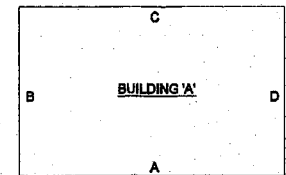


BUILDER: PROFESSIONAL BLDG.
CUSTOMER: AIRPORT ROAD WASTE
LOCATION: CHAPEL HILL, NC

	WIDTH	LENGTH	SWA HEIGHT	FRONT ROOF PITCH	DOWNSPOUT DROPS-SWA	DOWNSPOUT DROPS-SWC
Bldg A :	21.33	28.23	10.00	0.500	2	2

TABLE OF CONTENTS

ANCHOR BOLT PLAN A1-A3
 CROSS SECTION CS1-CS3
 ROOF FRAMING RF1-RF3
 ROOF SHEETING CS1-CS3
 SIDEWALL S1-S1
 ENDWALL E1-E1
 PARTITION P1-P2
 LINER PANEL LP1-LP2
 UPDATED DETAILS UD1-UD1
 QUALITY ASSURANCE POLICY Q1-Q1



Roof Sheeting:
 Type: CS
 Gage: 24
 Color: Parchment
 Finish: Kynar

Wall Sheeting:
 Type: CS
 Gage: 26
 Color: Fieldstone
 Finish: Kynar

Framing:
 Purlin Type: Zees
 Girt Type: Cees

Ordered Options:

Base Condition: Base girt w trim
 Base Trim Color: Fieldstone
 Wall Mastic: No
 UL Rating: None
 Thermal Blocks: N/A
 Sidewall Eave Trim Type: Eave Gutter
 Eave & Gable Trim Color: Fieldstone
 Downspout Type: Closed
 Downspout Color: Fieldstone
 Elbows at Bottom of Drops: Yes
 Corner Trim Color: Fieldstone
 Framed Opening Trim Color: Fieldstone
 Light Transmitting Panels: 0

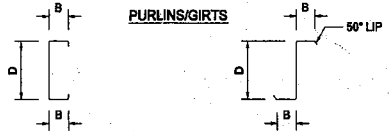
Framing Kits & Wall Openings
 See Accessory Schedule on Anchor Bolt Plan, Page A1.

Loading Information & Frame Column Reactions
 See Load Notes and Reactions on Anchor Bolt Detail Page, Page A3

Wall Liner Panel:
 Type: CS
 Gage: 26
 Color: Polar White
 Finish: Kynar

Partition Sheeting:
 Type: CS
 Gage: 26
 Color: Polar White
 Finish: Kynar

KEY PLAN



DESIGNATION	D	B
#18	8.00	3.00
#14	8.00	3.00
#12	5.00	3.00
1014	10.00	3.50
1012	10.00	3.50

DESIGNATION	D	B
#18	8.00	2.50
#14	8.00	2.50
#12	8.00	2.50
1014	10.00	2.75
1012	10.00	2.75

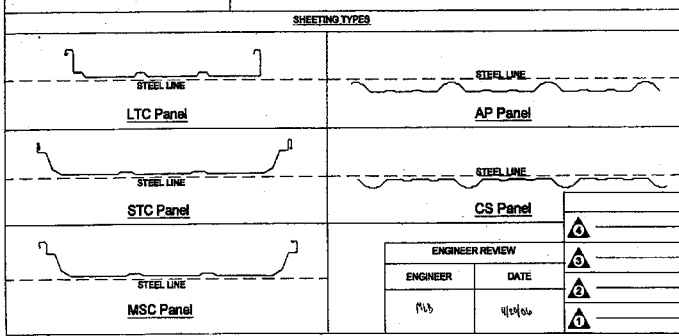
Drawing Designation:

a) Drawings stamped "PERMIT DRAWINGS" are drawings that are complete for the most part, however, since some details and part marks are missing, they are preliminary and are not to be used for construction and are not considered final drawings.

b) Drawings stamped "PROGRESS DRAWINGS" are drawings that are complete for the most part, however, since some details and part marks are missing, they are preliminary and are not to be used for construction and are not considered final drawings.

c) Drawings stamped "DOCUMENTS FOR APPROVAL" are preliminary drawings, used for approval with no part markings and are not to be used for construction.

GENERAL DETAIL MANUAL V	4.1
ROOF PANEL MANUAL V	4.1



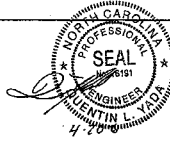
REVISIONS

NO.	DESCRIPTION	DATE
1		
2		
3		
4		

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

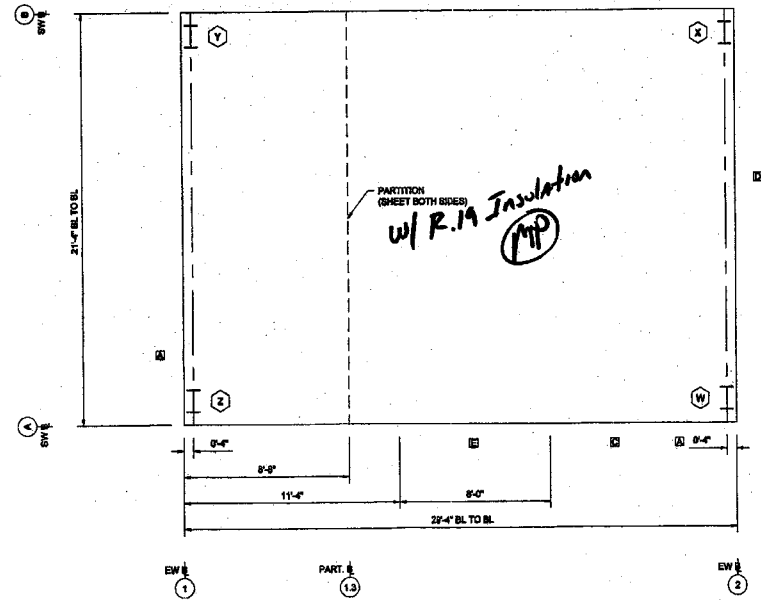
** As Built Drawings*
 8.20.06

MPNG
Professional Building Systems, Inc.
 TO BE USED FOR CONSTRUCTION



COVER PAGE				C1
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE				
CHAPEL HILL, NC				
RF 21'-4"X28'-4"X10'-0" 28'-4" BAY 5:12				
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.	C1
	JSP	REX	CO86145	C1
	4-12-06	4-18-06		

ACCESSORY SCHEDULE		
MARK	QUAN	DESCRIPTION
A	2	3RD WALKDOOR F.O.
B	2	1'-0" X 1'-0" LOUVER F.O.
C	1	2'-0" X 2'-0" LOUVER F.O.
D	1	2'-0" X 2'-0" LOUVER F.O.
E	1	8'-0" X 8'-0" OVERHEAD DOOR F.O.



ANCHOR BOLT PLAN
 FINISHED FLOOR ELEVATION = 100'-0"
 BASE OF ALL COLUMNS AT ELEVATION = 100'-0"
 BASE OF FRAME OPENING JAMBS AT ELEVATION = 100'-0"

REFERENCE NOTES:

