CUSTOMER INFORMATION

CUSTOMER NAME: PORT OF FRIDAY HARBOR
ADDRESS: PO BOX 889
FRIDAY HARBOR, WA 98250

PROJECT NAME: 10 UNIT NT 51-42 HANGAR
PROJECT LOCATION: FRIDAY HARBOR, WA

GENERAL NOTES

1. MATERIALS

	ASTM DESIGNATION	
STRUCTURAL STEEL PLATE	A529 OR A572 OR A1011SS	GRADE 55
FLANGE MATERIAL	A529	GRADE 55
COLD FORMED LIGHT GAUGE SHAPES	A1011SS	GRADE 55
STRUCTURAL CABLES	A475	GRADE EHS
HOT ROLLED MILL SHAPE	A992	GRADE 50
HOLLOW STRUCTURAL SECTIONS	A500	GRADE B
PBR36 ROOF AND WALL PANELS	A653 OR A792	GRADE 80
STANDING SEAM ROOF	A653 OR A792	GRADE 50
BOLTS	A325	A325
BOLTS	GRADE 5	GRADE 5

2. DESIGN

A. ALL STRUCTURAL STEEL SECTIONS AND WELDED PLATE MEMBER ARE DESIGNED IN ACCORDANCE WITH THE AISC 360-16 "SPECIFICATIONS FOR THE DESIGN, FABRICATING AND ERECTION OF STRUCTURAL STEEL BUILDING", ALLOWABLE STRESS DESIGN.

B. ALL COLD FORMED MEMBERS ARE DESIGNED IN ACCORDANCE WITH AISI S100-16 "SPECIFICATIONS FOR DESIGN OF COLD FORMED STEEL STRUCTURAL MEMBERS".

C. ALL WELDING OF STRUCTURAL STEEL IS BASED ON AWSD1.1 2017 "STRUCTURAL WELDING CODE".

3. HIGH STRENGTH BOLT CONNECTIONS:

ALL HIGH STRENGTH BOLTS ARE TYPE ASTM A325 AND ARE TO BE INSTALLED ACCORDING TO THE "SNUG-TIGHT" CONDITIONS AS DEFINED BY THE, RCSC SPECIFICATION FOR STRUCTURAL JOINTS USING A325 OR A490 BOLTS, UNLESS NOTED OTHERWISE.
ALSO, NOTE THAT BOLTS IN STANDARD HOLES DO NOT REQUIRE WASHERS PER THE, RCSC SPECIFICATION FOR STRUCTURAL JOINTS USING A325 OR A490 BOLTS, SECTION 6 (REFERENCE STEEL CONSTRUCTION AISC MANUAL 360-16)

4. A325 BOLT TIGHTENING REQUIREMENTS

ALL HIGH STRENGTH BOLTED CONNECTIONS ARE SUBJECT TO AXIAL TENSION AND OR SLIP CRITICAL. AS SUCH THE BOLTS MUST BE FULLY PRE-TENSIONED AND INSPECTED IN ACCORDANCE WITH THE AISC 360-16 SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 BOLTS AND THE APPLICABLE BUILDING CODE. WASHERS ARE NOT REQUIRED WHEN THE "TURN OF THE NUT" TIGHTENING PROCEDURE IS USED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE PROPER BOLT TIGHTNESS.

5. STRUCTURAL PRIMER

ALL STRUCTURAL MEMBERS WILL BE GIVEN ONE COAT OF MANUFACTURER'S STANDARD RUST-INHIBITIVE PRIMER MEETING THE PERFORMANCE REQUIREMENTS OF TT-P-6645. THIS IS NOT A FINISH COAT AND IS NOT INTENDED FOR PROLONGED EXPOSURE TO THE ELEMENTS. REFERENCE AISC 360-16, CODE OF STANDARD PRACTICE SECTION 6.5.1-6.5.4.

6. BUILDER / CONTRACTOR RESPONSIBILITIES

R & M STEEL COMPANY STANDARD PRODUCT SPECIFICATIONS APPLY AND R & M STEEL COMPANY DESIGN, FABRICATION, QUALITY CONTROL STANDARDS AND TOLERANCE WILL GOVERN. IN CASE OF DISCREPANCIES BETWEEN R & M STEEL COMPANY'S PLANS AND PLANS FOR OTHER TRADES R & M STEEL PLANS SHALL GOVERN. (SECTION 3.3 AISC 303-16 CODE OF STANDARD PRACTICES.)

IT IS THE RESPONSIBILITY OF THE BUILDER / CONTRACTOR TO OBTAIN APPROPRIATE APPROVALS AND NECESSARY PERMITS FROM CITY, COUNTY, STATE OR FEDERAL AGENCIES AS REQUIRED.

APPROVAL OF R & M STEEL COMPANY'S DRAWINGS CONSTITUTES THE BUILDER / CONTRACTOR'S ACCEPTANCE OF R & M STEEL COMPANY'S INTERPRETATION OF THE PURCHASE ORDER. (SECTION 4.2.1 AISC 303.16 CODE OF STANDARD PRACTICES.)

THE BUILDER / CONTRACTOR OR A/E FIRM IS RESPONSIBLE FOR THE OVERALL PROJECT. ALL INTERFACE AND COMPATIBILITY CONCERNING ANY MATERIAL NOT FURNISHED BY R & M STEEL COMPANY ARE TO BE CONSIDERED AND COORDINATED BY THE BUILDER / CONTRACTOR OR A/E FIRM UNLESS SPECIFIC DESIGN CRITERIA CONCERNING THIS INTERFACE BETWEEN MATERIALS IS FURNISHED AS PART OF THE PURCHASE ORDER. R & M STEEL COMPANY ASSUMPTIONS WILL GOVERN.

THE BUILDER / CONTRACTORS RESPONSIBLE FOR SETTING OF ANCHOR BOLTS AND ERECTION OF STEEL BUILDING COMPONENTS IN ACCORDANCE WITH R & M STEEL COMPANY'S BUILDING "FOR CONSTRUCTION" DRAWINGS. TEMPORARY SUPPORTS OR BRACING REQUIRED FOR THE BUILDING ERECTION WILL BE THE RESPONSIBILITY OF THE ERECTOR TO DETERMINE, FURNISH AND INSTALL. (SECTION 7.9.1 AISC 303.16 CODE OF STANDARD PRACTICES.)

THE DESIGN OF THE ANCHOR BOLT EMBEDDMENT LENGTH IS THE RESPONSIBILITY OF THE FOUNDATION DESIGN ENGINEER. THE LENGTH PROVIDED BY R & M STEEL IS AN ESTIMATED LENGTH AND SHOULD BE ADJUSTED ACCORDING TO THE FOUNDATION DESIGN.

BUILDING LOADS / DESCRIPTION:

WIDTH: 51 LENGTH: 231.67 HEIGHT: 14.5 / 14.5
ROOF PITCH: 1.0:12 / 1.0:12
THIS STRUCTURE IS DESIGNED UTILIZING THE LOADS INDICATED AND APPLIED AS REQUIRED BY : IBC 18
THE CONTRACTOR / BUILDER IS TO CONFIRM THAT THESE LOADS COMPLY WITH THE REQUIREMENTS OF THE LOCAL BUILDING DEPARTMENT.

ROOF DEAD LOAD:	2.10	PSF (ROOF PANELS & PURLINS)
COLLATERAL LOAD:	1.00	PSF
ROOF LIVE LOAD:	20.00	PSF
GROUND SNOW LOAD: (Pg)	25.00	PSF
ROOF SNOW LOAD: (Pf)	21.00	PSF
BASIC WIND SPEED:	110	MPH
SEISMIC COEFFICIENT:	1.460	

Pf = 0.7 Ce Ct I Pg
Ce = 1
Ct = 1.2
I = 1
Pg = 25.0 PSF
Pf = 21.0 PSF
UNBALANCED LOAD = 28.2 PSF

IMPORTANCE FACTORS:

WIND LOAD:	1.00
SNOW LOAD:	1.00
SEISMIC:	1.00

ROOF PANELS:

COLOR: Galvalume

WALL PANELS:

COLOR: Pacific White

PARTITION PANELS:

COLOR: 29 Ga, Prime Rib Galvalume

TRIM COLORS:

GABLE:	Pacific White
EAVE:	Pacific White
CORNER:	Pacific White
DOOR & WINDOW:	Pacific White
GUTTER:	---
DOWNSPOUTS:	---
BASE (OPTIONAL):	Pacific White
8" JAMB/HEAD:	Pacific White

SOFFIT PANEL:

GABLE EXT:
EAVE EXT:
CANOPY:

LINER PANEL:

LEFT :
RIGHT:
FRONT:
BACK :
ROOF :

EARTHQUAKE DESIGN DATA:
INPUT:

Occupancy Category:	II - Normal
Seismic Importance Factor:	1.00
Mapped Response (Short), Ss:	1.22
Mapped Response (1 sec.), S1:	0.44
Site Class:	d-DEFAULT

RESULT:

Seismic Design Category, SDC:	D
Basic Seismic-Force-Resisting Systems:	OCBF, OMF
Analysis Procedure Used:	Equivalent Lateral

FORCE:

Site Coeff (Short), Fa:	1.2000
Site Coeff (1 sec.), Fv:	1.8600
Max. Design Response (Short), Sms:	1.46
Max. Design Response (1 sec.), Sm1:	0.8184
Design Response (Short), Sds:	0.97
Design Response (1 sec.), Sd1:	0.55
Approx. Period (Moment), Ta:	0.2517
Approx. Period (Brace), Ta:	0.1567
Rigid Frame Deflection Limit (Seis):	65
Wind Bent Deflection Limit (Seis):	65

DES_CALC:
Seismic Forces:

Roof Bracing:	Endwall Bracing:	End Plates, Frame:
R = 3.2500	R = 3.2500	R = 3.5000
Rho = 1.3000	Omega = 2.0000	Omega = 3.0000
Cs = 0.30	Cs = 0.30	

Sidewall Bracing:	Rigid Frames:	Interior Bracing:
R = 3.2500	R = 3.50	R = 3.2500
Omega = 2.0000	Rho = 1.3000	Rho = 1.3000
Cs =	Cs = 0.278	Cs = 0.3000

Total Base Shear:
Longitudinal Force, V = 24.53 (k)
Transverse Force, V = 34.07 (k)

IAS ACCREDITED Metal Building Systems AC 472
CWB CERTIFIED CSA A660
CWB CERTIFIED CSA W471

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STATE OF WASHINGTON
STRUCTURAL ENGINEER
PROFESSIONAL ENGINEER

SEP 07 2021

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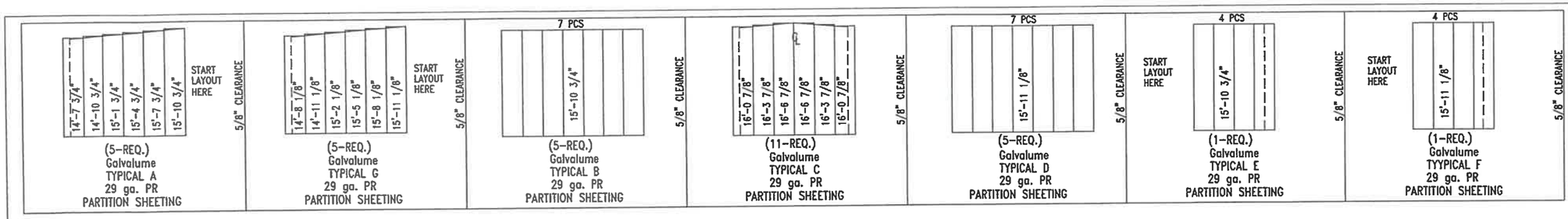
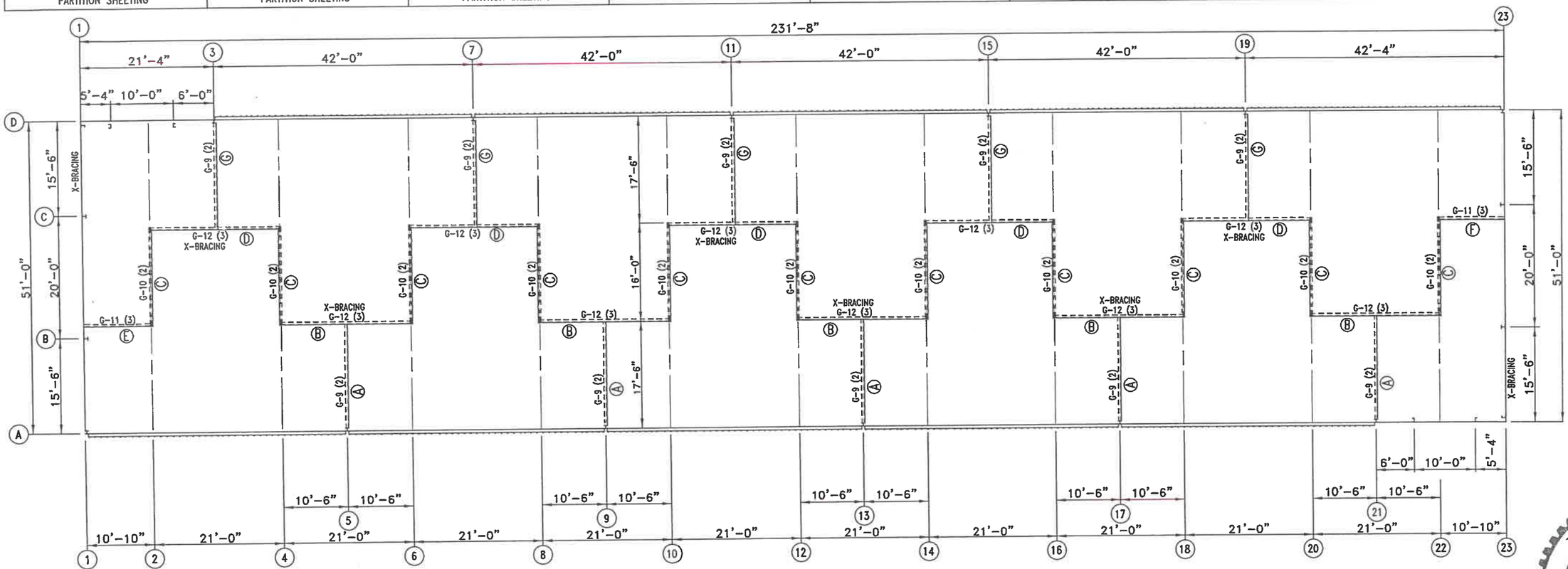
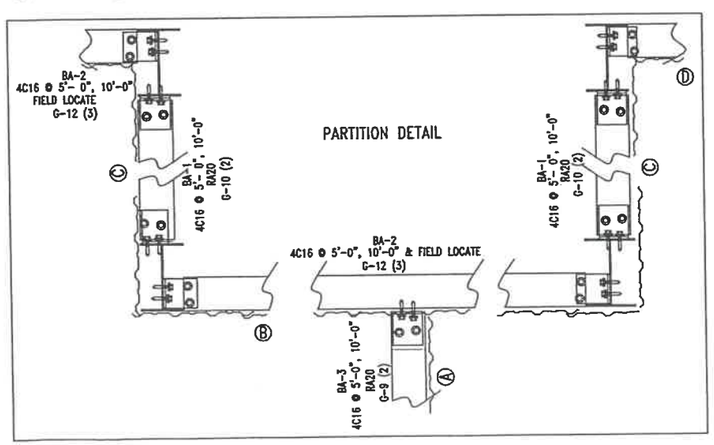
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 1 OF 27







FLOOR PLAN

FIELD FIT & BOLT ALL PARTITION GIRTS.

1) NO PARTITION TRIM.
2) PARTITION SHEETS MUST BE CUT NEATLY.
3) DO NOT ALLOW RAGGED EDGES ON PARTITION SHEETS.
4) PARTITION GIRTS DOTTED LINE.
5) PARTITION PANELS SOLID LINE.
6) INSTALL G-10, G-11 & G-12 THEN INSTALL SHEETS B, C, D, E, & F. NOW G-9 CAN BE INSTALLED A & G SHEETS APPLIED.

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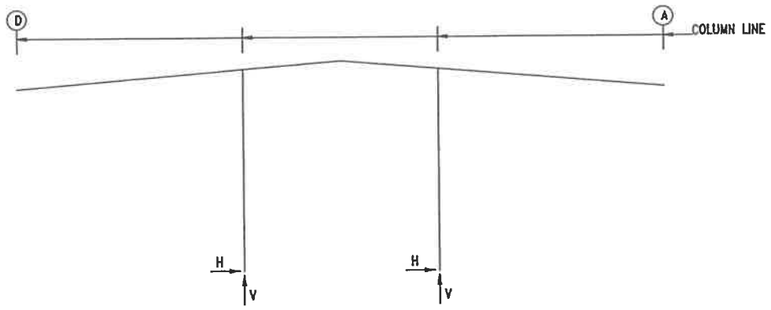
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 2 OF 27

FRAME LINES: 2 4 6 8 10 12 14 16 18 20 22



RIGID FRAME:

MAXIMUM REACTIONS, ANCHOR BOLTS, & BASE PLATES
THE VERTICAL COMPONENT OF BRACING REACTION IS INCLUDED IN VERTICAL REACTIONS.

