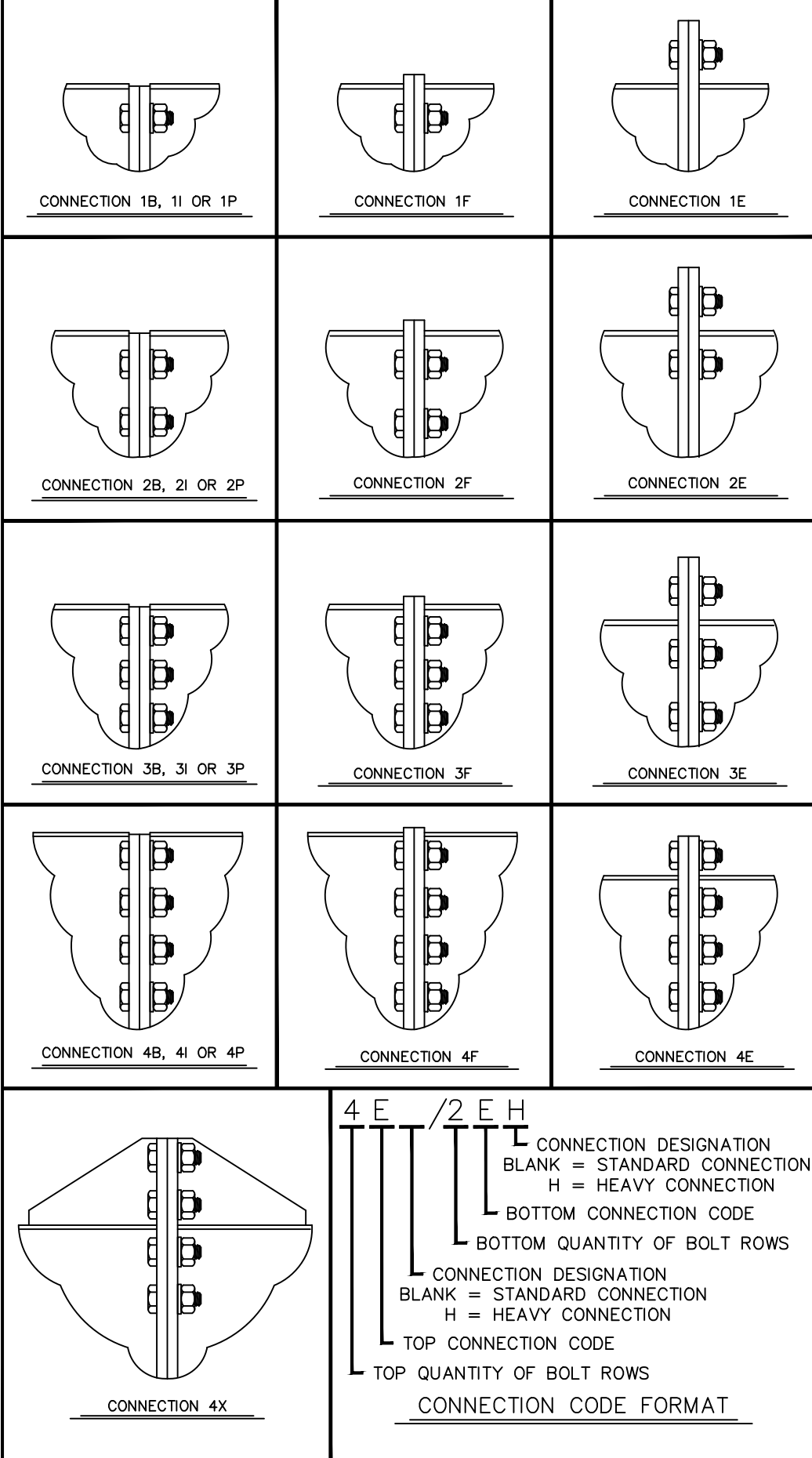
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 Louisiana P.E. 30272





**CONNECTION CODES**  
(FOR TOP AND BOTTOM BOLT PATTERN)



**CONNECTION CODE DESCRIPTION**

**B** = THIS DESCRIPTION CODE IS USED TO DEFINE SHEAR CONNECTIONS. BOLTS ARE LOCATED INSIDE THE TOP FLANGE AND CONNECTION PLATE IS RECESSED 1/8" BELOW THE TOP FLANGE. CONNECTION PLATE LENGTH MUST BE A MINIMUM OF HALF THE RAFTER WEB DEPTH AND SHALL NOT EXCEED THE RAFTER TOTAL DEPTH.

**E** = THIS DESCRIPTION CODE IS USED TO DEFINE MOMENT CONNECTIONS. BOLTS ARE LOCATED WITH ONE SET OUTSIDE THE TOP OR BOTTOM FLANGE AND THE REMAINING SETS ARE LOCATED INSIDE THE TOP OR BOTTOM FLANGE.

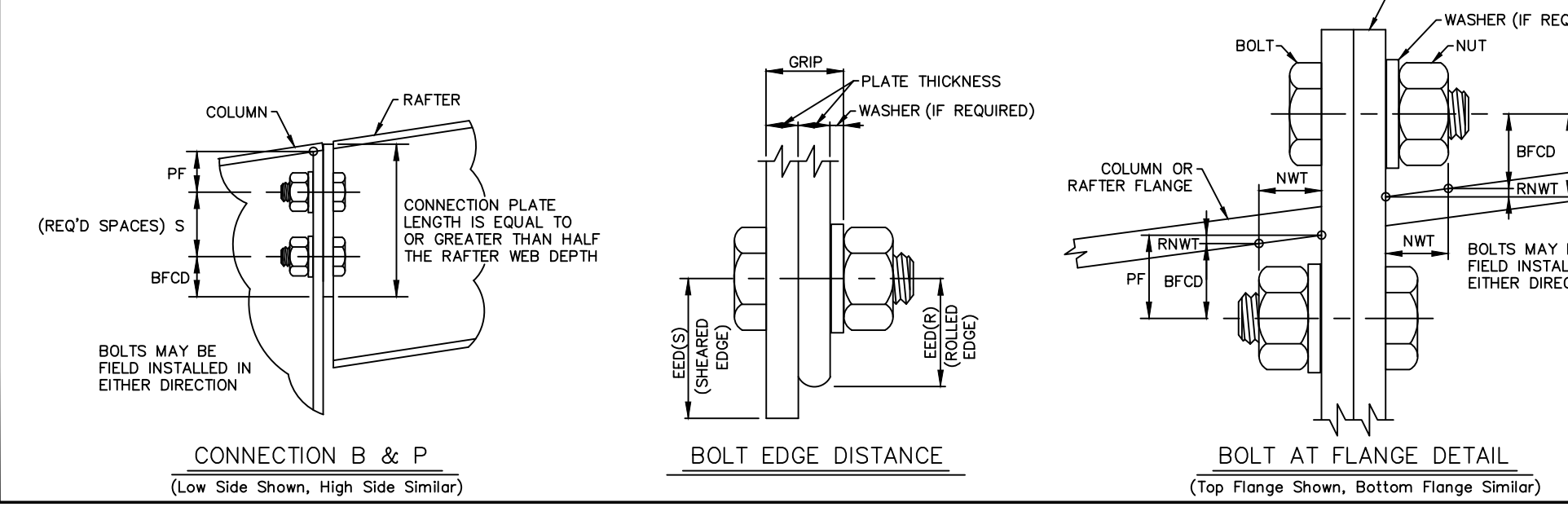
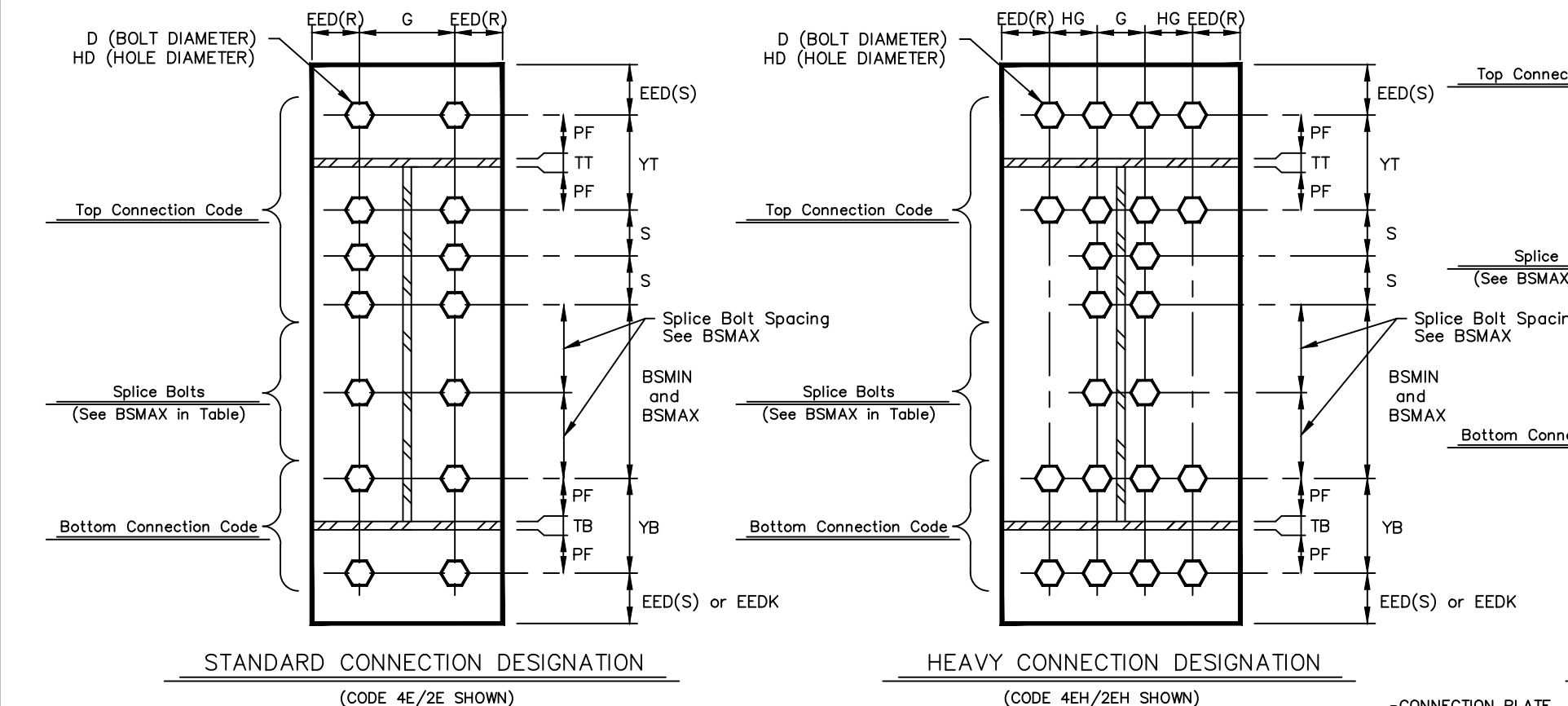
**F** = THIS DESCRIPTION CODE IS USED TO DEFINE MOMENT CONNECTIONS. BOLTS ARE LOCATED INSIDE THE TOP OR BOTTOM FLANGE AND CONNECTION PLATE PROJECTS 1/2" BEYOND THE TOP OR BOTTOM FLANGE.

**I** = THIS DESCRIPTION CODE IS USED TO DEFINE MOMENT CONNECTIONS. BOLTS ARE LOCATED INSIDE THE TOP OR BOTTOM FLANGE AND CONNECTION PLATE IS RECESSED 1/8" BELOW THE TOP OR BOTTOM FLANGE.

**P** = THIS DESCRIPTION CODE IS USED TO DEFINE SHEAR CONNECTIONS. BOLTS ARE LOCATED INSIDE THE TOP FLANGE AND CONNECTION PLATE IS RECESSED 1/8" BELOW THE TOP FLANGE. CONNECTION PLATE LENGTH MUST BE A MINIMUM OF HALF THE RAFTER WEB DEPTH AND SHALL NOT EXCEED THE RAFTER TOTAL DEPTH.

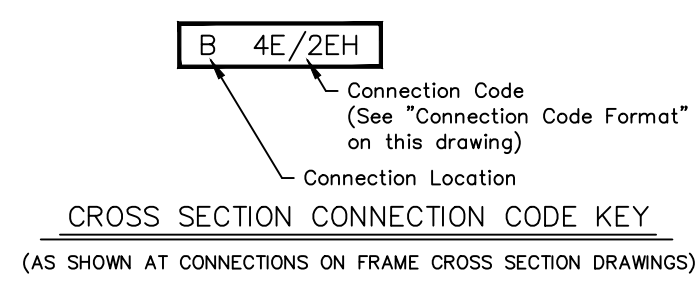
**4X** = THIS DESCRIPTION CODE IS USED TO DEFINE MOMENT CONNECTIONS. BOLTS ARE LOCATED WITH TWO SETS EACH SIDE OF THE TOP OR BOTTOM FLANGE WITH A GUSSET PLATE OUTSIDE THE TOP AND BOTTOM FLANGE OR COLUMN CAP PLATE.

NAME	DESCRIPTION FOR A325 BOLT DIMENSIONS	A325 CONNECTION BOLT DIMENSIONS					
		1/2"	3/4"	7/8"	1"	1 1/4"	1 1/2"
D	DIAMETER OF THE BOLT	1/2"	3/4"	7/8"	1"	1 1/4"	1 1/2"
HD	BOLT HOLE DIAMETER	9/16"	13/16"	15/16"	1 1/16"	1 5/16"	1 9/16"
G	BOLT GAUGE	2 1/2"	3"	4"	3 1/2"	4"	5 1/2"
	MAX. WEB THICKNESS (Max. 5/16" Fillet Weld) WITHOUT WASHER	1"	1 1/8"	1 7/8"	1 1/4"	1 3/8"	2 1/8"
	MAX. WEB THICKNESS (Max. 5/16" Fillet Weld) WITH WASHER	3/4"	7/8"	1 5/8"	7/8"	7/8"	1 7/8"
HG	HEAVY CONN. BOLT GAUGE	N/A	2 1/4"	2 5/8"	3"	3 3/4"	4"
S	NORMAL BOLT SPACING	2 1/2"	3"	3 1/4"	3 1/2"	4"	4 1/2"
BSMIN	MINIMUM SPACING BETWEEN TOP & BOTTOM SETS OF BOLTS	1 1/2"	2 1/4"	2 5/8"	3"	3 3/4"	4"
BSMAX	MAXIMUM BOLT SPACING BETWEEN TOP AND BOTTOM SETS OF BOLTS ON CONNECTION PLATES LESS THAN OR EQUAL TO 3/4" THICK	SPLICE BOLT SPACING { 1/2 BSMAX (±1/8") WHEN BSMAX = 2'-0" TO 4'-0" { 1/3 BSMAX (±1/8") WHEN BSMAX = 4'-0" TO 6'-0" { 1/4 BSMAX (±1/8") WHEN BSMAX = 6'-0" TO 8'-0"					
BFGD	MINIMUM BOLT-TO-FLANGE CLEARANCE AT OUT OF NUT SEE BOLT AT FLANGE DETAIL	1 1/2"	1 3/4"	1 7/8"	2 1/4"	2 1/2"	2 3/4"
PF	MINIMUM BOLT-TO-FLANGE CLEARANCE AT CONNECTION PLATE SEE BOLT AT FLANGE DETAIL	(BFGD + RNWT) PF INSIDE OF FLANGE IS INCREASED BASED ON THE YT & YB VALUE. PF FOR CONNECTION B, F, I AND P ARE THE SAME AS USED ON CONNECTION E					
NWT	NUT AND WASHER THICKNESS	SEE BOLT AT FLANGE DETAIL. NUT THICKNESS IS EQUAL TO THE BOLT DIAMETER AND .15625" WASHER THICKNESS IS USED EVEN IF A WASHER IS NOT REQUIRED.					
RNWT	RISE ON NUT AND WASHER THICKNESS	SEE BOLT AT FLANGE DETAIL. NUT THICKNESS IS EQUAL TO THE BOLT DIAMETER AND .15625" WASHER THICKNESS IS USED EVEN IF A WASHER IS NOT REQUIRED.					
TT	THICKNESS TOP FLANGE	REFER TO FRAME CROSS SECTION DRAWING FOR LARGEST FLANGE THICKNESS EITHER SIDE OF THE CONNECTION.					
TB	THICKNESS BOTTOM FLANGE	REFER TO FRAME CROSS SECTION DRAWING FOR LARGEST FLANGE THICKNESS EITHER SIDE OF THE CONNECTION.					
YT	BOLT SPACING TOP (ROUND UP TO NEXT 1/2", MIN = S)	3" + TT	3 1/2" + TT	3 3/4" + TT	4 1/2" + TT	5" + TT	5 1/2" + TT
YB	BOLT SPACING BOTTOM (ROUND UP TO NEXT 1/2", MIN = S)	or TB Sloped	or TB Sloped	or TB Sloped	or TB Sloped	or TB Sloped	or TB Sloped
EED(S)	MINIMUM SHEARED END EDGE DIMENSION	1 1/4"	1 1/4"	1 1/2"	1 3/4"	2 1/4"	2 5/8"
EED(R)	MINIMUM ROLLED END EDGE DIMENSION	3/4"	1"	1 1/8"	1 1/4"	1 5/8"	2 1/4"
EEDK	END EDGE DIMENSION AT KNEE CONNECTION	1 3/8"	1 3/8"	1 5/8"	1 7/8"	2 3/8"	2 3/4"
BCWM	MINIMUM BOLT CLEARANCE FROM A FLANGE OR WEB WELD	WITHOUT WASHER	7/16"	5/8"	3/4"	13/16"	1"
		WITH HARDENED WASHER	9/16"	3/4"	7/8"	1"	1 1/4"
WCMS	MINIMUM WIDTH OF CONNECTION PLATE (Standard Connection)	5"	6"	8"	8"	10"	12"
WCHM	MINIMUM WIDTH OF CONNECTION PLATE (Heavy Connection)	N/A	10"	12"	12"	16"	18"
TCMN	MINIMUM THICKNESS OF CONNECTION PLATE	1/4"	3/8"	7/16"	1/2"	5/8"	1"