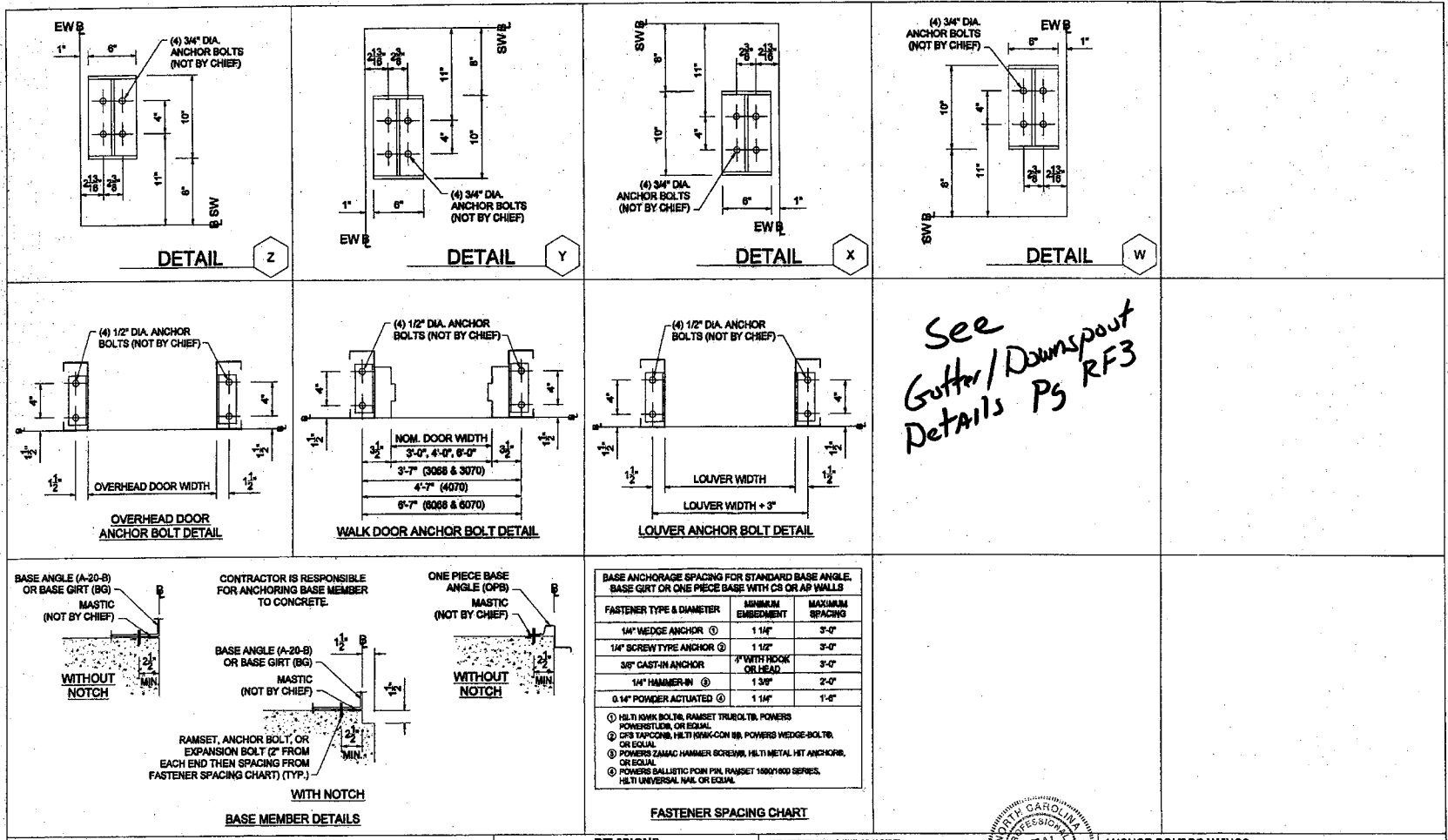
1. ALL ANCHOR BOLTS INCLUDING NUTS AND WASHERS FOR SAME ARE NOT FURNISHED BY CHIEF BUILDINGS.
2. ANCHOR BOLT MATERIAL SHALL CONFORM TO ASTM A307 OR EQUAL.
3. BOLT PROJECTIONS ARE RECOMMENDED MINIMUMS BASED ON THE BASE PLATE BEARING DIRECTLY ON THE CONCRETE PIER. IF THE BASE PLATE IS TO BEAR ON GROUT, THE BOLT PROJECTION MUST BE INCREASED ACCORDINGLY.
4. ALL DRAWINGS ARE NOT TO SCALE.

ANCHOR BOLTS (BY OTHERS)			REVISIONS	
QUAN	SIZE	PROJ	NO.	DESCRIPTION
20	0-5/8"	1 1/2"	1	
15	0-3/4"	2"	2	
0	1"-0"	2"	3	
0	1 1/2"-0"	2 1/2"	4	

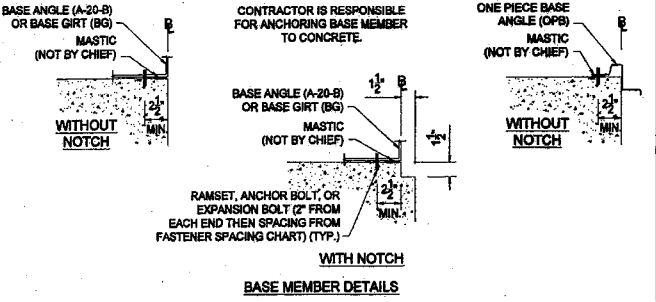
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



ANCHOR BOLT DRAWINGS				
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE				
CHAPEL HILL, NC				
RF 21'-4"X29'-4"X10'-0" 29'-4" BAY 5:12				
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.	A1
	DB	DM	C086145	A3
	04-06-06	04-07-06		



See Gutter/Downspout Details Pg RF3



FASTENER SPACING CHART

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

FASTENER TYPE & DIAMETER	MINIMUM EMBEDMENT	MAXIMUM SPACING
1/4" WEDGE ANCHOR ①	1 1/4"	3'-0"
1/4" SCREW TYPE ANCHOR ②	1 1/2"	3'-0"
3/8" CAST-IN ANCHOR ③	4" WITH HOOK OR HEAD	3'-0"
1/4" HAMMER-IN ④	1 3/8"	2'-0"
0.14" POWDER ACTUATED ⑤	1 1/4"	1'-4"

① HELIX IWKK BOLTS, RAMSET TRUBOLTS, POWERS POWERSTUDS, OR EQUAL.
 ② DPS TAPCONS, HELIX IWKK-COM III, POWERS WEDGE-BOLTS, OR EQUAL.
 ③ POWERS ZAMAC HAMMER SCREWS, HELIX METAL HIT ANCHORS, OR EQUAL.
 ④ POWERS BALLISTIC PCIM PIN, RAMSET 1000100 SERIES, HELIX UNIVERSAL NAIL, OR EQUAL.

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

REVISIONS

①	
②	
③	
④	

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ANCHOR BOLT DRAWINGS
 PROFESSIONAL BLDG. / AIRPORT ROAD WASTE
 CHAPEL HILL, NC
 RF 21'-4"X29'-4"X10'-0" 29'-4" BAY .5:12

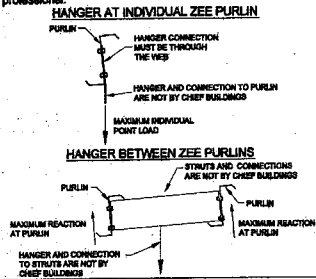
CHIEF BUILDINGS
 1400 W. HARRIS ST. SUITE 100
 CHAPEL HILL, NC 27514
 919-997-1111

DRAWN	CHECK	ORDER NO.	A2
DB	DM	CO86145	
04-08-08	04-07-08		

4.7.6

This building has been designed for a collateral load of 5 pcf. The total applied loads due to ceiling panels, ducts, sprinkler distribution line, electrical equipment, conduit, fireproofing, other piping and mechanical loads, etc., cannot exceed this collateral load. In no case shall the total uniform collateral load on an individual roof member exceed the product of 5 pcf times the spacing of the supporting member. Nor shall any individual point load or summation of point loads on any one roof member exceed the product of 5 pcf times the member spacing times half the member length. In addition, no individual point load on a purlin can exceed 250 lbs. All loads suspended from purlins shall have the load introduced through the web and not the flange of the purlin. Hangers cannot be supported from the edge of flanges or through holes in the flanges of the purlins. Design of hangers and their attachments are not by Chief Buildings. Chief Buildings is NOT responsible for lateral or longitudinal bracing of suspended members subjected to horizontal service, seismic, or wind loading.

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



1. COLUMN FOOTINGS AND PIERS MUST BE DESIGNED TO WITHSTAND HORIZONTAL AND VERTICAL REACTIONS AS SHOWN ON THE ANCHOR BOLT PLAN. CHIEF BUILDINGS IS NOT RESPONSIBLE FOR DESIGN OF CONCRETE FOUNDATION. CHIEF BUILDINGS RECOMMENDS THAT THE SERVICES OF A QUALIFIED ENGINEER IS OBTAINED BY THE CONTRACTOR / BUILDER TO DESIGN THE FOUNDATIONS FOR THE INDICATED REACTIONS.

2. REACTIONS ARE GIVEN IN KIIPS. (1 KIIP = 1000 LBS.) MOMENTS, IF ANY, ARE GIVEN IN KIIP-FT.

3. ANCHOR BOLT DESIGN IS BASED ON SHEAR, TENSION, AND COMBINED TENSION AND SHEAR. CHIEF BUILDINGS IS NOT RESPONSIBLE FOR ANCHOR BOLT SIZE RECOMMENDATIONS WHEN ANCHOR BOLT CONFIGURATION PLACES THE BOLTS IN A BENDING MODE. WHEN THE COLUMN BASE PLATE BEARS ON GROUT, THE CONTRACTOR / BUILDER OR FOUNDATION ENGINEER SHALL INVESTIGATE BENDING IN THE ANCHOR BOLTS AND PROVIDE A SHEAR KEY FOR THE COLUMN BASE TO THE PIER WHEN THE ANCHOR BOLTS ARE NOT ADEQUATE IN BENDING ABOUT THE PIER.