Frm Line	Col Line	Column_Reactions(k) Load Id	Hmax H	V Vmax	Load Id	Hmin H	V Vmin	Bolt(in) Qty	Dia	Base_Plate(in) Width	Length	Thick	Grout (in)
2*	@17.8	7	1.2	3.0	4	-1.3	0.8	4	0.750	6.000	8.125	0.500	0.0
		8	-0.2	18.6	2	-0.6	-7.1						
2*	@33.2	5	1.3	0.8	6	-1.2	3.0	4	0.750	6.000	8.125	0.500	0.0
		9	0.2	18.6	3	0.6	-7.1						

2* Frame lines: 2 4 6 8 10 12 14 16 18 20 22

RIGID FRAME:

BASIC COLUMN REACTIONS (k)

Frame Line	Column Line	Dead Horiz	Dead Vert	Collateral Horiz	Collateral Vert	Live Horiz	Live Vert	Snow Horiz	Snow Vert	Wind_Left1 Horiz	Wind_Left1 Vert	Wind_Right1 Horiz	Wind_Right1 Vert
2*	@17.8	0.0	1.9	0.0	0.5	-0.3	10.7	-0.3	11.2	-1.0	-13.8	1.4	-3.1
2*	@33.2	0.0	1.9	0.0	0.5	0.3	10.7	0.3	11.2	-1.4	-3.1	1.0	-13.8

Frame Line	Column Line	Wind_Left2 Horiz	Wind_Left2 Vert	Wind_Right2 Horiz	Wind_Right2 Vert	Wind_Long1 Horiz	Wind_Long1 Vert	Wind_Long2 Horiz	Wind_Long2 Vert	Seismic_Left Horiz	Seismic_Left Vert	Seismic_Right Horiz	Seismic_Right Vert
2*	@17.8	-1.1	-9.5	1.3	1.2	0.4	-11.7	0.1	-6.0	-1.7	-3.0	1.7	3.0
2*	@33.2	-1.3	1.2	1.1	-9.5	-0.1	-6.0	-0.4	-11.7	-1.7	3.0	1.7	-3.0

Frame Line	Column Line	Seismic_Long Horiz	Seismic_Long Vert	MIN_SNOW Horiz	MIN_SNOW Vert	F1UNB_SL_L Horiz	F1UNB_SL_L Vert	F1UNB_SL_R Horiz	F1UNB_SL_R Vert
2*	@17.8	0.0	-2.2	-0.3	10.7	-0.2	16.1	-0.2	0.9
2*	@33.2	0.0	-2.2	0.3	10.7	0.2	0.9	0.2	16.1

2* Frame lines: 2 4 6 8 10 12 14 16 18 20 22

ANCHOR BOLT SUMMARY

	Qty	Locate	Dia (in)	Type	Proj (in)
○	8	Jamb	1/2"	GR36	1.00
⊠	24	Endwall	3/4"	GR36	2.00
⊠	88	Frame	3/4"	GR36	2.00
⊠	48	Soldier	3/4"	GR36	2.00

BUILDING BRACING REACTIONS

Wall Loc	Wall Line	Col Line	± Reactions(k) Wind Horz	Wind Vert	Seismic Horz	Seismic Vert	Panel_Shear (lb/ft) Wind	Seis
L_EW	1	D,C	0.8	0.8	2.7	2.6		
F_SW	A						1667	476
R_EW	23	A,B	0.8	0.8	2.7	2.6		
B_SW	D						1667	476
INT	@17.8	2,4	0.6	0.5	3.1	2.2		
	@17.8	10,12	0.6	0.5	3.1	2.2		
	@17.8	18,20	0.6	0.5	3.1	2.2		
	@33.2	4,6	0.6	0.5	3.1	2.2		
	@33.2	12,14	0.6	0.5	3.1	2.2		
	@33.2	16,18	0.6	0.5	3.1	2.2		

NOTES FOR REACTIONS

1. All loading conditions are examined and only maximum/minimum H or V and the corresponding H or V are reported.
2. Positive reactions are as shown in the sketch. Foundation loads are in opposite directions.
3. Bracing reactions are in the plane of the brace with the H pointing away from the braced bay. The vertical reaction is downward.
4. Building reactions are based on the following building data:

Width (ft)	= 51.0
Length (ft)	= 231.7
Eave Height (ft)	= 14.5/ 14.5
Roof Slope (rise/12)	= 1.0/ 1.0
Dead Load (psf)	= 2.1
Collateral Load (psf)	= 1.0
Live Load (psf)	= 20.0
Ground Snow Load (psf) (Pg)	= 25.0
Roof Snow Load (psf) (Pf)	= 21.0
Wind Speed (mph)	= 110.0
Wind Code	= IBC 18
Exposure	= C
Closed/Open	= C
Importance Wind	= 1.00
Importance Seismic	= 1.00
Seismic Zone	= D
Seismic Coeff (Fa*Ss)	= 1.46

5. Loading conditions are:

1 Dead+Collateral+Live
2 0.6Dead+0.6Wind_Left1
3 0.6Dead+0.6Wind_Right1
4 1.14Dead+1.14Collateral+0.7Seismic_Left
5 1.14Dead+1.14Collateral+0.7Seismic_Right
6 0.46Dead+0.7Seismic_Left
7 0.46Dead+0.7Seismic_Right
8 Dead+Collateral+F1UNB_SL_L
9 Dead+Collateral+F1UNB_SL_R
10 0.6Dead+0.6Wind_Left1+0.6Wind_Suction
11 0.6Dead+0.6Wind_Pressure+0.6Wind_Long1L
12 0.6Dead+0.6Wind_Suction+0.6Wind_Long1L
13 1.1Dead+1.1Collateral+0.52Seismic_Left+0.75E1UNB_SL_L
14 0.6Dead+0.6Wind_Right1+0.6Wind_Suction
15 0.6Dead+0.6Wind_Pressure+0.6Wind_Long2L
16 Dead+Collateral+E1UNB_SL_R
17 0.6Dead+0.6Wind_Suction+0.6Wind_Long2L
18 0.6Dead+2.4Wind_Pressure
19 0.6Dead+2.4Wind_Suction
20 1.1Dead+1.1Collateral+0.52Seismic_Left+0.75E2UNB_SL_L
21 Dead+Collateral+E2UNB_SL_R
22 1.15Dead+1.15Collateral+0.75Snow+0.53Seismic_LongR+0.75Slide_Snow

Pf = 0.7 Ce Ct I Pg
Ce = 1
Ct = 1.2
I = 1
Pg = 25.0 PSF
Pf = 21.0 PSF
UNBALANCED LOAD = 28.2 PSF

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STATE OF WASHINGTON
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SEP 07 2021

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PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 3 OF 27

ENDWALL COLUMN: BASIC COLUMN REACTIONS (k)

Frm Line	Col Line	Dead Vert	Collat Vert	Live Vert	Snow Vert	Wind_Left1 Horz	Wind_Left1 Vert	Wind_Right1 Horz	Wind_Right1 Vert	Wind_Left2 Horz	Wind_Left2 Vert	Wind_Right2 Horz	Wind_Right2 Vert	Wind Press Horz
1	D	0.2	0.0	0.7	0.7	−0.8	−1.7	0.0	0.3	−0.8	−1.4	0.0	0.6	−1.0
1	C	0.5	0.1	2.2	2.3	0.0	−2.1	0.8	−2.6	0.0	−1.3	0.8	−1.8	−2.4
1	B	0.5	0.1	2.2	2.3	0.0	−1.8	0.0	−3.0	0.0	−1.0	0.0	−2.1	−2.5
1	A	3.8	0.0	7.6	1.0	0.0	−0.5	0.0	−0.9	0.0	−0.3	0.0	−0.6	−1.0

Frm Line	Col Line	Wind Suct Horz	Wind_Long1 Horz	Wind_Long1 Vert	Wind_Long2 Horz	Wind_Long2 Vert	Seis_Left Horz	Seis_Left Vert	Seis_Right Horz	Seis_Right Vert	−MIN_SNOW− Horz	−MIN_SNOW− Vert	E1UNB_SL_L− Horz	E1UNB_SL_L− Vert
1	D	1.2	0.0	−0.9	−0.1	−0.7	−3.4	−3.4	0.0	3.6	0.0	0.7	0.0	0.7
1	C	2.7	0.1	−3.0	0.0	−1.6	0.0	3.3	3.4	−3.6	0.0	2.2	0.0	2.7
1	B	2.7	0.0	−1.8	0.0	−2.9	0.0	0.1	0.0	−0.1	0.0	2.2	0.0	1.0
1	A	1.1	0.0	−0.5	0.0	−1.0	0.0	−0.1	0.0	0.1	0.0	0.6	0.0	0.1

Frm Line	Col Line	E1UNB_SL_R− Horz	E1UNB_SL_R− Vert
1	D	0.0	0.2
1	C	0.0	0.9
1	B	0.0	2.8
1	A	0.0	0.7

Frm Line	Col Line	Dead Vert	Collat Vert	Live Vert	Snow Vert	Wind_Left1 Horz	Wind_Left1 Vert	Wind_Right1 Horz	Wind_Right1 Vert	Wind_Left2 Horz	Wind_Left2 Vert	Wind_Right2 Horz	Wind_Right2 Vert	Wind Press Horz
23	A	0.2	0.0	0.7	0.7	−0.8	−1.7	0.0	0.3	−0.8	−1.4	0.0	0.6	−1.0
23	B	0.5	0.1	2.2	2.3	0.0	−2.1	0.8	−2.6	0.0	−1.3	0.8	−1.8	−2.4
23	C	0.5	0.1	2.2	2.3	0.0	−1.8	0.0	−3.0	0.0	−1.0	0.0	−2.1	−2.5
23	D	3.8	0.0	7.6	1.0	0.0	−0.5	0.0	−0.9	0.0	−0.3	0.0	−0.6	−1.0

Frm Line	Col Line	Wind Suct Horz	Wind_Long1 Horz	Wind_Long1 Vert	Wind_Long2 Horz	Wind_Long2 Vert	Seis_Left Horz	Seis_Left Vert	Seis_Right Horz	Seis_Right Vert	−MIN_SNOW− Horz	−MIN_SNOW− Vert	E2UNB_SL_L− Horz	E2UNB_SL_L− Vert
23	A	1.2	0.0	−0.9	−0.1	−0.7	−3.4	−3.4	0.0	3.6	0.0	0.7	0.0	0.7
23	B	2.7	0.1	−3.0	0.0	−1.6	0.0	3.3	3.4	−3.6	0.0	2.2	0.0	2.7
23	C	2.7	0.0	−1.8	0.0	−2.9	0.0	0.1	0.0	−0.1	0.0	2.2	0.0	1.0
23	D	1.1	0.0	−0.5	0.0	−1.0	0.0	−0.1	0.0	0.1	0.0	0.6	0.0	0.1

Frm Line	Col Line	E2UNB_SL_R− Horz	E2UNB_SL_R− Vert
23	A	0.0	0.2
23	B	0.0	0.9
23	C	0.0	2.8
23	D	0.0	0.7

SOLDIER COLUMN: BASIC COLUMN REACTIONS (k)

Frm Line	Col Line	Dead Vert	Live Vert	Snow Vert	Wind Press Horz	Wind_Suct Horz	Wind_Suct Vert	Wind Long1 Horz
5	A	6.7	2.1	0.6	1.4	−1.5	−1.4	−1.0
9	A	6.7	2.1	0.6	1.4	−1.5	−1.4	−1.0
13	A	6.7	2.1	0.6	1.4	−1.5	−1.4	−1.0
17	A	6.7	2.1	0.6	1.4	−1.5	−1.4	−1.0
21	A	6.7	2.1	0.6	1.4	−1.5	−1.4	−1.0
3	D	6.7	2.1	0.6	1.4	−1.5	−1.4	−1.0
7	D	6.7	2.1	0.6	1.4	−1.5	−1.4	−1.0
11	D	6.7	2.1	0.6	1.4	−1.5	−1.4	−1.0
15	D	6.7	−1.4	0.6	1.4	−1.5	−1.4	−1.0
19	D	6.7	2.1	2.1	1.4	−1.5	−1.4	−1.0

ENDWALL COLUMN: MAXIMUM REACTIONS, ANCHOR BOLTS, & BASE PLATES

Frm Line	Col Line	Column_Reactions(k) Load Id	Hmax H	V Vmax	Load Id	Hmin H	V Vmin	Bolt(in) Qty	Bolt(in) Dia	Base_Plate(in) Width	Base_Plate(in) Length	Thick	Grout (in)
1	D	10	0.7	−0.9	11	−0.6	−0.4	4	0.750	6.500	6.000	0.250	0.0
		5	0.0	2.8	6	0.0	−2.3						
1	C	12	1.6	−1.5	11	−1.5	−1.5	4	0.750	6.500	6.000	0.250	0.0
		13	0.0	4.5	7	0.0	−2.3						
1	B	14	1.6	−1.5	15	−1.5	−1.4	4	0.750	6.500	6.000	0.250	0.0
		16	0.0	3.4	14	1.6	−1.5						
1	A	17	0.7	1.7	15	−0.6	1.7	4	0.750	6.000	6.000	0.375	0.0
		1	0.0	11.5									
23	A	10	0.7	−0.9	11	−0.6	−0.4	4	0.750	6.500	6.000	0.250	0.0
		5	0.0	2.8	6	0.0	−2.3						
23	B	12	1.6	−1.5	11	−1.5	−1.5	4	0.750	6.500	6.000	0.250	0.0
		20	0.0	4.5	7	0.0	−2.3						
23	C	14	1.6	−1.5	15	−1.5	−1.4	4	0.750	6.500	6.000	0.250	0.0
		21	0.0	3.4	14	1.6	−1.5						
23	D	17	0.7	1.7	15	−0.6	1.7	4	0.750	6.000	6.000	0.375	0.0
		1	0.0	11.5									

SOLDIER COLUMN: MAXIMUM REACTIONS, ANCHOR BOLTS, & BASE PLATES

Frm Line	Col Line	Column_Reactions(k) Load Id	Hmax H	V Vmax	Load Id	Hmin H	V Vmin	Bolt(in) Qty	Bolt(in) Dia	Base_Plate(in) Width	Base_Plate(in) Length	Thick	Grout (in)
5	A	18	3.4	4.0	19	−3.7	0.7	4	0.750	6.000	6.000	0.375	0.0
		1	0.0	8.8									
9	A	18	3.4	4.0	19	−3.7	0.7	4	0.750	6.000	6.000	0.375	0.0
		1	0.0	8.8									
13	A	18	3.4	4.0	19	−3.7	0.7	4	0.750	6.000	6.000	0.375	0.0
		1	0.0	8.8									
17	A	18	3.4	4.0	19	−3.7	0.7	4	0.750	6.000	6.000	0.375	0.0
		1	0.0	8.8									
21	A	18	3.4	4.0	19	−3.7	0.7	4	0.750	6.000	6.000	0.375	0.0
		1	0.0	8.8									
3	D	18	3.4	4.0	19	−3.7	0.7	4	0.750	6.000	6.000	0.375	0.0
		1	0.0	8.8									
7	D	18	3.4	4.0	19	−3.7	0.7	4	0.750	6.000	6.000	0.375	0.0
		1	0.0	8.8									
11	D	18	3.4	4.0	19	−3.7	0.7	4	0.750	6.000	6.000	0.375	0.0
		1	0.0	8.8									
15	D	18	3.4	4.0	19	−3.7	0.7	4	0.750	6.000	6.000	0.375	0.0
		22	0.0	8.1									
19	D	18	3.4	4.0	19	−3.7	0.7	4	0.750	6.000	6.000	0.375	0.0
		22	0.0	9.3									

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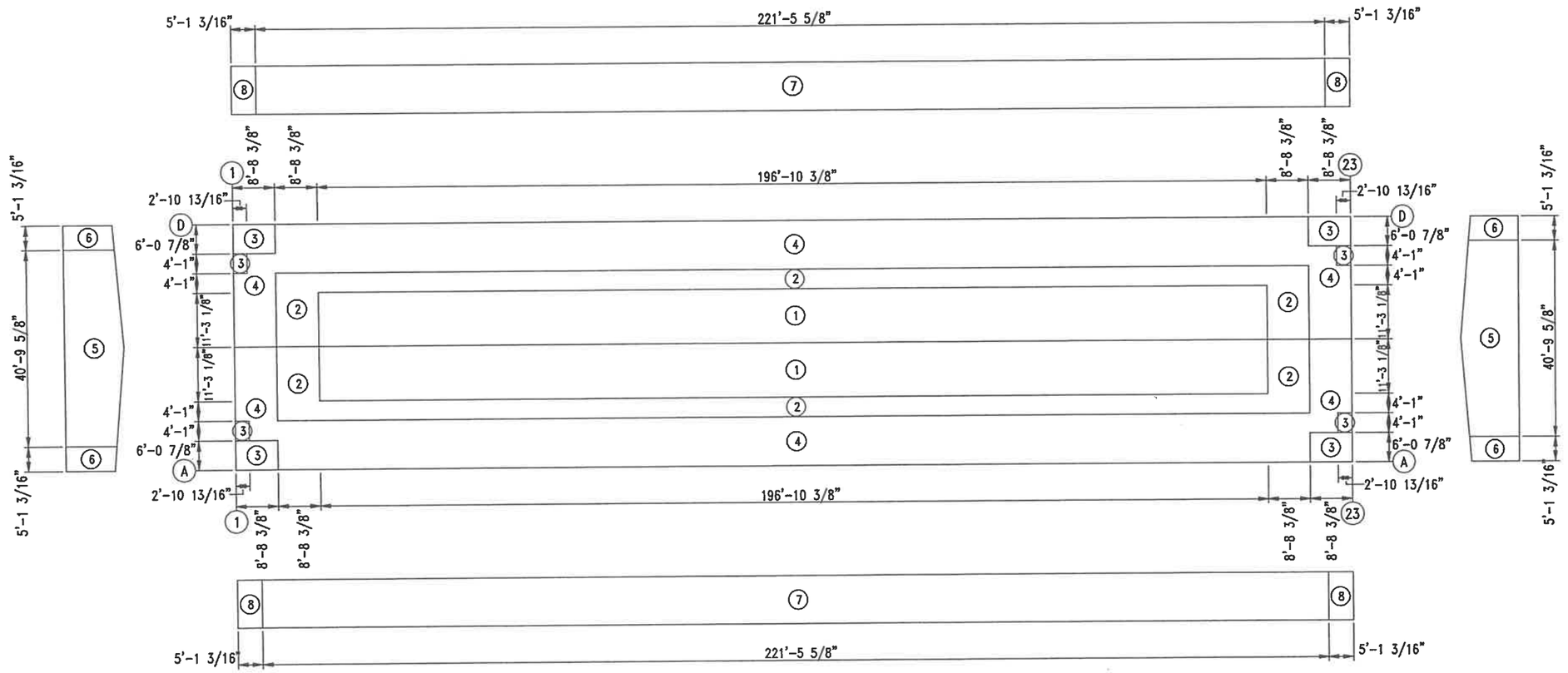
208-454-1800 Fax 208-454-1801

SCALE:
DATE: 7/14/21
JOB LOCATION: FRIDAY HARBOR, WA
REVISION:
DRAWN BY: RPW
PORT OF FRIDAY HARBOR
10 UNIT NT 51-42 HANGAR
DRAWING NUMBER: 4 OF 27

COMPONENTS AND CLADDING			(Unfactored)	
	Member		Panel	
O Id	Pressure	Suction	Pressure	Suction
1	16.00	-20.60	16.00	-23.94
2	16.00	-29.87	16.00	-41.66
3	16.00	-44.29	16.00	-74.93
4	16.00	-39.76	16.00	-55.06
5	19.35	-21.35	23.94	-31.92
6	19.35	-22.84	23.94	-31.92
7	19.40	-21.30	23.90	-31.90
8	19.40	-22.79	23.90	-31.90



PANEL ZONE LAYOUT
(Wind Pressures, Unfactored (psf))

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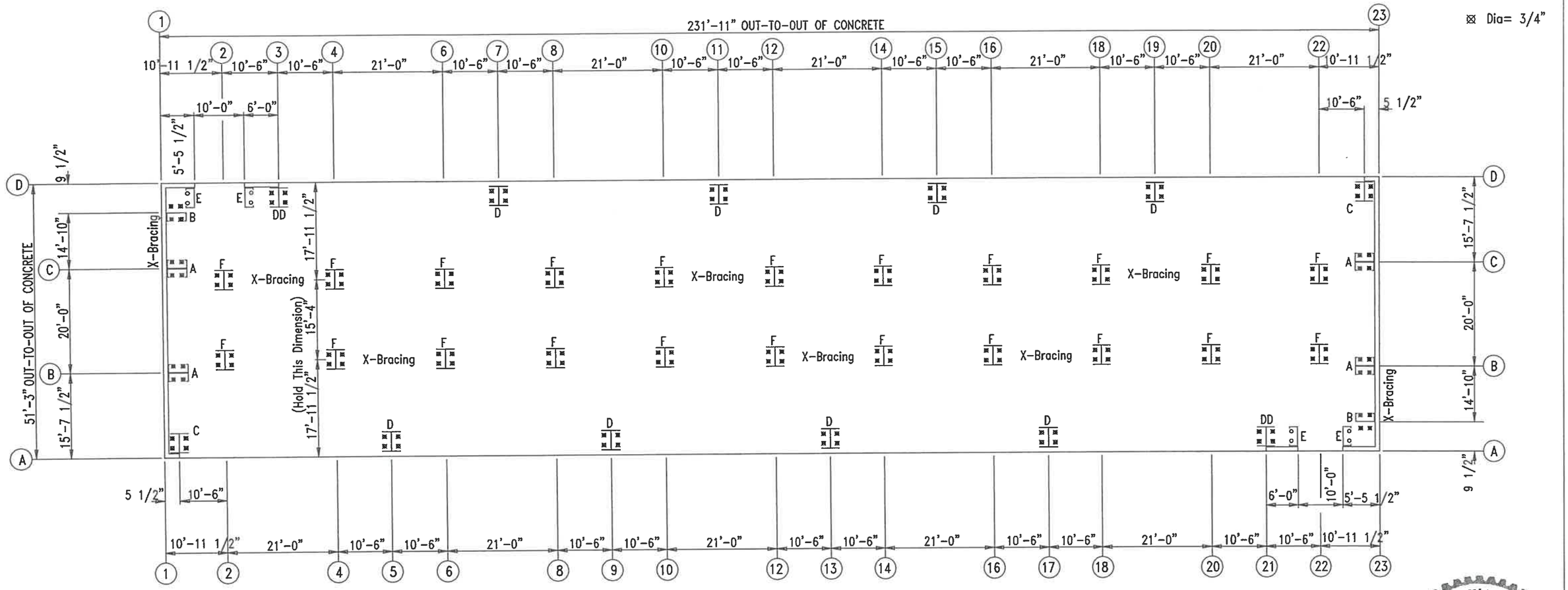
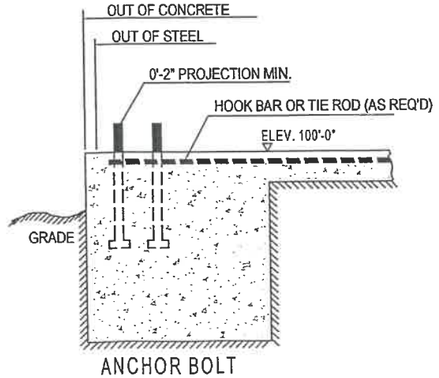
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 5 OF 27

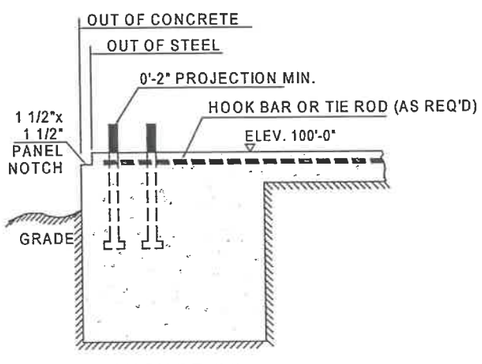


ANCHOR BOLT PLAN

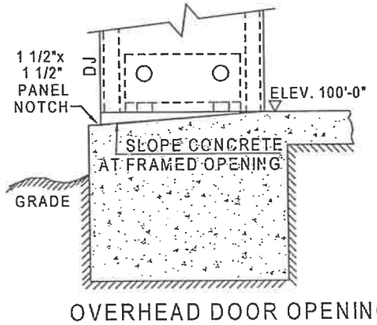
NOTE: All Base Plates @ 100'-0" (U.N.)