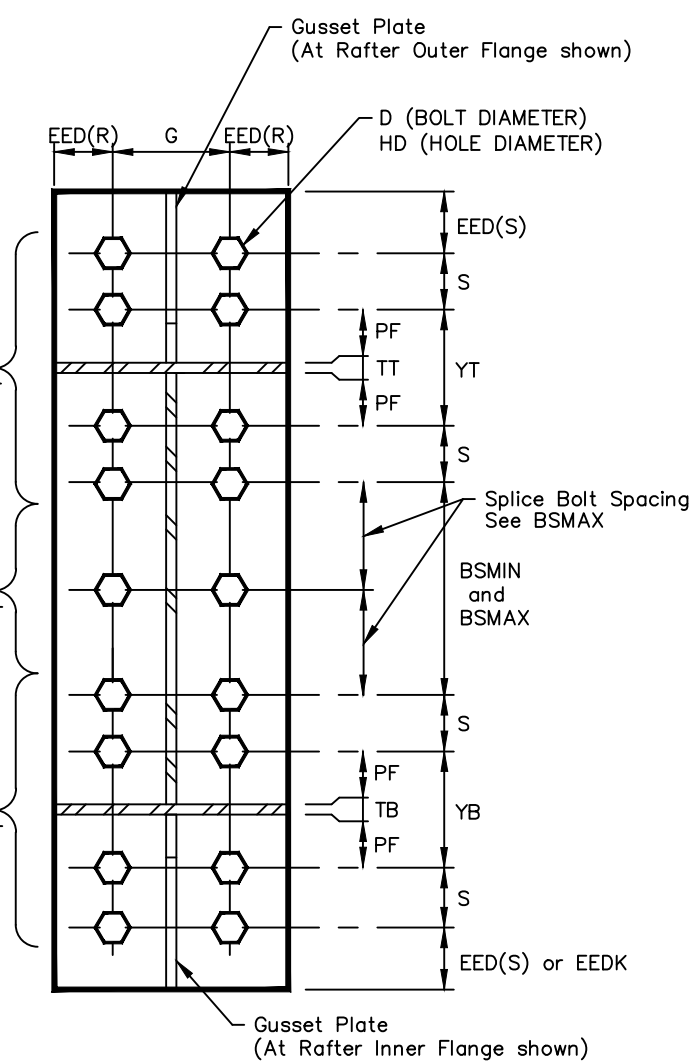


**Frame Documentation**  
**A325 Connection Bolt Details**

Page **05-12-10**  
Date **Sep '14** Rev **03**



Part Mark	Material
FB4_	L 2" x 2" x 14 Ga.
FB5_	L 2" x 2" x 14 Ga.
FB6_	L 2" x 2" x 1/8"
FB7_	L 2 1/2" x 2 1/2" x 3/8"



**Ceco Building Systems**  
An NCI Company

Customer: MENDOW CONSTRUCTION CO  
P.O. BOX 2642  
MADEVILLE LA 70470  
ANDY MENDOW

Project Name & Location: ST TAMMANY FIRE PROTECTI  
61735 AIRPORT RD  
SUDELL LA 70460

Scale: NOT TO SCALE  
Drawn by: RB 11/27/15  
Checked by: ROY 11/30/15  
Project Engineer: MWM  
Job Number: 15-B-15042-1  
Sheet Number: E16 of 17

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Yuangang (Bill) Li, P.E.  
Louisiana P.E. 30272

Professional Engineer in Civil Engineering  
11/30/15



**FIELD SERVICE PROCEDURES**

IN ORDER TO GIVE YOU PROMPT SERVICES AND KEEP PROBLEMS TO A MINIMUM, PLEASE HANDLE ANY SHORTAGES OR BACK CHARGES IN THE FOLLOWING MANNER: CAREFULLY CHECK YOUR PACKING LIST WHILE UNLOADING. MARK ANY ITEMS, WHICH APPEAR TO BE MISSING AND NOTIFY THE FIELD SERVICE DEPARTMENT AT THE NUMBER SHOWN IN THE TITLEBLOCK AS SOON AS POSSIBLE. CALLING SOMEONE ELSE COULD DELAY THE PROPER RESPONSE.

**SHORT MATERIALS** - IMMEDIATELY UPON DELIVERY OF MATERIAL, QUANTITIES ARE TO BE VERIFIED BY THE CUSTOMER AGAINST QUANTITIES THAT ARE BILLED ON THE SHIPPING DOCUMENT. NEITHER THE MANUFACTURER NOR THE CARRIER IS RESPONSIBLE FOR SUCH SHORTAGES AGAINST THE QUANTITIES BILLED ON SHIPPING DOCUMENT IF SUCH SHORTAGES ARE NOT NOTED ON SHIPPING DOCUMENTS WHEN THE MATERIAL IS DELIVERED, AND THEN ACKNOWLEDGED BY THE CARRIER'S AGENT. IF THE CARRIER IS THE MANUFACTURER, CLAIMS FOR SHORTAGES ARE TO BE MADE BY THE CUSTOMER TO THE COMMON CARRIER. IF THE MATERIAL QUANTITIES RECEIVED ARE CORRECT ACCORDING TO THE QUANTITIES THAT ARE BILLED ON THE SHIPPING DOCUMENTS, BUT ARE LESS THAN THE QUANTITIES ORDERED OR THE QUANTITIES THAT ARE NECESSARY TO COMPLETE THE METAL BUILDING ACCORDING TO THE ORDER DOCUMENTS, CLAIM IS TOO BE MADE OF THE MANUFACTURER.

**DAMAGED OR DEFECTIVE MATERIAL** - DAMAGED OR DEFECTIVE MATERIAL, REGARDLESS OF THE DEGREE OF DAMAGE, MUST BE NOTED ON THE SHIPPING DOCUMENTS BY THE CUSTOMER AND ACKNOWLEDGED IN WRITING BY THE CARRIER'S AGENT. THE MANUFACTURER IS NOT RESPONSIBLE FOR MATERIAL DAMAGED IN UNLOADING OF PACKAGED OR NESTED MATERIALS, INCLUDING, BUT NOT LIMITED TO: FASTENERS, SHEET METAL, "C" & "Z" SECTIONS & COVERING PANELS THAT BECOME WET AND/OR DAMAGED BY WATER WHILE IN THE POSSESSION OF OTHERS. PACKAGED OR NESTED MATERIAL THAT BECOMES WET IN TRANSIT MUST BE UNPACKED, UNSTACKED AND DRIED BY THE CUSTOMER. IF THE CARRIER IS THE MANUFACTURER, THE CUSTOMER MUST MAKE CLAIM FOR DAMAGE DIRECTLY TO THE MANUFACTURER. IF THE CARRIER IS A COMMON CARRIER, THE CUSTOMER MUST MAKE THE CLAIM FOR DAMAGE TO THE COMMON CARRIER. THE MANUFACTURER IS NOT LIABLE FOR ANY CLAIM WHATSOEVER INCLUDING, BUT NOT LIMITED TO LABOR CHARGES OF CONSEQUENTIAL DAMAGES RESULTING FROM THE CUSTOMER'S USE OF DAMAGED OR DEFECTIVE MATERIALS THAT CAN BE DETECTED BY VISUAL INSPECTION.

**OIL CANNING IS NOT CAUSE FOR REJECTION**

**EXCESSIVE MATERIAL** - THE MANUFACTURER RESERVES THE RIGHT TO RECOVER ANY MATERIAL DELIVERED IN EXCESS OR THOSE REQUIRED BY THE ORDER DOCUMENTS.

**INITIAL CLAIM** - IN THE EVENT OF ERROR, THE CUSTOMER MUST PROMPTLY MAKE A WRITTEN OR VERBAL "INITIAL CLAIM" TO THE MANUFACTURER FOR THE CORRECTION OF DESIGN, DRAFTING, BILL OF MATERIALS OF FABRICATION ERROR.

THE "INITIAL CLAIM" INCLUDES:  
 1. DESCRIPTION OF THE NATURE AND EXTENT OF THE ERRORS, INCLUDING QUANTITIES.  
 2. DESCRIPTION OF THE NATURE AND EXTENT OF PROPOSED CORRECTIVE WORK INCLUDING ESTIMATED MAN-HOURS.  
 3. MATERIAL TO BE PURCHASED FROM OTHER THAN THE MANUFACTURER, INCLUDING ESTIMATED QUANTITIES AND COST.  
 4. MAXIMUM TOTAL COST OF PROPOSED CORRECTIVE WORK AND MATERIAL TO BE PURCHASED FROM OTHER THAN THE MANUFACTURER.

R1-01

**TYPES OF FINISHES**

**SHOP PRIMED STEEL**  
 ALL STRUCTURAL MEMBERS OF THE METAL BUILDING SYSTEM NOT FABRICATED OF CORROSION RESISTANT MATERIAL OR PROTECTED BY A CORROSION RESISTANT COATING ARE PAINTED WITH ONE COAT OF SHOP PRIMER MEETING THE PERFORMANCE REQUIREMENTS OF SSPC PAINT SPECIFICATION NO. 15. THE COAT OF SHOP PRIMER IS INTENDED TO PROTECT THE STEEL FRAMING FOR ONLY A SHORT PERIOD OF EXPOSURE TO ORDINARY ATMOSPHERIC CONDITIONS. SHOP PRIMED STEEL WHICH IS STORED IN THE FIELD PENDING ERECTION SHOULD BE KEPT FREE OF THE GROUND AND SO POSITIONED AS TO MINIMIZE WATER-HOLDING POCKETS, DUST, MUD AND OTHER CONTAMINATION OF THE PRIMER FILM. REPAIRS OF DAMAGE TO PRIMED SURFACES AND/OR REMOVAL OF FOREIGN MATERIALS, INCLUDING IMPROPER FIELD STORAGE OR SITE CONDITIONS ARE NOT THE RESPONSIBILITY OF THE MANUFACTURER. THE MANUFACTURER IS NOT RESPONSIBLE FOR DETERIORATION OF THE SHOP COAT OF PRIMER OR CORROSION THAT MAY RESULT FROM EXPOSURE TO ATMOSPHERIC AND ENVIRONMENTAL CONDITIONS, NOR THE COMPATIBILITY OF THE PRIMER TO ANY FIELD APPLIED COATING. MINOR ABRASIONS TO THE SHOP COAT (INCLUDING GALVANIZING) CAUSED BY HANDLING, LOADING, SHIPPING UNLOADING AND ERECTION AFTER PAINTING OR GALVANIZING ARE UNAVOIDABLE. (NBMA 06 IV 4.2.4)

**GALVALUME**  
 GALVALUME IS THE TRADE NAME FOR A PATENTED STEEL SHEET & COIL PRODUCT HAVING A COATING OF CORROSION RESISTANT ALUMINUM-ZINC ALLOY. THE ALLOY MIXTURE IS BALANCED TO OBTAIN THE COATING THAT RETAINS THE CORROSION RESISTANCE & HEAT REFLECTIVITY OF ALUMINUM & THE SACRIFICIAL ACTION OF GALVANIZED. THE BEST PROPERTIES OF BOTH ALUMINUM & ZINC ARE COMBINED IN THIS COATING & OFFER ADDED SERVICE LIFE FOR BUILDING PANELS.

**PRE-PAINTED**  
 USING GALVALUME STEEL AS A SUBSTRATE, PRE-PAINTED STEEL IS GIVEN AN ADDITIONAL RUST INHIBITOR PRIMER COAT. THIS PRIMER COAT FURTHER INCREASES THE CORROSION RESISTANCE. THESE COATINGS ARE APPLIED TO THE EXTERIOR SURFACE OF THE PANELS AND THE WASH COAT, DESIGNED ONLY FOR INTERIOR USE, IS APPLIED ON THE OPPOSITE SIDE. GALVALUME AND PRE-PAINTED STEEL CAN GIVE EXCELLENT SERVICE FOR MANY YEARS IF A FEW RULES CONCERNING THEIR CARE AND MAINTENANCE ARE OBSERVED. ALL OF THESE FINISHES ARE EQUALLY SUBJECT TO DAMAGE AND CORROSION WHEN CARE IS NOT PROVIDED.

**PAINT AND COATING MAINTENANCE**

REMOVE SMUDGE MARKS FROM BARE GALVALUME®. FORMULA 409 HAS PROVEN TO BE SOMEWHAT EFFECTIVE. LIGHTLY RUB WITH A CLEAN CLOTH AND RINSE WITH WATER. DO NOT RUB MORE THAN REQUIRED TO REMOVE SMUDGE. NO PRODUCT WILL COMPLETELY REMOVE RUST STAINS. REMOVE RUST STAINS. SOFT SCRUB WITHOUT BLEACH HAS PROVEN TO BE SOMEWHAT EFFECTIVE. LIGHTLY RUB WITH A SOFT CLOTH AND RINSE WITH WATER. DO NOT RUB MORE THAN REQUIRED TO REMOVE STAIN. NO PRODUCT WILL COMPLETELY REMOVE RUST STAINS. TO TOUCH-UP SCRATCHES IN PAINT (NOT TO BARE METAL), CLEAN AREA TO BE PAINTED WITH MILD DETERGENT, RINSE THOROUGHLY AND DRY. USING A SMALL ARTIST'S BRUSH, LIGHTLY APPLY THE MINIMAL AMOUNT OF COLOR MATCHED TOUCH-UP PAINT REQUIRED TO FILL/COVER THE SCRATCH. CONTACT BUILDING MANUFACTURER FOR ASSISTANCE WITH ORDERING/PURCHASING TOUCH-UP PAINT AS NEEDED.

R1-06

Erection Guide	Page	R1
	Date	May '14

**AUTHORIZATION FOR CORRECTIVE WORK**

NORMAL ERECTION OPERATIONS INCLUDE THE CORRECTION OF MINOR MISFITS BY MODERATE AMOUNTS OF REAMING, CHIPPING, WELDING OR CUTTING AND THE DRAWING OF ELEMENTS INTO LINE THROUGH THE USE OF DRIFT PINS. ERRORS WHICH CANNOT BE CORRECTED BY THE FOREGOING MEANS OR WHICH REQUIRE MAJOR CHANGES IN THE MEMBER CONFIGURATION SHOULD BE REPORTED IMMEDIATELY TO THE OWNER AND FABRICATOR BY THE ERECTOR, TO ENABLE WHOEVER IS RESPONSIBLE EITHER TO CORRECT THE ERROR OR TO APPROVE THE MOST EFFICIENT AND ECONOMICAL METHOD OF CORRECTION TO BE USED BY OTHERS. (AISC 303-10, SECTION 7.14) (MAR 05 SECTION 7.14) IF THE ERROR IS THE FAULT OF THE MANUFACTURER, AN "AUTHORIZATION FOR CORRECTIVE WORK" MUST BE ISSUED IN WRITING BY THE MANUFACTURER TO AUTHORIZE THE CORRECTIVE WORK AT A COST NOT TO EXCEED THE MAXIMUM TOTAL COST SET FORTH. ALTERNATIVE CORRECTIVE WORK OTHER THAN THAT PROPOSED IN THE "INITIAL CLAIM" MAY BE DIRECTED BY THE MANUFACTURER IN THE "AUTHORIZATION OF CORRECTIVE WORK." ONLY THE FIELD SERVICE DEPARTMENT MAY AUTHORIZE CORRECTIVE WORK.

**FINAL CLAIM** - THE "FINAL CLAIM" IN WRITING MUST BE FORWARDED BY THE CUSTOMER TO THE MANUFACTURER WITHIN TEN (10) DAYS OF COMPLETION OF THE CORRECTIVE WORK AUTHORIZED BY THE MANUFACTURER.