Building Design Criteria
C086145

Building Code	2002 North Carolina Building Code
2002 NCMA Occupancy Category	Standard Buildings
Roof Live Load	20 pcf (Tributary Area Reduction Allowed)
Collateral Load	5 pcf
Ground Snow Load (Pg)	15 pcf
Exposure Factor (Ce)	1.0
Thermal Factor (Ct)	1.0
Importance Factor (I)	1.0
Flat Roof Snow Load (Pf)	10.5 pcf
Minimum Roof Snow Load	15 pcf
Building Enclosure	Enclosed
Wind Speed	90 mph
Exposure Category	C
Importance Factor (I)	1.0
Wind Pressure (q)	14.59 pcf
Seismic	
Ss	21.6%
S1	10.0%
Seismic Importance Factor	1.0
Use Group	I
Design Category	C
Site Class	D
Seismic Resisting System	Steel System (R=3.0)
SDS	0.230
SD1	0.160
Analyze Procedure	ELF
Base Shear	790 lbs.
Other Loads:	None

LOAD TYPE	X1	Y1	X2	Y2	Z1	Z2
DL - DEAD LOAD	0.1	0.8	-	0.1	0.8	-
COLL - COLLATERAL	0.2	0.8	-	0.2	0.8	-
LL - LIVE LOAD	0.7	2.0	-	0.7	2.0	-
SL - SNOW LOAD	0.6	2.0	-	0.6	2.0	-
WALL - WIND FROM LEFT	-1.4	-2.0	-	-0.4	-1.3	-
WALL - WIND FROM RIGHT	0.4	-1.3	-	1.5	-0.8	-
WALL - WINDLY GALE 1	-1.9	-1.7	-	-0.3	-0.4	-
WIND - WINDY GALE 1	0.8	-0.4	-	1.8	-1.7	-
DL - WIND ON BEYOND	0.1	-1.1	-	0.1	-1.7	-
WIND - WINDY GALE 2	0.1	-1.2	-	-0.1	-0.1	-
WIND - WINDY GALE 3	-	-	-	-	-	-0.7
WIND - WINDY GALE 4	-	-	-	-	-	0.3
WIND - WINDY GALE 5	0.2	0.3	-	0.3	-0.7	0.3
WIND - WINDY GALE 6	-0.2	-0.3	-	-0.3	0.3	-
MAXIMUM POSITIVE	-1.2	0.8	-	1.8	0.2	0.7
MAXIMUM NEGATIVE	-0.2	-0.7	-	-1.4	-0.2	0.2

CORNER REACTIONS LISTED AT LINES 1 & 2

REFERENCE NOTES

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

REVISIONS

1	
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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



ANCHOR BOLT DRAWINGS

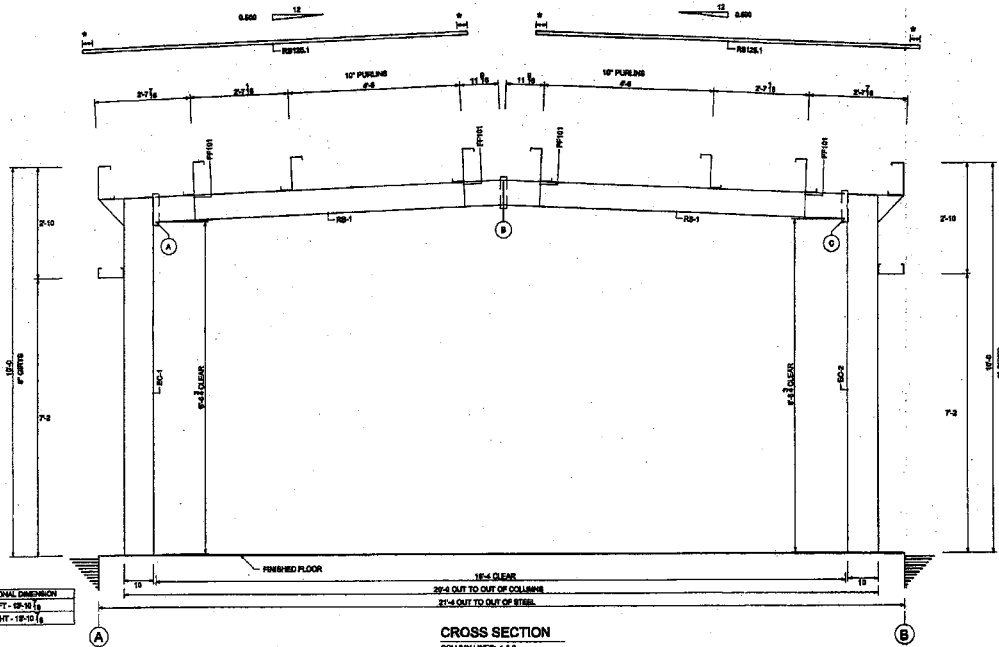
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE

CHAPEL HILL, NC

RF 21'-4"X29'-4"X10'-0" 29'-4" BAY 5:12

DRAWN	CHECK	ORDER NO.	A3
DB	DM	C086145	A3
04-06-08	04-07-08		

CHIEF BUILDINGS
A Division of Chief Buildings, Inc.
10000 Old Highway 10
Chapel Hill, NC 27514
919-999-0000



*NOTE: START ROOF PANEL IN 0'-0\"/>

EXTRUSION DIMENSION
LEFT - 10'-10 1/8
RIGHT - 10'-10 1/8

CROSS SECTION
COLUMN LINE: 1 & 2

- REFERENCE NOTES
1. BOLTING RECOMMENDATIONS—ALL HIGH STRENGTH BOLTS ARE 3/8" WITH FLAT WASHERS AND ARE TO BE INSTALLED USING THE BRASS TRIGHT METHOD SPECIFIED IN THE SPECIFICATIONS FOR STEEL JOINTS PER AISI 1001. PULVERIZED BY FCC, DATED JUNE 2008. SHALL BEYOND THE BAY WITH A 1/2" GAP BETWEEN THE PLATE AND THE COLUMN. ALL BOLTS SHALL BE INSTALLED WITH A 1/2" GAP BETWEEN THE PLATE AND THE COLUMN. ALL BOLTS SHALL BE INSTALLED WITH A 1/2" GAP BETWEEN THE PLATE AND THE COLUMN.
 2. BOLT AND NUT SPECIFICATIONS—ALL BOLTS AND NUTS SPECIFIED THROUGHOUT THESE DIMENSIONS SHALL BE HIGH STRENGTH BOLTS AND NUTS CONFORMING TO ASTM A325 OR A307. ALL BOLTS SHALL BE INSTALLED WITH A 1/2" GAP BETWEEN THE PLATE AND THE COLUMN. ALL BOLTS SHALL BE INSTALLED WITH A 1/2" GAP BETWEEN THE PLATE AND THE COLUMN.
 3. ALL ELEVATION DIMENSIONS ARE TAKEN FROM BOTTOM OF FRAME COLUMN BASE PLATE. BASE OF COLUMNS AT EXTERIOR JOINT.
 4. EQUIPMENT BRACING SHALL BE INTRODUCED WHENEVER NECESSARY TO TAKE CARE OF ALL LOADS IMPOSED UPON THE STRUCTURE DURING THE ERECTION PROCESS.

5. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS ARE NOT TO SCALE.
7. NOTE: "A" REFER TO GENERAL DETAILS AND SECTIONS FOR ROOF SHEET OVERLAP AND SPURCE LAP DIMENSIONS.
8. FLANGE BRACES ARE REQUIRED ONLY ON ONE SIDE OF FRAME, EXCEPT THOSE FLANGE BRACES THAT ARE PRECEDED WITH A "C" ARE REQUIRED ON BOTH SIDES OF THE FRAME.

SPURCE BOLT TABLE			
SPURCE	NO.	SIZE	DEPTH
A	8	3/8" X 12"	8"
B	8	3/8" X 12"	8"
C	8	3/8" X 12"	8"

REVISIONS	
1	
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CROSS SECTION			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4" X 29'-4" X 10'-0" 29'-4" BAY .5:12			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
	DBJLC	BB	C086145
	4808	04-17-08	CS1

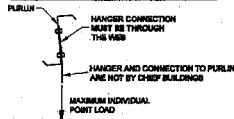
yes
MP

FRAME COORDINATOR

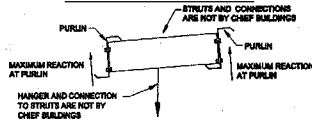
This building has been designed for a collateral load of 5 psf. The total applied loads due to ceiling panels, ducts, sprinkler distribution lines, electrical equipment, conduit, fireproofing, other piping and mechanical loads, etc., cannot exceed this collateral load. In no case shall the total uniform collateral load on an individual roof member exceed the product of 5 psf times the spacing of the supporting member. Nor shall any individual point load or summation of point loads on any one roof member exceed the product of 5 psf times the member spacing times half the member length. In addition, no individual point load on a purlin can exceed 250 lbs. All loads suspended from purlins shall have the load introduced through the web and not the flange of the purlin. Hangers cannot be supported from the edge of flanges or through holes in the flanges of the purlins. Design of hangers and their attachments are not by Chief Buildings. Chief Buildings is NOT responsible for lateral or longitudinal bracing of suspended members subjected to horizontal service, seismic, or wind loading.