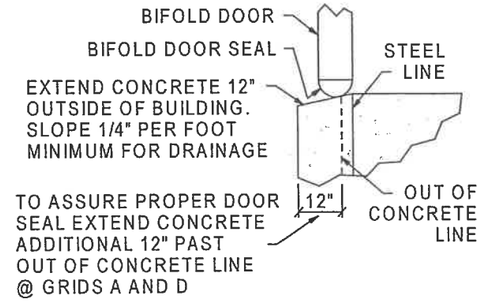
ANCHOR BOLT
CONCRETE DETAIL



ANCHOR BOLT
CONCRETE DETAIL W/ PANEL NOTCH



OVERHEAD DOOR OPENING
WITH PANEL NOTCH



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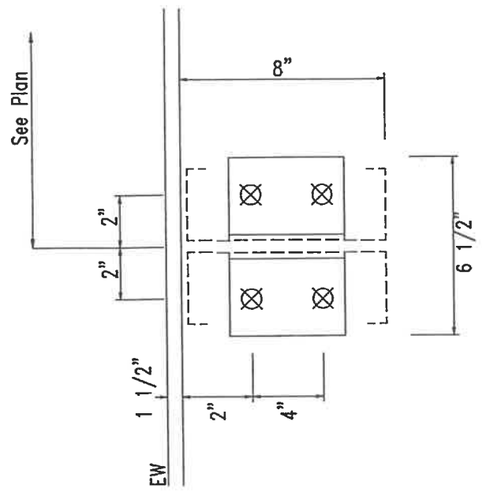
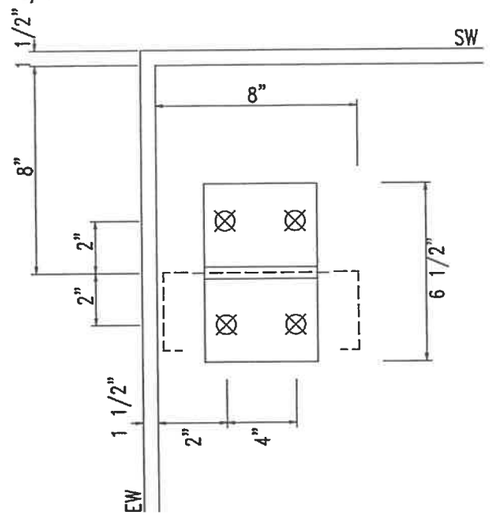
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 6 OF 27

Dia= 3/4"



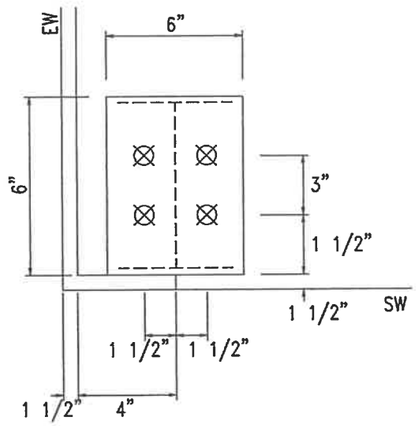
DETAIL A

Dia= 3/4"



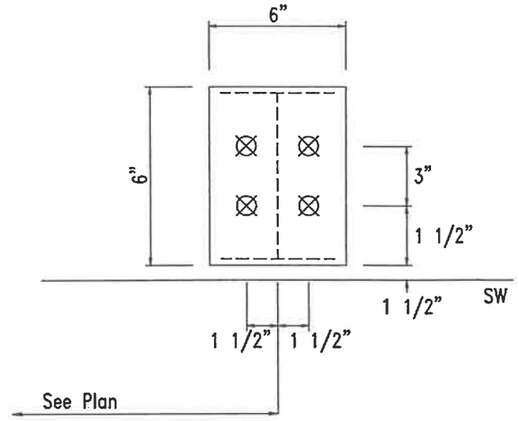
DETAIL B

Dia= 3/4"



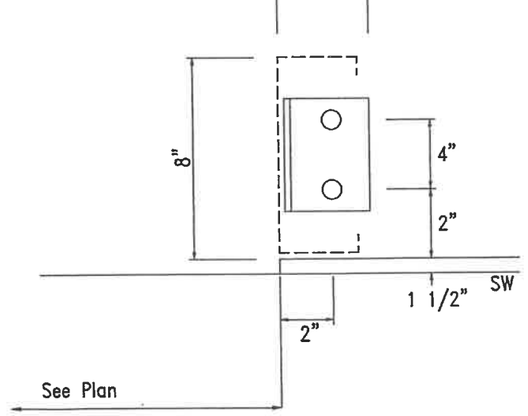
DETAIL C

Dia= 3/4"



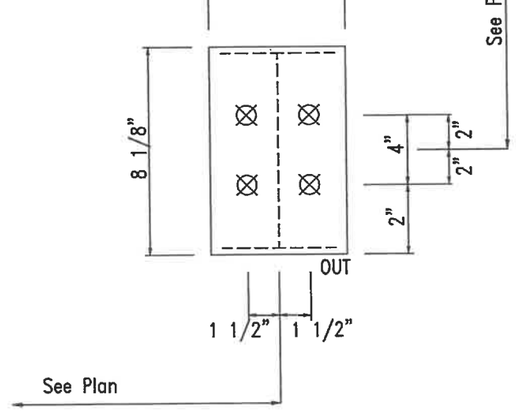
DETAIL D

Dia= 1/2"



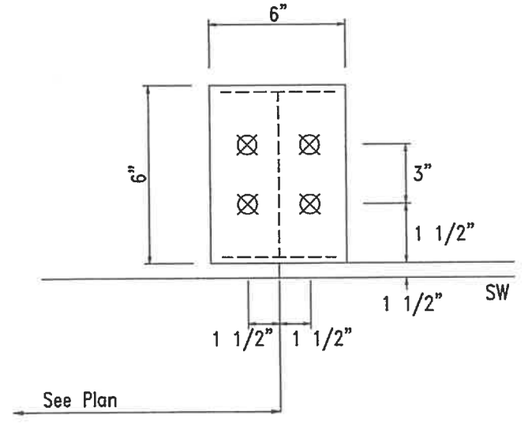
DETAIL E

Dia= 3/4"



DETAIL F

Dia= 3/4"



DETAIL DD

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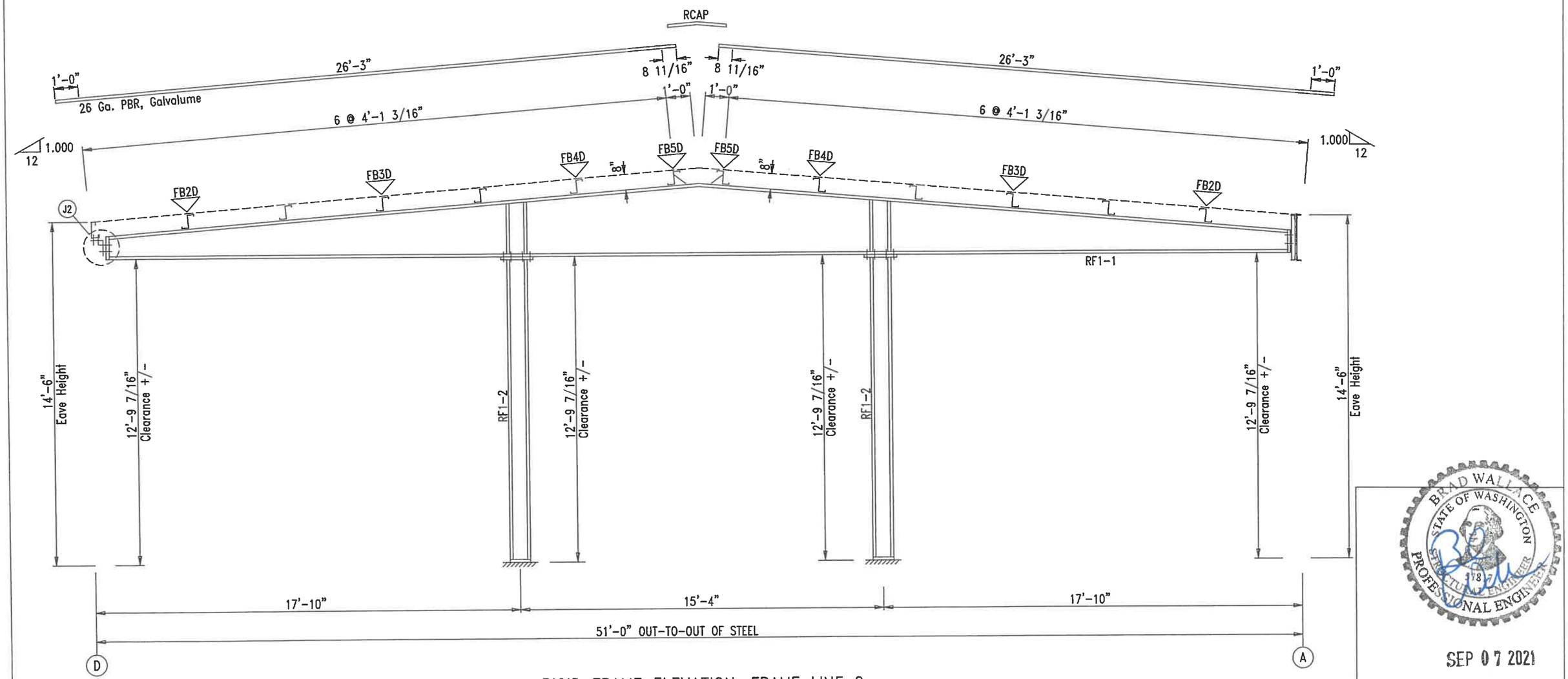
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 7 OF 27

CAP PLATE BOLTS				
Mark	Qty	Type	Dia	Length
RF1-2	8	A325	0.750	2.50

FLANGE BRACES: Both Sides(U.N.)
FBxxD(1)
D - L2x2x14

MEMBER TABLE					
Mark	Web Depth Start/End	Web Plate Thick	Web Plate Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF1-1	12.0/31.9	0.150	240.0	6 x 1/4" x 307.0	6 x 1/4" x 206.7
	31.9/37.4	0.150	66.0	6 x 1/4" x 307.0	6 x 1/4" x 169.4
	37.4/31.9	0.150	66.0		6 x 1/4" x 206.7
	31.9/12.0	0.150	240.0		
RF1-2	W8x18				



RIGID FRAME ELEVATION: FRAME LINE 2

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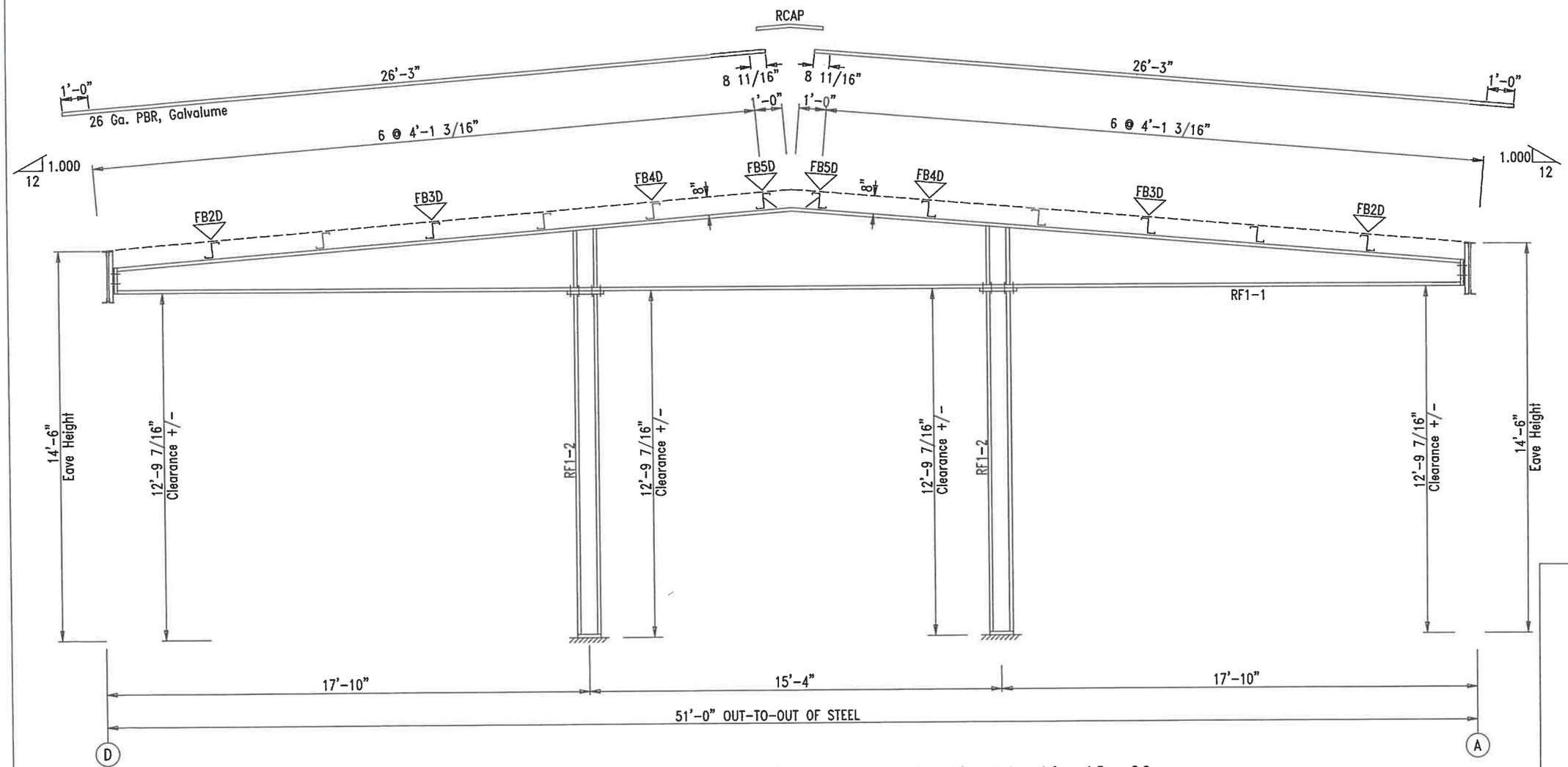
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 8 OF 27

CAP PLATE BOLTS				
Mark	Qty	Type	Dia	Length
RF1-2	8	A325	0.750	2.50

FLANGE BRACES: Both Sides(U.N.)
FBxxD(1)
D – L2x2x14

MEMBER TABLE					
Mark	Web Depth Start/End	Web Plate Thick	Web Plate Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF1-1	12.0/31.9	0.150	240.0	6 x 1/4" x 307.0	6 x 1/4" x 206.7
	31.9/37.4	0.150	66.0	6 x 1/4" x 307.0	6 x 1/4" x 169.4
	37.4/31.9	0.150	66.0		6 x 1/4" x 206.7
	31.9/12.0	0.150	240.0		
RF1-2	W8x18				



RIGID FRAME ELEVATION: FRAME LINE 4 6 8 10 12 14 16 18 20

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STATE OF WASHINGTON
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57817

