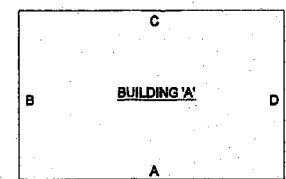


BUILDER: PROFESSIONAL BLDG.
CUSTOMER: AIRPORT ROAD WASTE
LOCATION: CHAPEL HILL, NC

	WIDTH	LENGTH	SWA HEIGHT	FRONT ROOF PITCH	DOWNSPOUT DROPS-SWA	DOWNSPOUT DROPS-GWC
Bldg A :	21.33	28.33	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
(SOS ON GWT)

Wall Sheeting:
 Type: CS
 Gage: 26
 Color: Fieldstone
 Finish: Kynar
(SOS ON GWT)

Framing:
 Purlin Type: Zees
 Girt Type: Cees
(TP)

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

KEY PLAN

PURLINS/GIRTS

DESIGNATION	D	B
#18	8.00	3.00
#14	8.00	3.00
#12	8.00	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

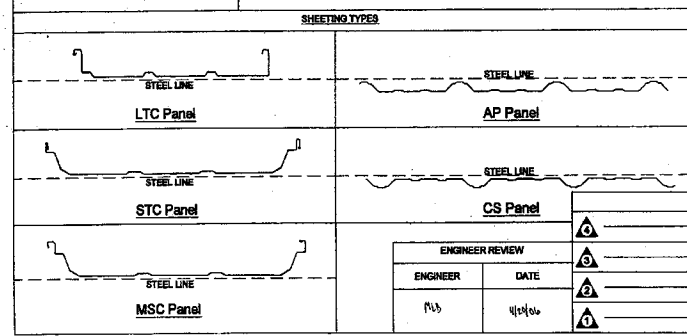
Drawing Designation:

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

1	
2	
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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.

** As Built Drawings*
8.20.06

MPNG

Professional Building Systems, Inc.

TO BE USED FOR CONSTRUCTION

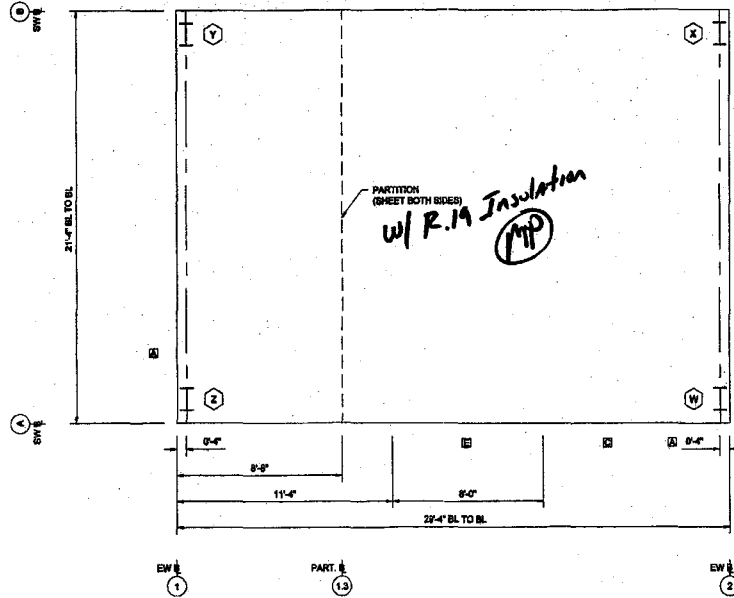
SEAL

PROFESSIONAL ENGINEER
 STATE OF NORTH CAROLINA
 LICENSE NO. 618191
 DAVID M. PANGLOSS

COVER PAGE
 PROFESSIONAL BLDG. / AIRPORT ROAD WASTE
 CHAPEL HILL, NC
 RF 21'-4"X28'-4"X10'-0" 28'-4" BAY 5:12

DRAWN	CHECK	ORDER NO.	C1
JSP	REX	CO86145	C1
4-12-06	4-18-06		

ACCESSORY SCHEDULE	
MARK	DESCRIPTION
A	3070 WALKDOOR F.O.
B	1'-0" X 1'-0" LOUVER F.O.
C	2'-0" X 2'-0" LOUVER F.O.
D	2'-0" X 2'-0" LOUVER F.O.
E	8'-0" X 8'-0" OVERHEAD DOOR F.O.



ANCHOR BOLT PLAN
 FINISHED FLOOR ELEVATION = 100'-0"
 BASE OF ALL COLUMNS AT ELEVATION = 102'-0"
 BASE OF FRAME OPENING JAMBS AT ELEVATION = 107'-0"

REFERENCE NOTES:

- ALL ANCHOR BOLTS INCLUDING NUTS AND WASHERS FOR SAME ARE NOT FURNISHED BY CHIEF BUILDINGS.
- ANCHOR BOLT MATERIAL SHALL CONFORM TO ASTM A307 OR EQUAL.
- 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.
- ALL DRAWINGS ARE NOT TO SCALE.

(MP)

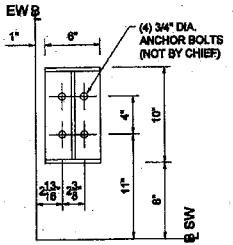
ANCHOR BOLTS (BY OTHERS)			REVISIONS	
QUAN	SIZE	PROJ	NO.	DESCRIPTION
20	0-3/2" Ø	1 1/2"	1	
16	0-3/2" Ø	2"	2	
0	1" Ø	2"	3	
0	1 1/2" Ø	2 1/2"	4	

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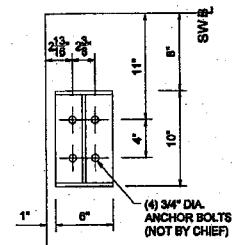


ANCHOR BOLT DRAWINGS			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4"X29'-4"X10'-0" 29'-4" BAY 5:12			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
	DB	DM	A1
	04-06-06	04-07-06	CO86145

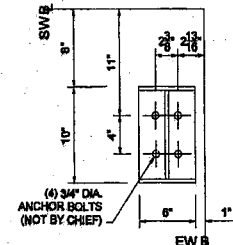
A3



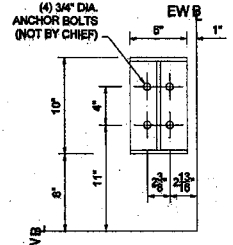
DETAIL Z



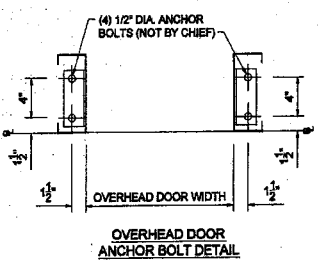
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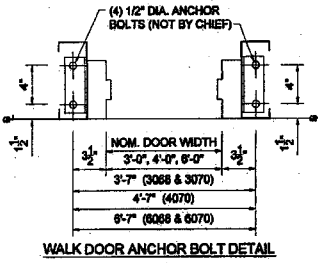
DETAIL X



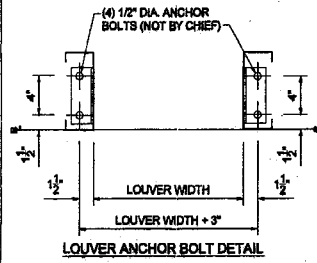
DETAIL W



OVERHEAD DOOR ANCHOR BOLT DETAIL

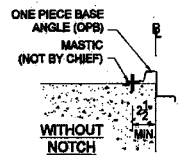
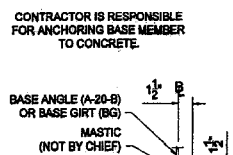
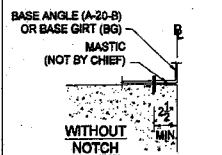


WALK DOOR ANCHOR BOLT DETAIL



LOUVER ANCHOR BOLT DETAIL

See Gutter/Downspout Details Pg RF3



CONTRACTOR IS RESPONSIBLE FOR ANCHORING BASE MEMBER TO CONCRETE.