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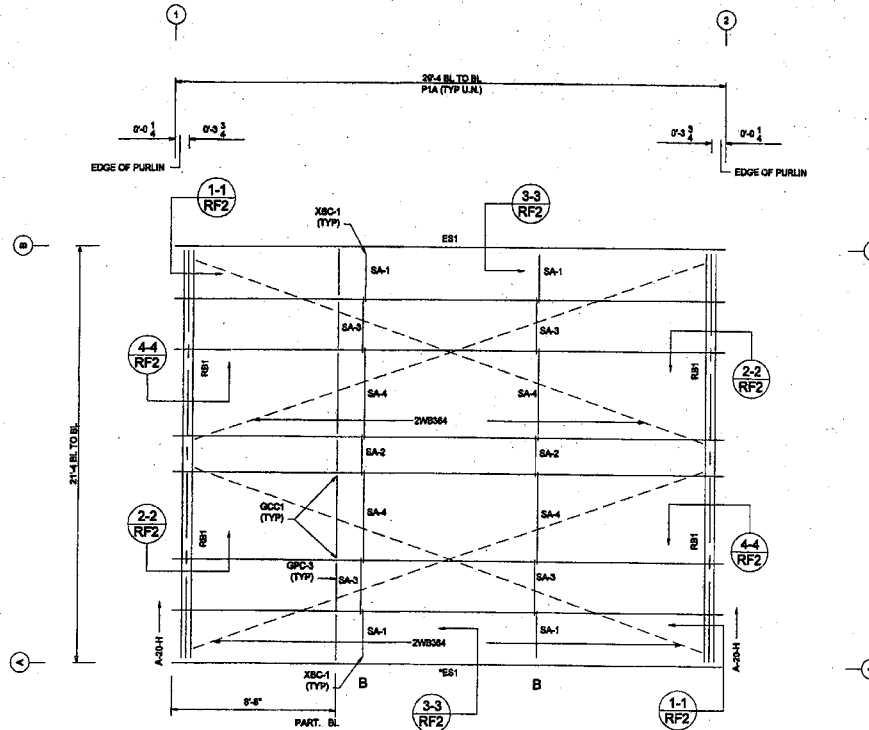
HANGER AT INDIVIDUAL ZEE PURLIN



HANGER BETWEEN ZEE PURLINS



*NOTE E81 HAS A "CHIEF" LOGO STICKER. ERECT THE MEMBER SO THE STICKER IS TOWARDS THE OUTSIDE OF THE BUILDING.



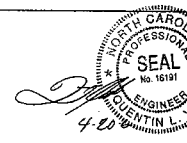
ROOF FRAMING PLAN

REFERENCE NOTES

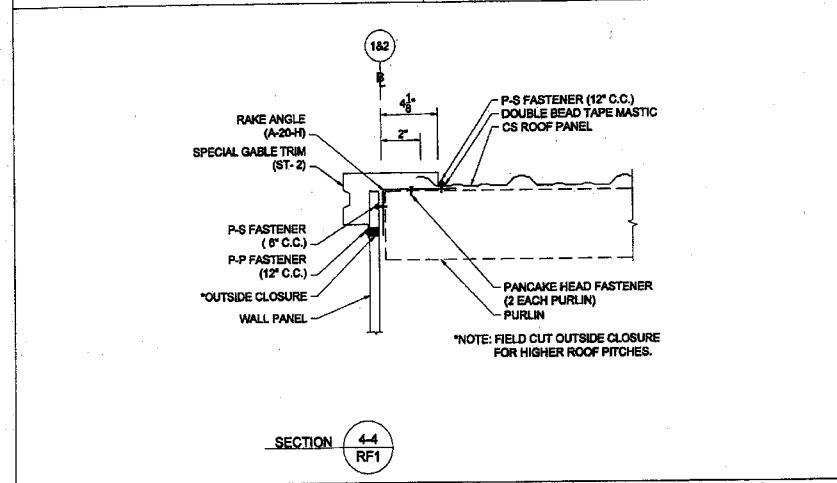
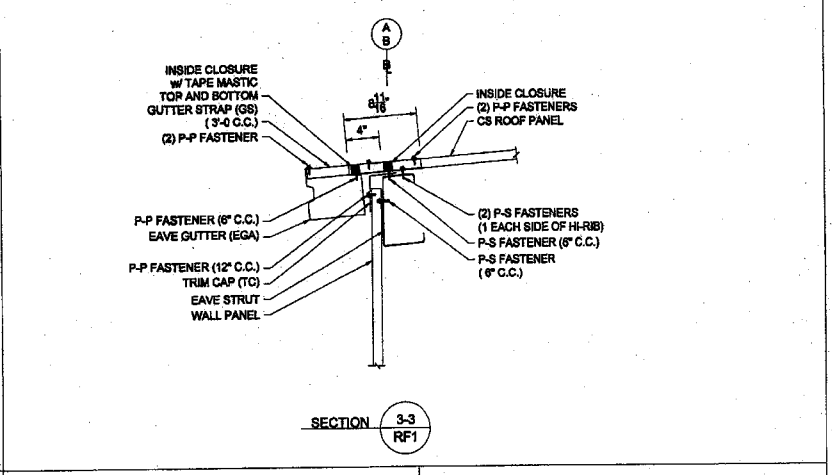
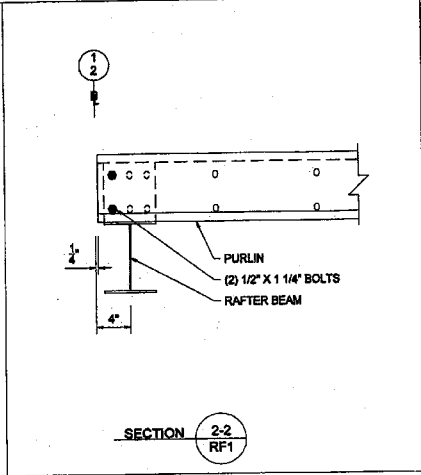
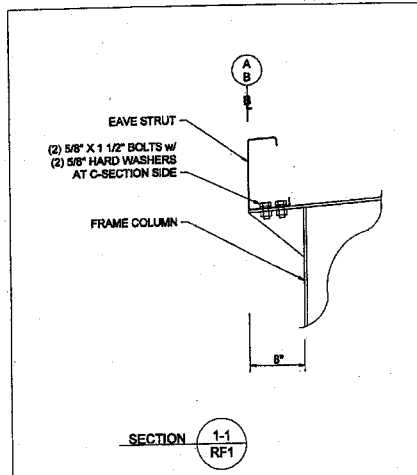
- ALL PURLINS ATTACH TO FRAMING USING "STD" ATTACHMENT UNLESS NOTED. REFER TO GO MANUAL SECTION 4 FOR BOLT LOCATIONS.
- "T" = TOP SAG ANGLE
"B" = BOTTOM SAG ANGLE

REVISIONS	
④	
③	
②	
①	

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ROOF FRAMING			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4"X29'-4"X10'-0" 29'-4" BAY 5:12			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
4-11-08	ESP	REX	RF1
4-18-08	CO88145		RF3