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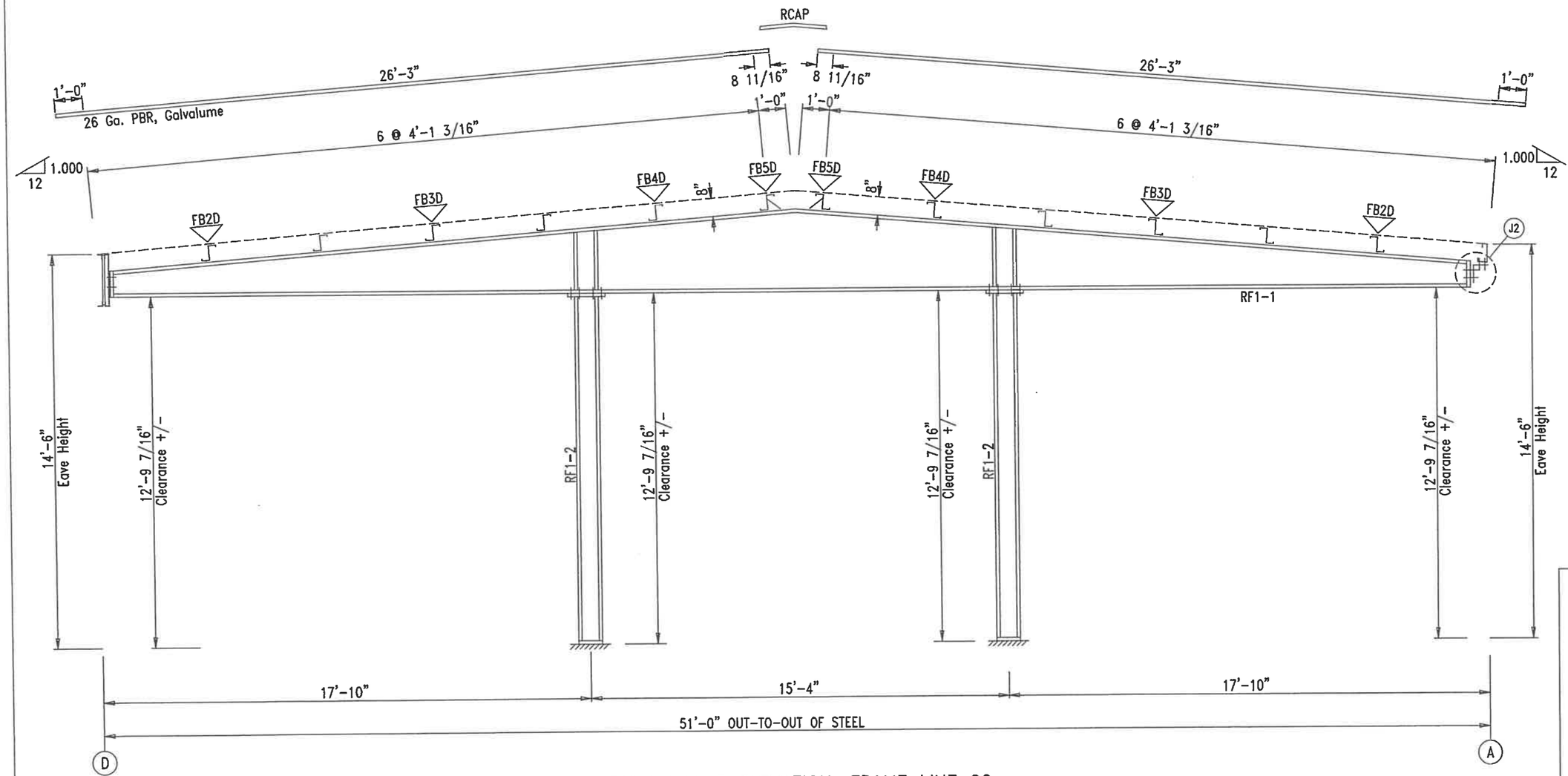
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 9 OF 27

CAP PLATE BOLTS				
Mark	Qty	Type	Dia	Length
RF1-2	8	A325	0.750	2.50

FLANGE BRACES: Both Sides(U.N.)
FBxxD(1)
D – L2x2x14

MEMBER TABLE					
Mark	Web Depth Start/End	Web Plate Thick	Web Plate Length	Outside Flange W x Thk x Length	Inside Flange W x Thk x Length
RF1-1	12.0/31.9	0.150	240.0	6 x 1/4" x 307.0	6 x 1/4" x 206.7
	31.9/37.4	0.150	66.0	6 x 1/4" x 307.0	6 x 1/4" x 169.4
	37.4/31.9	0.150	66.0		6 x 1/4" x 206.7
	31.9/12.0	0.150	240.0		
RF1-2	W8x18				



RIGID FRAME ELEVATION: FRAME LINE 22

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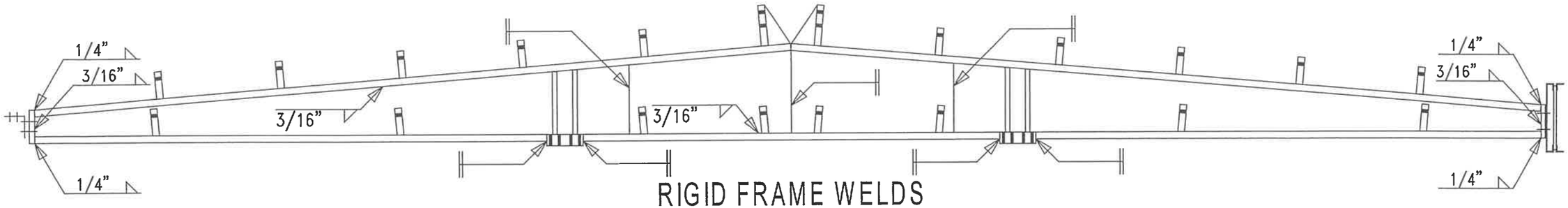
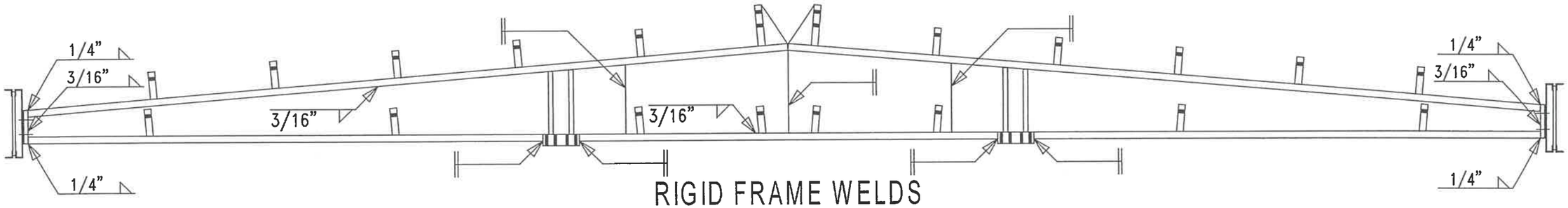
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 10 OF 27



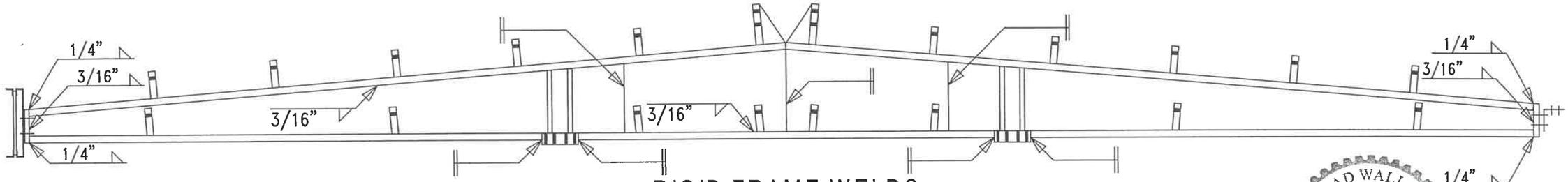
RIGID FRAME WELDS

FOR FRAME LINE 2



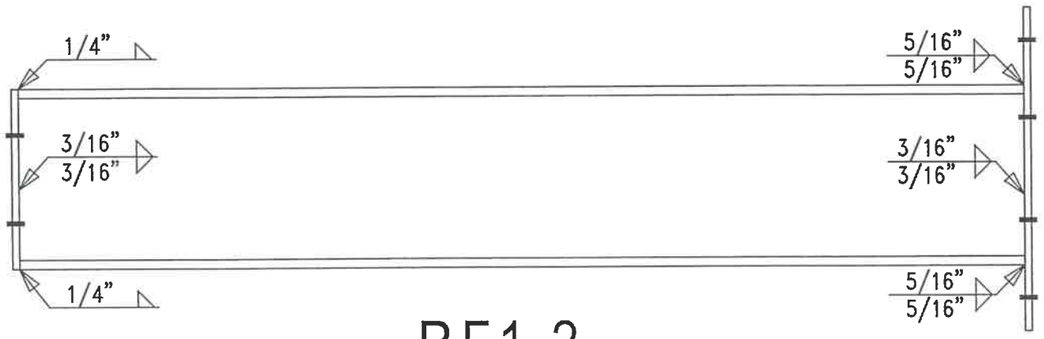
RIGID FRAME WELDS

FOR FRAME LINES 4 6 8 10 12 14 16 18 20



RIGID FRAME WELDS

FOR FRAME LINE 22



RF1-2

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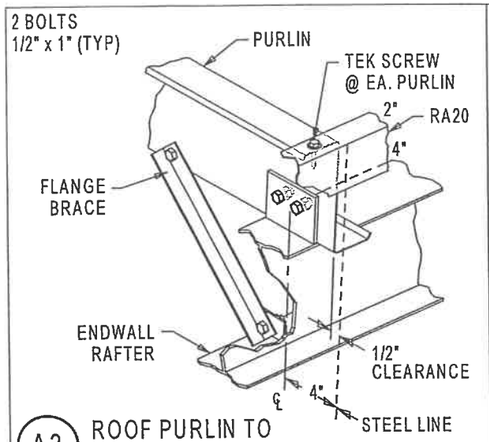
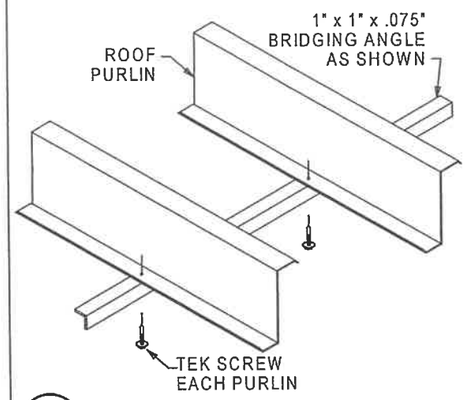
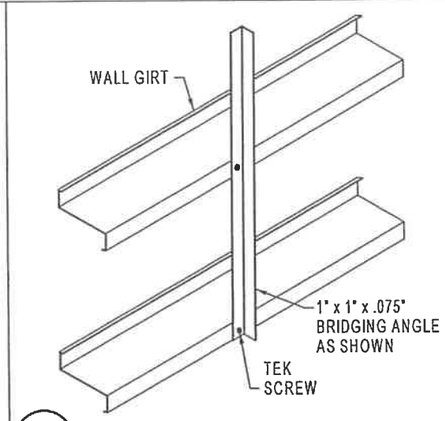
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 11 OF 27



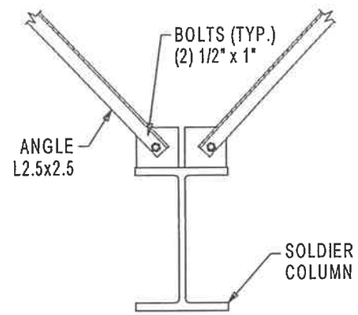
A3 ROOF PURLIN TO ENDWALL RAFTER



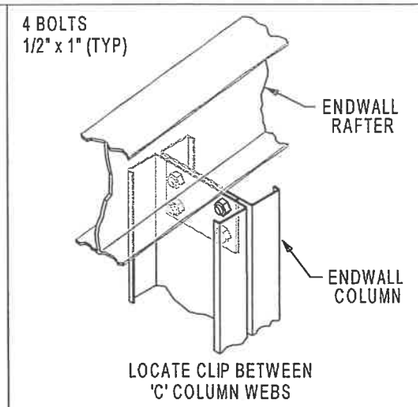
B1 PURLIN BRIDGING



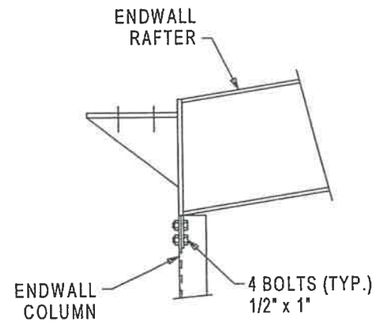
B2 WALL GIRT BRIDGING



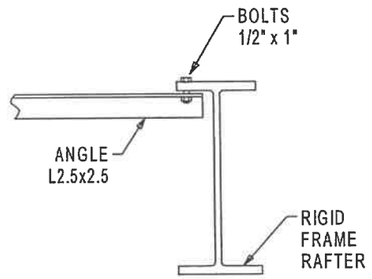
B3 ANGLE CONNECTION TO SOLDIER COLUMN



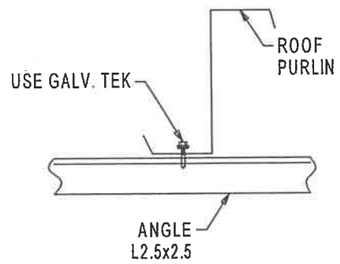
B4 ENDWALL COLUMN TO ENDWALL RAFTER



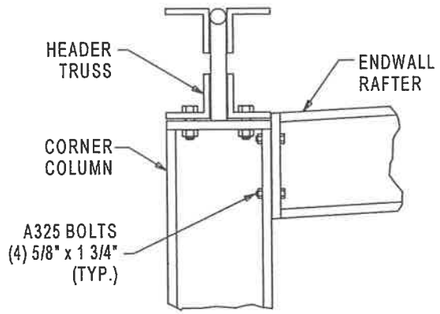
B5 ENDWALL RAFTER TO COLUMN



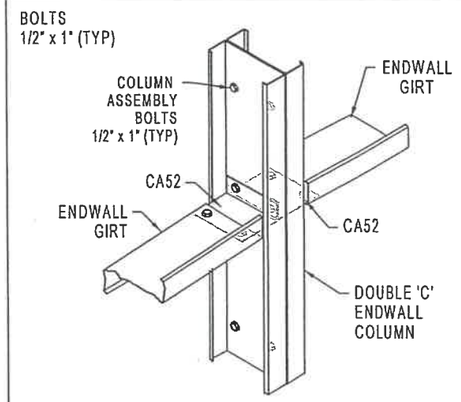
B6 ANGLE CONNECTION TO RIGID FRAME RAFTER



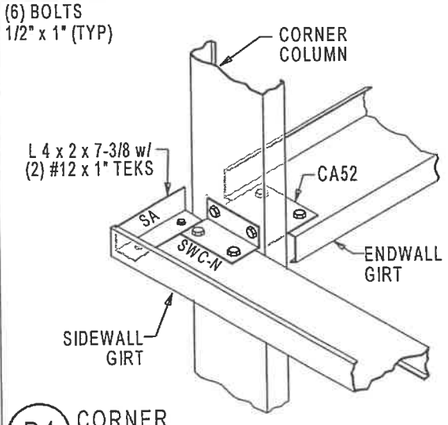
B8 ANGLE CONNECTION TO ROOF PURLIN



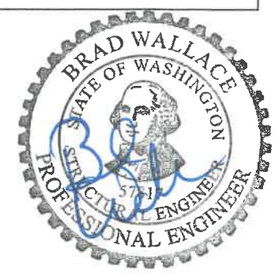
B16 CORNER COLUMN CONNECTION TO ENDWALL RAFTER



C2 DOUBLE 'C' ENDWALL COLUMN TO WALL GIRTS



D1 CORNER COLUMN TO WALL GIRTS



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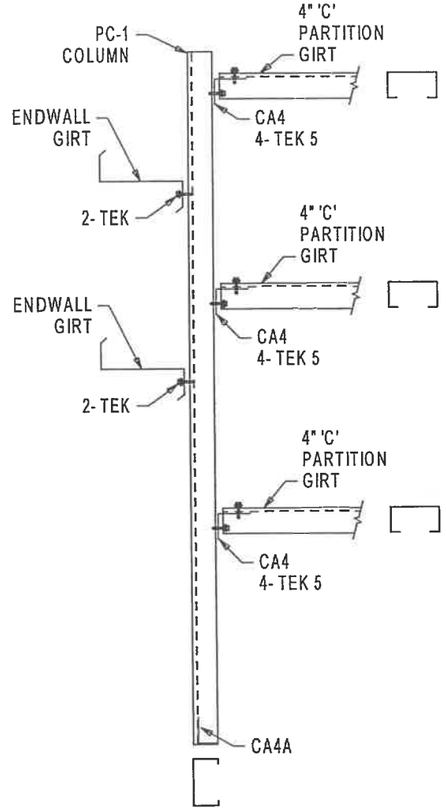
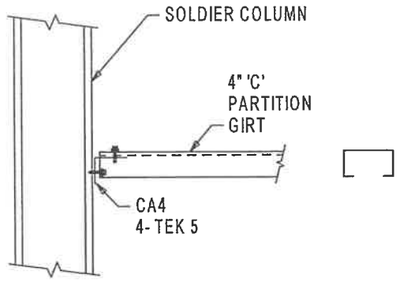
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY		DRAWN BY: RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER: 13 OF 27

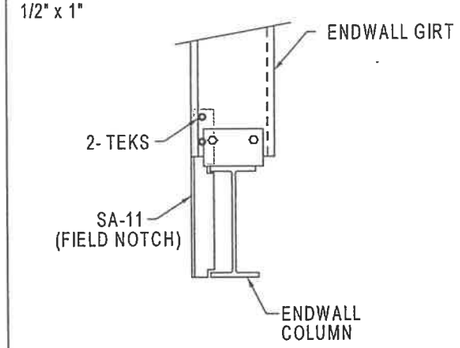


SIDE VIEW

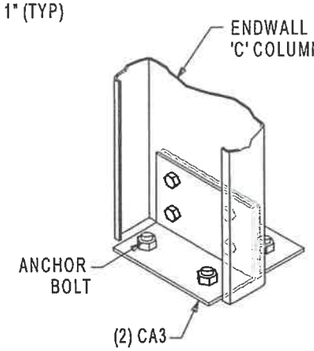
D19 PARTITION GIRT CONNECTION TO PC-1 COLUMN



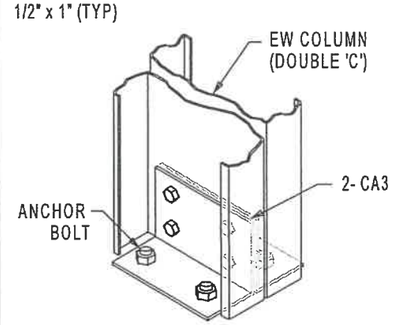
D20 PARTITION GIRT CONNECTION TO SOLDIER COLUMN



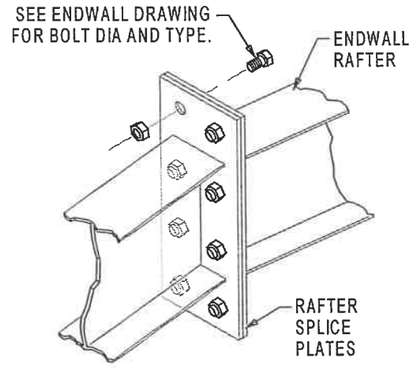
D25 ENDWALL COLUMN TO WALL GIRTS



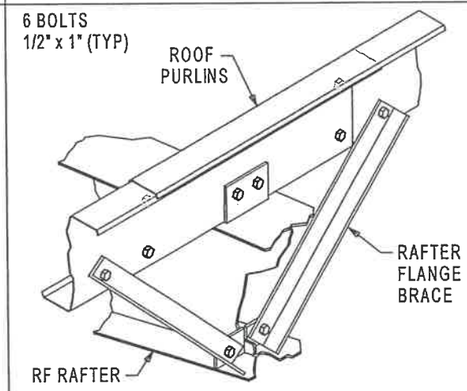
E1 BASE PLATE FOR EW COLUMN



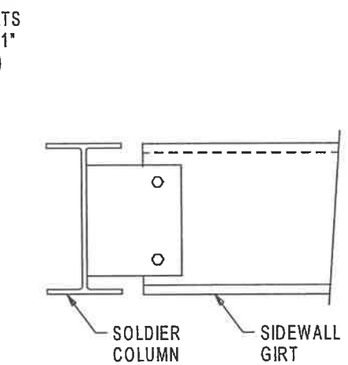
E2 BASE PLATE FOR EW COLUMN



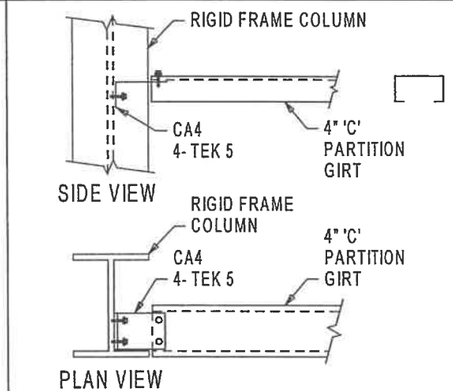
F12 ENDWALL RAFTER SPLICE AT RIDGE



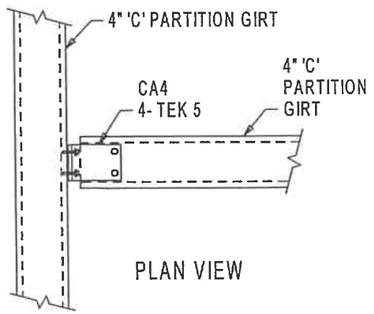
G1 ROOF PURLIN TO INTERIOR RIGID FRAME RAFTER