THE "FINAL CLAIM" MUST INCLUDE:  
 1. ACTUAL NUMBER OF MAN-HOURS BY DATE OF DIRECT LABOR USE ON CORRECTIVE WORK AND ACTUAL HOURLY RATES OF PAY.  
 2. TAXES AND INSURANCE ON TOTAL ACTUAL DIRECT LABOR.  
 3. OTHER DIRECT COSTS ON ACTUAL DIRECT LABOR.  
 4. COST OF MATERIAL (NOT MINOR SUPPLIES) AUTHORIZED BY THE MANUFACTURER TO BE PURCHASED FROM OTHER THAN THE MANUFACTURER, INCLUDING COPIES OF PAID INVOICES.  
 5. TOTAL ACTUAL DIRECT COST OF CORRECTIVE WORK (SUM OF 1, 2, 3 & 4). THE "FINAL CLAIM" MUST BE SIGNED AND CERTIFIED TRUE AND CORRECT BY THE CUSTOMER. "FINAL CLAIMS" ARE CREDITED TO THE CUSTOMER BY THE MANUFACTURER IN AN AMOUNT NOT TO EXCEED THE LESSER OF THE MAXIMUM TOTAL COST SET FORTH IN WRITING IN THE "AUTHORIZATION FOR CORRECTIVE WORK" OR TOTAL ACTUAL DIRECT COST OF CORRECTIVE WORK.

**\*\* IMPORTANT NOTE \*\*** - COST OF EQUIPMENT (RENTAL OR DEPRECIATION), SMALL TOOLS, SUPERVISION, OVERHEAD AND PROFIT ARE NOT SUBJECTED TO CLAIMS.

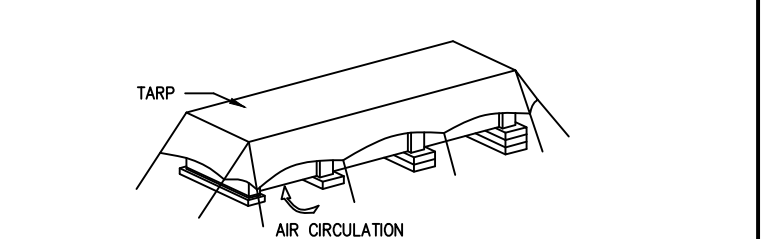
**SHIPMENT ARRIVAL TIME** - EVERY EFFORT WILL BE MADE TO SEE THAT THE CARRIER ARRIVES AT THE JOBSITE ON THE REQUESTED DAY AND AT THE REQUESTED HOUR. MANUFACTURER MAKES NO WARRANTY AND ACCEPTS NO RESPONSIBILITY FOR COSTS ASSOCIATED WITH A SHIPMENT NOT ARRIVING AT A REQUESTED TIME UNLESS A SEPARATE AGREEMENT HAS BEEN MADE IN WRITING FOR A GUARANTEED ARRIVAL TIME.

R1-02

**DAMAGE FROM CONDENSATION OR TRAPPED WATER**

IT IS EXTREMELY IMPORTANT THAT THE PANELS BE MONITORED FOR EVIDENCE OF TRAPPED WATER OR MOISTURE CONDENSATION WHILE AWAITING ERECTION. HIGH HUMIDITY CONDITIONS WITH TEMPERATURE CYCLING WILL CAUSE CONDENSATION BETWEEN THE PANELS WITHIN THE BUNDLE. CONDENSATION CAN OCCUR FREQUENTLY NEAR THE SEA COAST OR OTHER LARGE BODIES OF WATER.

IF JOBSITE COVERS ARE USED, THEY SHOULD BE TIED AWAY FROM THE BUNDLE AT THE CORNERS TO ALLOW AIR CIRCULATION AROUND THE BUNDLE. THIS WILL HELP PREVENT MOISTURE EVAPORATING FROM THE GROUND OR BUILDING FLOOR FROM CONDENSING ON THE PANELS. PLASTIC OR OTHER IMPERMEABLE COVERS ARE NOT RECOMMENDED. IMMEDIATE ACTION IS REQUIRED IF THE PANELS ARE FOUND TO BE WET FROM ANY CAUSE. THE BUNDLES MUST BE OPENED AND EACH PANEL UNSTACKED AND THOROUGHLY DRIED ON BOTH SIDES. RE-STACKING THE PANELS AT A SLIGHT ANGLE TO EACH OTHER TO PREVENT NESTING WILL ALLOW AIR CIRCULATION AND ASSIST IN KEEPING THE PANELS DRY. IN SEVERE CONDITIONS LARGE FANS CAN BE USED TO CIRCULATE AIR BETWEEN THE UNSTACKED PANELS AND ACCELERATE DRYING. DAMAGE TO THE PANEL COATING OCCURS WHEN PANELS BECOME WET AND ARE ALLOWED TO STAY WET. DAMAGE CAN OCCUR TO NESTED PANELS WITHIN 24-48 HOURS. THIS DAMAGE SHOWS AS CORROSION AND DISCOLORATION OF THE PANEL SURFACE AND IS COMMONLY CALLED WET STORAGE STAIN, ZINC OXIDATION, OR "WHITE RUST".



A SOFTENING OF THE PAINT FILM CAN OCCUR WITH PRE-PAINTED STEEL UNDER WET STORAGE CONDITIONS AND THE DURABILITY OF THE PANEL FINISH SUBSTANTIALLY DECREASED. BARE GALVANIZED AND GALVALUME PANELS REACT MORE QUICKLY TO SURFACE OXIDATION SINCE THEY LACK THE ADDITIONAL PROTECTION OF PAINT. ZINC COATED OR GALVALUME PANELS UNDER NORMAL EXPOSURE FORM A ZINC OR ALUMINUM OXIDE FILM ON THEIR SURFACE ALLOWING A SLOW OXIDATION PROCESS CALLED "WEATHERING" TO OCCUR THAT INHIBITS FURTHER CORROSION. IN NESTED BUNDLES CONSTANT CONTACT OF THE PANELS WITH CONDENSED OR TRAPPED WATER PREVENTS THIS WEATHERING PROCESS.

RAPID OXIDATION OF THE ZINC OR ZINC ALUMINUM COATING CAN NOW OCCUR AND MAY LEAD TO "RED RUST" IN A SHORT TIME. IF DISCOLORATION OR STAINS ARE MINOR, A HOUSEHOLD CLEANER OF THE TYPE USED ON PORCELAIN SINKS AND BATHUBS MAY BE USED TO REMOVE THE STAINS. WIRE BRUSHING OR USING ABRASIVE MATERIALS SHOULD BE AVOIDED SINCE SCRATCHING OR REMOVAL OF THE COATING COULD OCCUR. PANELS WITH SIGNIFICANT DAMAGE SHOULD BE REPLACED BY THE BUYER BEFORE ERECTION.

R1-07

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**UNLOADING, HANDLING, AND STORING MATERIALS**

STRUCTURAL OF A GREAT AMOUNT OF TIME AND TROUBLE CAN BE SAVED IF THE BUILDING PARTS ARE UNLOADED AT THE BUILDING SITE ACCORDING TO A PRE-ARRANGED PLAN. PROPER LOCATION AND HANDLING OF COMPONENTS WILL ELIMINATE UNNECESSARY HANDLING.

**NOTE:** PIECE MARKS ARE STENCILED ON PRIMARY STRUCTURAL MEMBERS AT LOWER END, 1'-0" FROM END. INSPECT ALL SHIPMENTS PRIOR TO RELEASING THE TIE-DOWNS FOR LOADS THAT MAY HAVE SHIFTED DURING TRANSPORT.

**REMEMBER, SAFETY FIRST!**  
 BLOCKING UNDER THE COLUMNS AND RAFTERS PROTECTS THE SPLICE PLATES AND THE SLAB FROM DAMAGE DURING THE UNLOADING PROCESS. IT ALSO FACILITATES THE PLACING OF SLINGS OR CABLES AROUND THE MEMBERS FOR LATER LIFTING AND ALLOWS MEMBERS TO BE BOLTED TOGETHER INTO SUB-ASSEMBLIES WHILE ON THE GROUND. EXTRA CARE SHOULD ALWAYS BE EXERCISED IN THE UNLOADING OPERATION TO PREVENT INJURIES FROM HANDLING THE STEEL AND TO PREVENT DAMAGE TO MATERIALS AND THE CONCRETE SLAB. IF WATER IS ALLOWED TO REMAIN FOR EXTENDED PERIODS IN BUNDLES OF PRIMED PARTS SUCH AS GIRTS, PURLINS, ETC., THE PIGMENT WILL FADE AND THE PAINT WILL GRADUALLY SOFTEN REDUCING ITS BOND TO THE STEEL. THEREFORE, UPON RECEIPT OF A JOB, ALL BUNDLES OF PRIMED PARTS SHOULD BE STORED AT AN ANGLE TO ALLOW ANY TRAPPED WATER TO DRAIN AWAY AND PERMIT AIR CIRCULATION FOR DRYING. PUDDLES OF WATER SHOULD NOT BE ALLOWED TO COLLECT AND REMAIN ON COLUMNS OR RAFTERS FOR THE SAME REASON.

THE COAT OF SHOP PRIMER IS INTENDED TO PROTECT THE STEEL FRAMING FOR ONLY A SHORT PERIOD OF EXPOSURE TO ORDINARY ATMOSPHERIC CONDITIONS. THE COAT OF SHOP PRIMER DOES NOT PROVIDE THE UNIFORMITY OF APPEARANCE, OR THE DURABILITY AND CORROSION RESISTANCE OF A FIELD APPLIED FINISH COAT OF PAINT OVER A SHOP PRIMER.

TOUCH-UP OF THESE MINOR ABRASIONS IS THE RESPONSIBILITY OF THE END CUSTOMER. ALL PRIMER SHOULD BE TOUCHED UP AS REQUIRED BEFORE ERECTION - SEE R1-06 TITLED "SHOP PRIMED STEEL"

**TEMPORARY SUPPORTS**

TEMPORARY SUPPORTS, SUCH AS TEMPORARY GUYS, BRACES, FALSE WORK, CRIBBING OR OTHER ELEMENTS REQUIRED FOR THE ERECTION OPERATION WILL BE DETERMINED AND FURNISHED AND INSTALLED BY THE ERECTOR. THESE TEMPORARY SUPPORTS WILL SECURE THE STEEL FRAMING, OR ANY PARTLY ASSEMBLED STEEL FRAMING, AGAINST LOADS COMPARABLE IN INTENSITY TO THOSE FOR WHICH THE STRUCTURE WAS DESIGNED. RESULTING FROM WIND, SEISMIC FORCES AND ERECTION OPERATIONS, BUT NOT THE LOADS RESULTING FROM THE PERFORMANCE OF WORK BY OR THE ACTS OF OTHERS, NOR SUCH UNPREDICTABLE LOADS AS THOSE DUE TO TORNADO, EXPLOSION OR COLLISION. (SECT. 7.9.1 AISC CODE OF STANDARD PRACTICE, 9TH ED.)

R1-03

**SAFETY COMMITMENT**

THE BUILDER/CONTRACTOR IS RESPONSIBLE FOR APPLYING AND OBSERVING ALL PERTINENT SAFETY RULES AND OSHA STANDARDS AS APPLICABLE. THE BUILDING MANUFACTURER HAS A COMMITMENT TO MANUFACTURE QUALITY BUILDING COMPONENTS THAT CAN BE SAFELY ERECTED. HOWEVER, THE SAFETY COMMITMENT AND JOB SITE PRACTICES OF THE ERECTOR ARE BEYOND THE CONTROL OF THE BUILDING MANUFACTURER. IT IS STRONGLY RECOMMENDED THAT SAFE WORKING CONDITIONS AND ACCIDENT PREVENTION PRACTICES BE THE TOP PRIORITY OF ANY JOB SITE. LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STATUTES, WHETHER STANDARD STATUTORY OR CUSTOMARY, SHOULD ALWAYS BE FOLLOWED TO HELP INSURE WORKER SAFETY. MAKE CERTAIN ALL EMPLOYEES KNOW THE SAFEST AND MOST PRODUCTIVE WAY OF ERECTING A BUILDING. EMERGENCY PROCEDURES SHOULD BE KNOWN TO ALL EMPLOYEES. DAILY MEETINGS HIGHLIGHTING SAFETY PROCEDURES ARE ALSO RECOMMENDED. THE USE OF HARD HATS, RUBBER SOLE SHOES FOR ROOF WORK, PROPER EQUIPMENT FOR HANDLING MATERIAL AND SAFETY NETS WHERE APPLICABLE, ARE RECOMMENDED. FOR PURPOSES OF DETERMINING LIFT REQUIREMENTS, NO BUNDLE SUPPLIED BY THE MANUFACTURER WILL EXCEED 4,000 POUNDS. FOR FURTHER INFORMATION ALSO REFERENCE THE BILL OF MATERIALS FOR INDIVIDUAL MEMBER WEIGHTS OF OTHER STRUCTURAL MEMBERS. IF ADDITIONAL INFORMATION IS REQUIRED CONTACT THE FIELD SERVICE DEPARTMENT.

**ICE AND SNOW REMOVAL**  
 EXCESSIVE ICE AND SNOW SHOULD BE REMOVED FROM ROOF IMMEDIATELY TO PREVENT DAMAGE TO ROOF AND POSSIBLE COLLAPSE. DO NOT USE METAL TOOLS TO REMOVE THE ICE OR SNOW AS THIS CAN DAMAGE THE PAINT AND/OR GALVALUME COATINGS. ALSO, BE CAREFUL AROUND PLUMBING PIPES AND FLASHINGS. THE BUILDING MANUFACTURER HAS A COMMITMENT TO MANUFACTURE QUALITY BUILDING COMPONENTS THAT CAN BE SAFELY ERECTED. HOWEVER, THE SAFETY COMMITMENT AND JOB SITE PRACTICES OF THE ERECTOR ARE BEYOND THE CONTROL OF THE BUILDING MANUFACTURER. IT IS STRONGLY RECOMMENDED THAT SAFE WORKING CONDITIONS AND ACCIDENT PREVENTION PRACTICES BE THE TOP PRIORITY OF ANY JOB SITE. LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STATUTES, WHETHER STANDARD STATUTORY OR CUSTOMARY, SHOULD ALWAYS BE FOLLOWED TO HELP INSURE WORKER SAFETY. MAKE CERTAIN ALL EMPLOYEES KNOW THE SAFEST AND MOST PRODUCTIVE WAY OF ERECTING A BUILDING. EMERGENCY PROCEDURES SHOULD BE KNOWN TO ALL EMPLOYEES. DAILY MEETINGS HIGHLIGHTING SAFETY PROCEDURES ARE ALSO RECOMMENDED. THE USE OF HARD HATS, RUBBER SOLE SHOES FOR ROOF WORK, PROPER EQUIPMENT FOR HANDLING MATERIAL AND SAFETY NETS WHERE APPLICABLE, ARE RECOMMENDED. FOR PURPOSES OF DETERMINING LIFT REQUIREMENTS, NO BUNDLE SUPPLIED BY THE MANUFACTURER WILL EXCEED 4,000 POUNDS. FOR FURTHER INFORMATION ALSO REFERENCE THE BILL OF MATERIALS FOR INDIVIDUAL MEMBER WEIGHTS OF OTHER STRUCTURAL MEMBERS. IF ADDITIONAL INFORMATION IS REQUIRED CONTACT THE FIELD SERVICE DEPARTMENT.

**DEBRIS REMOVAL**  
 ANY FOREIGN DEBRIS SUCH AS SAWDUST, DIRT, LEAVES, ANIMAL DROPPINGS, ETC. WILL CAUSE CORROSION OF THE ROOF, GUTTERS, TRIM, ETC. IF LEFT ON BUILDING SURFACE FOR A LONG ENOUGH TIME. THE ROOF SHOULD BE PERIODICALLY INSPECTED FOR SUCH CONDITIONS AND IF FOUND, THEY SHOULD BE RECTIFIED IN A MANNER CONSISTENT WITH THESE ROOF MAINTENANCE GUIDELINES. NEVER ALLOW TREATED LUMBER OR CONCRETE/MORTAR/GROUT TO COME IN CONTACT WITH ROOF PANELS, ESPECIALLY GALVALUME®, FOR EXTENDED PERIODS OF TIME.

**PERIODIC INSPECTION**  
 ALL HIGH-STRENGTH BOLTS SHALL BE PERIODICALLY INSPECTED FOR TIGHTNESS, PARTICULARLY IN CRANE BUILDINGS AND AFTER ANY SEISMIC ACTIVITY OR WIND ACTIVITY. THE CRANE MANUFACTURER WILL SPECIFY A MINIMUM PERIOD BUT IT SHOULD NOT EXCEED 2 YEARS.

**DRAINAGE**  
 \* KEEP ROOF FREE OF DEBRIS AND KEEP DEBRIS OUT OF GUTTER TO ALLOW WATER TO QUICKLY DRAIN FROM ROOF.  
 DO NOT USE WOOD BLOCKING TO HOLD EQUIPMENT OFF OF PANEL SEAMS. THIS BLOCKS THE FLOW OF WATER AND HOLDS MOISTURE.  
 \* DO NOT ALLOW ROOFTOP AC UNITS OR EVAPORATIVE COOLERS TO DRAIN ONTO THE ROOF.  
 \* ANYTHING THAT TRAPS OR HOLDS MOISTURE ON A ROOF WILL CAUSE PREMATURE CORROSION.