BASE ANGLE (A-20-B) OR BASE GIRT (BG)

MASTIC (NOT BY CHIEF)

WITHOUT NOTCH

WITH NOTCH

BASE MEMBER DETAILS

RAMSET, ANCHOR BOLT, OR EXPANSION BOLT (2" FROM EACH END THEN SPACING FROM FASTENER SPACING CHART) (TYP.)

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	2" WITH HOOK OR HEAD	3'-0"
1/4" HAMMER-IN ③	1 3/8"	2'-0"
0.14" POWDER ACTUATED ④	1 1/4"	1'-4"

① HELIX HMK BOLTS, RAMSET TRUBOLTS, POWERS POWERLOCK, OR EQUAL.
 ② CPS TAPCON, HELIX HMK-COM 88, POWERS WEDGE-BOLTS, OR EQUAL.
 ③ POWERS TAMAC HAMMER SCREWS, HELIX METAL HIT ANCHORS, OR EQUAL.
 ④ POWERS BALLISTIC PCM FIN, RAMSET 1500/1600 SERIES, HELIX UNIVERSAL 1/4" OR EQUAL.

FASTENER SPACING CHART

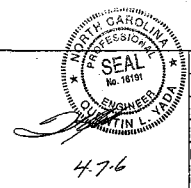
REFERENCE NOTES

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

REVISIONS

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.



ANCHOR BOLT DRAWINGS

PROFESSIONAL BLDG. / AIRPORT ROAD WASTE

CHAPEL HILL, NC

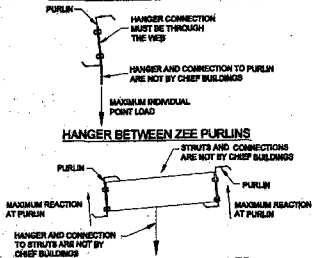
RF 21'-4"X28'-4"X10'-0" 29'-4" BAY 5:12

CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.	A2
	DB	DM	CO86145	
	04-06-08	04-07-08		

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.

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

HANGER AT INDIVIDUAL ZEE PURLIN



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 KIPL. (1 KIP = 1000 LBS.) MOMENTS, IF ANY, ARE GIVEN IN KIP-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 IBC/A Occupancy Category	Standard Buildings
Roof Live Load	20 psf (Tributary Area Reduction Allowed)
Collateral Load	5 psf
Ground Snow Load (Pg)	15 psf
Exposure Factor (Ce)	1.0
Thermal Factor (Ct)	1.0
Importance Factor (I)	1.0
Flat Roof Snow Load (Pf)	10.5 psf
Minimum Roof Snow Load	15 psf
Building Enclosure	Enclosed
Wind Speed	90 mph
Exposure Category	C
Importance Factor (I)	1.0
Wind Pressure (q)	14.86 psf
Seismic	
Ss	21.0%
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	0.180
Analysis 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
CL - COLLATERAL	0.1	0.8	-	-	-0.1	-0.8
LL - LIVE LOAD	0.7	2.9	-	-	-0.7	-2.9
SL - SNOW LOAD	0.8	3.0	-	-	-0.8	-3.0
WL - WIND FROM LEFT	-1.4	-3.8	-	-	-0.4	-1.8
WR - WIND FROM RIGHT	0.4	-3.8	-	-	-1.5	-6.8
UL - UPLIFT CASE 1	-0.8	-1.7	-	-	-0.1	-0.4
UR - UPLIFT CASE 2	0.8	-0.4	-	-	-1.8	-0.7
DL - WIND ON BEHNALL	0.1	-0.1	-	-	-0.1	-0.7
WR - WIND CASE 1	0.1	-1.2	-	-	-0.1	-0.1
WR - BEHNALL BRACING	-	-	-	-	-0.2	-0.7
WR - BEHNALL BRACING	-	-	-	-	-	-0.1
WR - WIND BRACING 1	0.3	0.3	-	-	-0.3	-0.3
WR - WIND BRACING 2	-0.3	-0.3	-	-	-0.3	-0.3
MAXIMUM POSITIVE	-1.9	9.9	-	-	-1.8	-0.7
MAXIMUM NEGATIVE	-0.9	-0.1	-	-	-1.4	-0.1

COMBINED REACTIONS LISTED AT LINE 8 - 1 & 2

REFERENCE NOTES

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

REVISIONS

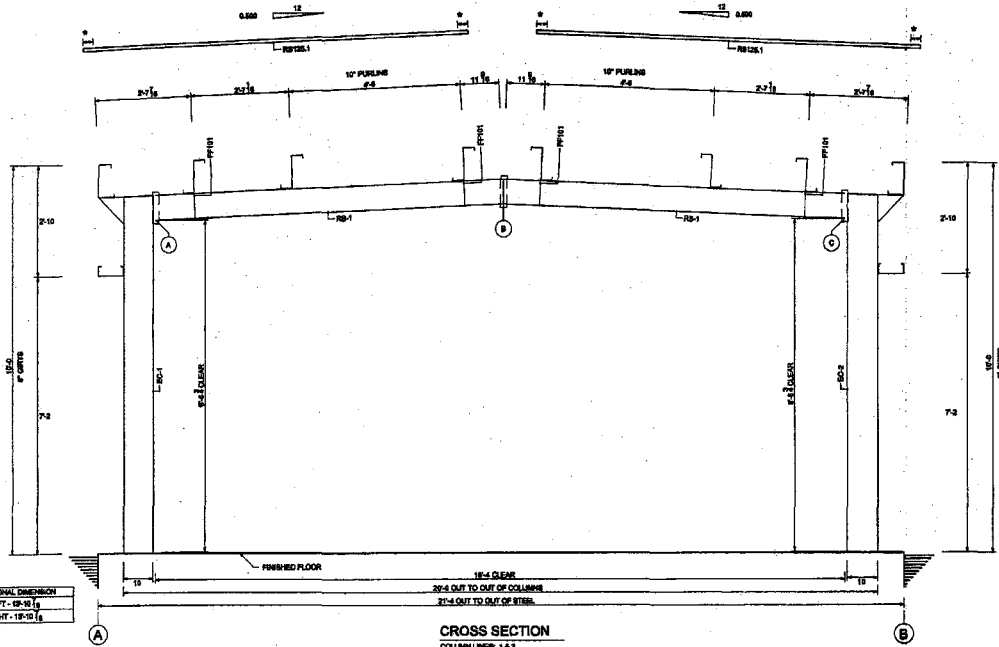
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ANCHOR BOLT DRAWINGS
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE
CHAPEL HILL, NC
RF 21'-4"x29'-4"x10'-0" 29'-4" BAY 5:12

CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.	A3
	DB	DM	C086145	A3
	04-09-08	04-07-08		



*NOTE: START ROOF PANEL IN 0'-2"
FROM EACH ENDWALL.