H6 SOLDIER COLUMN TO WALL GIRT

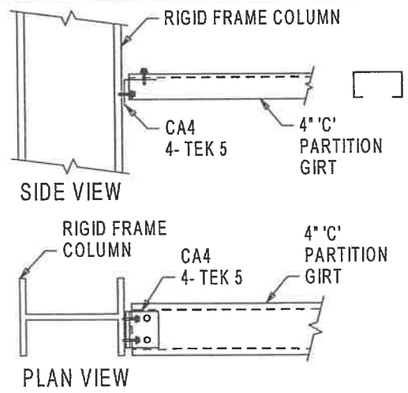


H19 PARTITION GIRT CONNECTION TO RIGID FRAME COLUMN

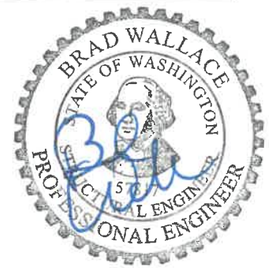


PLAN VIEW

H20 PARTITION GIRT CONNECTION TO PARTITION GIRT



H21 PARTITION GIRT CONNECTION TO RIGID FRAME COLUMN



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SCALE:	JOB LOCATION	REVISION
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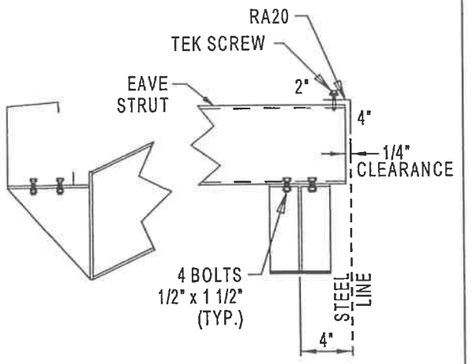
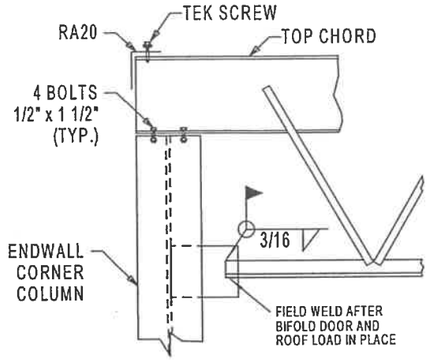
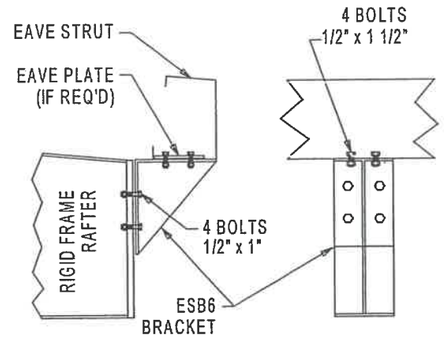
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 13 OF 37



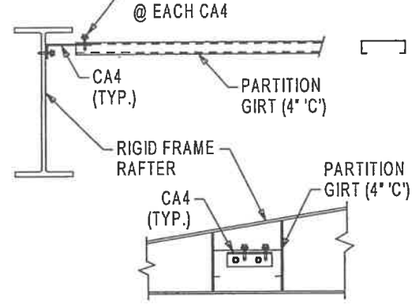
I8 EAVE STRUT TO ENDWALL RAFTER



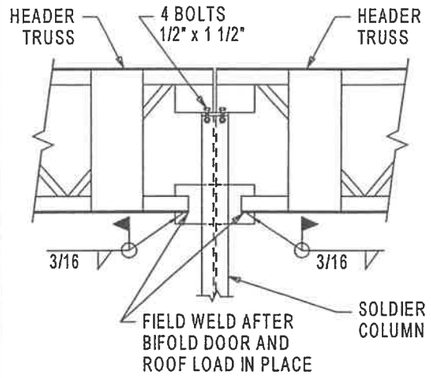
I9 ENDWALL COLUMN CONNECTION TO HEADER TRUSS



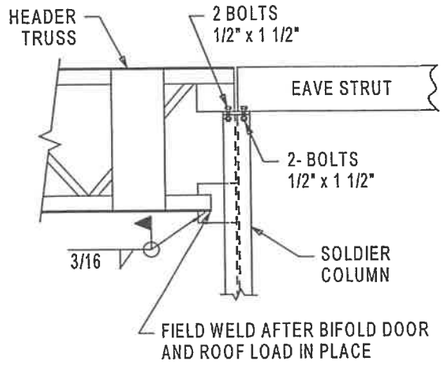
J1 EAVE STRUT TO ESB6 BRACKET & ESB6 BRACKET TO RAFTER - @ INTERIOR BAYS -



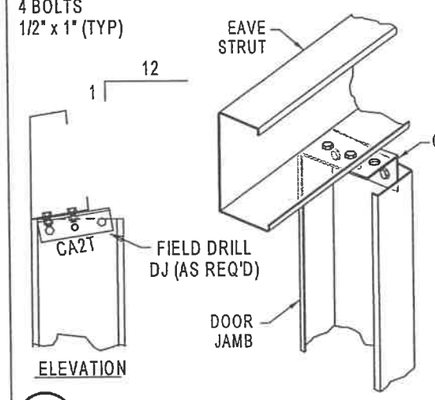
J3 GIRT CONNECTION TO RAFTER @ PARTITION



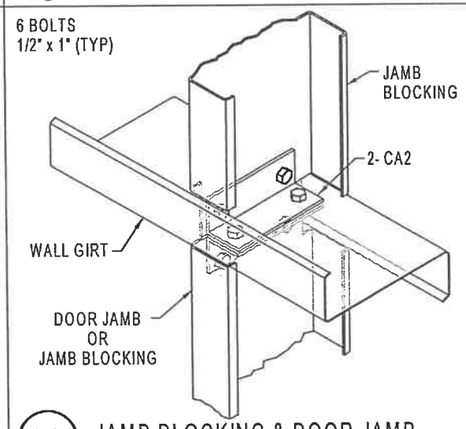
J7 ENDWALL COLUMN CONNECTION TO HEADER TRUSS



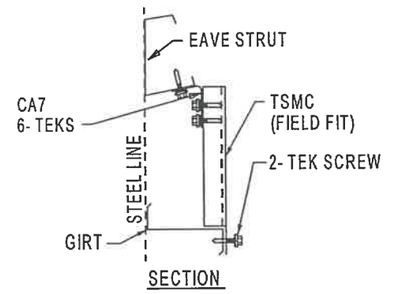
J8 SOLDIER COLUMN CONNECTION TO HEADER TRUSS & EAVE STRUT

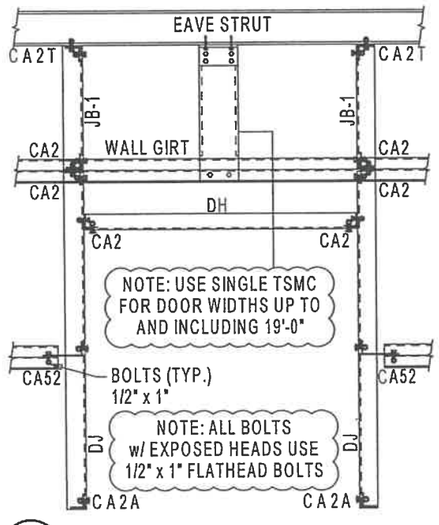


L4 DOOR JAMB TO EAVE STRUT



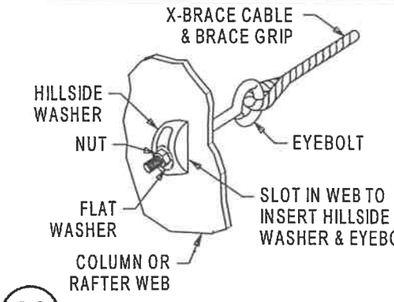
L6 JAMB BLOCKING & DOOR JAMB TO WALL GIRT



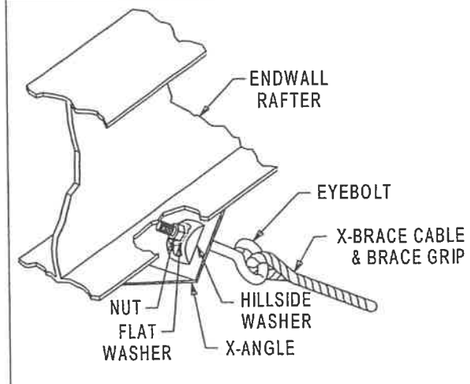


M1 S.S.O.H. DOOR DETAIL

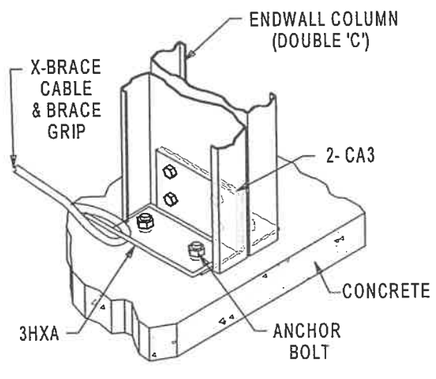
5/8"	E.H.S. CABLE WITH	1 1/4" EYEBOLT
1/2"	E.H.S. CABLE WITH	7/8" EYEBOLT
3/8"	E.H.S. CABLE WITH	3/4" EYEBOLT
5/16"	E.H.S. CABLE WITH	5/8" EYEBOLT
1/4"	E.H.S. CABLE WITH	1/2" EYEBOLT



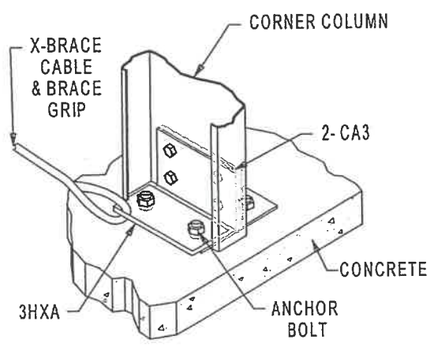
Q2 DIAGONAL CABLE, EYEBOLT END



Q4 DIAGONAL CABLE, EYEBOLT END



Q5 3HXA & (2) CA3 @ ENDWALL COLUMN



Q8 3HXA & (2) CA3 @ ENDWALL COLUMN

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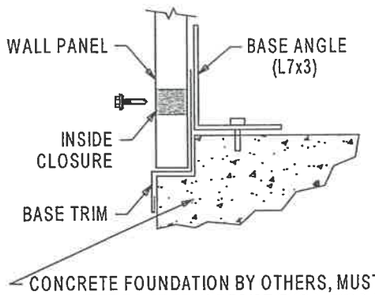
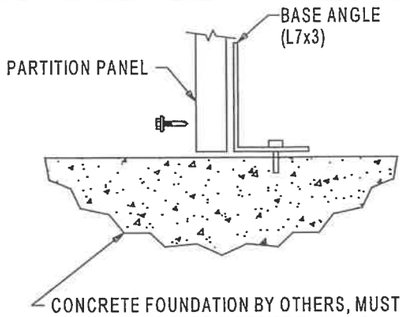
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 14 OF 27



T1 SECTION THRU WALL PANEL AND CONCRETE FOUNDATION



T11 SECTION THRU PARTITION PANEL AND CONCRETE FOUNDATION

1. FIELD CUT X-BRACE THRU GIRTS (AS REQ'D).
2. FIELD CUT X-BRACE TO LENGTH (AS REQ'D).
3. FIELD FIT AND DRILL GIRTS AT CORNER COLUMN (AS REQ'D).
4. FIELD LOCATE WALK DOORS, WINDOWS, AND LOUVERS (AS REQ'D).
5. FIELD FIT WINDSTRUT (AS REQ'D).
6. FIELD CUT 3'-4" ELEV. GIRT AND TEK TO 8 1/4" WALK DOOR JAMB.
7. FIELD FIT FLANGE BRACES AS REQ'D.
8. LAP BRIDGE ANGLE 1", USE (2) 12-14 x 1" TEKS.
9. LAP RAKE ANGLE 1", USE (2) 12-14 x 1" TEKS.

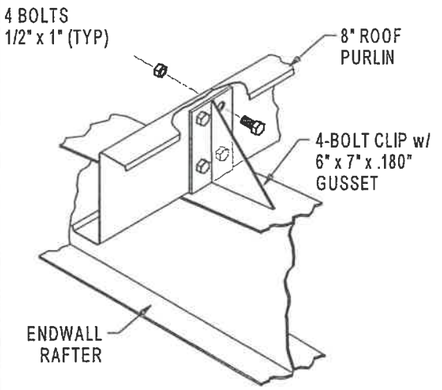
Y1 FIELD NOTES

FORMAT IS BDDxWTHH

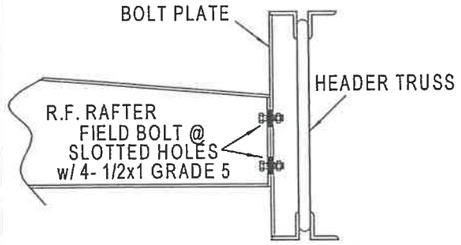
B = 3 PLATE BUILT UP SECTION.
DD = WEB DEPTH IN INCHES.
W = FLANGE WIDTH IN INCHES.
(6=6", 8=8", 0=10", 2=12")
T = FLANGE THICKNESS IN 1/16" INCH UNITS.
(3=3/16", 4=1/4", 5=5/16" 6=3/8", 8=1/2",
0=5/8", 2=3/4")
HH = WEB THICKNESS IN DECIMAL INCH UNITS.
(14=.1495, 17=.1793, 25=.2500, 31=.3125)

Y2 BUILT-UP NOTES

rev. 09-21-17



ARC8 ANTI-ROLL CLIP DETAIL



EAVE DETAIL @ HEADER TRUSS

SLIP FIT CONNECTION
DO NOT TIGHTEN BOLTS

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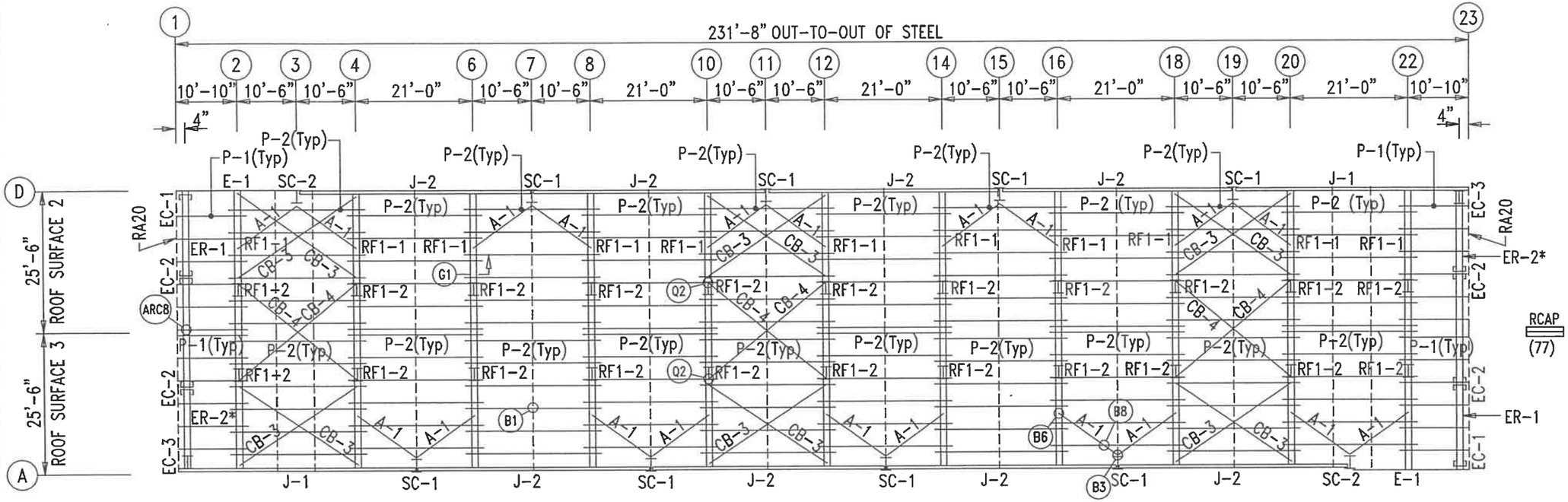
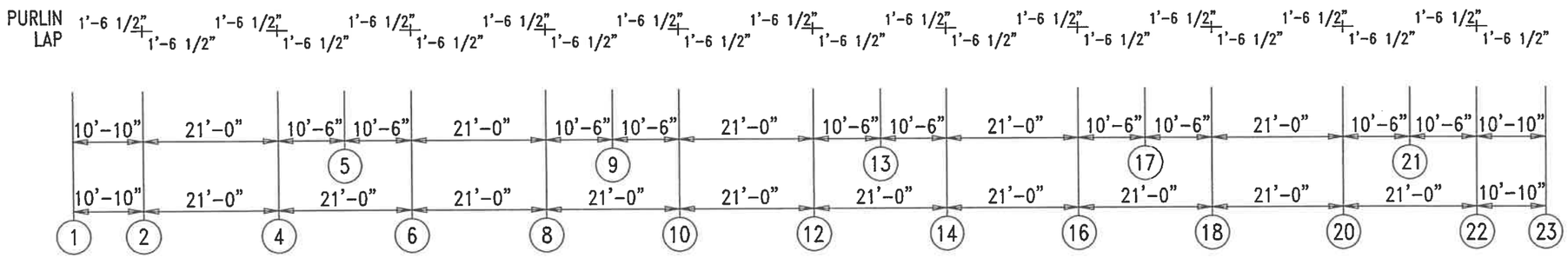
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 15 OF 27



ROOF SHEETING

PANELS: 26 Ga. PBR
Galvalume



ROOF FRAMING PLAN

MEMBER TABLE ROOF PLAN		
MARK	PART	LENGTH
P-1	8x25Z16	12'-4"
P-2	8x25Z16	24'-1"
E-1	80x5E14	21'-3 1/2"
CB-3	1/4EHS	26'-0"
CB-4	1/4EHS	25'-0"
SP-1	L 1x1	2'-0 13/16"
SI-1	L 1x1	4'-1 1/16"
SE-1	L 1x1	4'-0 9/16"
A-1	L2.5x2.5x3/16"	14'-3 15/16"
J-1	HEADER TRUSS	42'-3 1/2"
J-2	HEADER TRUSS	41'-11 1/2"