R1-08

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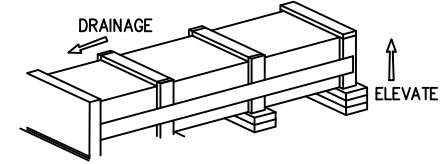
**ROOF AND WALL PANELS**

MANUFACTURER'S WALL AND ROOF PANELS INCLUDING COLOR COATED, GALVALUME & GALVANIZED, PROVIDE EXCELLENT SERVICE UNDER WIDELY VARIED CONDITIONS. ALL UNLOADING & ERECTION PERSONNEL SHOULD FULLY UNDERSTAND THAT THESE PANELS ARE QUALITY MERCHANDISE, WHICH MERITS CAUTIOUS CARE IN HANDLING.

**UNDER NO CIRCUMSTANCES SHOULD PANELS BE HANDLED ROUGHLY.** PACKAGES OF SHEETS SHOULD BE LIFTED OFF THE TRUCK WITH EXTREME CARE TAKEN TO INSURE THAT NO DAMAGE OCCURS TO ENDS OF THE SHEETS OR TO SIDE RIBS. THE PACKAGES SHOULD BE STORED OFF THE GROUND SUFFICIENTLY HIGH TO ALLOW AIR CIRCULATION UNDERNEATH THE PACKAGES. THIS AVOIDS GROUND MOISTURE & DETERS PEOPLE FROM WALKING ON THE PACKAGES. ONE END OF THE PACKAGE SHOULD ALWAYS BE ELEVATED TO ENCOURAGE DRAINAGE IN CASE OF RAIN. THE MFR EXERCISES EXTREME CAUTION DURING FABRICATING AND SHIPPING OPERATIONS TO INSURE THAT ALL PANEL STOCK IS KEPT DRY. HOWEVER, DUE TO CLIMATIC CONDITIONS, WATER FORMED BY CONDENSATION OF HUMID AIR CAN BECOME TRAPPED BETWEEN STACKED SHEETS. WATER CAN ALSO BE TRAPPED BETWEEN THE STACKED SHEETS WHEN EXPOSED TO RAIN. THIS MAY CAUSE DISCOLORATION CAUSED BY TRAPPED MOISTURE. THE STAIN IS USUALLY SUPERFICIAL & HAS LITTLE EFFECT ON THE APPEARANCE OR SERVICE LIFE OF THE PANELS AS LONG AS IT IS NOT PERMITTED TO REMAIN ON THE PANELS. HOWEVER, MOISTURE IN CONTACT WITH THE SURFACE OF THE PANELS OVER AN EXTENDED PERIOD CAN SEVERELY ATTACK THE FINISH & REDUCE THE EFFECTIVE SERVICE LIFE. SEE R1-07 "DAMAGE FROM CONDENSATION OR TRAPPED WATER."

CAUTION: CARE SHOULD ALWAYS BE TAKEN WHEN WALKING ON PANELS. USE SAFETY LINES AND NETS WHEN NECESSARY PANELS ARE SLIPPERY. WIPE DRY ANY MOISTURE OR SURFACE MATERIAL THAT HAS PUDDLED FROM BUNDLES STORED ON A SLOPE. DEW, FROST, OR OTHER FORMS OF MOISTURE GREATLY INCREASE THE SLIPPERINESS OF THE PANELS. ALWAYS ASSUME PANEL SURFACE IS SLIPPERY & ACT ACCORDINGLY. NEVER WALK OR STEP ON SKYLIGHTS OR TRANSLUCENT PANELS!

USE WOOD BLOCKING TO ELEVATE & SLOPE THE PANELS IN A MANNER THAT WILL ALLOW MOISTURE TO DRAIN. WOOD BLOCKING PLACED BETWEEN BUNDLES WILL PROVIDE ADDITIONAL AIR CIRCULATION. WHEN HANDLING OR UNCRATING THE PANELS, LIFT RATHER THAN SLIDE THEM APART. BURRED EDGES MAY SCRATCH THE COATED SURFACES WHEN SHEETS ARE SLID OVER ONE ANOTHER. NEVER ALLOW PANELS TO BE WALKED ON WHILE ON THE GROUND.



R1-04

**ROOF MAINTENANCE GUIDELINES**

- \* INSPECT ROOF FOR DAMAGE AFTER HEAVY STORMS.
- \* INSPECT AND RESEAL AS NECESSARY ALL ROOF CURBS AND OTHER PENETRATIONS WITH URETHANE SEALANT.
- \* ALWAYS GET MANUFACTURER APPROVAL BEFORE MAKING ANY MODIFICATIONS TO THE ROOF.
- \* REPAINT ANY AREAS THAT ARE SUSCEPTIBLE TO RUST AS REQUIRED.
- \* WHEN PERFORMING ROOF MAINTENANCE, ALWAYS TAKE THE FOLLOWING PRECAUTIONS:
  - \* USE FALL PROTECTION AND OTHER SAFETY EQUIPMENT AS REQUIRED.
  - \* DO NOT WALK ON ROOF FLASHINGS SUCH AS GUTTER, RAKE, HIP OR RIDGE FLASH.
  - \* DO NOT WALK ON LIGHT TRANSMITTING PANELS (LTPS). THEY WILL NOT SUPPORT A PERSON'S WEIGHT.
  - \* GUARD ALL LTPS AND ROOF OPENINGS.
- \* STEP ONLY IN THE PANEL FLAT DIRECTLY ON OR IN CLOSE PROXIMITY TO A SUPPORTING ROOF STRUCTURAL.
- \* AFTER OTHER TRADES HAVE BEEN ON THE ROOF FOR ANY REASON, INSPECT THE ROOF FOR DAMAGE CAUSED BY WORKERS INCLUDING CHEMICAL OR SOLVENT SPILLS, SCRATCHES IN THE PAINT OR GALVALUME R COATING, EXCESSIVE FOOT TRAFFIC AND PUNCTURES. MAKE SURE THAT ANY DEBRIS OR SCRAP LEFT BEHIND BY THE WORKERS IS REMOVED FROM THE ROOF IMMEDIATELY. AVOID USING CUTOFF SAWS AND WELDING EQUIPMENT OVER THE ROOF. IN CASES WHERE THIS IS NOT POSSIBLE, THE ROOF MUST ADEQUATELY PROTECTED.

**FOOT TRAFFIC**  
 KEEP FOOT TRAFFIC TO A MINIMUM. HEAVY FOOT TRAFFIC CAN CAUSE PONDING ON LOW PITCHED ROOFS. THIS IS PARTICULARLY TRUE JUST UPSLOPE FROM THE EAVE AND AT ENDLAPS. ALWAYS WALK IN THE FLAT OF THE PANEL NEAR A SUPPORTING ROOF STRUCTURAL. DO NOT WALK ON TRIM OR IN GUTTERS. ON BARE GALVALUME® ROOFS, EXCESSIVE FOOT TRAFFIC MAY CAUSE BLACK BURNISH MARKS. IF REGULAR FOOT TRAFFIC IS PLANNED FOR A ROOF, PROVISIONS SHOULD BE MADE FOR A PROPERLY DESIGNED AND INSTALLED ROOF WALKWAY SYSTEM. IN ORDER TO LIMIT ACCESS TO THE ROOF, ROOF HATCHES OR ACCESS LADDERS SHOULD BE LOCKED AT ALL TIMES. A SIGN SHOULD BE POSTED AT THE POINT OF ACCESS, STATING THAT ONLY AUTHORIZED PERSONNEL ARE ALLOWED ONTO THE ROOF. IN ADDITION, A LOG BOOK SHOULD BE KEPT OF ALL VISITS TO THE ROOF AND THE REASON FOR SUCH VISITS.

**DISSIMILAR METALS**  
 NEVER ALLOW YOUR ROOF TO COME IN CONTACT WITH, OR WATER RUNOFF FROM, ANY DISSIMILAR METAL INCLUDING BUT NOT LIMITED TO: COPPER, LEAD OR GRAPHITE. THIS INCLUDES COPPER AND ARSENIC SALTS USED IN TREATED LUMBER, CALCIUM USED IN CONCRETE, MORTAR AND GROUT.

R1-09

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**DAMAGE DURING CONSTRUCTION**

THE QUALITY OF WORKMANSHIP IN STEEL ERECTION, CONSTRUCTION PRACTICES, AND HANDLING METHODS USED DURING THE CONSTRUCTION OF THE METAL BUILDING CAN SIGNIFICANTLY AFFECT THE APPEARANCE AND PERFORMANCE OF THE BUILDING PANELS. PANEL DAMAGE DURING CONSTRUCTION CAN BE THE RESULT OF FAULTY INSTALLATION METHODS AND/OR CARELESSNESS.

OVERDRIVEN FASTENERS CAUSE INDENTATIONS OR SHALLOW POCKETS IN THE PANEL AROUND THE FASTENER HEAD. RAIN WATER OR CONDENSED MOISTURE COMBINED WITH ATMOSPHERIC POLLUTANTS (PRINCIPALLY SULFUR DIOXIDES) AND DIRT PARTICLES COLLECT IN THESE POCKETS. THE COMBINATION OF POLLUTANTS AND WATER CREATES ACID SOLUTIONS THAT WILL CAUSE CORROSION DAMAGE TO THE PANEL AND FASTENER. RAIN MAY WASH SOME POLLUTANTS AWAY, BUT MOISTURE IN THE FORM OF HIGH HUMIDITY CAN KEEP THESE AREAS WET AND CONTINUE THE PROBLEM. OVERTIGHTENING THE FASTENER ALSO FORCES THE SEALING WASHER FROM UNDER THE FASTENER HEAD CREATING A LEAK AT THIS POINT. PROPER TORQUE ADJUSTMENT OF THE SCREW GUN OR PREFERABLY THE USE OF A DEPTH GAUGE WILL ELIMINATE THE PROBLEM OF OVERDRIVEN FASTENERS.

IT IS EXTREMELY IMPORTANT THAT ALL DRILL SHAVINGS FROM THE INSTALLATION OF PANEL FASTENERS AND FILINGS FROM THE SAW CUTTING OF PANELS BE REMOVED FROM THE PANEL SURFACE. CORROSION CAN OCCUR IN A MATTER OF HOURS WHEN THESE SHAVINGS OR FILINGS ARE NOT REMOVED AND ARE ALLOWED TO COME IN CONTACT WITH WATER OR CONDENSED MOISTURE. WHEN PANELS ARE PRE-DRILLED OR CUT IN THE STACK PRIOR TO ERECTION ALL SHAVINGS OR FILINGS MUST BE CLEANED FROM BOTH SIDES OF THE PANEL TO PREVENT CORROSION OF THE PANEL BY THESE PARTICLES IT IS IMPERATIVE THAT THE ROOF BE SWEEP CLEAN AT LEAST DAILY AND CERTAINLY AT JOB COMPLETION. THE FINAL CLEANING OF THE ROOF SHOULD BE DONE PRIOR TO INSTALLING THE GUTTER SO THAT THE SHAVINGS ARE NOT DEPOSITED INTO THE GUTTER AND LEFT TO CORRODE. ANY OTHER FOREIGN OBJECTS OR DEBRIS LEFT BY CONSTRUCTION PERSONNEL SHOULD ALSO BE REMOVED FROM THE ROOF. DURING THE ERECTION OF THE ROOF AND THE INSTALLATION OF EQUIPMENT SUCH AS AIR CONDITIONING UNITS, ETC...

PERSONNEL WALKING ON THE PANELS CAN CAUSE DAMAGE. WORKMEN SHOULD STEP OR WALK IN THE BROAD FLAT AREAS OF THE PANEL AND AVOID STEPPING ON THE PANEL ENDS AND EDGES WHICH CAN BE BENT BY CARELESS HANDLING. IF THIS DAMAGE IS SEVERE, THE EDGES MUST BE STRAIGHTENED PRIOR TO ERECTION SINCE THE APPEARANCE AND/OR WEATHER TIGHTNESS OF THE PANEL COULD BE AFFECTED. DRAGGING ONE PANEL ACROSS ANOTHER CAN CUT OR ABRASE THE COATING CAUSING UNSIGHTLY MARKS ON THE PANEL SURFACE.

ATTEMPTS TO ERECT PANELS DURING WINDY CONDITIONS SHOULD BE AVOIDED TO PREVENT DAMAGE AND FOR SAFETY CONSIDERATIONS.

LEAVING DIRT PILED AGAINST THE EXTERIOR WALL PANELS AT THE FOUNDATION WILL CAUSE PANEL DAMAGE. THIS DIRT MAY BE WET OR AT LEAST WILL CONTAIN SOME MOISTURE. MUD MAY HAVE BEEN SPLASHED ONTO THE WALL DURING CONSTRUCTION. CORROSION DAMAGE MAY OCCUR WHERE THIS DIRT OR MUD CONTACTS THE PANELS. IN AREAS WHERE LIME STABILIZATION OF THE SOIL IS REQUIRED, CORROSION DAMAGE FROM THE SOIL'S CONTENT WILL BE ACCELERATED AND MOST LIKELY BE SEVERE. ALL DIRT MUST BE REMOVED FROM THE PANEL WALLS AT THE COMPLETION OF THE WORK. PRE-PAINTED PANELS MAY REQUIRE TOUCH-UP IF THE COATING HAS BEEN DAMAGED DURING HANDLING OR ERECTION.

THE APPEARANCE OF THE BLDG. MAY BE AFFECTED IF DAMAGED SPOTS OR SCRATCHES ARE LOCATED IN HIGHLY VISIBLE PLACES SUCH AS AROUND DOORS, WINDOWS, ETC... IF THE DAMAGE IS EXTENSIVE THEN REPLACEMENT OF THE ENTIRE PANEL SHOULD BE CONSIDERED.

R1-05

**REVIEW FOR SHEETS R1 THRU R10**

**SHOP DRAWING / SUBMITTAL REVIEW**

REVIEWED
  REVIEWED AS NOTED  
 REVISE AND RESUBMIT
  REJECTED  
 Project No.: 2224      Submittal No.: 13125.02.01

Corrections or comments made on the shop drawings during this review do not relieve the contractor from compliance with requirements of the drawings and specifications. This check is only for review of the general conformance with the design concept of the project and general compliance with the information given in the contract documents. This contractor is responsible for: confirming and correlating all quantities and dimensions; selecting fabrication processes and techniques of construction; coordinating his or her work with that and other trades and performing all in a safe and satisfactory manner.

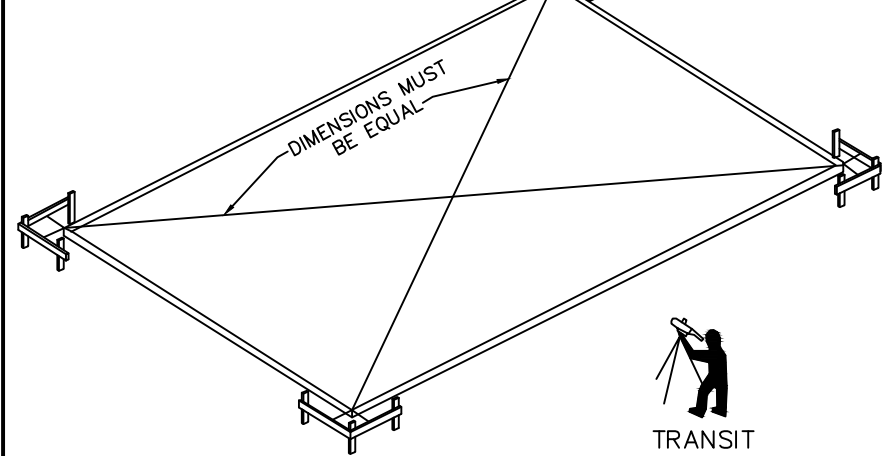
By: David Dammon Date: 1/13/2016

**DAMMON ENGINEERING, INC.**  
 Slidell, LA

IF REQUESTED, ENGINEERING CERTIFICATION OF MATERIALS SUPPLIED BY THE MANUFACTURER WILL BE PROVIDED BY SEAL AND SIGNATURE OF A LICENSED ENGINEER ON FINAL ERECTION DRAWINGS.