DIAGONAL DIMENSION
LEFT - 12'-10 1/2"
RIGHT - 12'-10 1/2"

CROSS SECTION
COLUMN LINE: 1 & 2

REFERENCE NOTES

1. BOLTING RECOMMENDATIONS - ALL HIGH STRENGTH BOLTS ARE TO BE INSTALLED WITH HEAVY NUTS AND ARE TO BE INSTALLED USING THE BRASS TIGHT METHOD SPECIFIED IN THE SPECIFICATIONS FOR STRUCTURAL JOISTING AND STEEL JOIST. PURCHASE BY PRICE, CATED JUNE 2004. BRIDGE TIGHT CONNECTIONS WITH A PERM IMPACT OF AN IMPACT MEMBER OR THE FULL EFFECT OF AN IMPACT MEMBER USING AN OVERLAY WELD WRENCH TO BRING THE FLANGES INTO CONTACT.
2. BOLT AND NUT SPECIFICATIONS - ALL BOLTS AND NUTS SPECIFIED THROUGHOUT THESE DRAWINGS SHALL BE HIGH STRENGTH BOLTS AND NUTS CONFORMING TO AISC 308 OR AISC 308M, ASTM A578 GRADE 2 OR 36, OR ASTM A578 GRADE 5, OR D117 SPECIFICATIONS. SUBSTITUTION OF HARDENED BOLTS WILL NOT BE ALLOWED AND ANY FIELD SUBSTITUTION WILL VOID THE DESIGN WARRANTY.
3. ALL ELEVATION DIMENSIONS ARE TAKEN FROM BOTTOM OF FRAME COLUMN BASE PLATE. BASE OF COLUMN IS AT ELEVATION 10'-0".
4. TEMPORARY BRACING SHALL BE INTRODUCED WHEREVER NECESSARY TO TAKE CARE OF ALL LOADS IMPOSED UPON THE STRUCTURE DURING THE ERECTION PROCESS.

yes
1/11

5. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.
6. ALL DRAWINGS ARE NOT TO SCALE.
7. NOTE: * 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 PROVIDED WITH A GYFL. ARE REQUIRED ON BOTH SIDES OF THE FRAME.

SPURCE BOLT TABLE			
SPURCE	NO.	SIZE	DEPTH
A	8	1/2" X 12"	8"
B	8	1/2" X 12"	8"
C	8	1/2" X 12"	8"

REVISIONS	
①	
②	
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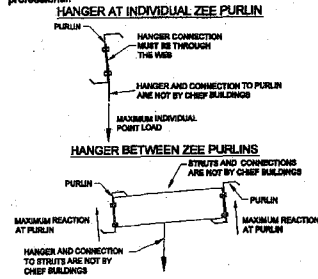
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



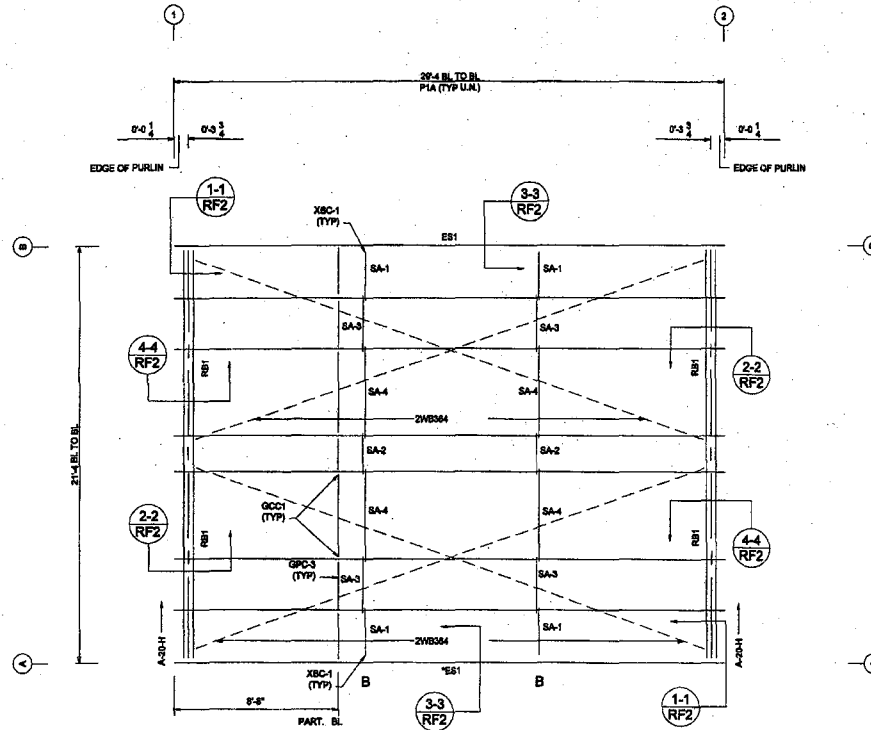
CROSS SECTION			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4" X 29'-4" X 10'-0" 29'-4" BAY 5:12			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
1000 W. MAIN ST. SUITE 100 CHAPEL HILL, NC 27514	DBJLC	BB	CO86145
	4808	04-17-08	CS1

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*NOTE ES1 HAS A "CHIEF" LOGO STICKER. ERECT THE MEMBER SO THE STICKER IS TOWARDS THE OUTSIDE OF THE BUILDING.