INSTALL ROOF FLANGE BRACE AS PER RIGID FRAME CROSS SECTION

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PROFESSIONAL ENGINEER
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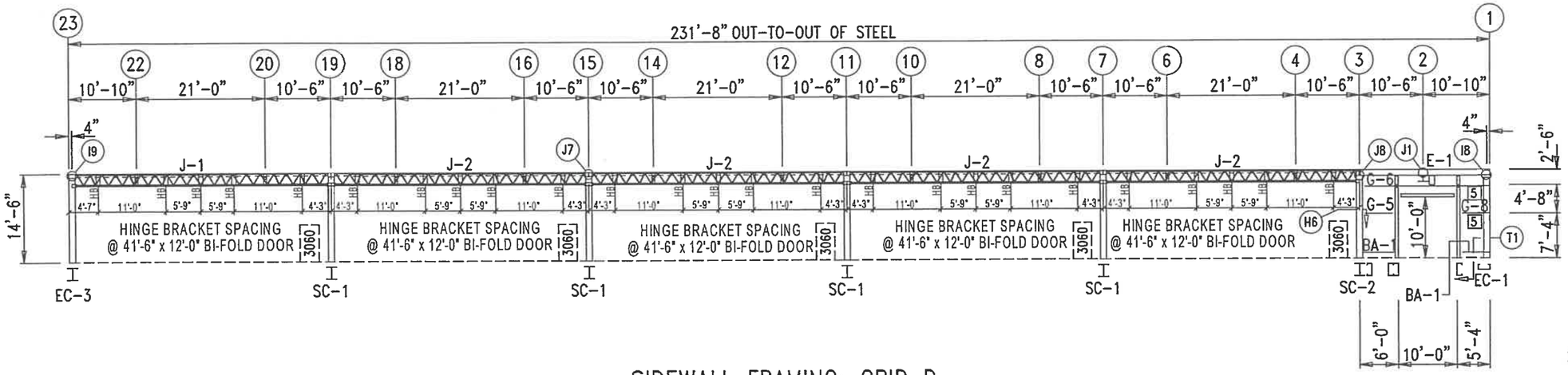
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 16 OF 27

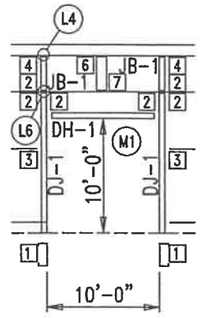
INSTALL SIDEWALL FLANGE BRACE
AS PER RIGID FRAME CROSS SECTION

MEMBER TABLE GRID A & D		
MARK	PART	LENGTH
SC-1	W6x15	13'-10"
SC-2	W6x15	13'-10"
DJ-1	8x25C16	12'-0"
DH-1	8x25C16	10'-0"
E-1	80x5E14	21'-3 1/2"
G-5	8x25Z16	5'-4"
G-6	8x25Z16	21'-0"
G-8	8x25Z16	5'-0"
JB-1	8x25C16	1'-10"
J-1	HEADER TRUSS	42'-3 1/2"
J-2	HEADER TRUSS	41'-11 1/2"
BA-1	L7x3	14'-7 3/4"

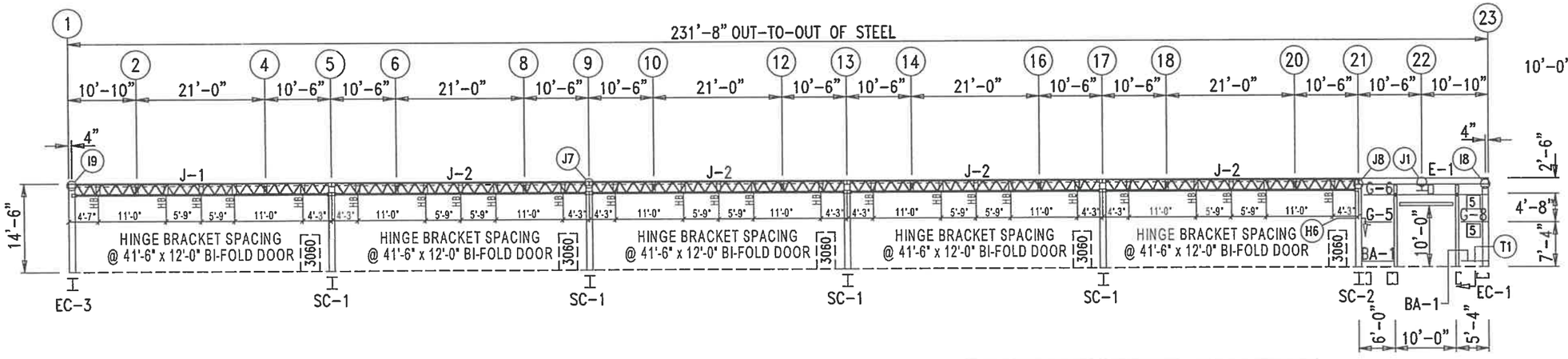
CONNECTION PLATES GRID A & D	
ID	MARK/PART
1	CA2A
2	CA2
3	CA52
4	CA2T
5	SWC-N
6	CA7
7	TSMC



SIDEWALL FRAMING: GRID D



10'-0"x10'-0" OVERHEAD DOOR (TYP.)



SIDEWALL FRAMING: GRID A

BIFOLD DOOR NOTE:

1.) ADJUST BIFOLD DOOR JAMB WHEEL TO APPROXIMATE CENTER OF JAMB COLUMN (1/2" LESS).

2.) FIELD DRILL & BOLT HINGE TO HB

3.) FIELD WELD HINGE TO HB

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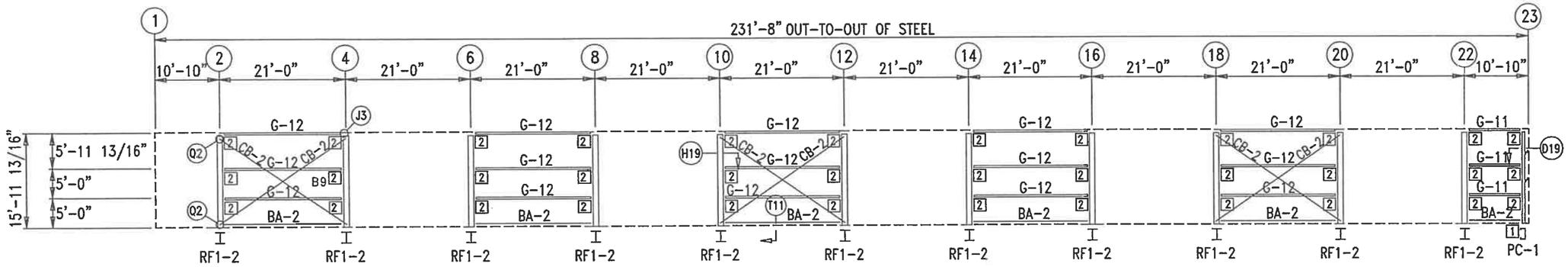
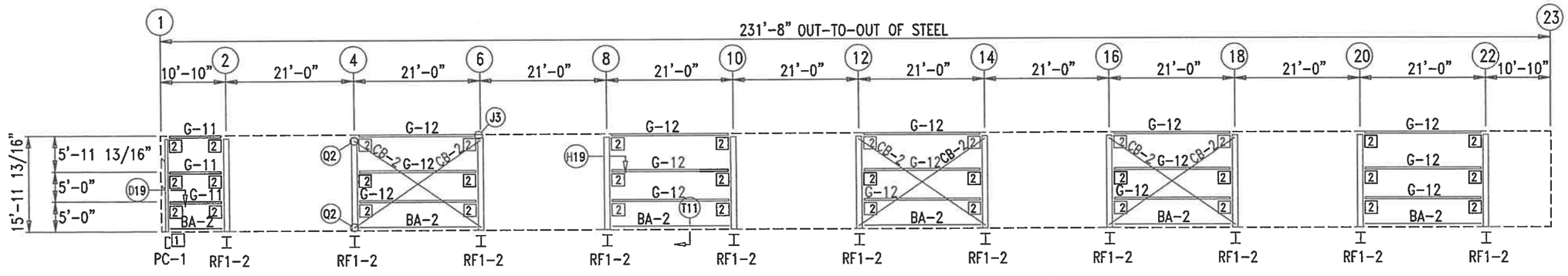
MEMBER TABLE PARTITION		
MARK	PART	LENGTH
PC-1	4x25C16	15'-10"
G-11	4x25C16	9'-8 3/8"
G-12	4x25C16	20'-6 1/4"
CB-2	5/16EHS	25'- 0"
BA-2	L7x3	21'- 0"

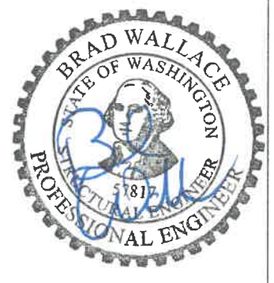
CONNECTION PLATES PARTITION	
☐ ID	MARK/PART
1	CA4A
2	CA4



PARTITION FRAMING: @ 33'-6" (INSIDE VIEW)



PARTITION FRAMING: @ 17'-6"(INSIDE VIEW)



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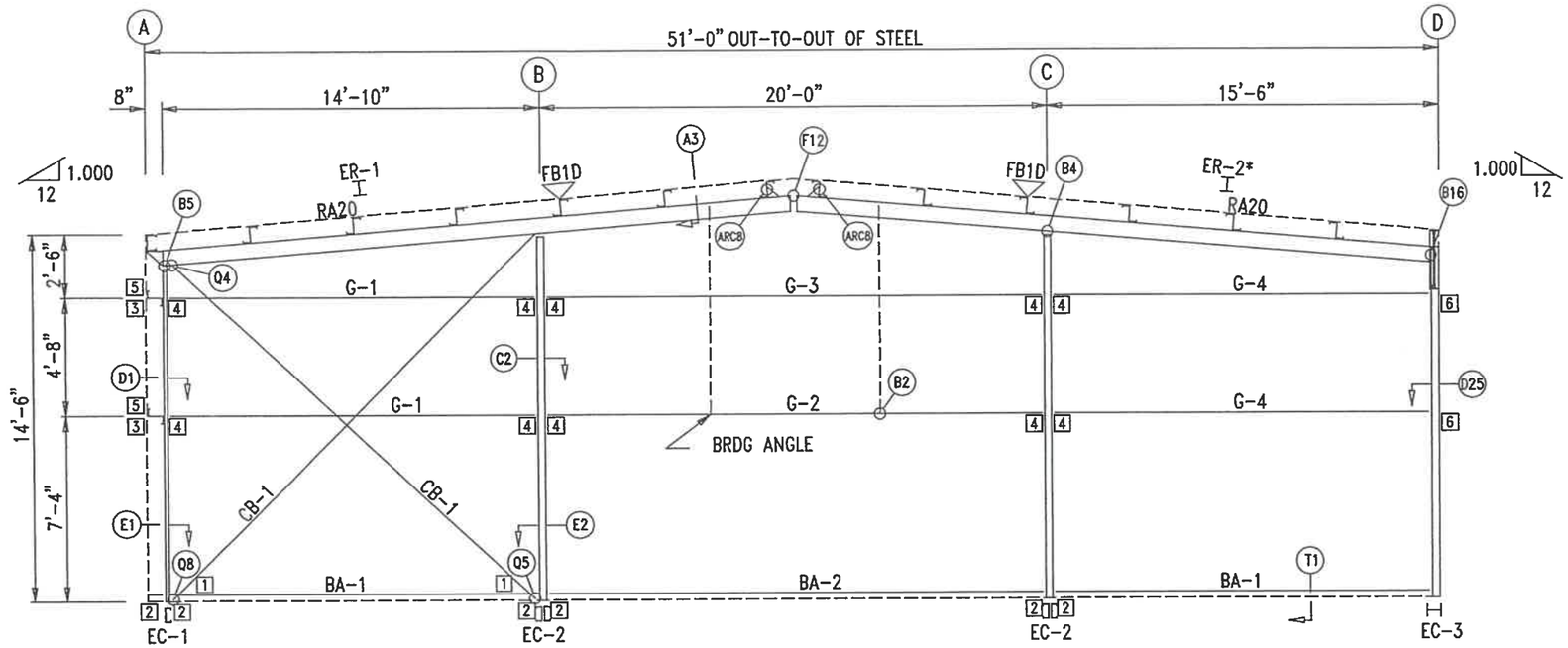
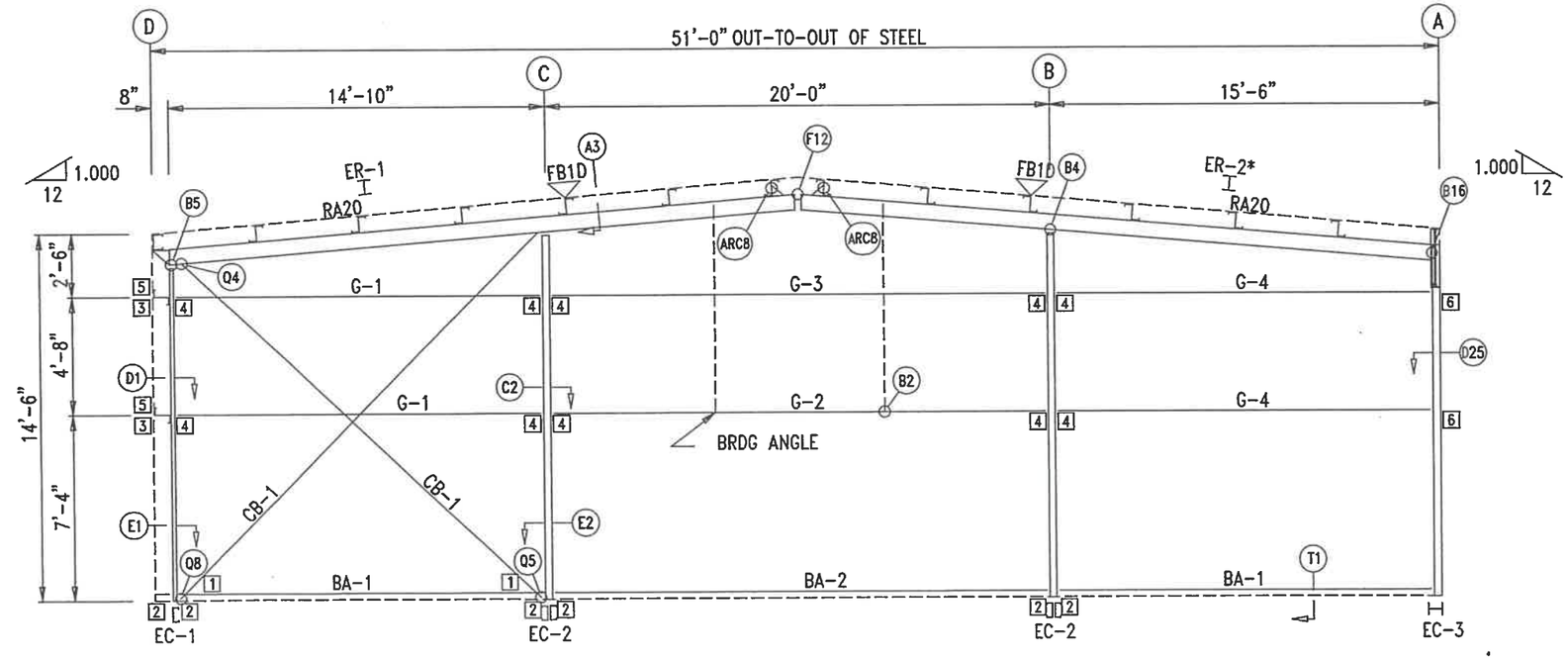
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 18 OF 27



ENDWALL FRAMING: GRID 23



ENDWALL FRAMING: GRID 1

BOLT TABLE GRID 1 & 23				
LOCATION	QUAN	TYPE	DIA	LENGTH
ER-1/ER-2*	8	A325	5/8"	1 3/4"
EC-1/ER-1	4	GR_5	1/2"	1"
Int_Column/Raf	4	GR_5	1/2"	1"
EC-3/ER-2*	4	A325	5/8"	1 3/4"

MEMBER TABLE GRID 1 & 23		
MARK	PART	LENGTH
EC-1	8x25C16	13'-2 3/4"
EC-2	D8x5C16	14'-5 9/16"
EC-3	W6x15	13'-2 9/16"
ER-1	W8x10	25'-7 1/16"
ER-2*	W8x10	25'-1 1/16"
G-1	8x25Z16	14'-2"
G-2	8x25Z15	19'-4"
G-3	8x25Z16	19'-4"
G-4	8x25Z16	14'-7"
CB-1	5/16EHS	19'-0"
BA-1	L7x3	14'-7 3/4"
BA-2	L7x3	21'-0"

FLANGE BRACE TABLE GRID 1 & 23		
▽ID	MARK	LENGTH
1	FB1D	1'-4 3/4"

CONNECTION PLATES GRID 1 & 23	
□ID	MARK/PART
1	3HXA
2	CA3
3	SWC-N
4	CA52
5	SA
6	SA-11

INSTALL ENDWALL FLANGE BRACE

BRAD WALLACE
STATE OF WASHINGTON
STRUCTURAL ENGINEER
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PROFESSIONAL ENGINEER

SEP 07 2021

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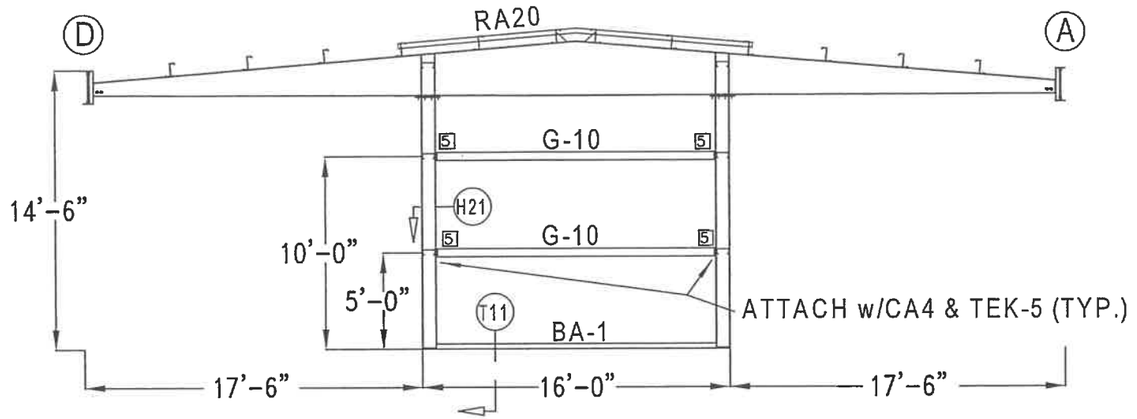
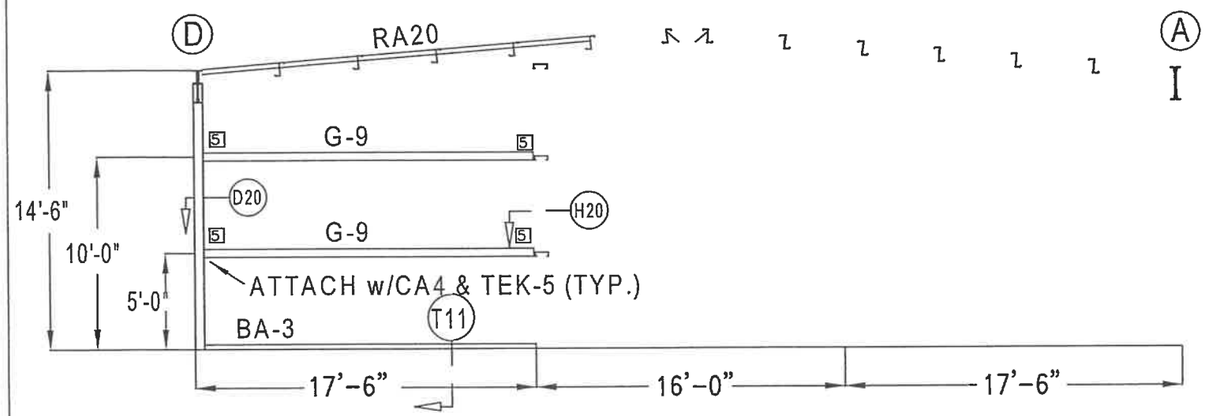
P.O. Box 580
Caldwell, Idaho 83606
208-454-1800 Fax 208-454-1801