Ck'd	By	Description	Date	Revision	Drawing Status: <input type="checkbox"/> Preliminary <input type="checkbox"/> (Not For Construction) <input checked="" type="checkbox"/> For Approval <input type="checkbox"/> (Not For Construction) <input type="checkbox"/> For Installation
Scale: NOT TO SCALE Drawn by: RB 11/28/15 Checked by: ROY 11/30/15 Project Engineer: Job Number: 15-B-15042-1 Sheet Number: R1 of 10 The engineer whose seal appears hereon is an employee for the manufacturer for the materials described herein. Said seal or certification is limited to the products designed and manufactured by manufacturer only. The undersigned engineer is not the overall engineer of record for this project.					
Ceco Building Systems An NCI Company Columbus, MS (662) 342-6400 Mount Pleasant, IA (515) 386-9001 Rocky Mount, NC (252) 977-2131 www.cecobuildings.com Project Name & Location: ST TAMMANY FIRE PROTECTI 61735 AIRPORT RD SLIDELL LA 70460					

**BUILDING ANCHORAGE**



- To determine that the foundation is square, measure diagonal dimensions to be sure they are of equal length.
- To determine that the foundation is level, set up a transit or level and use a level rod to obtain the elevation at all columns.
- Carefully check the location of all anchor rods against the Anchor Rod Setting Plan furnished by the Manufacturer. All dimensions must be identical to assure a proper start-up.

**AISC CODE OF STANDARD PRACTICE TOLERANCES FOR SETTING ANCHOR RODS**

7.5.1. Anchor rods, foundation bolts and other embedded items shall be set by the owner's designated representative for construction in accordance with embedment drawings that have been approved by the owner's designated representatives for design and construction. The variation in location of these items from the dimensions shown in the embedment drawings shall be as follows:

- The variation in dimension between the centers of any two anchor rods within an anchor-rod group shall be equal to or less than 1/8 in. [3 mm].
- The variation in dimension between the centers of adjacent anchor-rod groups shall be equal to or less than 1/4 in. [6 mm].
- The variation in elevation of the tops of anchor rods shall be equal to or less than plus or minus 1/2 in. [13 mm].
- The accumulated variation in dimension between centers of the anchor-rod groups along the column line through multiple anchor-rod groups shall be equal to or less than 1/4 in. per 100 ft [2 mm per 10000 mm], but not to exceed a total of 1 in. [25 mm].
- The variation in dimension from center of any anchor-rod group to the column line through that group shall be equal to or less than 1/4 in. [6 mm].

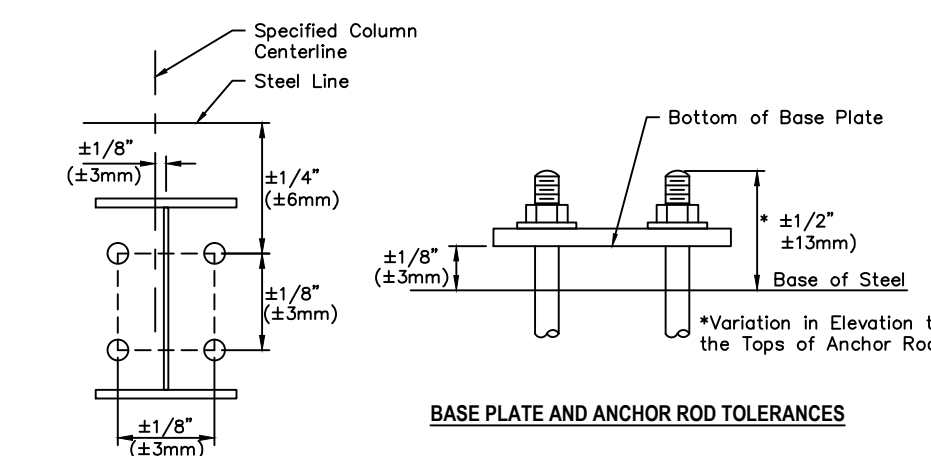
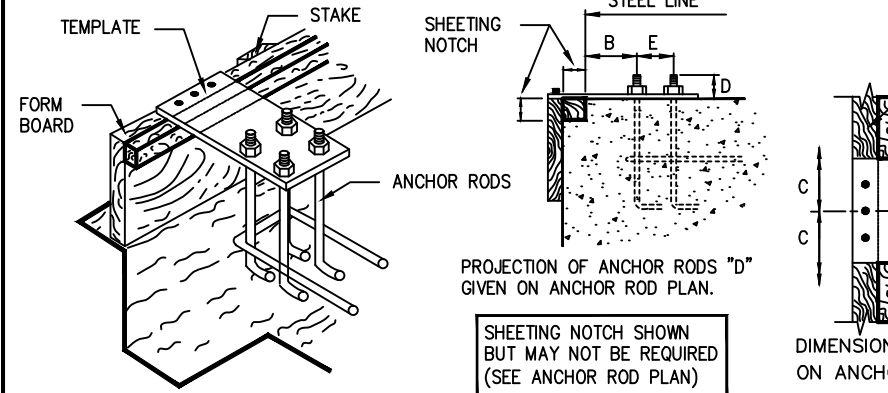
The tolerances that are specified in (b), (c) and (d) shall apply to offset dimensions shown in the structural design drawings, measured parallel and perpendicular to the nearest column line, for individual columns that are shown in the structural design drawings as offset from column lines.

7.5.2. Unless otherwise specified in the contract documents, anchor rods shall be set with their longitudinal axis perpendicular to the theoretical bearing surface.

7.5.3. Embedded items and connection materials that are part of the work of other trades, but that will receive structural steel, shall be located and set by the owner's designated representative for construction in accordance with an approved embedment drawing. The variation in location of these items shall be limited to a magnitude that is consistent with the tolerances that are specified in Section 7.13 for the erection of the structural steel.

7.5.4. All work performed by the owner's designated representative for construction shall be completed so as not to delay or interfere with the work of the fabricator and the erector. The owner's designated representative for construction shall conduct a survey of the as-built locations of anchor rods, foundation bolts and other embedded items, and shall verify that all items covered in Section 7.5 meet the corresponding tolerances. When corrective action is necessary, the owner's designated representative for construction shall obtain the guidance and approval of the owner's designated representative for design.

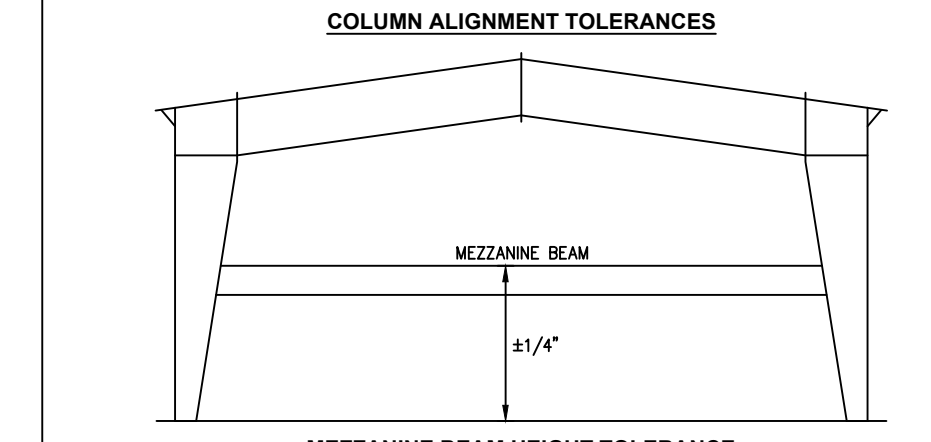
It is extremely important that anchor bolts be placed accurately in accordance with the Anchor Rod Setting Plan. All anchor rods should be held in place with a template or similar means, so that they will remain plumb and in correct location during placing of the concrete. A final check should be made after the completion of the concrete work and prior to the steel installation. This will allow any necessary corrections to be made before the costly installation labor and equipment arrives.



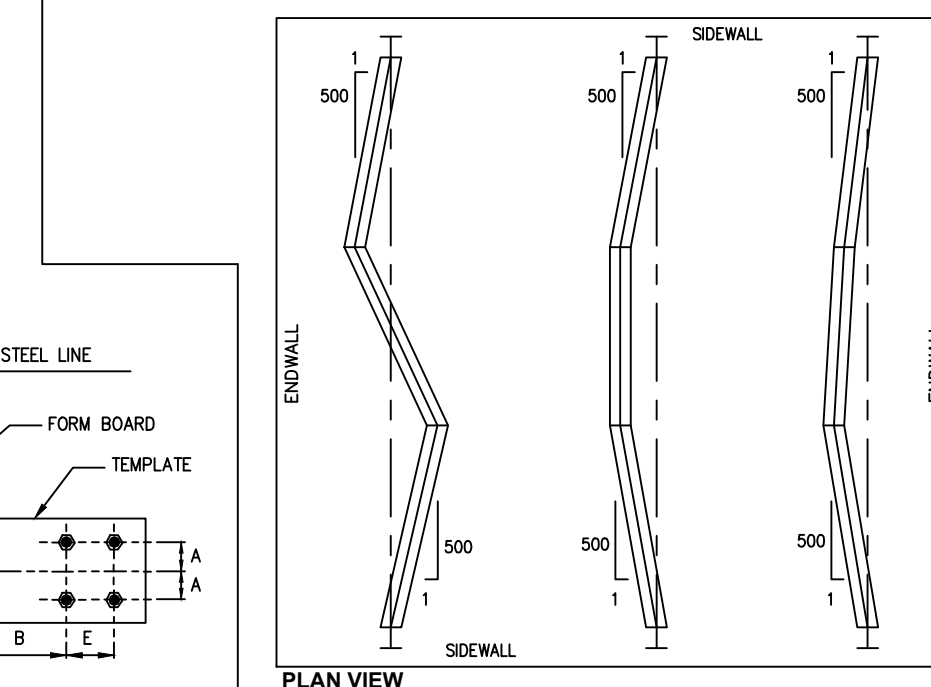
**ANCHOR ROD SETTING TOLERANCES**

**FIELD TOLERANCES**

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

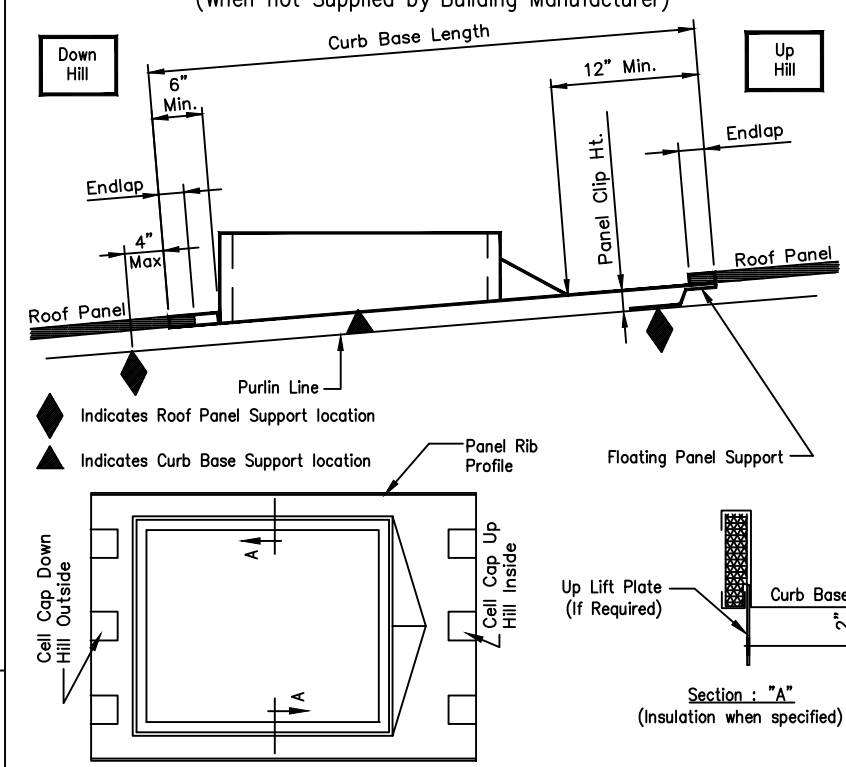


**MEZZANINE BEAM HEIGHT TOLERANCE**



**ALIGNMENT TOLERANCE FOR MEMBERS WITH FIELD SPLICES**

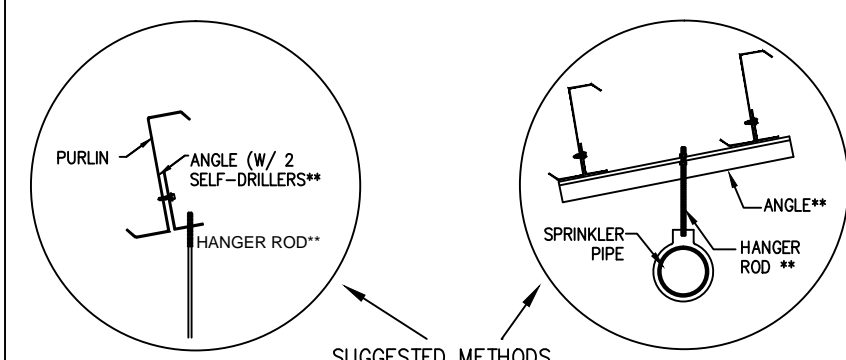
**ROOF CURBS (When not Supplied by Building Manufacturer)**



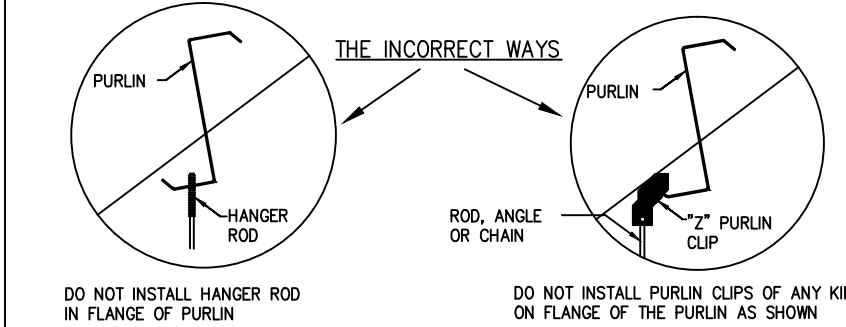
The curb details shown illustrate the building manufacturer's recommended curb style and installation method. It is the erector / installer's responsibility to provide the proper curb style and install them in accordance with the procedures established by these details. Failure by the erector / installer to follow these recommendations may result in the curbs damaging the roof system or excluded from warranties.

- All roof curbs to be:
- .080 Aluminum or 18ga. Stainless (No Galvalume/No Galvanized)
  - Panel rib to rib installation (No flat skirt or lay-over Curbs)
  - Installed over low end / under high end application for water flow at panel splice
  - Up lift prevention for clip applied roof systems are required if:
    - Wind load exceeds 110 mph or
    - Curb base crosses a purlin
  - Supported on (4) four side by primary or secondary framing 6. Max Single Curb weight Recommend = 1500#

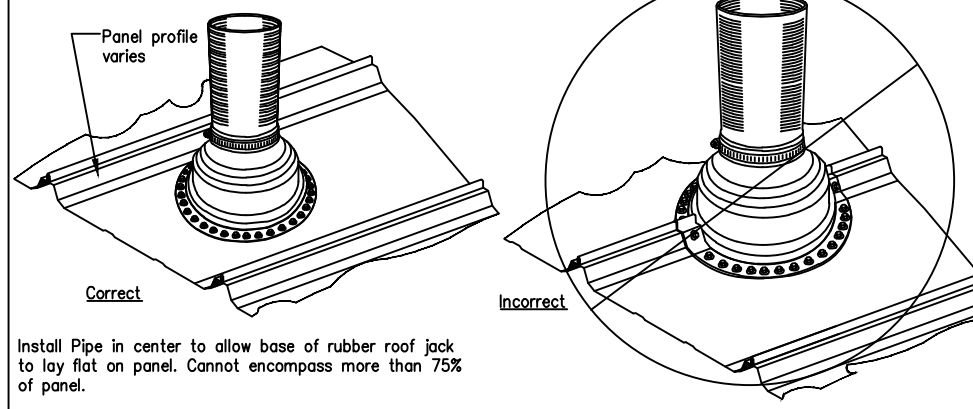
**SUGGESTED METHOD OF PURLIN ATTACHMENT (FOR BLDG ACCESSORIES)**



An angle is self-tapped to the web of the purlin to catch hanger rod. This method does not preclude other forms of attachment to the purlin web. The total hanger load shall not exceed the design collateral load for the building. A sample calculation is shown below:  
 5' (purlin spacing) x 5' (hanger spacing) x 6 psf (collateral load) = 150 lbs.  
 See cover sheet for design collateral load for this building.  
 Note: If this building is designed for 0 psf collateral load, then adding any suspended system (ie. duct work, piping, lights, ceilings, etc.) will correspondingly reduce the design live load.