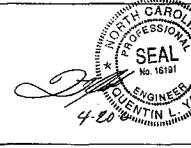
ROOF FRAMING PLAN

REFERENCE NOTES

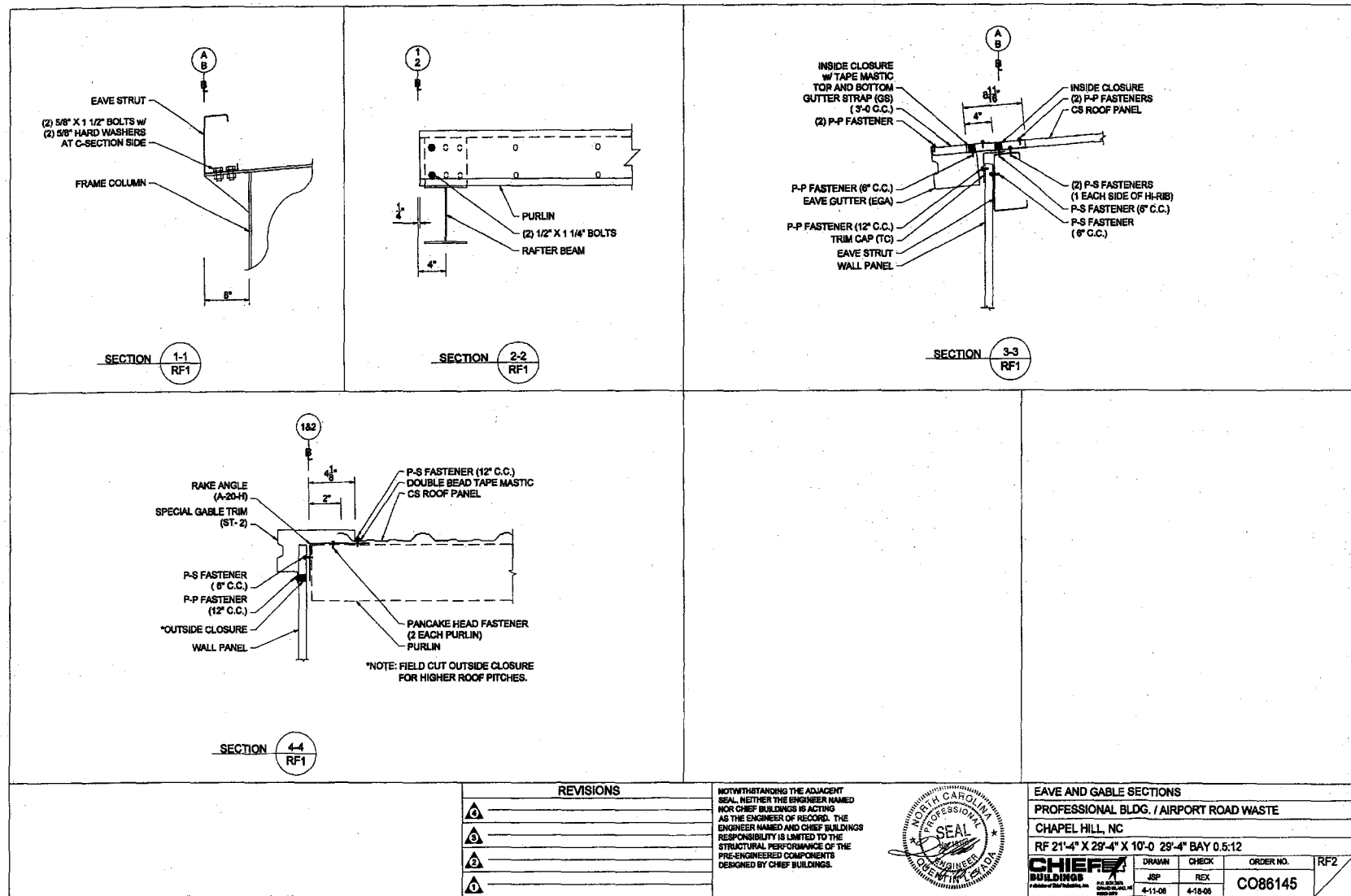
1. ALL PURLINS ATTACH TO FRAMING USING "STD" ATTACHMENT UNLESS NOTED. REFER TO GD MANUAL SECTION 4 FOR BOLT LOCATIONS.
2. "T" = TOP SAG ANGLE.
"B" = BOTTOM SAG ANGLE.

REVISIONS

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ROOF FRAMING			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4"X29'-4"X10'-0" 29'-4" BAY 5:12			
DRAWN	CHECK	ORDER NO.	RF1
JSP	REX	CO86145	RF3
4-11-08	4-18-08		



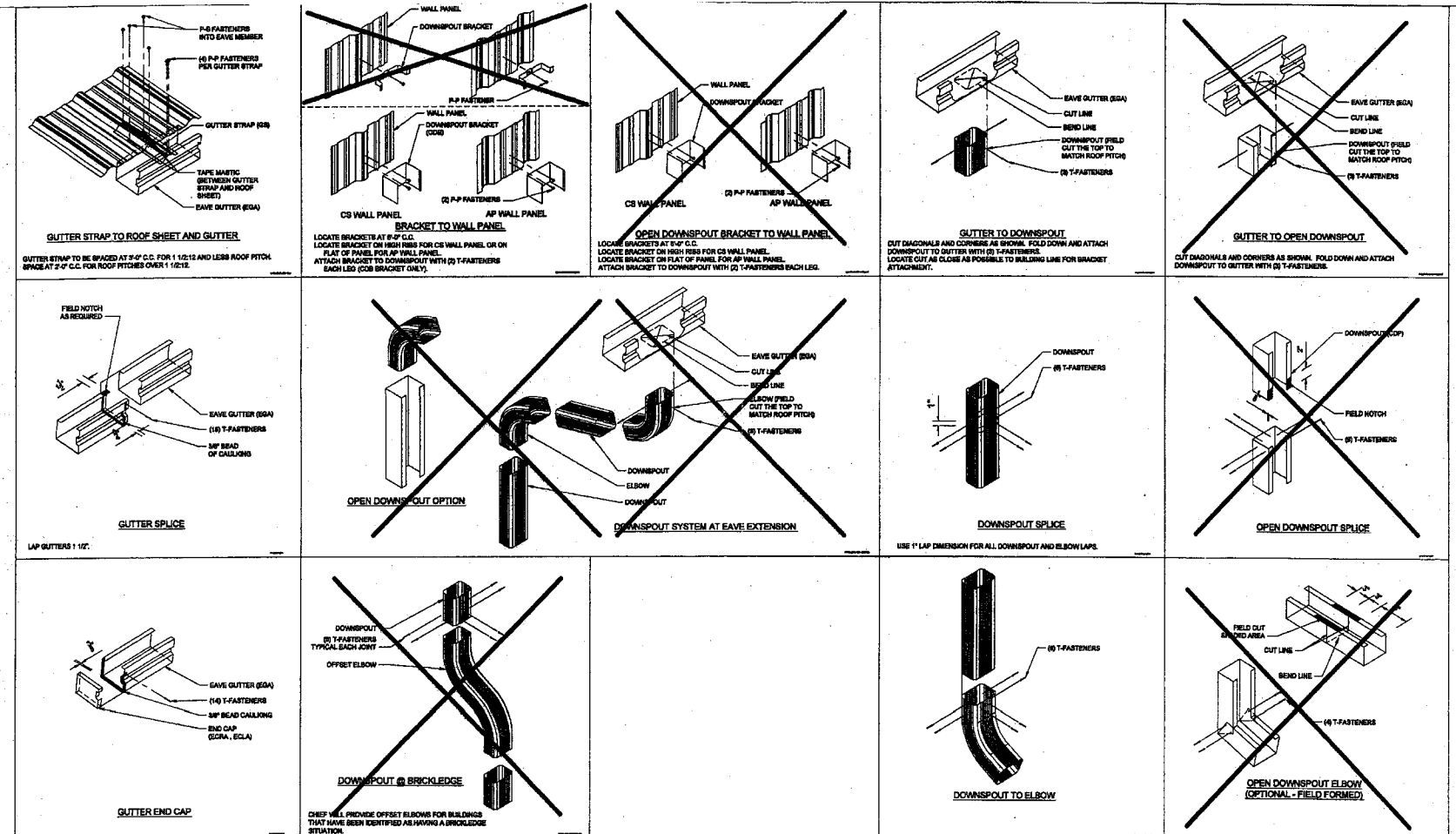
REVISIONS

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EAVE AND GABLE SECTIONS			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4" X 29'-4" X 10'-0" 29'-4" BAY 0.5:12			
	DRAWN JSP	CHECK REX	ORDER NO. RF2 C086145
	4-11-08	4-18-08	



REFERENCE NOTES:
 1. ALL CALKING IS SIKA 201.