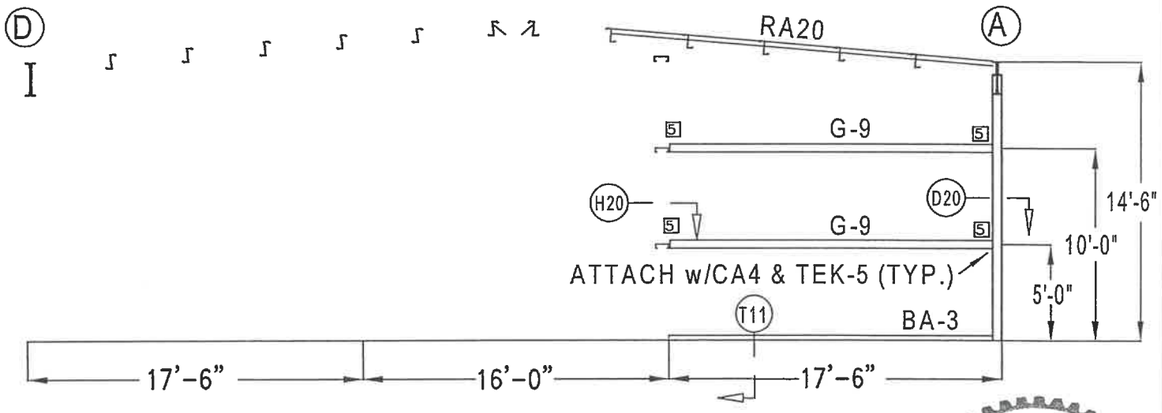
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 19 OF 22



GRID 2, 4, 6, 8, 10, 12, 14, 16, 18, 20 & 22 ELEVATION



GRID 3, 7, 11, 15 & 19 ELEVATION



GRID 5, 9, 13, 17 & 21 ELEVATION

CONNECTION PLATES PARTITIONS	
☐ ID	MARK/PART
5	CA4

MEMBER TABLE PARTITIONS		
MARK	PART	LENGTH
G-9	4x25C16	16'-11 1/2"
G-10	4x25C16	14'-7 1/4"
BA-1	L7x3	14'-7 3/4"
BA-3	L7x3	17'-4"

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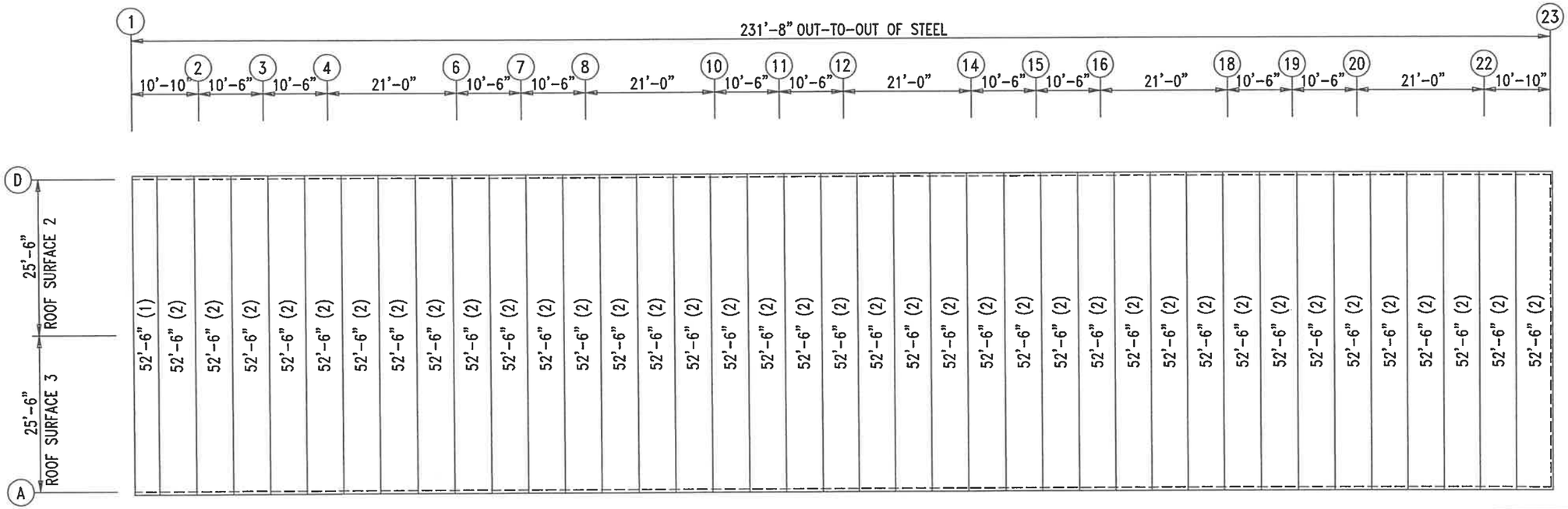
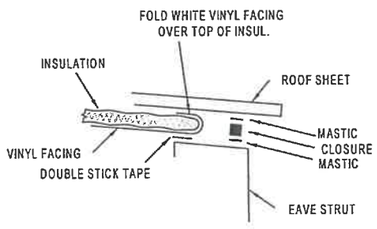
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY: RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER: 20 OF 27

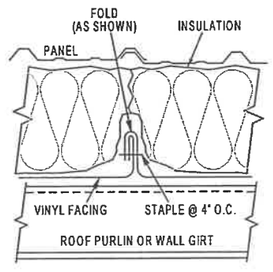
INSULATION TABLE R-8 2.5" VRR ROOF PLAN				
ROLL	QUAN	MARK	WIDTH	LENGTH
1	1	RI-1	4'-0"	52'-6"
2	38	RI-2	6'-0"	52'-6"





INSULATION DETAIL
@ EAVE

ROOF INSULATION
INSULATION: R-8 2.5" VRR



INSULATION DETAIL
@ SIDE LAP

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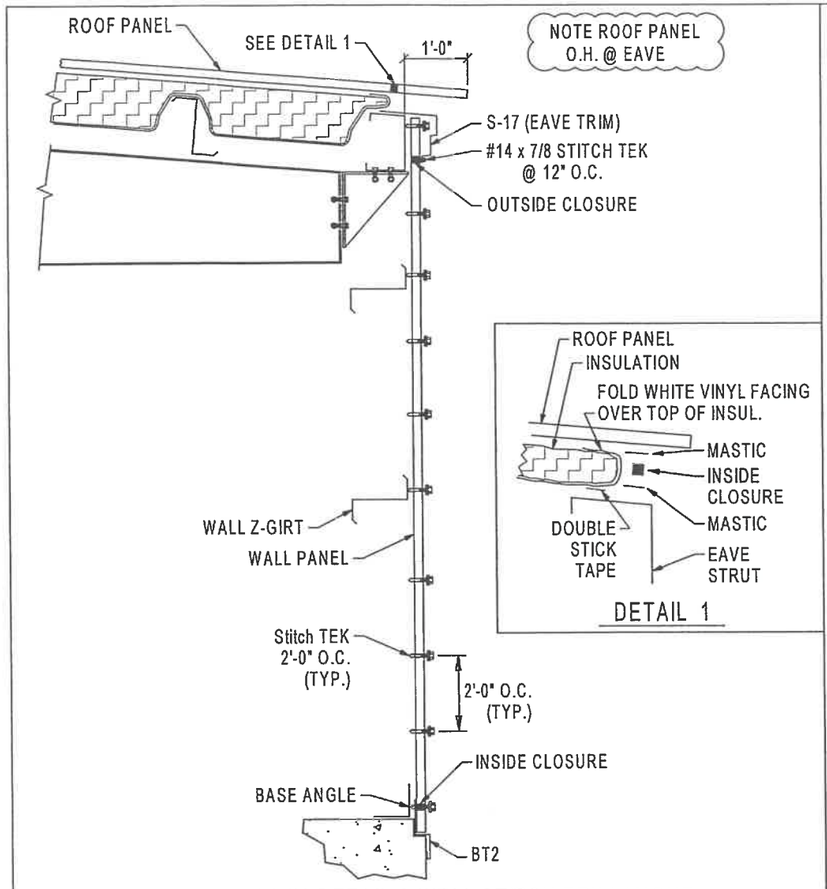
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 21 OF 32

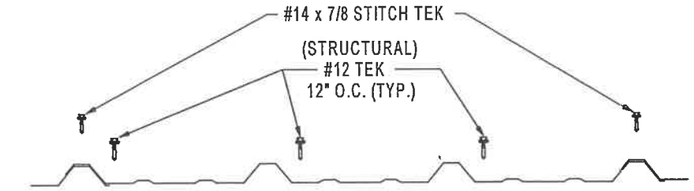


S-17 EAVE TRIM DETAIL & WALL STITCH TEK LAYOUT

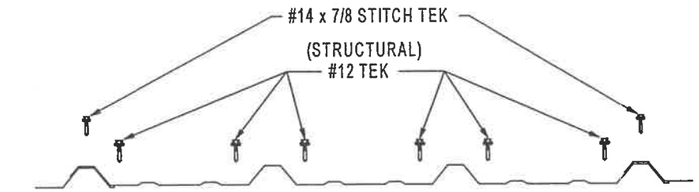
DETAIL 1

TYPICAL TEK SPACING FOR HIGH RIB PANELS

NOTE: ALIGN ROOF PANEL HI-RIBS WITH WALL PANEL HI-RIBS.

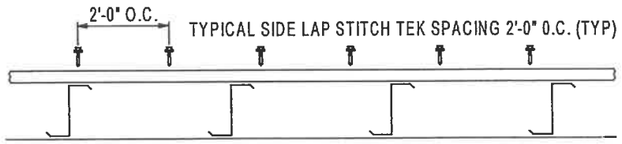


I. TYPICAL SPACING AT INTERMEDIATE PURLINS & GIRTS.

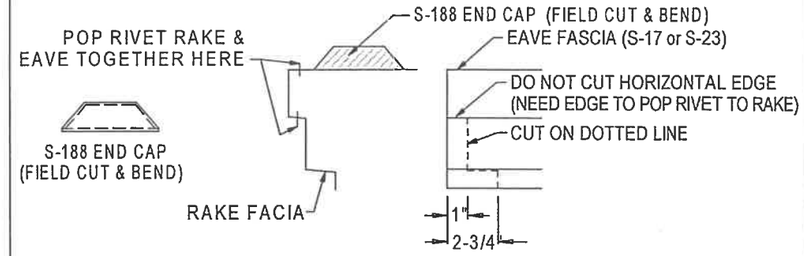


II. TYPICAL SPACING AT PANEL ENDS

1) TYPICAL SPACING AT EAVE STRUT.
2) TYPICAL SPACING AT RIDGE CAP.
3) TYPICAL SPACING AT BASE ANGLE.
4) TYPICAL SPACING AT RAKE ANGLE.
5) TYPICAL SPACING AT PANEL LAP.

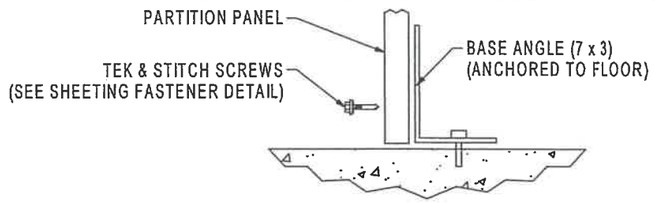


III. TYPICAL STITCH TEK SPACING (SIDE LAP ONLY)

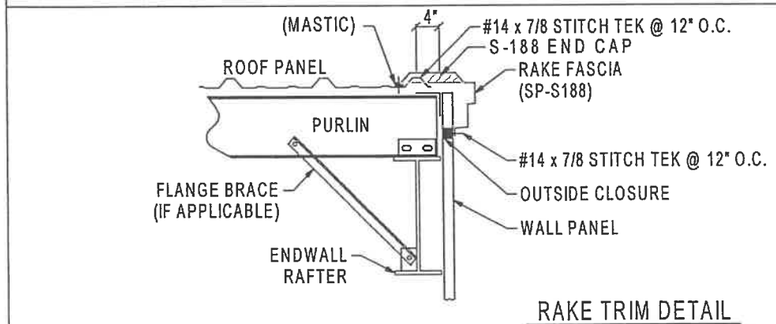


MITER DETAIL: EAVE-TO-RAKE

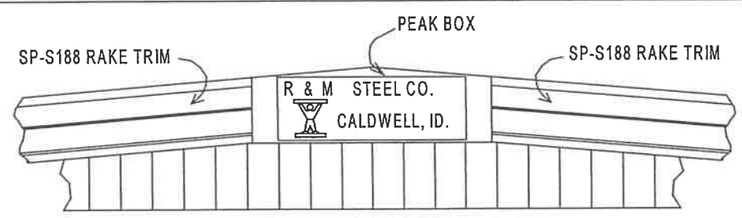
ROOF PANEL MASTIC DETAIL
@ ROOF PANEL ONLY



BASE DETAIL @ PARTITION WALLS

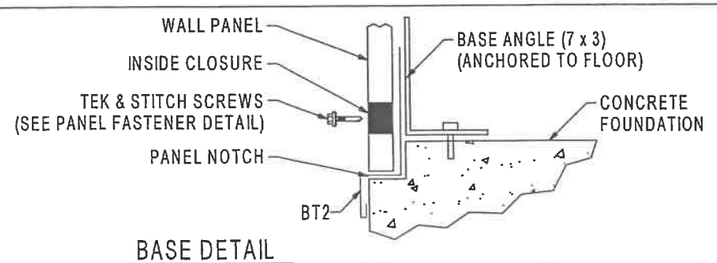


RAKE TRIM DETAIL

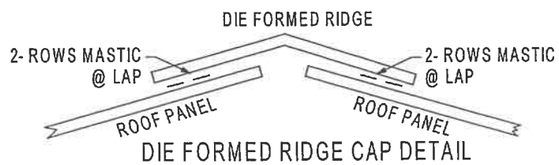


PEAK BOX DETAIL

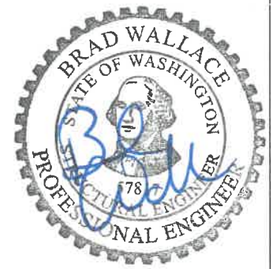
NOTE:
1) MITER SP-S188 RAKE TRIM @ PEAK & SEAL.
2) INSTALL PEAKBOX & SEAL.
3) MITER SP-S188 AND S-17 @ CORNERS & SEAL.



BASE DETAIL



DIE FORMED RIDGE CAP DETAIL



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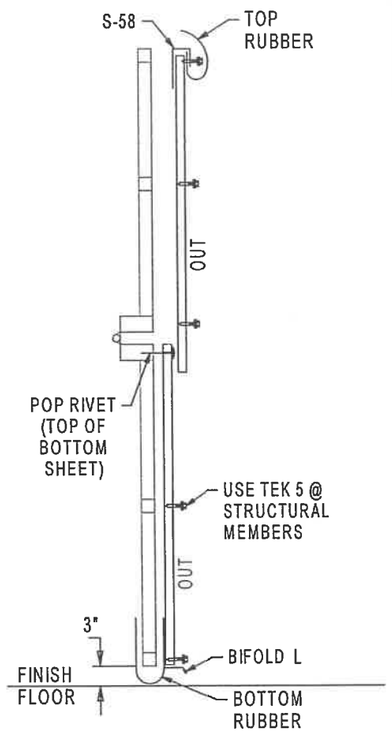
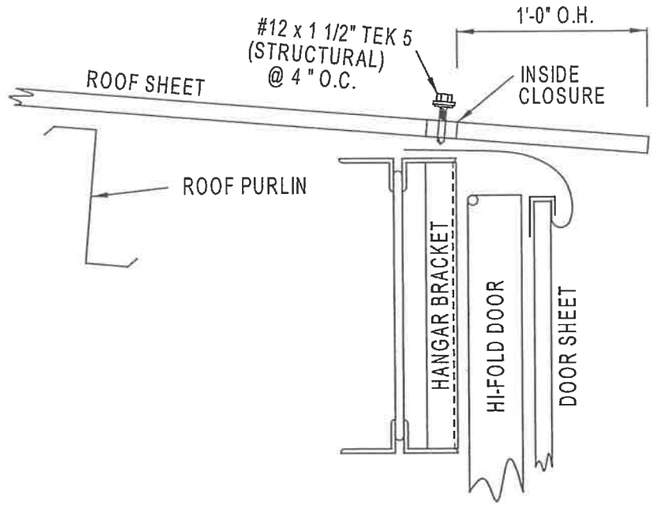
SCALE: DATE: 7/14/21	JOB LOCATION: FRIDAY HARBOR, WA	REVISION
PORT OF FRIDAY HARBOR		DRAWN BY: RPW
10 UNIT NT 51-42/45 HANGAR		DRAWING NUMBER: 22 OF 27

NOTE: FIELD PAINT EXPOSED HI-FOLD DOOR STRUCTURAL STEEL (BY OTHERS).