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

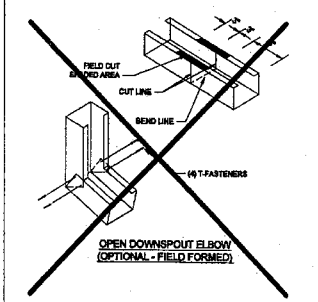
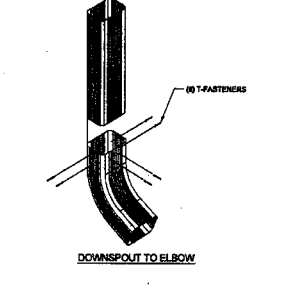
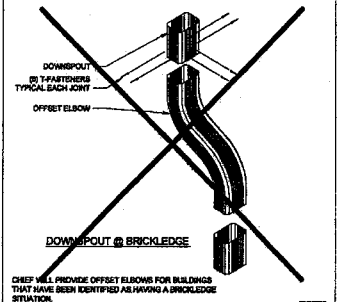
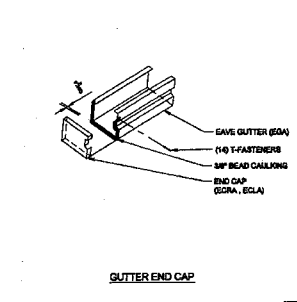
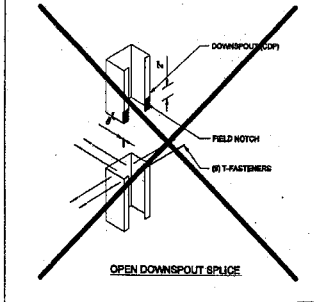
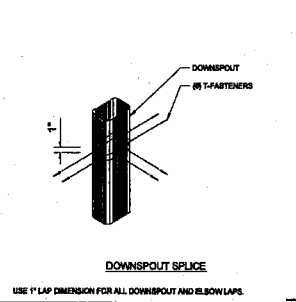
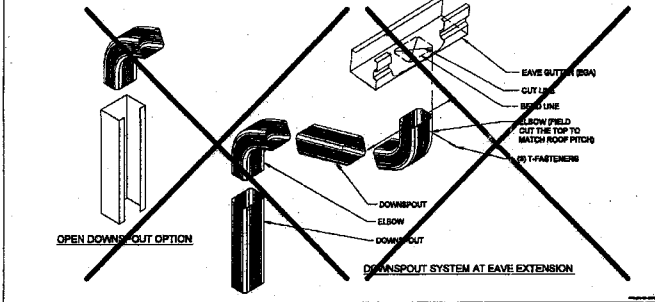
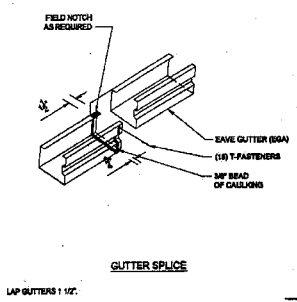
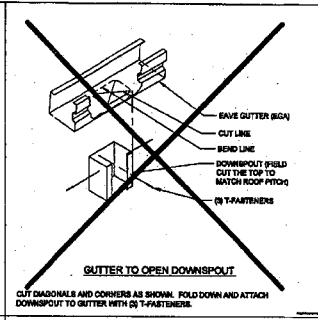
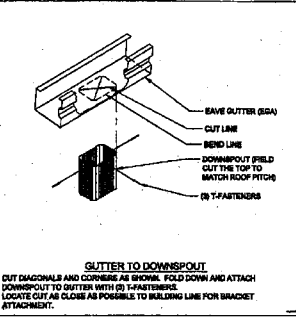
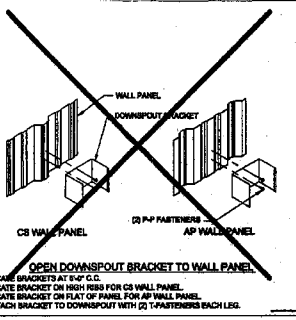
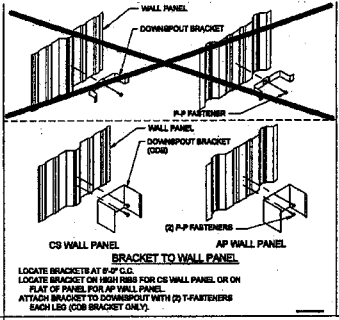
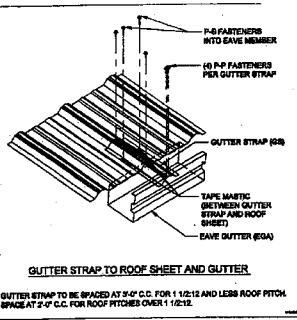
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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED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



EAVE AND GABLE SECTIONS			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4" X 28'-4" X 10'-0" 28'-4" BAY 0.5:12			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
	JSP	REX	RF2
	4-11-06	4-10-06	CO86145



REFERENCE NOTES:
1. ALL CAULKING IS SIKA 201.

REVISIONS

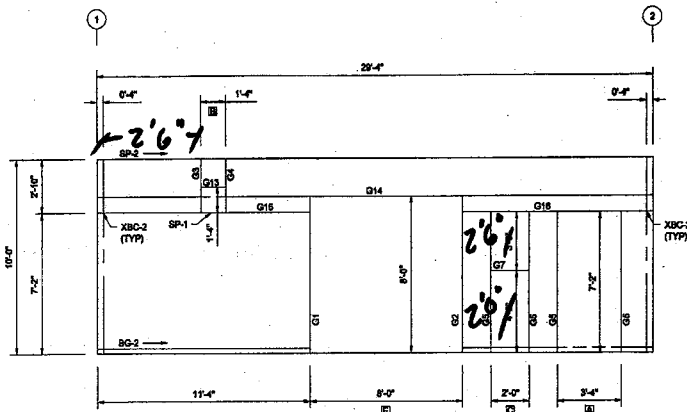
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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PNE-ENGINEERED COMPONENTS DESIGNED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

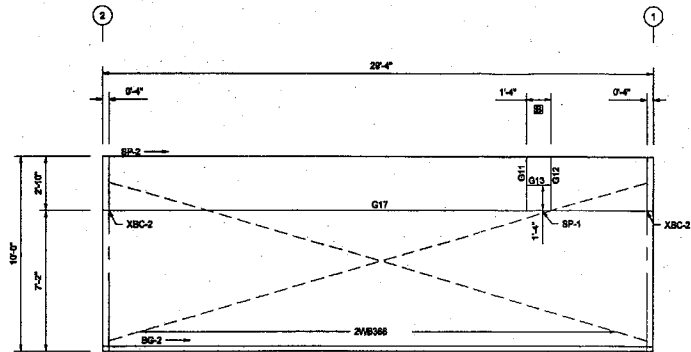


CS ROOF WITH STANDARD GUTTER
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE
 CHAPEL HILL, NC
 RF 21'-4" X 29'-4" X 10'-0" BAY 0.5:12

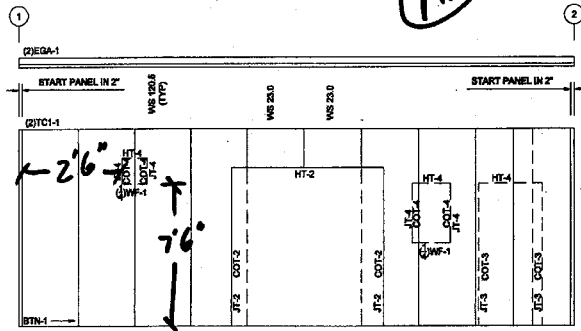
CHIEF BUILDINGS A Division of Chief Building, Inc.	DRAWN	CHECK	ORDER NO.	RF3
	JSP	REX	CO86145	
	4-11-08	4-18-08		



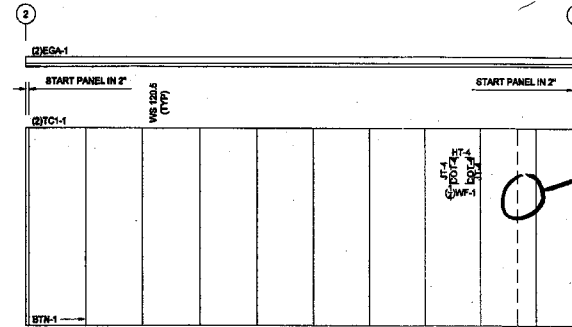
SIDEWALL FRAMING ELEVATION
COL. LINE: A GIRT DEPTH: 8"



SIDEWALL FRAMING ELEVATION
COL. LINE: B GIRT DEPTH: 8"



SIDEWALL SHEETING ELEVATION
COL. LINE: A



SIDEWALL SHEETING ELEVATION
COL. LINE: B

NOTE: BLDG. "A", COL. LINE "A" (STANDARD GUTTER DOWNSPOUT DROP SPACING "02'-4" (SINGLE DOWNSPOUT DROP), (2) DOWNSPOUT DROPS PROVIDED FOR EACH WALL. EACH DROP CONSISTS OF (1) 12'-0" CLOSED DOWNSPOUT AND (1) ELBOW.
*DOWNSPOUT DROP SPACING INDICATES THE MAXIMUM RECOMMENDED EQUAL SPACING OR THE MAXIMUM RECOMMENDED LENGTH OF GUTTER THAT EACH DOWNSPOUT DROP MAY DRAIN.