REVISIONS

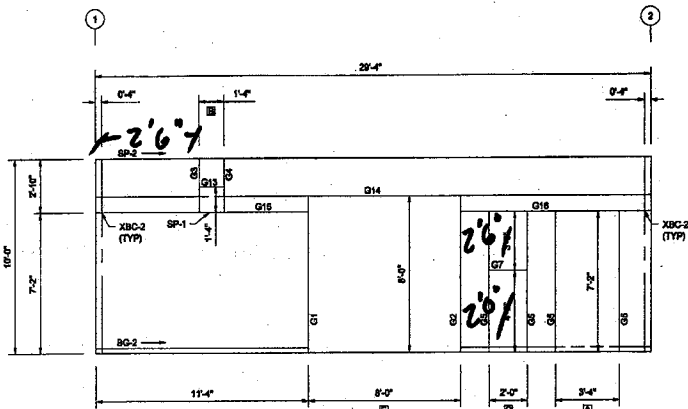
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NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED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

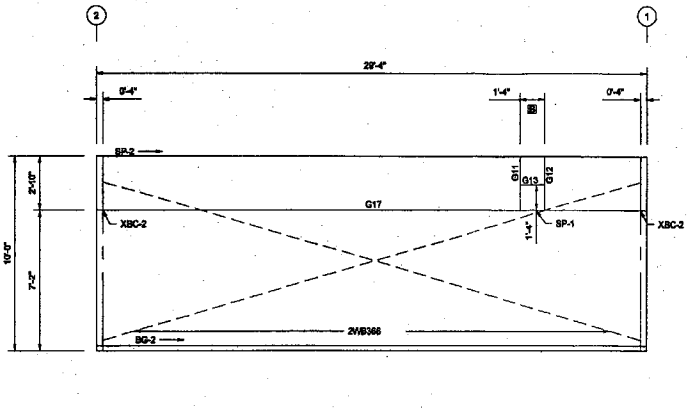


CS ROOF WITH STANDARD GUTTER
 PROFESSIONAL BLDG. / AIRPORT ROAD WASTE
 CHAPEL HILL, NC
 RF 21'-4" X 29'-4" X 10'-0" 29'-4" BAY 0.5:12

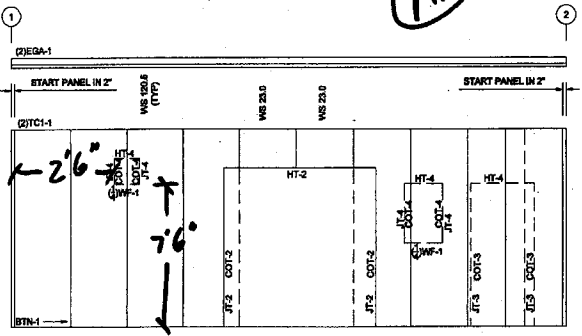
CHIEF BUILDINGS <small>10000 Chapel Hill, NC 919.966.1111</small>	DRAWN	CHECK	ORDER NO.	RF3
	JSP	REX	CO86145	
	4-11-08	4-18-08		



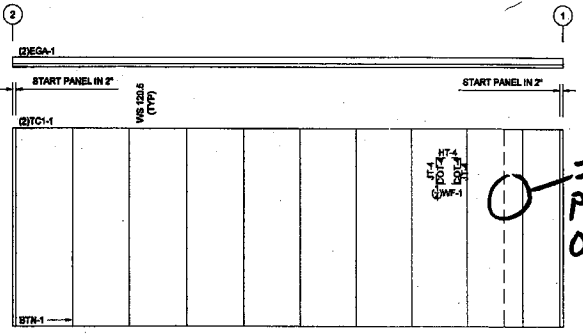
SIDEWALL FRAMING ELEVATION
COL LINE: A GIRT DEPTH: 8"



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.

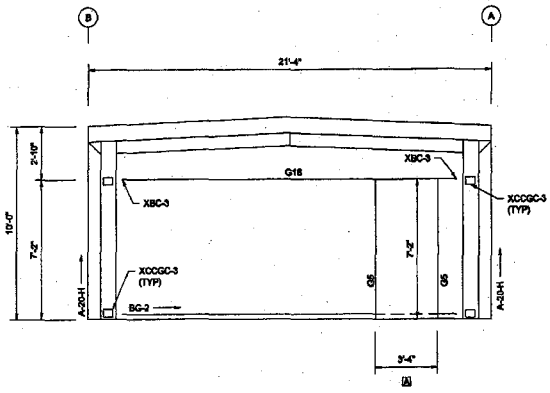
REFERENCE NOTES
1. FOR OPENING TRIMS, REFER TO GENERAL DETAILS.

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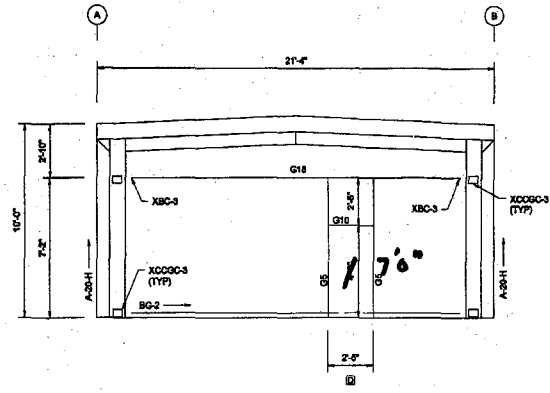
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



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

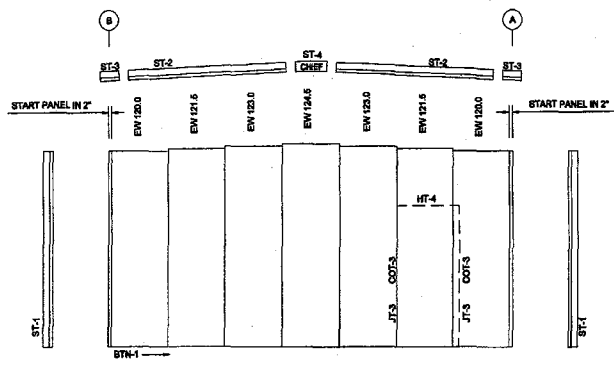


ENDWALL FRAMING ELEVATION
COL. LINE: 1 GIRT DEPTH: 8"

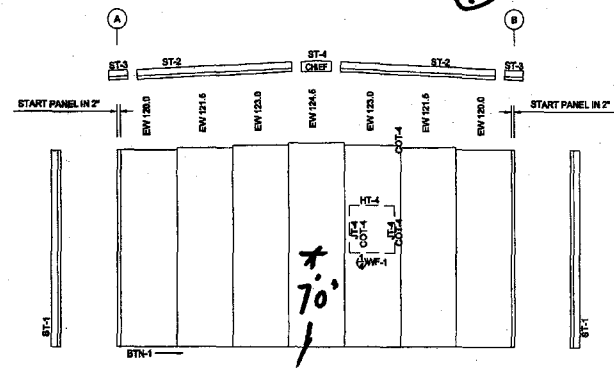


ENDWALL FRAMING ELEVATION
COL. LINE: 2 GIRT DEPTH: 8"

MP



ENDWALL SHEETING ELEVATION
COL. LINE: 1



ENDWALL SHEETING ELEVATION
COL. LINE: 2

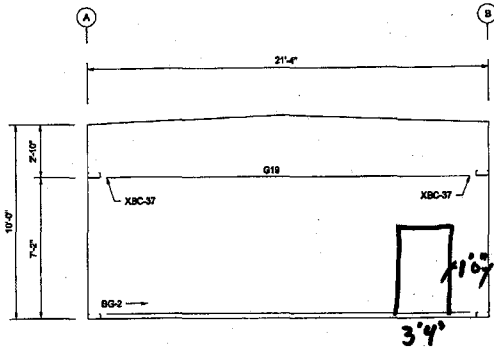
REFERENCE NOTES
1. FOR OPENING TRIMS, REFER TO GENERAL DETAILS.