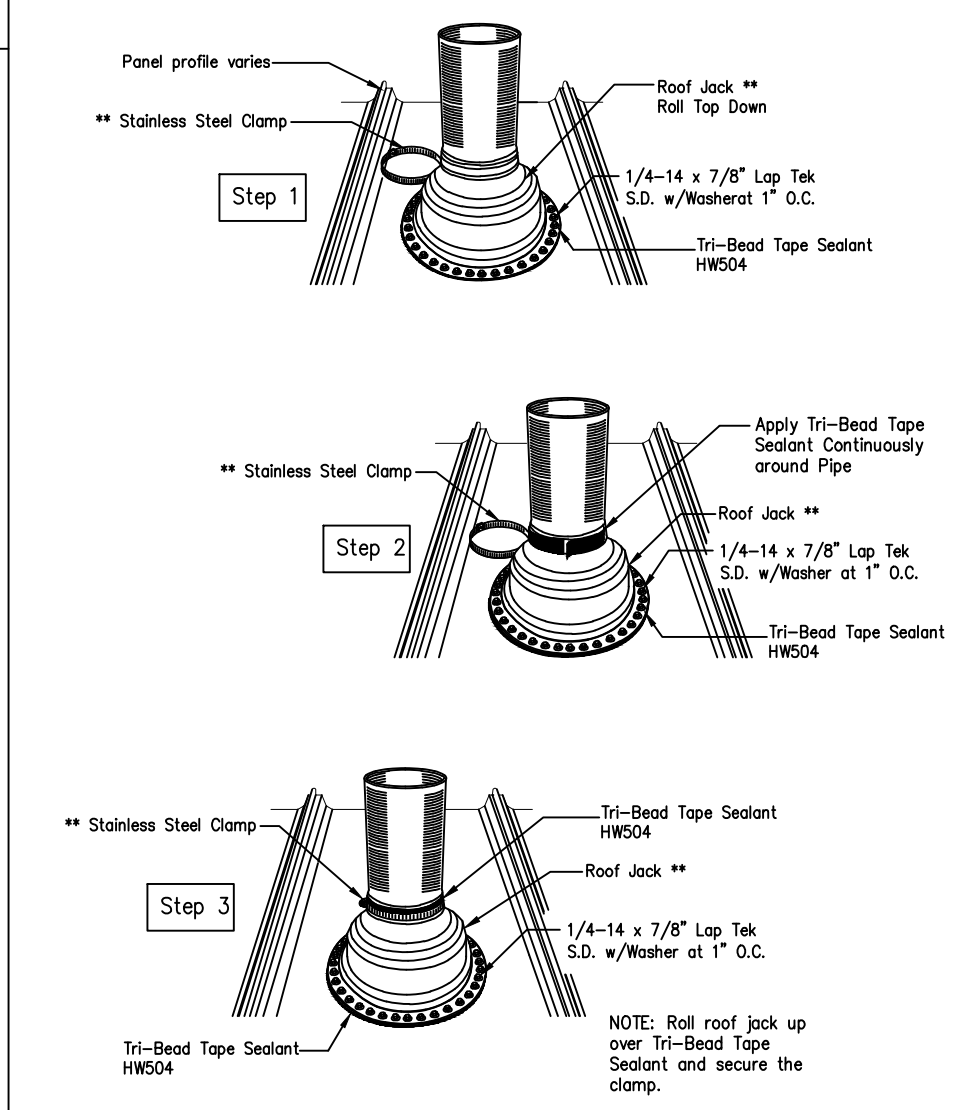
**ROOF JACK INSTALLATION**



Install Pipe in center to allow base of rubber roof jack to lay flat on panel. Cannot encompass more than 75% of panel.

- Do not use galvanized roof jacks, lead hats or other residential grade roof jacks. These roof jacks do not have 20-year service life and, in the case of lead hats, will cause galvanic corrosion of the roof panels.
- Use EPDM rubber roof jacks with an integral aluminum band bonded into the perimeter of the base. For high temperature applications (200-400 degrees Fahrenheit) use silicone rubber roof jacks. Retrofit rubber roof jacks are available for applications in which the top of the pipe is inaccessible, eliminating the possibility of sliding the roof jack over the top of the pipe.
- Do not use tube caulk/silicone to seal roof jack to the roof panels. Use only tape sealant as supplied by Metal Bldg Manufacturer. Fasten the roof jack to the roof panels with 1/4"-14 x 7/8" Lap Tek Stitch Screws at 1" on center around base of roof jack.
- Roll down the top of the roof jack and apply tape sealant continuously around the exposed portion of the pipe. Roll the top of the roof jack back over the tape sealant. Apply the stainless steel clamp over top of roof jack and firmly tighten to form a secure compression seal.
- Do not install a pipe through the standing seam of the roof panel. Keep pipe penetration in center of panel to allow the base of the rubber roof jack to seal to the pan of the panel. If a pipe must be installed through a panel seam, or if the pipe diameter is so large to block the flow of water down the roof panel, you must install a "pipe curb" into the roof and then seal the pipe curb with rubber roof jack. For pipes in which top cannot be accessed, a two-piece pipe curb is available.
- In Northern climates, protect all pipe penetrations from moving ice or snow with a snow retention system immediately up slope from the pipe.

**ROOF JACK INSTALLATION (Not by Metal Bldg Manufacturer) \*\***

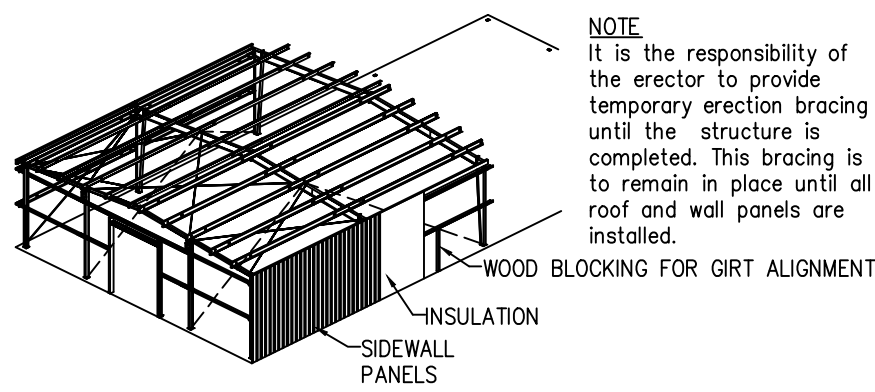


By	Ck'd
Description	
Date	
Revision	
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<b>Ceco Building Systems</b> An NCI Company	
Customer: MENDOW CONSTRUCTION CO P.O. BOX 2642 MANDEVILLE, LA 70470 ANDY MENDOW	
Project Name & Location: ST TAMMANY FIRE PROTECTI 61735 AIRPORT RD SUDELL LA 70460	
Drawing Status: <input type="checkbox"/> Preliminary (Not For Construction) <input checked="" type="checkbox"/> For Approval <input type="checkbox"/> For Construction <input type="checkbox"/> For Erector Installation	
Scale: NOT TO SCALE Drawn by: RB 11/28/15 Checked by: ROY 11/30/15 Project Engineer: Job Number: 15-B-15042-1 Sheet Number: R2 of 10	
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**STEP 5: INSTALL SIDEWALL PANELS**

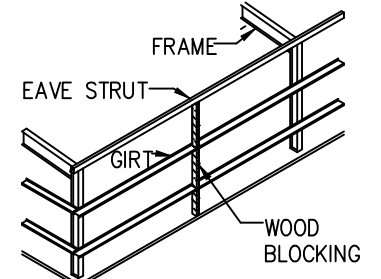


**NOTE:** It is the responsibility of the erector to provide temporary erection bracing until the structure is completed. This bracing is to remain in place until all roof and wall panels are installed.

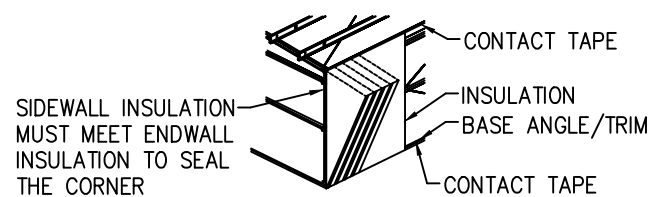
5A: Before installing wall panels, the girts must be aligned to a level position so that there is no visible sag. This should be done directly ahead of panel installation.

Girt leveling may be accomplished by standing a section of gable angle vertically against the outside girt flanges at approximate mid-bay location. When girts are level, attach the girt flanges to the angle with vise grip pliers or temporary screws. Wood blocking cut to fit the spaces may also be used for alignment.

**NOTE:** Temporary girt blocking is not recommended on concealed fastener panels. The removal of the blocks after panel installation can cause oil canning.

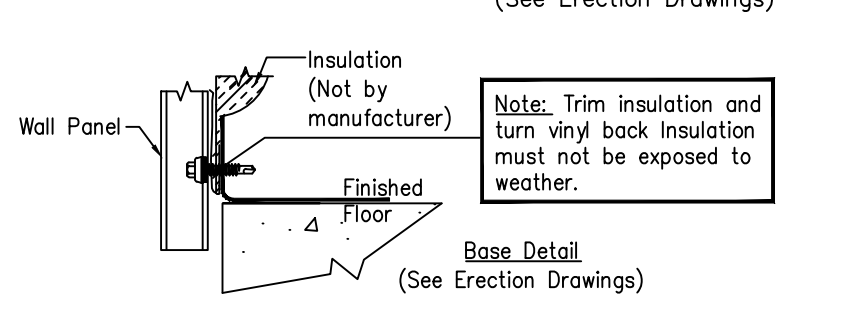
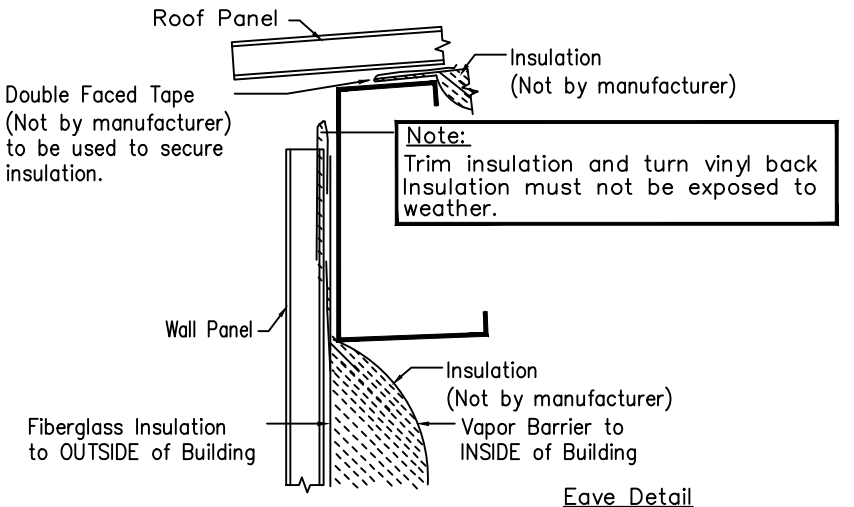


**NOTE:** Wall panel type and installation details will vary. Refer to the erection drawings and details for the specific panel used for your building.



5B: If walls are to be insulated, place a continuous run of contact tape along the eave strut and base member.

**NOTE:** At the base, cut off the insulation a minimum of 1/2" above the bottom of the wall panel. This will prevent the insulation from hanging below the wall panel and wicking moisture.



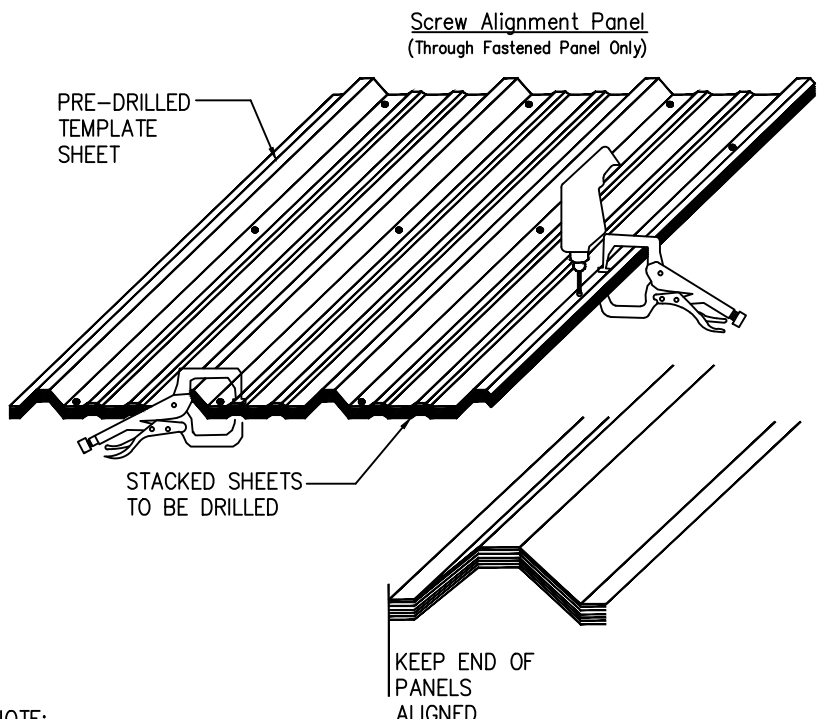
Starting at a building corner, attach the first piece of blanket insulation to the contact tape on the eave strut. Pull tight and adhere to tape at the base. It is recommended that insulation not be installed more than 6 feet ahead of panels.

5C: Sidewall panels should be installed so that the panel sidelap is in a direction away from the prevailing wind. (refer to appropriate lap detail included with erection drawings.)

5D: Install remaining sidewall insulation and panels, being careful to maintain correct panel coverage. It is suggested that the foundation be marked in increments of panel width to allow visual checking of panel coverage as installation progresses.

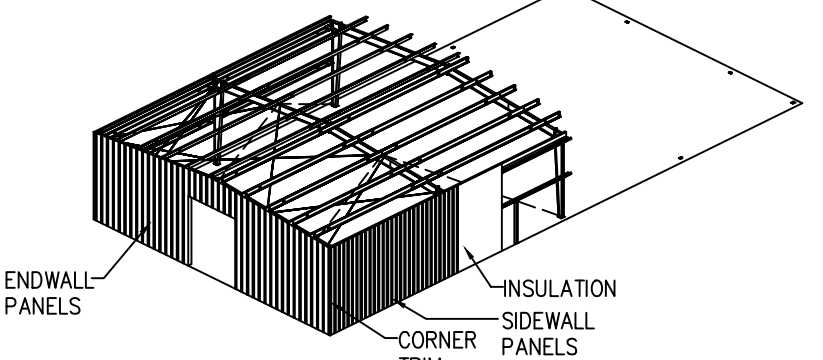
**NOTE:** Check periodically to ensure that all panels are aligned and plumb.

5E: At the finishing corner of a sidewall, the last panel may require additional lap or trimming for installation of corner trim refer to the details in the erection drawings.



**NOTE:** After drilling panels, it is important to clean metal filings off all panel surfaces, including between panels that are not installed that day, to avoid rust stains.

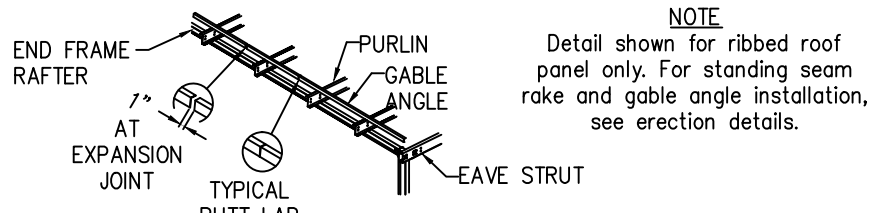
**STEP 6: INSTALL ENDWALL PANELS**



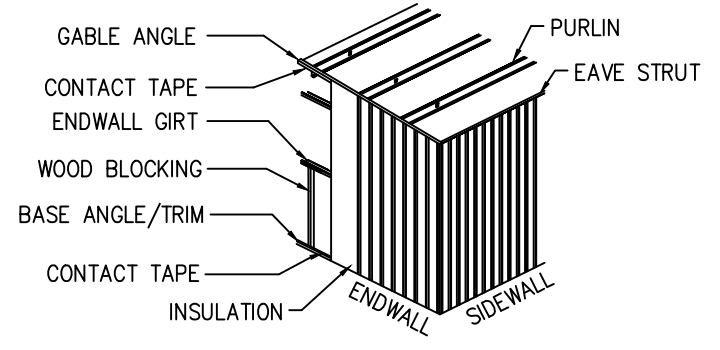
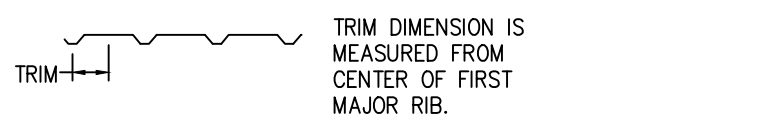
6A: Install gable angles/supports onto the ends of purlins and eave struts. This angle is to butt-up to each other or is spliced as required except at expansion joints where a one inch gap is maintained between ends of adjacent sections to allow for expansion.

Gable angle splices may occur on or between purlins and the angle must be attached to each purlin and the eave strut.

**NOTE:** Wall panel type and installation details will vary. Refer to the erection drawings and details for the specific panel used for your building.



6B: See erection drawings sheeting layouts for panel starting dimensions, panel trim locations, and lap locations.



6C: Align and level girts on endwall.