REFERENCE NOTES

1. FOR OPENING TRIMS, REFER TO GENERAL DETAILS.

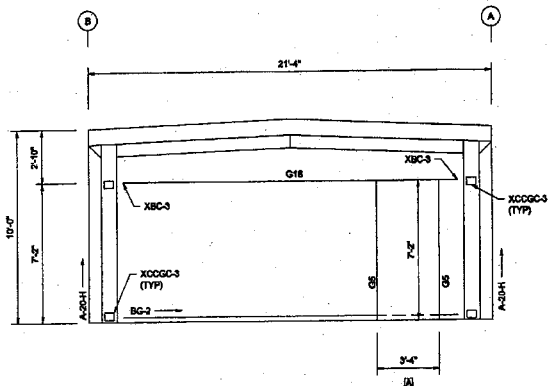
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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED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

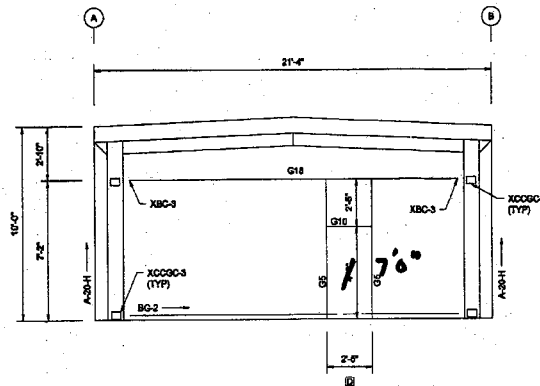


SIDEWALL DRAWINGS
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE
CHAPEL HILL, NC
RF 21'-4"X29'-4"X10'-0" 29'-4" BAY 5:12

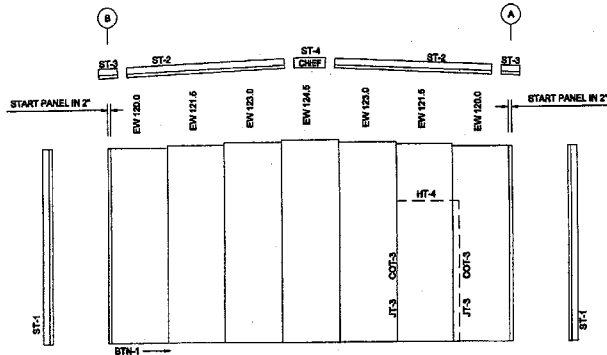
CHIEF BUILDINGS	DRAWN JSP	CHECK REX	ORDER NO. C086145	S1
4-11-06	4-18-06			S1



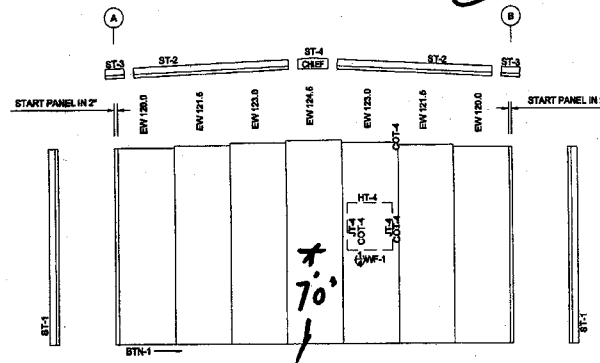
ENDWALL FRAMING ELEVATION
COL. LINE 1 GIRT DEPTH: 6"



ENDWALL FRAMING ELEVATION
COL. LINE 2 GIRT DEPTH: 6"



ENDWALL SHEETING ELEVATION
COL. LINE: 1



ENDWALL SHEETING ELEVATION
COL. LINE: 2

REFERENCE NOTES

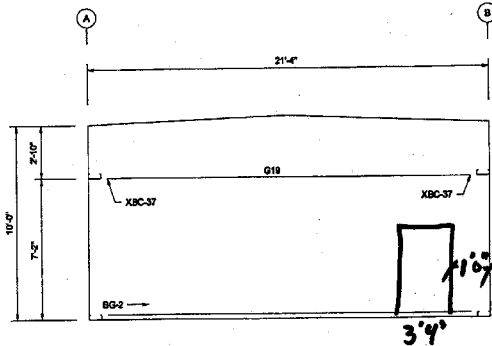
1. FOR OPENING TRIMS, REFER TO GENERAL DETAILS.

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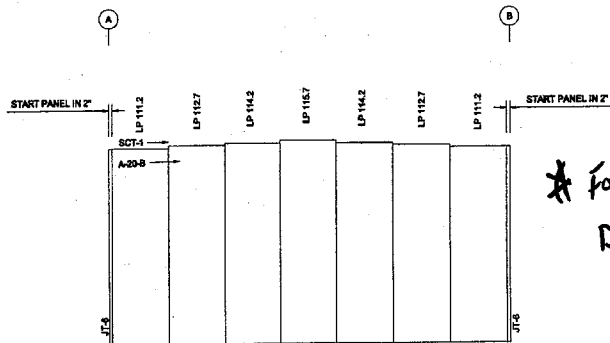
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



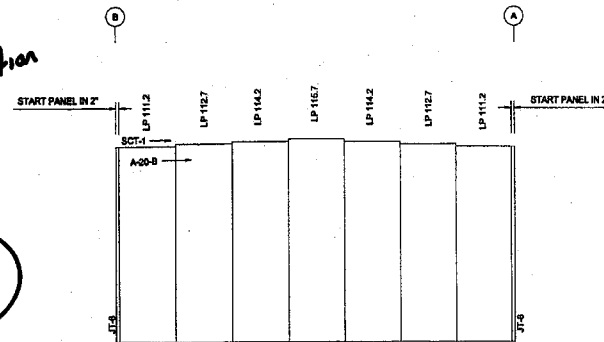
ENDWALL DRAWINGS			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4"X29'-4"X10'-0" 29'-4" BAY 5:12			
DRAWN	CHECK	ORDER NO.	E1
JSP	REX	C086145	
CHIEF BUILDINGS		4-11-08	4-15-08



PARTITION FRAMING ELEVATION
COL. LINE: 1.3 GRT. DEPTH: 0'



PARTITION SHEETING ELEVATION
COL. LINE: 1.3



PARTITION LINER PANEL ELEVATION
COL. LINE: 1.3

** For liner panel Junction
Detail see P3 P2*

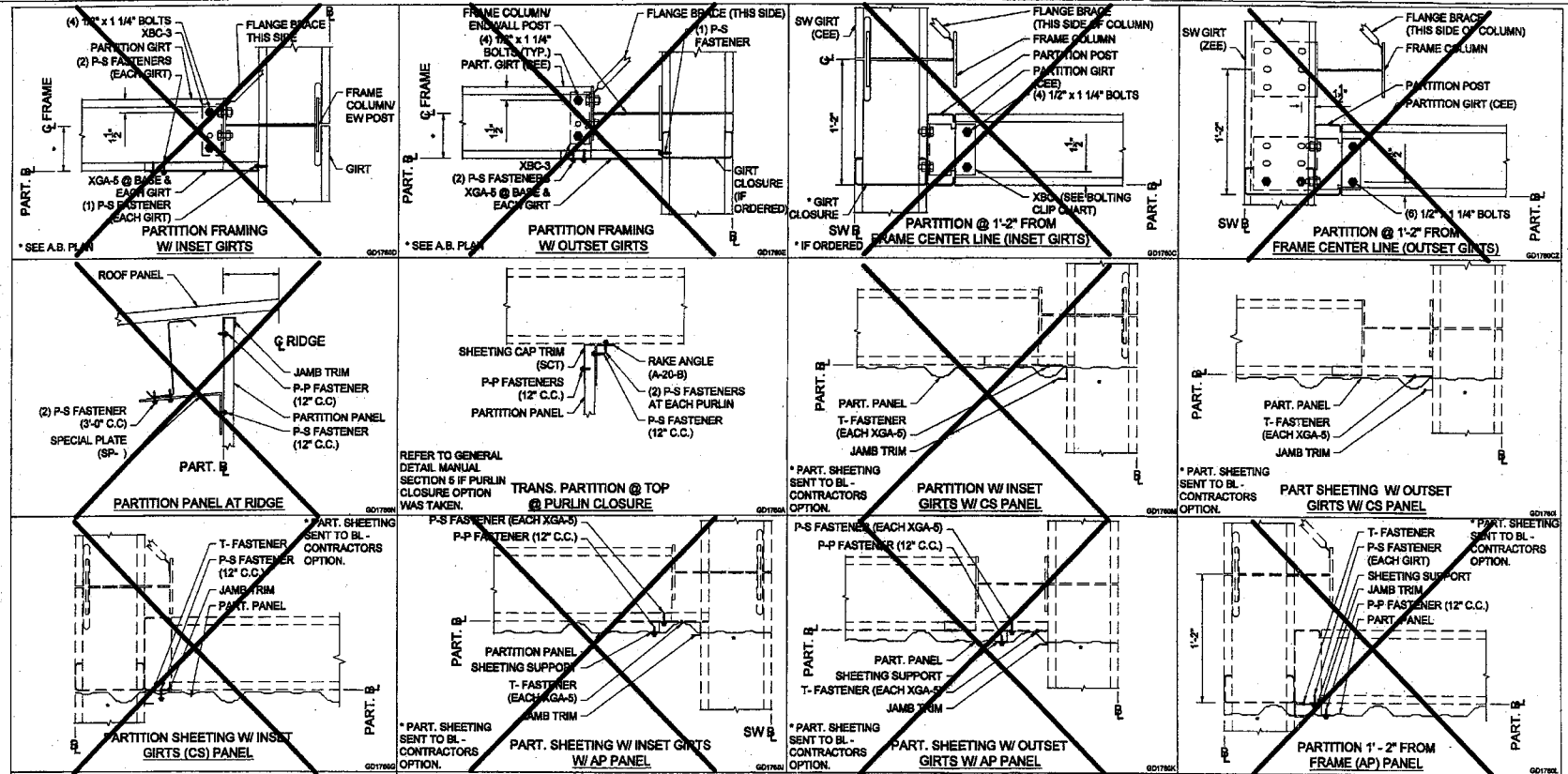
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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED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