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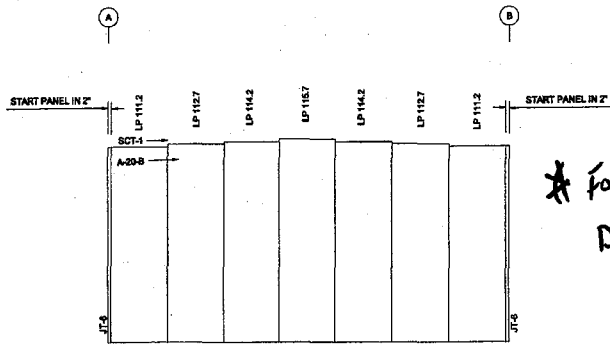
NOTWITHSTANDING THE ADJACENT SEAL, NEITHER THE ENGINEER NAMED NOR CHIEF BUILDINGS IS ACTING AS THE ENGINEER OF RECORD. THE ENGINEER NAMED AND CHIEF BUILDINGS RESPONSIBILITY IS LIMITED TO THE STRUCTURAL PERFORMANCE OF THE PRE-ENGINEERED COMPONENTS DESIGNED BY CHIEF BUILDINGS.



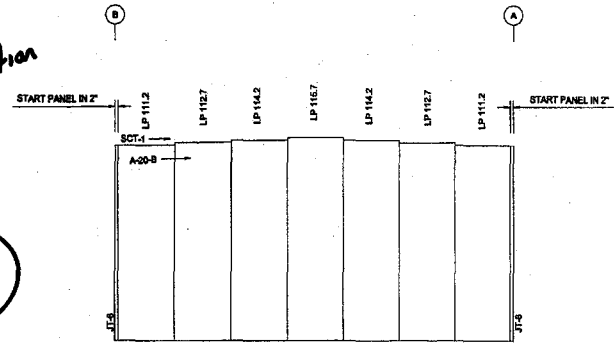
ENDWALL DRAWINGS			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4"X28'-4"X10'-0" 29'-4" BAY 5:12			
DRAWN	CHECK	ORDER NO.	E1
JSP	REX	CO86145	E1
4-11-08	4-18-08		



PARTITION FRAMING ELEVATION
COL. LINE: 1.3 GIRT DEPTH: 8"



PARTITION SHEETING ELEVATION
COL. LINE: 1.3



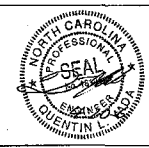
PARTITION LINER PANEL ELEVATION
COL. LINE: 1.3

** For liner panel Junction
Detail see P3 P2*

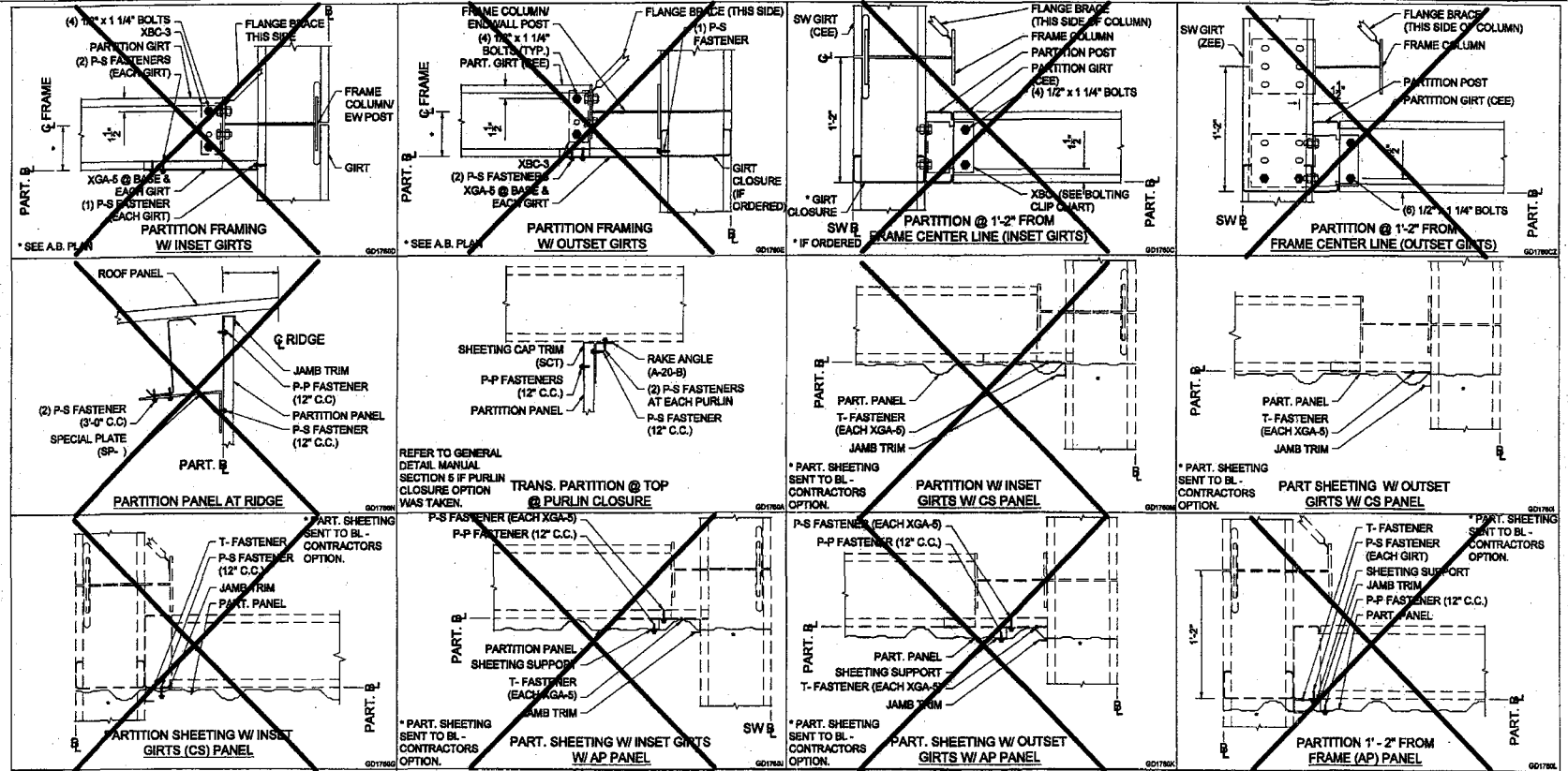
(MP)

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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 @ AT 1'-2" FROM FRAME Q.