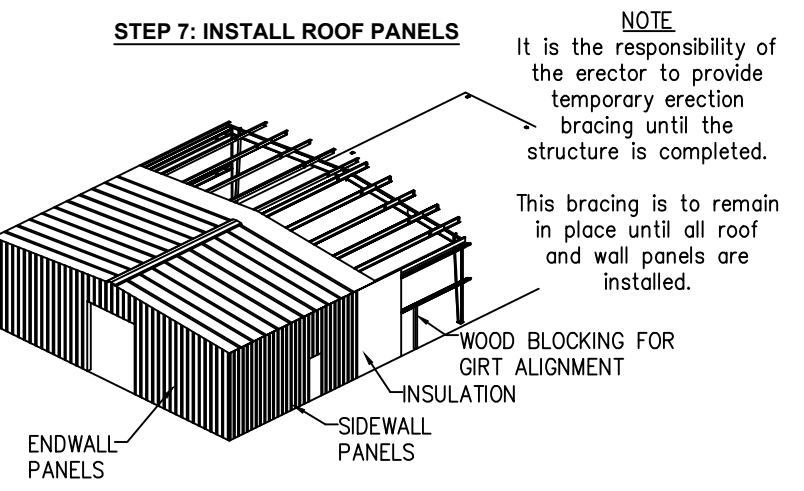
6D: If the walls are to be insulated, place a continuous run of contact tape along the gable angle and base member. Starting at the corner of the endwall, attach the first piece of insulation to the contact tape on the gable angle, pull tight and adhere to tape at the base. Cut off excess insulation. It is recommended that insulation not be installed more than 6 feet ahead of panels.

**NOTE:** At the base cut off the insulation a minimum of 1/2 inch above the bottom of the wall panel. This will prevent the insulation from hanging below the wall panel and wicking moisture.

6E: Start at the corner, trim panel (if required) and set in place. Refer to corner details in the erection drawings for the panel starting distance from the corner. When the panel is located and plumb, install fasteners.

6F: Install remaining endwall insulation and panels, being careful to maintain the correct panel coverage as suggested in step 5D.

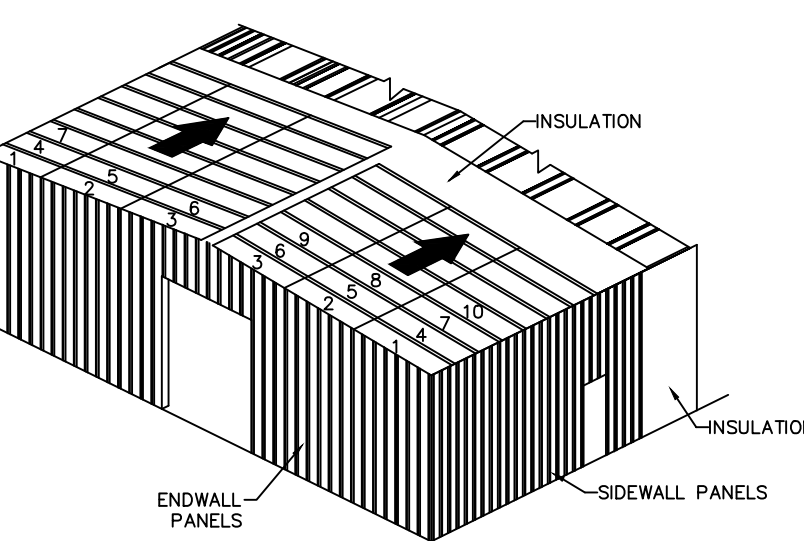
6G: Install corner trim.



7A: Install eave trim over top of sidewall panels and eave struts with fasteners per erection drawings eave detail.

7B: If the roof is insulated, place a continuous run of contact tape along top of eave struts at both sidewalls. Lay a starter roll of blanket insulation from eave to eave across roof and secure to contact tape. (refer to packing list for width of insulation starter roll). It is recommended that insulation be installed no more than 6 feet ahead of panels.

**NOTE:** For PBR roofs with a ridge panel, it is recommended that both sides of the ridge of a building be sheathed simultaneously. This will keep the insulation covered for the maximum amount of time and the panel ribs can be kept in proper alignment for the ridge panel. This is critical on the "PBR" panels so that the ridge caps can be properly installed. Check for proper coverage as the sheeting progresses. Note panel-sheeting sequence below!



**STEP 7: INSTALL ROOF PANELS (Con't)**

7C: Install the first run of roof panels across the building from eave to eave, or eave to ridge. To allow proper installation of rake trim, the starting location for the first panel must be as shown in rake details included with the erection drawings. When the first run is properly located and aligned with the correct endlaps and eave overhang, fasten to purlins. Roof panels should be installed so that the sidelap is in a direction away from the prevailing wind. Refer to appropriate lap detail.

7D: Install remaining roof insulation and panels. To avoid accumulative error due to panel coverage gain or loss, properly align each panel before it is fastened. Occasional checks should be made to ensure that correct panel coverage is maintained. Special attention should be given to fastener, mastic and closure requirements. Refer to details with erection drawings.

7E: At finishing end of roof, the last panels may require field modification for installation of rake trim. Refer to rake details. DO NOT BACK LAP THROUGH FASTENED ROOF SHEETS.

**NOTE:** Roof panel types and installation requirements will vary. Refer to the appropriate details for the specific panel used.

**IMPORTANT:** Loose fasteners, blind rivets, drill shaving, ETC. must be removed from roof to guard against corrosion.

**NEVER STEP ON LIGHT TRANSMITTING PANELS, TRANSLUCENT PANELS, OR UNATTENDED ROOF PANELS.**



Panels May Collapse If Not Properly Secured!

Roof panels must be completely attached to the purlins and to panels on either side before they can be a safe walking surface. Light transmitting panels or translucent panels can never be considered as a walking surface.

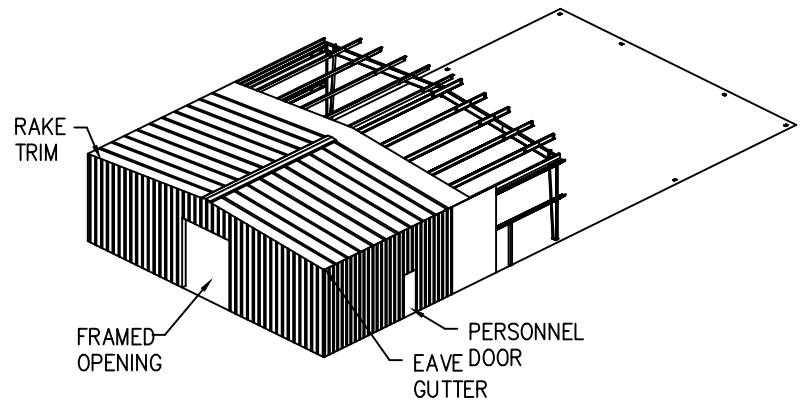
Partially attached or unattached panels should never be walked on!

Do Not:

1. Step on rib at edge of panel.
2. Step near crease in rib at edge of panel.
3. Step within 5 feet of edge on unsecured panel.

A single roof panel must never be used as a work platform. An OSHA approved runway should be used for work platforms! (Consult OSHA Safety and Health Regulations for the Construction Industry). Safety First!

**STEP 8: INSTALL TRIM AND ACCESSORIES**



8A: Install rake trim and gable closure.

8B: If included with the building, install the eave gutter, corner closures and downspouts.

**NOTE:** Remove all loose fasteners, blind rivets, drill shavings, etc... from gutter to guard against corrosion.

8C: Install accessories (doors, windows, louvers, etc...) not previously installed. Refer to the appropriate details for installation instructions.

**IMPORTANT:** Remove debris from roof and wall surfaces during installation and after. Clean surface of sheeting as required to remove smudges and touch-up any minor/mild scratches with color match touch-up paint.

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 ANDY MENDOW  
 SUDELL, LA 70460

Customer:  
 MENDOW CONSTRUCTION CO  
 P.O. BOX 2642  
 MANDEVILLE, LA 70470  
 ANDY MENDOW

Drawing Status:  
 Not For Construction  
 For Approval  
 For Construction  
 For Erector Installation

Scale: NOT TO SCALE  
 Drawn by: RB 11/28/15  
 Checked by: ROY 11/30/15  
 Project Engineer:  
 Job Number: 15-B-15042-1  
 Sheet Number: R4 of 10

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### Rod Brace Attachment at Web

Page: PF04101  
Date: Jan '14 '02

ERECTOR NOTE: DETAIL SHOWN AT COLUMN SIMILAR AT RAFTER.

Align slot with Rod Bracing

For Rod Bracing that falls within the Girt Web, the Erector is to add a minimum size slot for the passage of the Rod.

PART MARKS FOR ROD BRACE				
ROD DIAMETER	ROD BRACE	SLOPE WASHER	FLAT WASHER	HEX NUT
1/2"	WR08	WS110	WFH500	HSN500
3/8"	WR10	WS110	WFH625	HSN625
1/2"	WR12	WS120	WFH750	HSN750
3/4"	WR14	WS120	WFH875	HSN875
1"	WR16	WS130	WFH1000	HSN1000

### Cee Girt to Column Standard Connection

Page: CF01115  
Date: Jun '15 '00

### WELDED CLIP PRIMARY FRAME DETAIL GIRT ATTACHMENT DETAIL TO GIRT CLIP

Page: CF01120  
Date: Feb '11 '01

ALL BOLTS ARE A325 WITHOUT WASHERS

### By-Pass Zee Installation

Page: CF01121  
Date: Dec '10 '00

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

### By-Pass Purlin and Girt Connections

Page: CF01122  
Date: Oct '14 '01

Lap Symbol	B
◊	1'-5 1/2"
◊	2'-5 1/2"
◊	3'-1 1/2"

### Eave Strut Connection at End Bay ByPass And Flush Girts

Page: CF02033  
Date: Feb '12 '03

### Purlin with Anti-Roll Back-up Clip at Rafter

Page: CF02035  
Date: Dec '14 '04

### Weld Clip Corner Detail - Variable Frame Set Back 8\"/> Page: EF03001 Date: Sep '12 '02 All bolts are 1/2" x 1 1/4" A325 without washers unless noted.

By	Cr'd	Description	Date	Revision

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MANDEVILLE, LA 70470  
ANDY MENDOW

Project Name & Location: ST TAMMANY FIRE PROTECTI  
61735 AIRPORT RD  
SUDELL, LA 70460