PARTITION DRAWINGS			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4"X29'-4"X10'-0" 29'-4" BAY .5:12			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
	JSP	REX	P1
	4-11-08	4-18-08	CO86145
			P2



NOTE:
 REFER TO GENERAL DETAIL MANUAL SECTION 4 FOR SW GIRTS CONNECTIONS TO FRAME COLUMN AND FOR POST TO FRAME ATTACHMENT "FULL FRAME ENDWALL" FOR PARTITION @ 1'-2" FROM FRAME Q.

REFER TO GENERAL DETAIL MANUAL SECTION 5 FOR PURLIN & GIRTS ATTACHMENTS.

T-FASTENER SPACING IS (7'-0" C.C.) OR AT EACH GIRTS ELEVATION UNLESS OTHERWISE NOTED.

DRILL 1/8" DIA. HOLE FOR T-FASTENERS.

BOLTING CLIP CHART	
POST FLANGE	BOLTING CLIP
W30-31	XBC-31
3.5	XBC-30

REVISIONS

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PARTITION FRAMING & SHEETING DETAILS GD1780

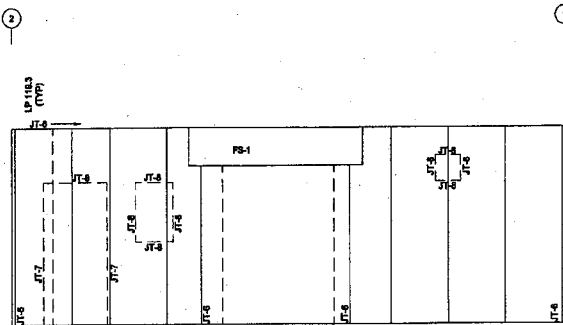
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE

CHAPEL HILL, NC

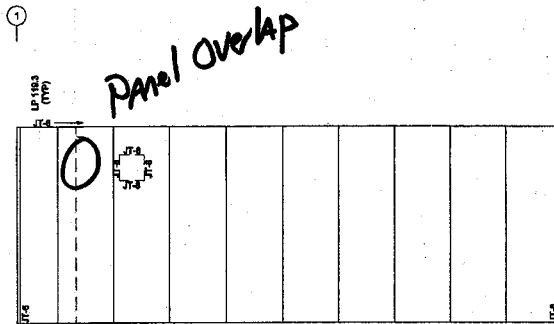
RF 21'-4" X 29'-4" X 10'-0" 29'-4" BAY 0.5:12

DRAWN	CHECK	ORDER NO.	P2
JSP	REX	CO86145	P2
4-11-08	4-18-06		

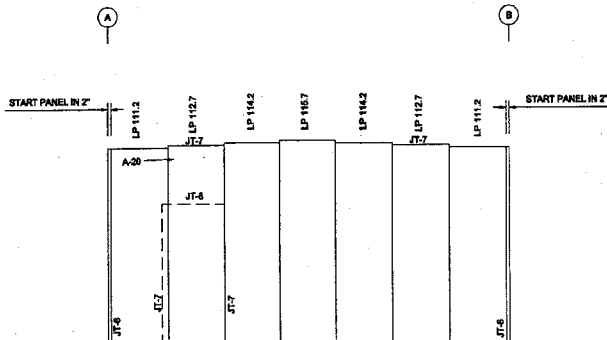
CHIEF BUILDINGS
 A Division of Chief Industries, Inc.
 7.0 2008
 4-11-08



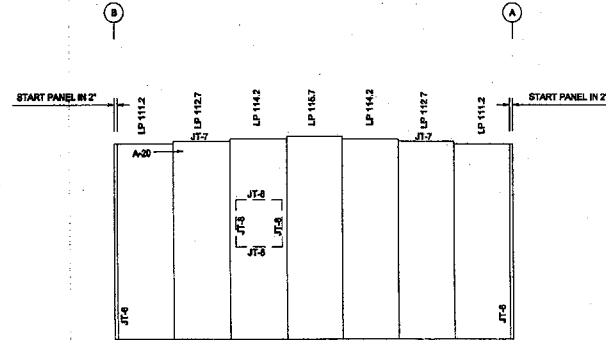
SIDEWALL LINER PANEL ELEVATION
COL. LINE: A



SIDEWALL LINER PANEL ELEVATION
COL. LINE: B



ENDWALL LINER PANEL ELEVATION
COL. LINE: 1



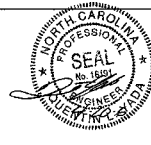
ENDWALL LINER PANEL ELEVATION
COL. LINE: 2

REFERENCE NOTES

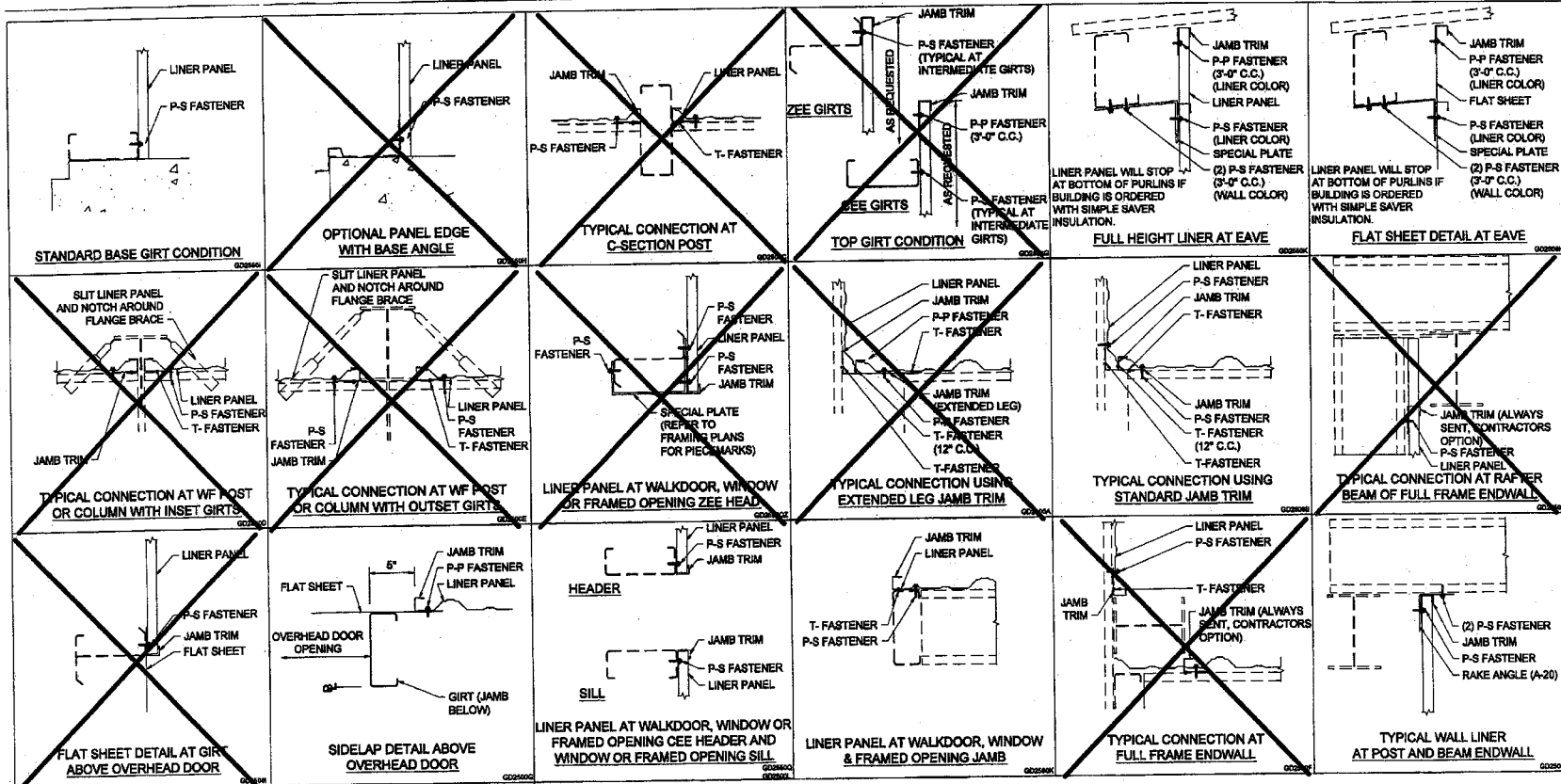
1. FOR OPENING TRIMS, REFER TO GENERAL DETAILS.