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

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

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

BOLTING CLIP CHART	
POST FLANGE WIDTH	BOLTING CLIP
3.0	XBC-31
3.6	XBC-30

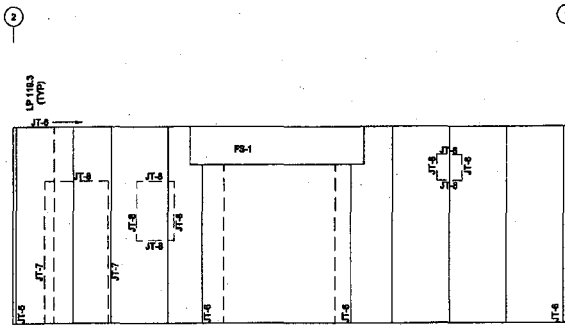
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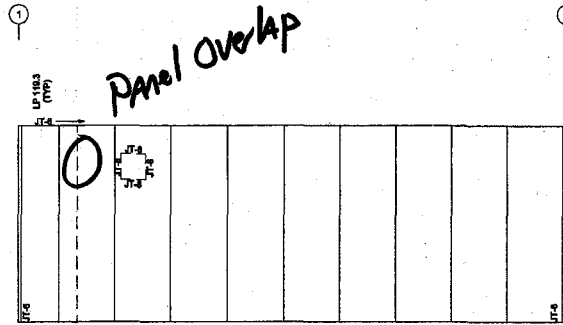
CHIEF BUILDINGS
 1001 W. GARDNER STREET
 CHAPEL HILL, NC 27514
 P.O. BOX 1000
 CHAPEL HILL, NC 27514

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

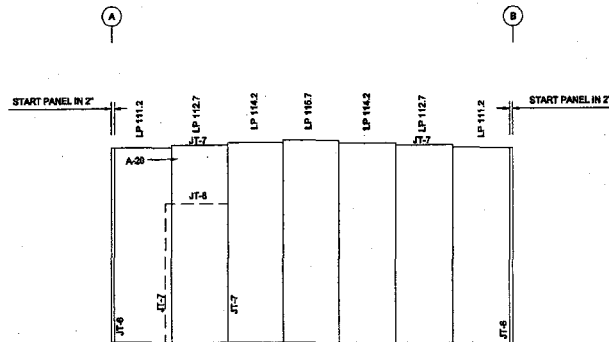
DRAWN	CHECK	ORDER NO.	P2
JSP	REX	C086145	P2
4-11-08	4-18-08		



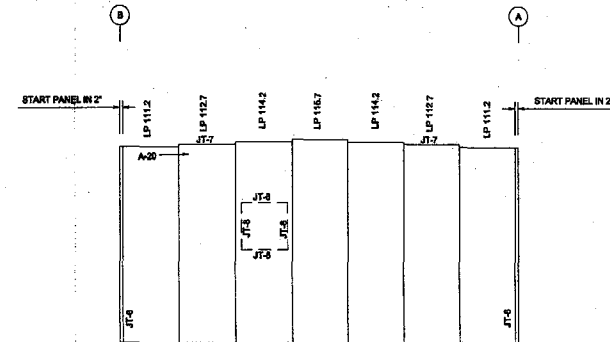
SIDEWALL LINER PANEL ELEVATION
COL. LINE: A



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.

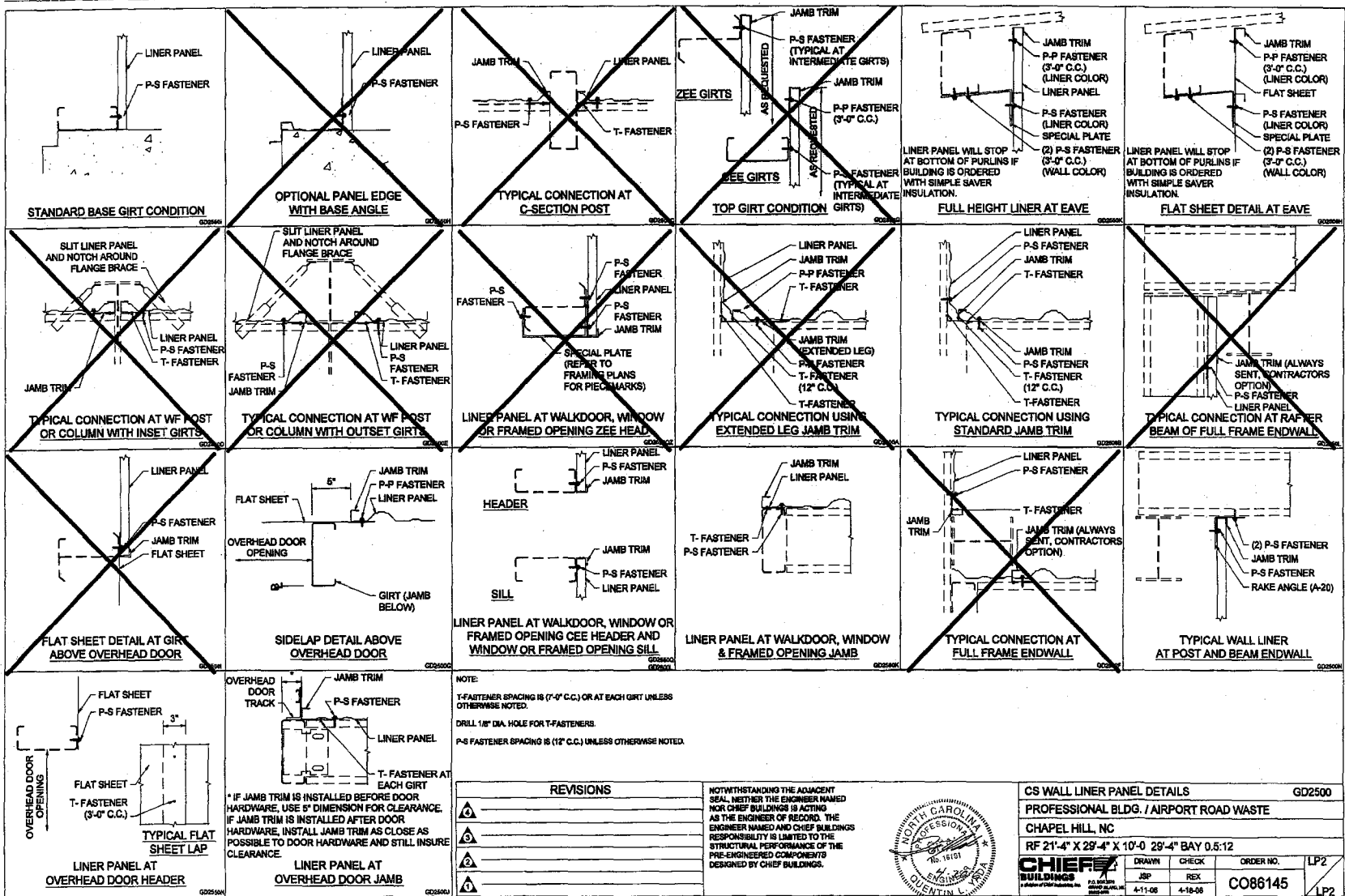
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LINER PANEL DRAWINGS			
PROFESSIONAL BLDG. / AIRPORT ROAD WASTE			
CHAPEL HILL, NC			
RF 21'-4\"/>			
DRAWN	CHECK	ORDER NO.	LP1
JSP	REX	C086145	LP2
DATE		DATE	
4-12-06		4-18-06	