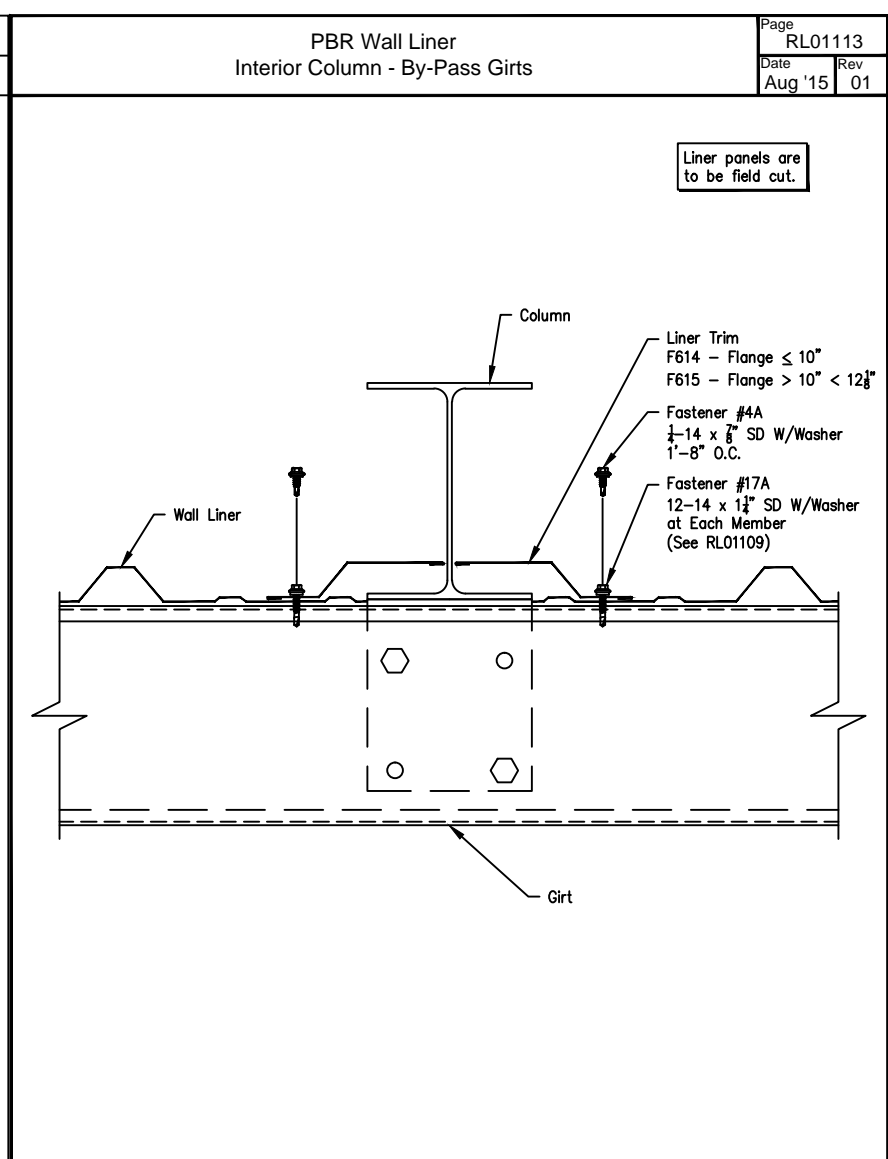
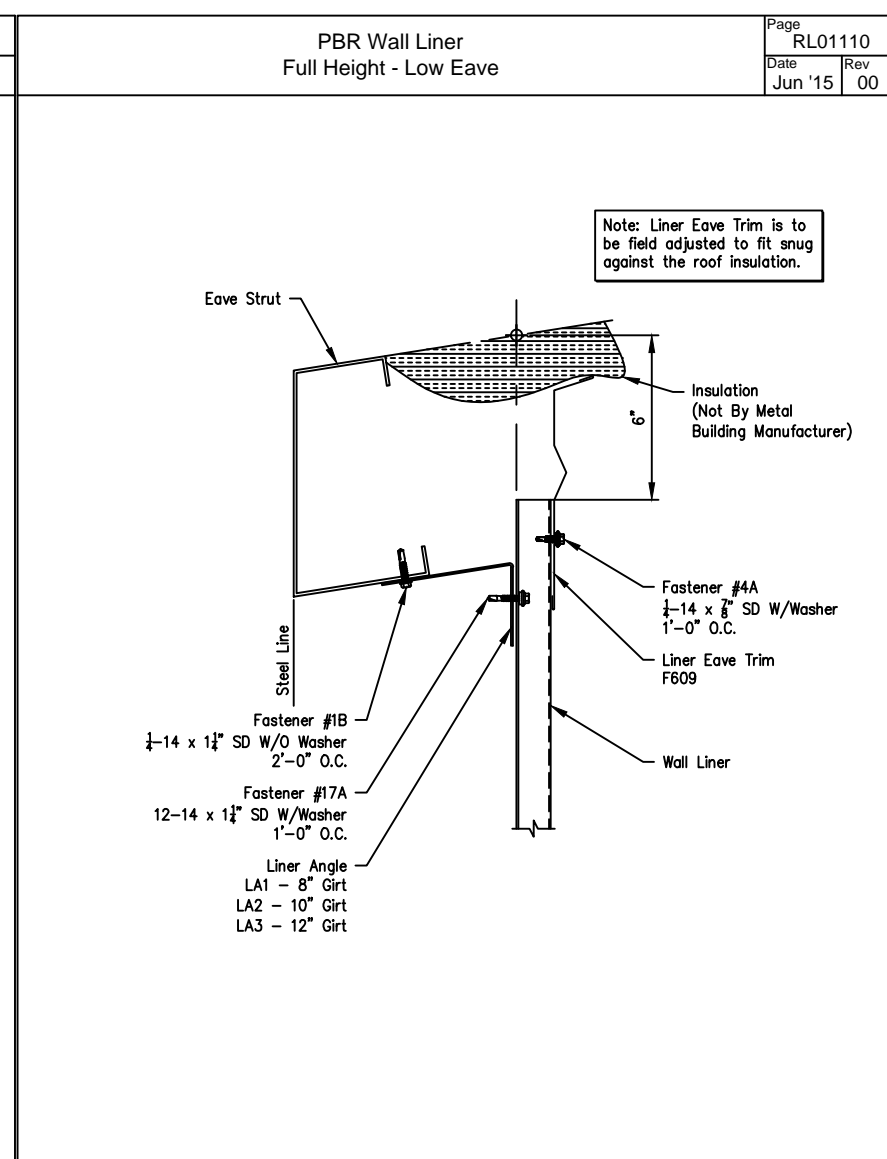
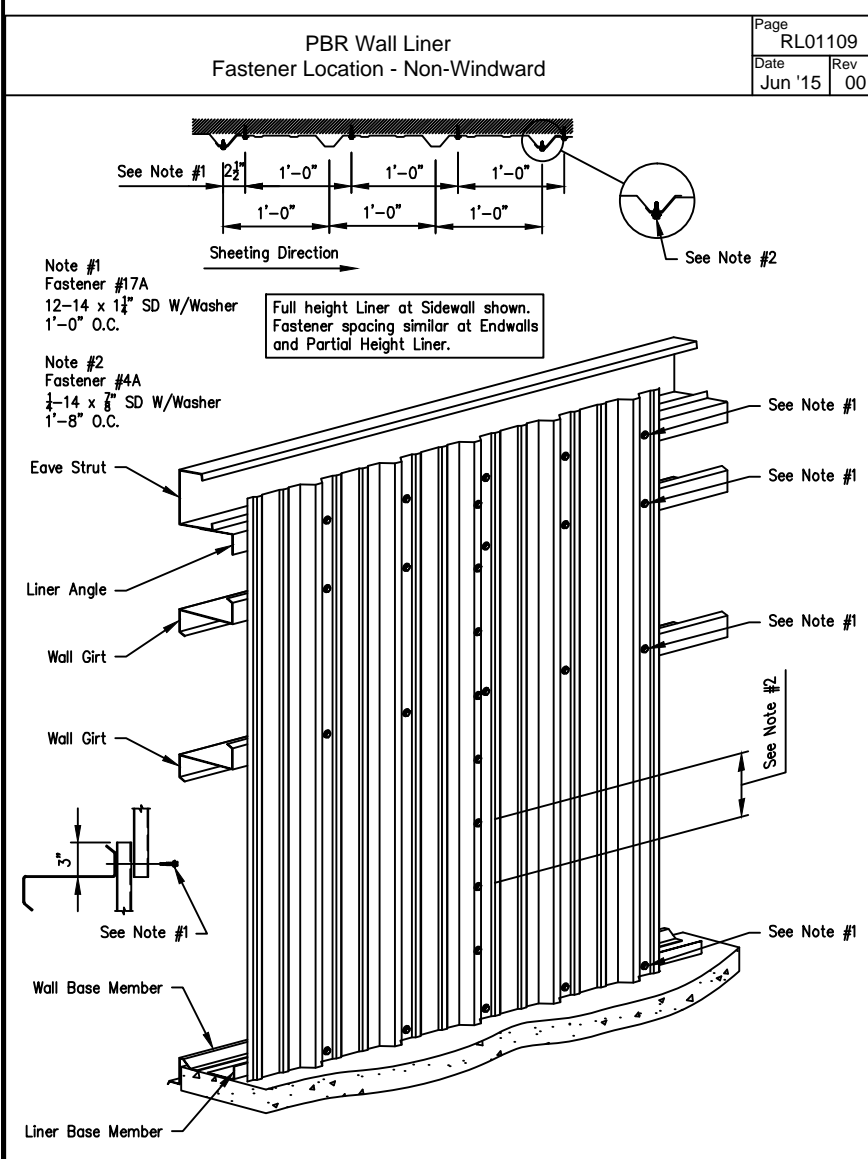
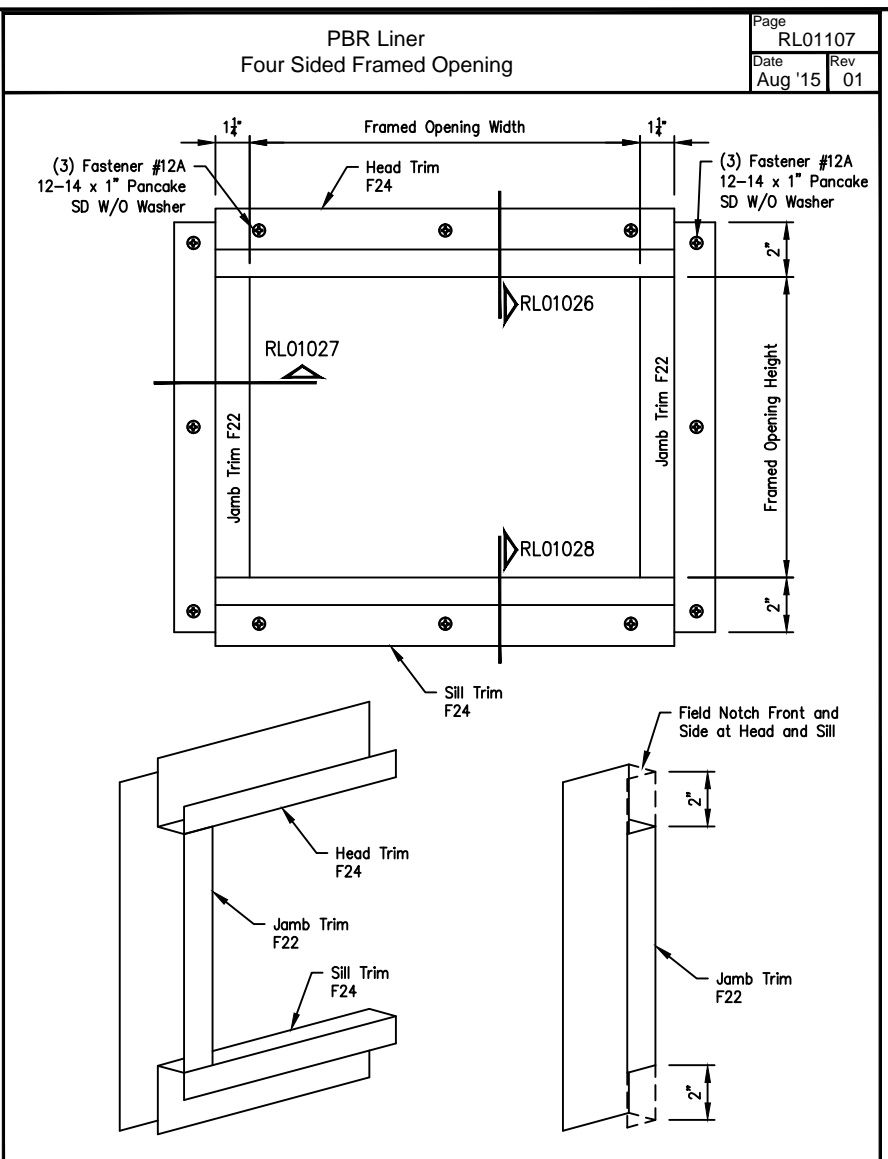
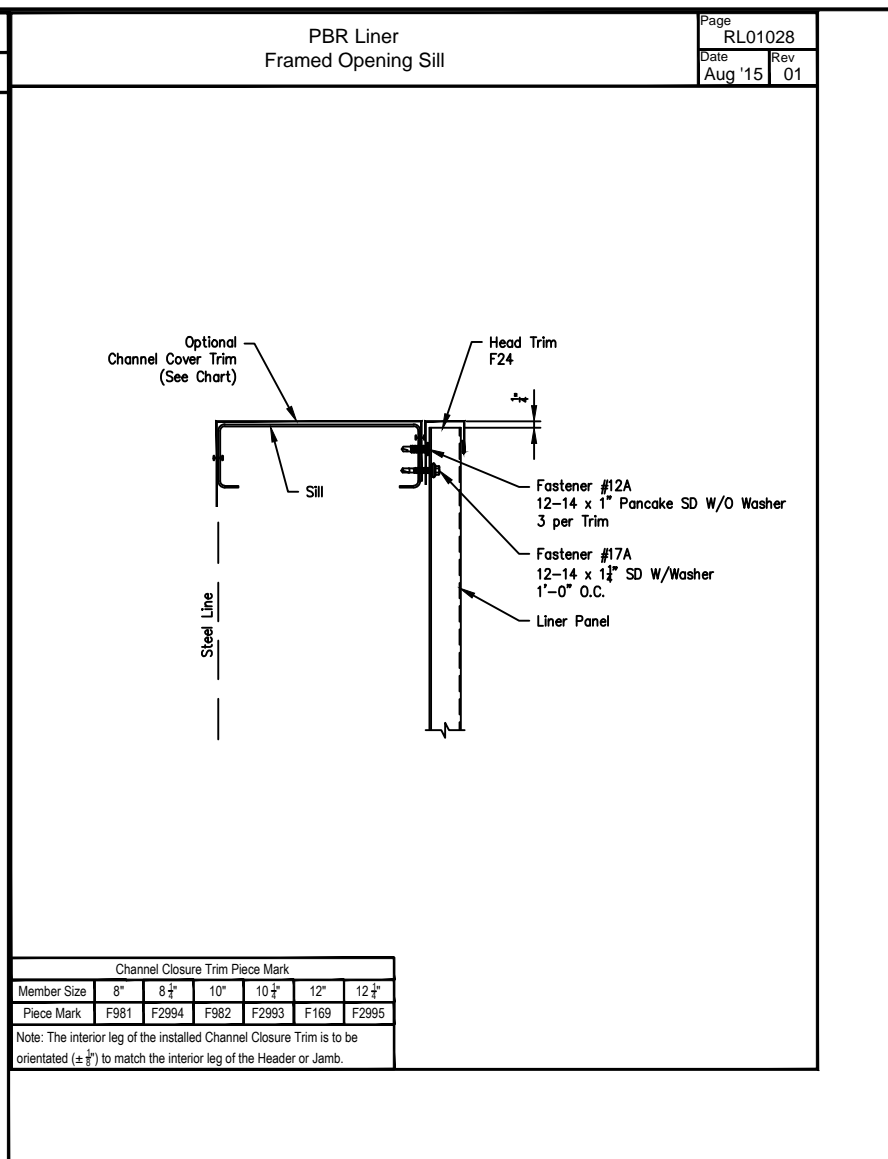
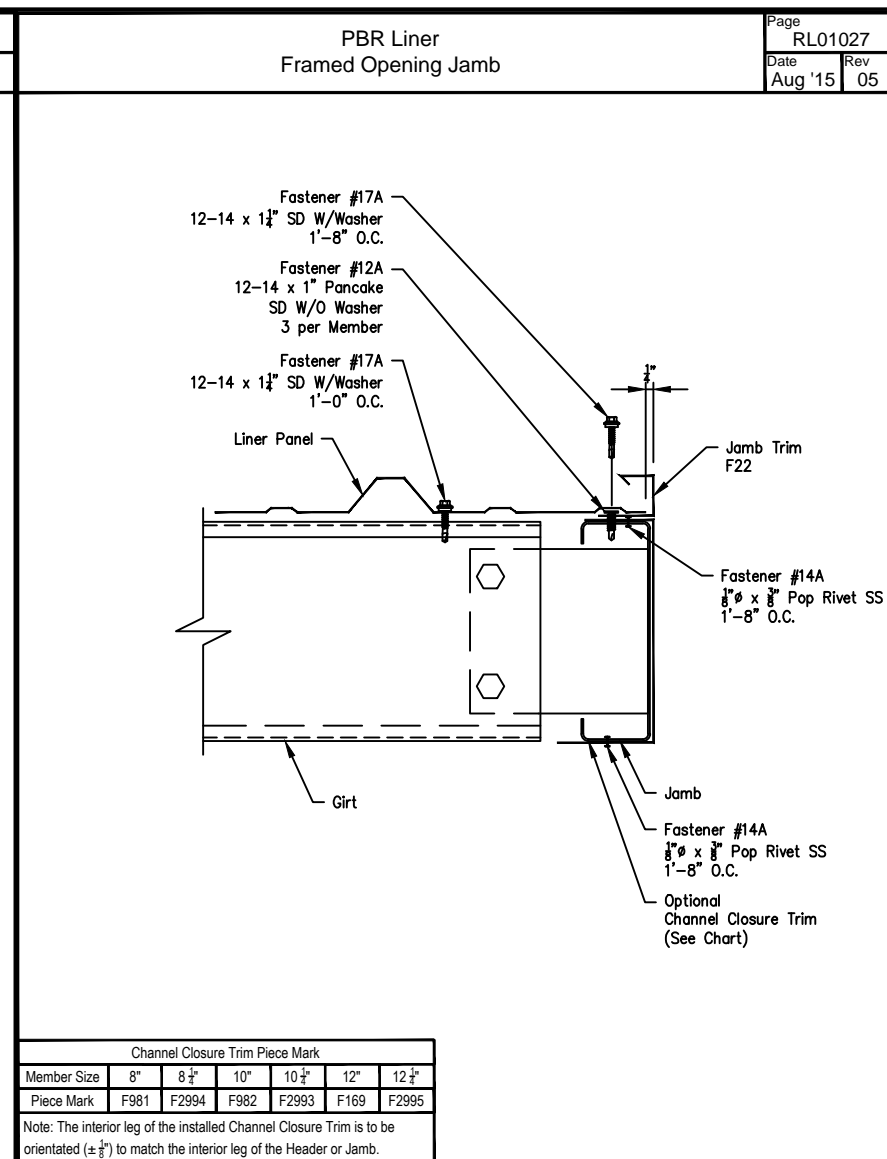
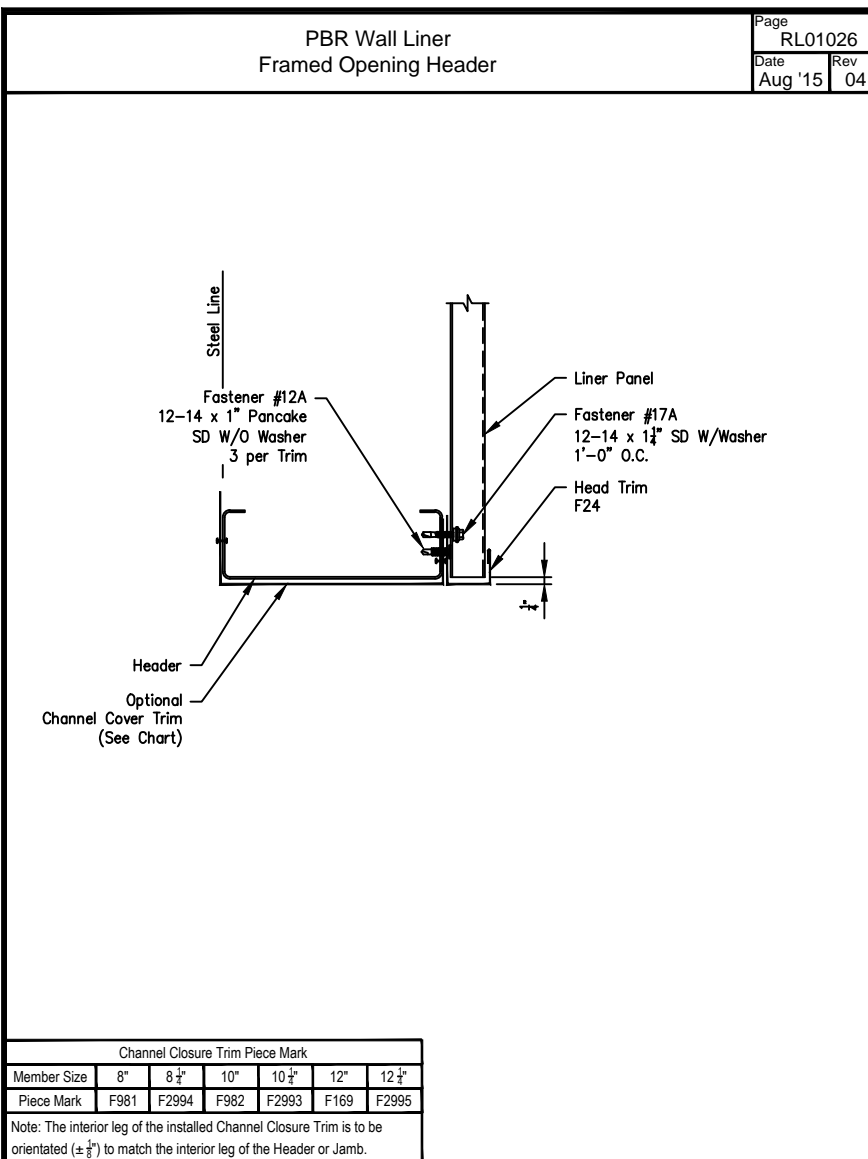
Drawing Status:  Not For Construction  For Approval  For Construction  For Erector Installation

Scale: NOT TO SCALE  
Drawn by: RB 11/28/15  
Checked by: ROY 11/30/15  
Project Engineer:  
Job Number: 15-B-15042-1  
Sheet Number: R7 of 10

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Date	
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Check'd	

Columbus, MS (602) 343-6400 Mount Pleasant, IA (319) 385-8001 Rocky Mount, NC (252) 977-2131 www.cecobuildings.com	Project Name & Location: MENDOW CONSTRUCTION CO P.O. BOX 2642 MANDEVILLE, LA 70470 ANDY MENDOW	Customer: MENDOW CONSTRUCTION CO P.O. BOX 2642 MANDEVILLE, LA 70470 ANDY MENDOW
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Scale: NOT TO SCALE

Drawn by: RB 11/28/15

Checked by: ROY 11/30/15

Project Engineer:

Job Number: 15-B-15042-1

Sheet Number: R9 of 10

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