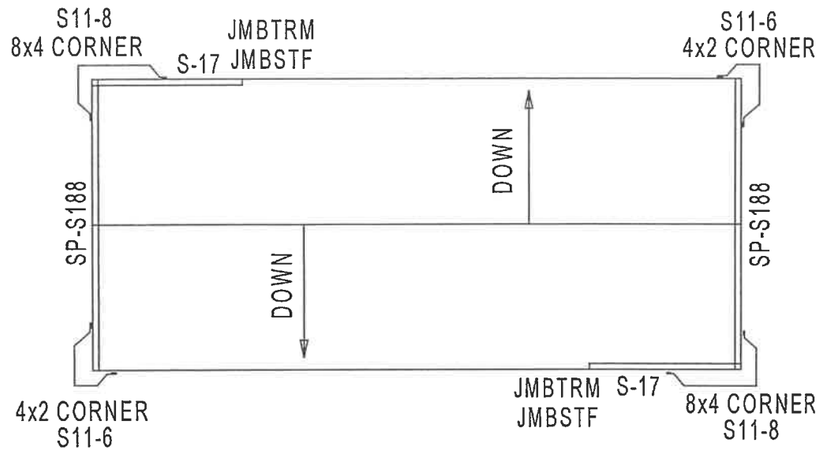
END VIEW
HI-FOLD DOOR TRIM LAYOUT



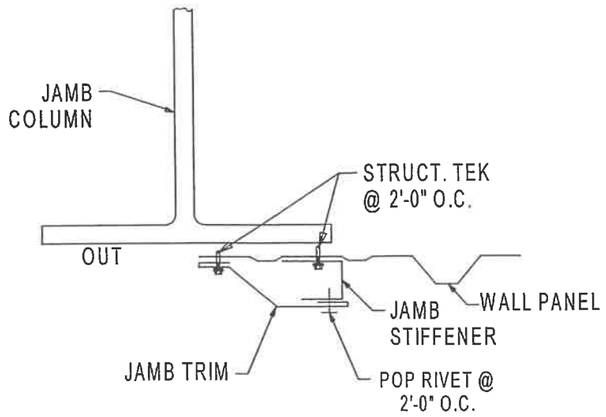
CROSS SECTION @ HI-FOLD DOOR
J-1 & J-2 ONLY

TYPICAL STRUCTURAL TEK SPACING FOR HIGH RIB PANELS

J-1 & J-2



PLAN VIEW TRIM LAYOUT



TRIM DETAIL @ JAMB COLUMN

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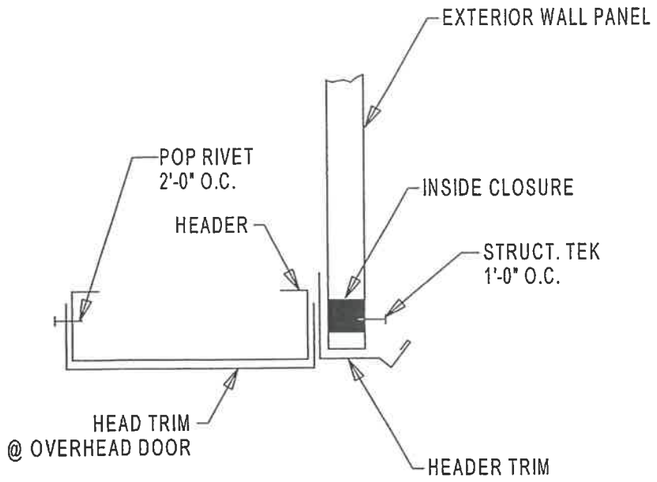
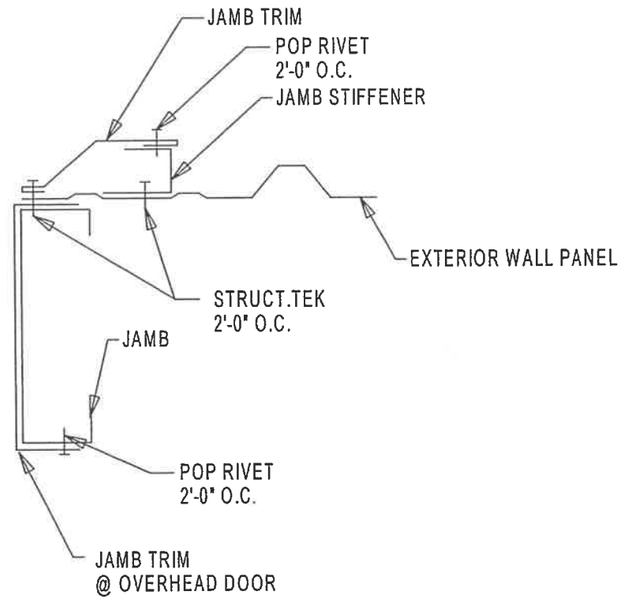
SCALE:	JOB LOCATION	REVISION
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42/45 HANGAR		DRAWING NUMBER 23 OF 27



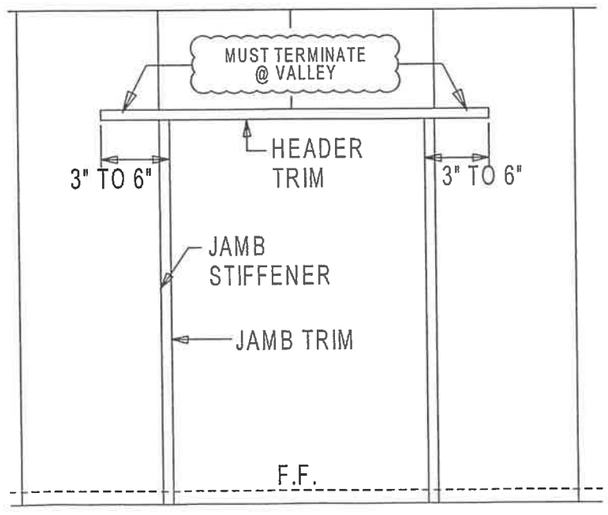
NOTE: FIELD NOTCH PANEL AND SLIDE HEADER TRIM BEHIND PANEL AS REQ.

CAULKING (BY OTHERS)

HEADER TRIM DETAIL



JAMB TRIM DETAIL



DOOR TRIM DETAIL

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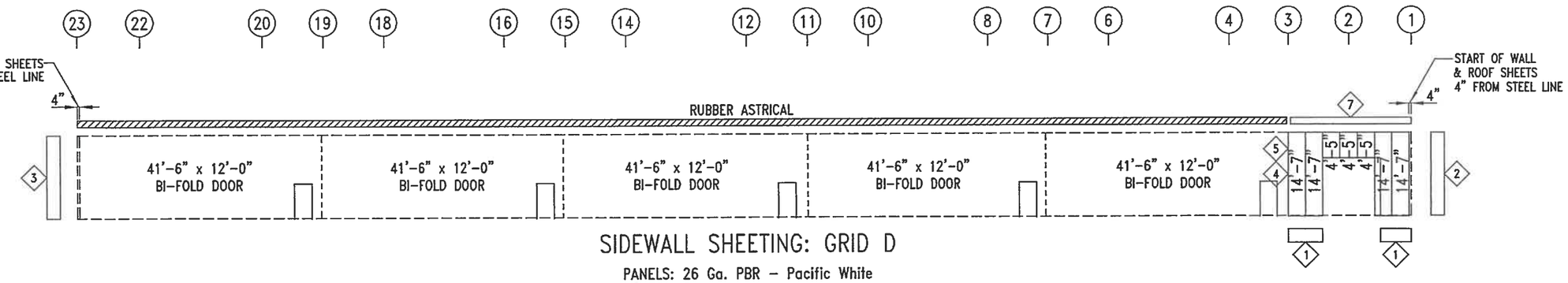
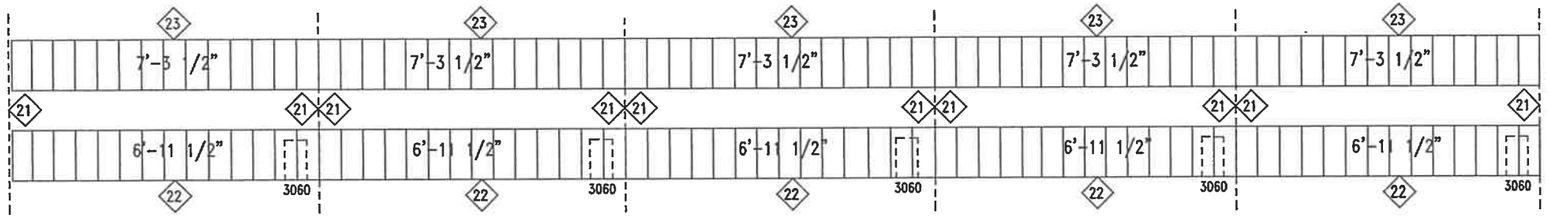
DATE: 7/14/21	FRIDAY HARBOR, WA	
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42/45 HANGAR		DRAWING NUMBER 24 OF 27

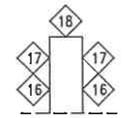


SIDEWALL SHEETING: GRID D

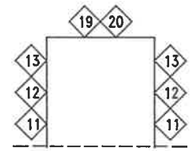
PANELS: 26 Ga. PBR – Pacific White



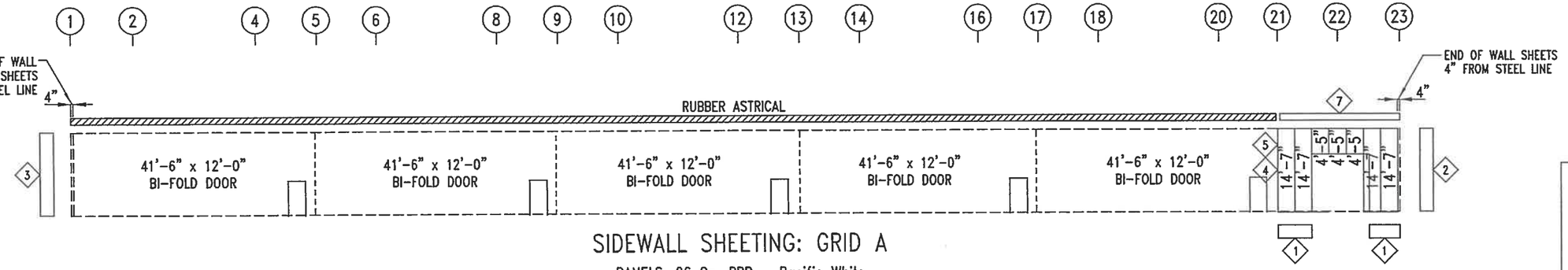
TRIM TABLE FRAME LINE A & D		
◇ID	MARK	LENGTH
1	BT2	8'-0"
2	S11-8	14'-6"
3	S11-6	14'-6"
4	JMBTRM	15'-0"
5	JMBSTF	15'-0"
7	S-17	23'-6"
11	8-JAMB	10'-0"
12	JMBTRM	10'-6"
13	JMBSTF	10'-6"
16	JMBTRM	7'-4"
17	JMBSTF	7'-4"
18	HEDTRM	4'-0"
19	8-HEAD	10'-0"
20	HEDTRM	11'-0"
21	S-58	15'-0"
22	BIFOLD L	22'-0"
23	S-58	22'-0"



WALK DOOR
3060
(TYP.)

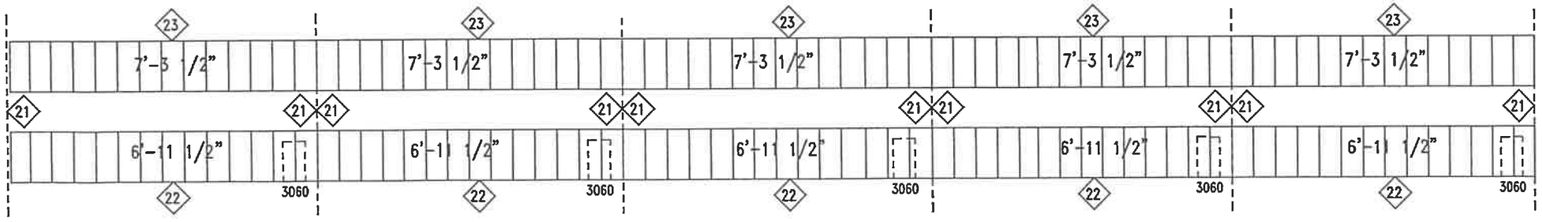


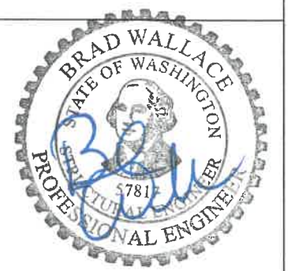
OVERHEAD DOOR
10'-0"x10'-0"
(TYP.)



SIDEWALL SHEETING: GRID A

PANELS: 26 Ga. PBR – Pacific White





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SCALE:	JOB LOCATION	REVISION
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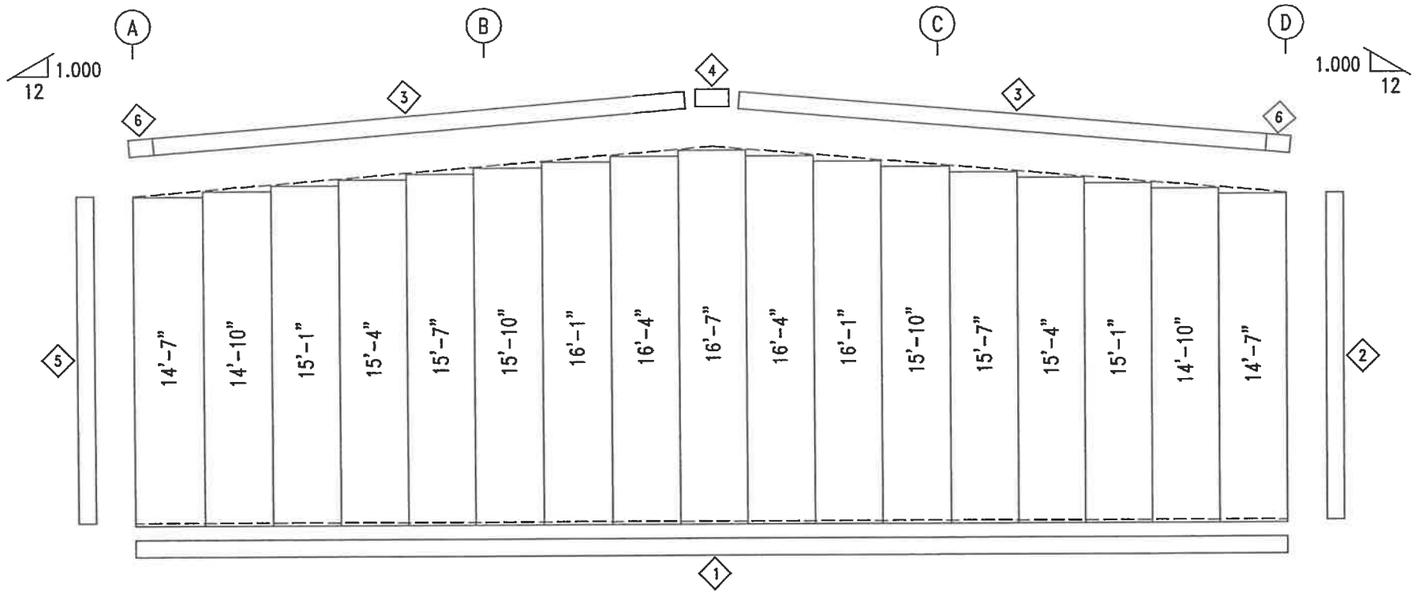
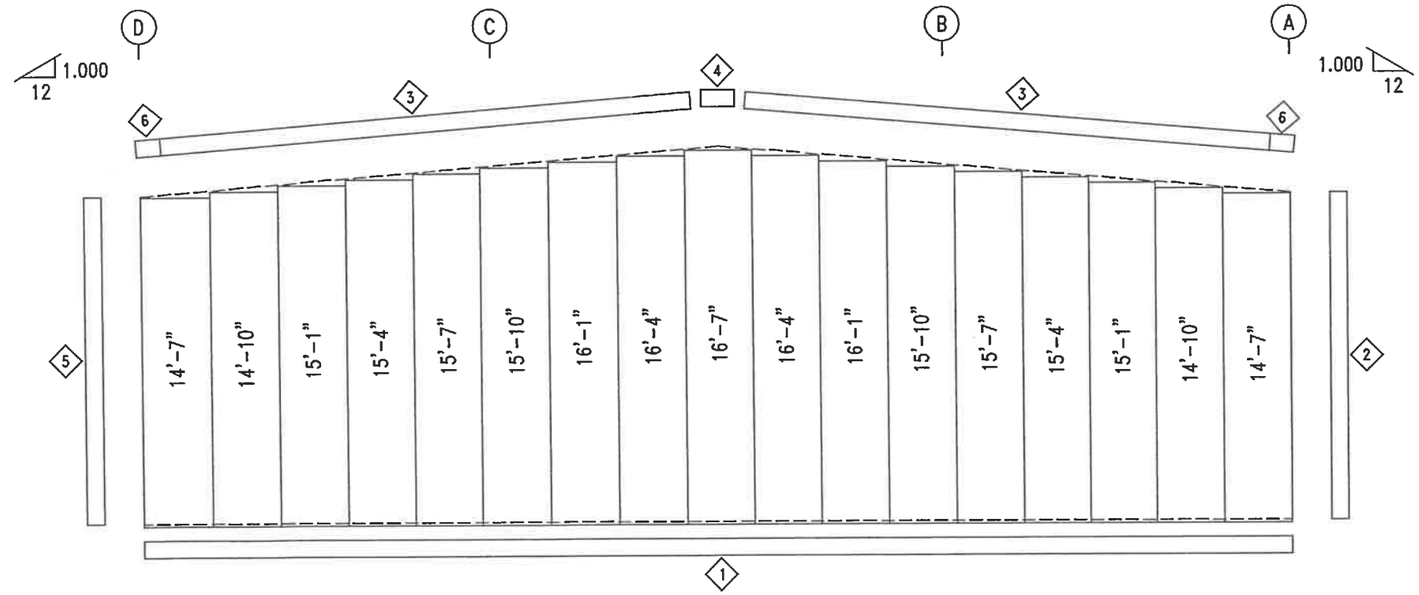
PORT OF FRIDAY HARBOR		DRAWN BY RPW
10 UNIT NT 51-42 HANGAR		DRAWING NUMBER 25 OF 27

TRIM TABLE FRAME LINE		1 & 23
◇ID	MARK	LENGTH
1	BT2	27'-0"
2	S11-6	14'-6"
3	SP-S188	27'-0"
4	PK BOX	2'-6"
5	S11-8	14'-6"
6	S188EC	3'-6 3/4"



ENDWALL SHEETING: GRID 23

PANELS: 26 Ga. PBR – Pacific White



ENDWALL SHEETING: GRID 1

PANELS: 26 Ga. PBR – Pacific White

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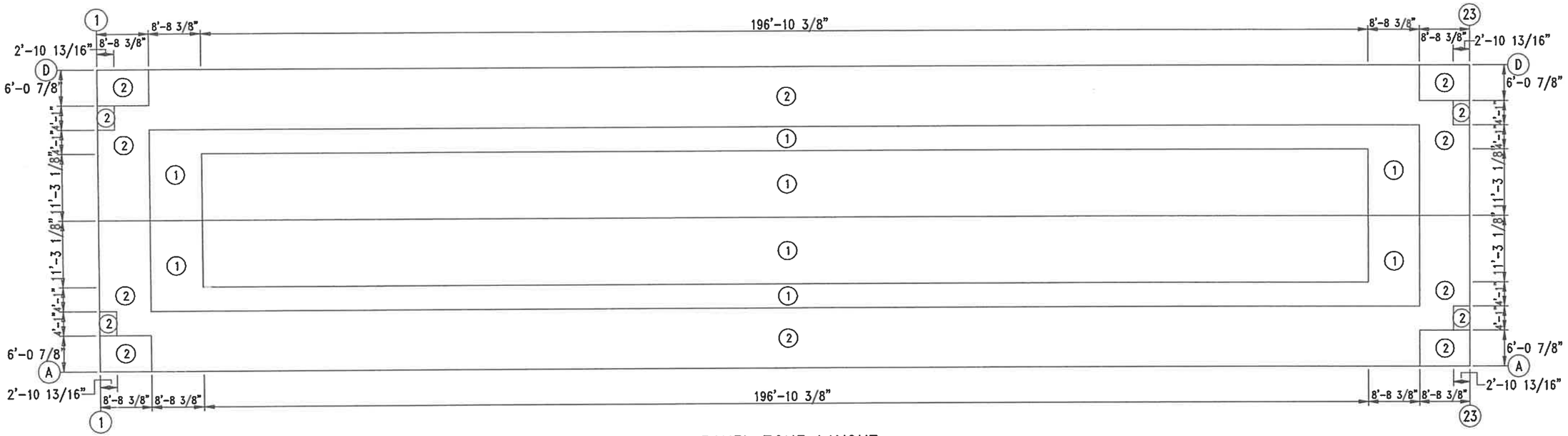
FASTENER TABLE		
ID	SCREW PART	SPACE (in)
1	#12S	12.0
2	#12S	6.0



PANEL ZONE LAYOUT
(Minimum Fastener Spacing)

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