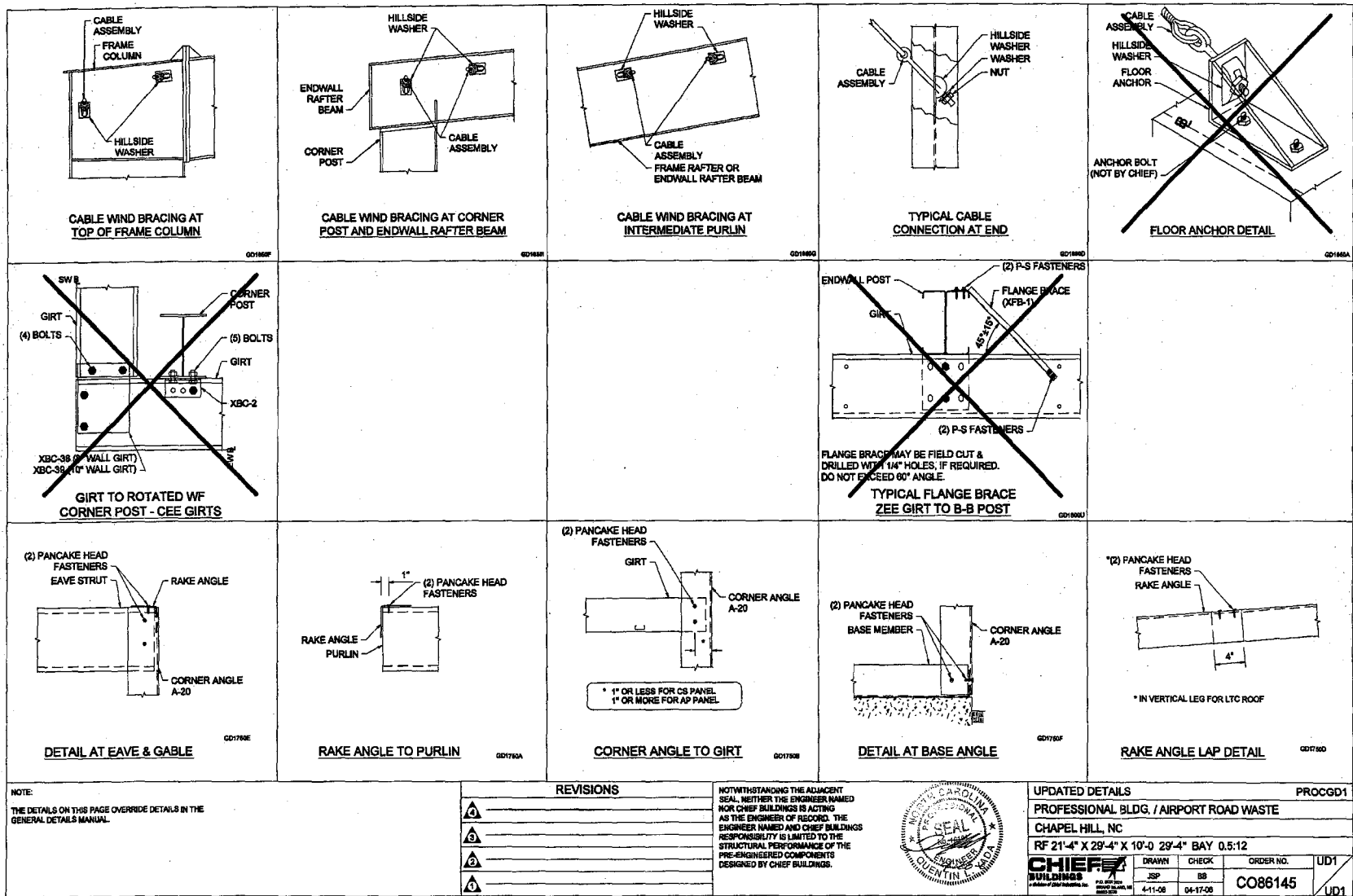


NOTE:
 T-FASTENER SPACING IS (1'-0" C.C.) OR AT EACH GIRT UNLESS OTHERWISE NOTED.
 DRILL 1/8" DIA. HOLE FOR T-FASTENERS.
 P-S FASTENER SPACING IS (12" C.C.) UNLESS OTHERWISE NOTED.

REVISIONS	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.



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		
	DRAWN	CHECK
	JSP	REX
4-11-08	4-18-08	ORDER NO. LP2
CO86145		LP2



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

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



UPDATED DETAILS		PROCCGD1	
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 JSP	CHECK BB	ORDER NO. UD1
	4-11-08	04-17-08	CO88145

Quality Assurance Policy

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

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

Common Industry Practices

The correction of minor faults by the use of drill pins to draw the components into line, shaving, 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 classifying such improper or defective material as cost of erecting replacement material are not allowed.

Before you call Chief

Have the following information ready when you call.

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

1. Shortage and Damage Claims

Chief personnel check off all components of orders prior to shipment. However, it is imperative that the Builder check 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 reebs boxes contains a set of drawings, M.S.D.S. sheets and other important documents that will aid you in erecting your project. Look for a box that says "DOCUMENTS ENCLOSED".

Checking the Shipping List

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

Find the box or bundle that contains the packing list. Check the contents against this packing list. The larger pieces have a place mark written on the part, check the place 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 size angle part J24-41.25 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 pieces 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 drawings pertain to the other documents included with the shipment.

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

Wind bracing is marked with a tag that is attached to the piece. The mark number contains the size of the cable in algebra (ex. 4#6 = 3/8" diameter cable) and length in inches. Rod bracing is marked with a tag that is stretch wrapped to the handle.

Girts and pulleys 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 post, and again on a crane support board toward the inside of the bundle. The length of the shoring in inches is included in the place mark. The shoring posts generally contain the use of the post. RS = roof sheet, WS = sidewall sheeting, EW = endwall sheeting, LP = liner panel.

The boxes containing standard trims 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 reebs box. Bolts, nuts, screws and other assorted smaller reebs parts are packed in smaller boxes and then packaged into larger reebs 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.

Cancelled 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 his 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 issues. Chief's Order Number and complete information describing the parts required must be conveyed at this time.

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

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

Transit Damage

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

However, if excessive damage occurs, the following procedure will be observed:
Identical damage (scratch 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.

Parts 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 reebs box)

Primer

Chief's shop primer is a rust inhibiting gray 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 gray 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, pultrins, girts, columns, rafters, beams, flange braces, etc.) as different primers may be used on different members.

2. Authorization for Returning Merchandise

The authorization must be obtained from Chief's Project Manager before merchandise may be returned for credit. Returned merchandise shall be limited to resale type items (i.e. fasteners, doublers, 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 error, including quantities.
2. Description of nature and the extent of proposed corrective work, including estimated man-hours and cost.
3. Material to be purchased from other than Chief, including estimated quantities and cost.
4. Maximum total cost of proposed corrective work and material to be purchased from other than Chief.

If necessary, Chief may require 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 held 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"X29'-4"X10'-0" 29'-4" BAY 5:12			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.
	JSP	BB	C086145
	4-12-06	04-17-06	