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LINER PANEL DRAWINGS			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4"X29'-4"X10'-0" 29'-4" BAY 5:12			
CHIEF BUILDINGS	DRAWN JSP	CHECK REX	ORDER NO. C086145
<small>14000 Old Highway, Inc. P.O. Box 1000 Chapel Hill, NC 27514 919-997-2222</small>	4-12-06	4-18-06	LP1 LP2



NOTE:
 T-FASTENER SPACING IS (7'-0" C.C.) OR AT EACH GIRT UNLESS OTHERWISE NOTED.
 DRILL 1/8" DIA. HOLE FOR T-FASTENERS.
 P-S FASTENER SPACING IS (12" C.C.) UNLESS OTHERWISE NOTED.

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CS WALL LINER PANEL DETAILS GD2500

PROFESSIONAL BLDG. / AIRPORT ROAD WASTE

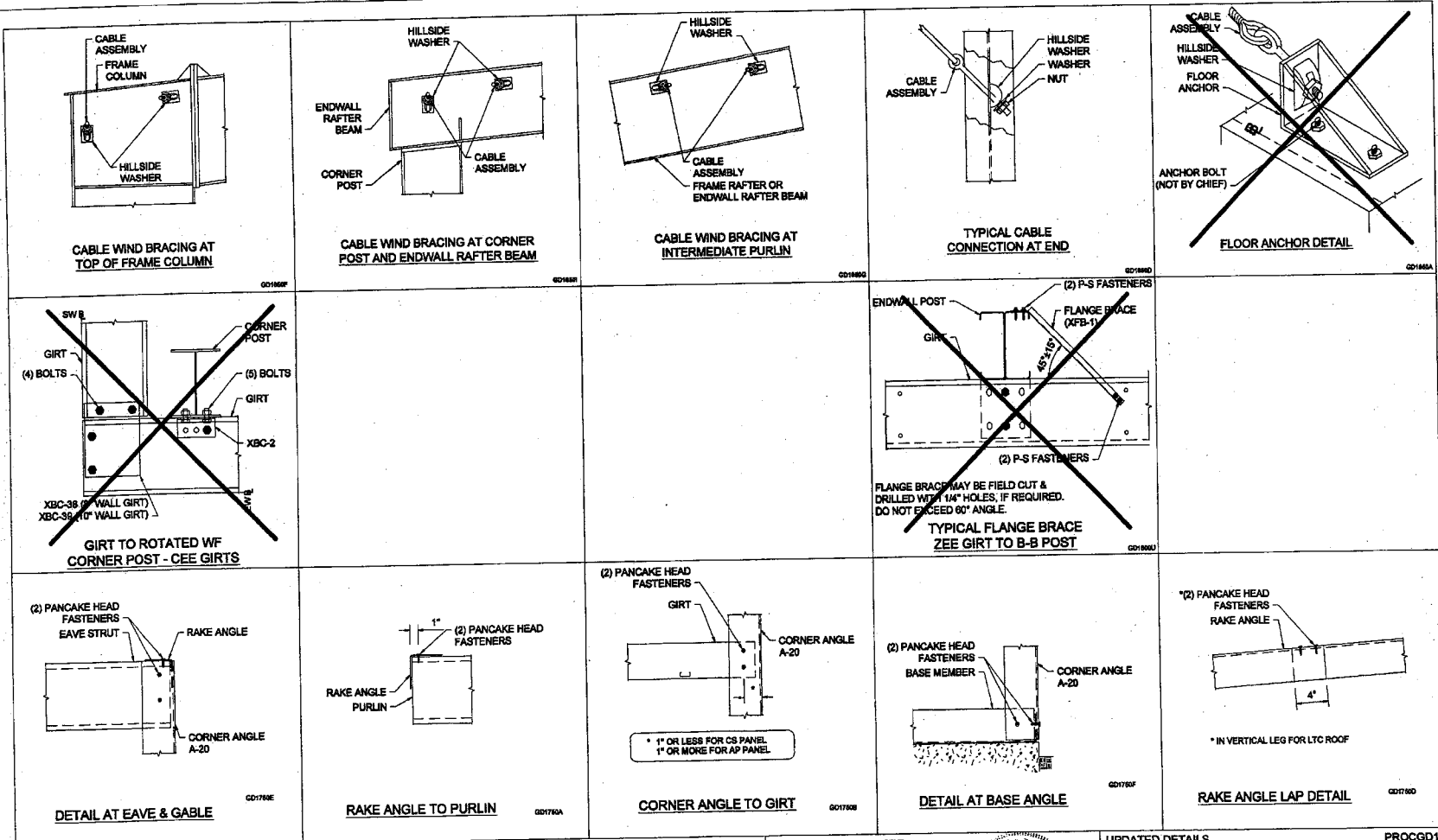
CHAPEL HILL, NC

RF 21'-4" X 29'-4" X 10'-0" 29'-4" BAY 0.5:12

CHIEF BUILDINGS INCORPORATED

DRAWN	CHECK	ORDER NO.	LP2
JSP	REX	C086145	LP2
P.O. BOX 10000		4-11-06 4-18-06	





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

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UPDATED DETAILS		PROCGD1	
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4" X 29'-4" X 10'-0 29'-4" BAY 0.5:12			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
	JSP	BB	UD1
	4-11-08	04-17-08	CO86145
			UD1

Quality Assurance Policy

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

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

Common Industry Practices

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

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

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

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

Before you call Chief

Have the following information ready when you call.

The name of Chief's Project Manager for your project. This information should be available from the office.

Chief's order number for your project. This information is available from the drawings.

Page numbers and detail callouts from the drawings.

Part names.

Live numbers.

1. Shortage and Damage Claims

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

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

Checking the Shipping List

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

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

Columns, rafters, posts, crane beams, etc. are marked with a grease pencil or paint prior to painting.

Tube flange brace marks are stamped into the end of the part. The Shipping Papers also reflect the tube size and length in inches.

Sag angles: The standard sag angle part XSA-81.25 is stamped into the part. The miscellaneous sag angles are marked with a colored marker after they are primed. If there is a pile of same sag angles, only the top angle is marked and the pile is color coded with spray paint on the ends. The Shipping Papers also reflect the angle size and length in inches.

Special plates are individually marked with a grease pencil prior to painting. The drawings that are sent with the steel shipment will also have part drawings included. These drawing packets are with the other documents included with the shipment.

Standard bolting clips are stamped on the individual parts. A drawing of these clips is also included in the "Component Identification" section of the "General Details (G.D.) Manual".

Wood bracing is marked with a tag that is attached to the piece. The mark number contains the size of the cable in eighth (ex. #18 = 1/2" diameter cable) and length in inches. Rod bracing is marked with a tag that is stretch tagged to the bundle.

Girts and purins are marked with a grease pencil or primer prior to painting. A packing slip is also attached to each bundle that contains quantities and marks. The bundle weight is marked on the top of the bundle. The member size and length in inches are printed on the Shipping Papers.

Shoring is identified with packing lists. These packing lists also include the number of pieces of each length and the weight. In the case of LTC shoring, the marks are written on the paper on the end of the panel, and again on a crane support board toward the inside of the bundle. The length of the shoring in inches is included in the piece mark. The shoring pack generally contains the use of the panel. RS = roof sheet, VS = sidewall sheathing, EW = endwall sheathing, LP = liner panel.

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

Missing or Damaged Parts

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

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

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

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

Replacement Shipment

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

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

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

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

Transit Damage

Normal damage can occur during transit. Chief supplies touch-up paint for such cases.

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

White Rust

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

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

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

Primer

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

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

2. Authorization for Returned Merchandise

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

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

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

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

Special Order Merchandise

Special merchandise ordered, such as special doors, windows, vents, fasteners, etc., may not be returned for credit.

Replacement Items

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

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

3. Field Modifications

Notification of Field Problems

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

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

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

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

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

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

Backcharge Procedure

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

Information Required for Submitting the Final Claim

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

QUALITY ASSURANCE			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'4"X28'4"X10'-0" 29'-4" BAY 5:12			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
4-12-06	JSP	BB	C086145
			Q1