

WALL OPENING SCHEDULE						PROJECT DESIGN CRITERIA	
DOOR	WIDTH	HEIGHT	TYPE	HEADER GIRT	JAMBS	<div>GOVERNING CODE: IBC 2021</div> <div>RISK CATEGORY: II</div> <div>ROOF DEAD LOAD: 3 psf</div> <div>ROOF COLLATERAL LOAD: 3 psf</div> <div>GROUND SNOW LOAD: 25 psf</div> <div>ROOF SNOW LOAD: 25 psf</div> <div>ROOF LIVE LOAD: 20 psf (REDUCIBLE)</div> <div>WIND ENCLOSURE: ENCLOSED</div> <div>WIND SPEED: 110 mph</div> <div>WIND EXPOSURE: C</div> <div>Ss: 1.559</div> <div>Sds: 1.247</div> <div>Sl: 0.587</div> <div>Sdl: 0.670</div> <div>SEISMIC DESIGN CATEGORY: D</div> <div>R transverse: 3.0</div> <div>R longitudinal: 3.0</div> <div>SOIL BEARING PRESSURE: 1500 psf</div> <div>WIND DESIGN OF LATERAL FORCE-RESISTING SYSTEMS IS BASED ON THE DIRECTIONAL DESIGN PROCEDURE OF ASCE 7-16, CHAPTER 27</div> <div>SEISMIC DESIGN OF LATERAL FORCE-RESISTING SYSTEMS ARE AS FOLLOWS:</div> <div>-- TRANSVERSE: ORDINARY STEEL MOMENT FRAME (SEISMIC DESIGN IS BASED ON ASCE 07-16, SECTIONS 12.1 - 12.13)</div> <div>-- LONGITUDINAL: ORDINARY STEEL BRACED FRAME. (SEISMIC DESIGN IS PERFORMED USING THE SIMPLIFIED DESIGN PROCEDURE (ASCE 07-16, SECTION 12.14).</div> <div>DESIGN BASE SHEAR: IS SHOWN ON CALCULATION SHEET M2.</div>	
1 - 2	16'-0"	12'-0"	ROLL UP DOOR	SEE NOTE #4	C6X4X16		
3 - 6	10'-0"	12'-0"	ROLL UP DOOR	SEE NOTE #4	CHN6X3X16		
7 - 8	10'-0"	12'-0"	ROLL UP DOOR	SEE NOTE #4	CHN6X3X14		
9 - 12	3'-0"	7'-0"	PERSONNEL DOOR	SINGLE	CHN6X4X14		
<div>NOTES:</div> <div>1) JAMB MEMBERS SHOWN AS "CHN" ARE CHANNEL MEMBERS (WITHOUT STIFFENER LIPS) AND THOSE SHOWN AS "C" ARE CEE MEMBERS. FIRST NUMBER IS WEB DEPTH IN INCHES, SECOND NUMBER IS FLANGE WIDTH IN INCHES, AND THIRD NUMBER IS MATERIAL THICKNESS (GAUGE).</div> <div>2) SEE DETAILS J/II AND K/II FOR OPENING FRAMING INFORMATION.</div> <div>3) SIZE OF HEADER GIRT MEMBER TO BE SAME AS SIDEWALL OR ENDWALL GIRT, AS APPROPRIATE, PER ELEVATIONS. AT WINDOWS, INSTALL HEADER GIRT SPECIFIED ABOVE AND BELOW WINDOWS, U.N.O.</div> <div>4) AT OPENINGS NOTED, INSTEAD OF ATTACHING DOOR JAMBS TO HEADER GIRT PER DETAIL L1/II ATTACH DOOR JAMBS TO UNDERSIDE OF EAVE PURLIN PER DETAIL L2/II.</div> <div>5) ALL OPENINGS AND ACCESSORIES SHALL BE CAPABLE OF SUPPORTING ALL WIND PRESSURES PERPENDICULAR TO THE SURFACE (GENERATED BY WINDS AT THE SPEED AND EXPOSURE INDICATED ABOVE) BY SPANNING BETWEEN THE JAMBS.</div>							

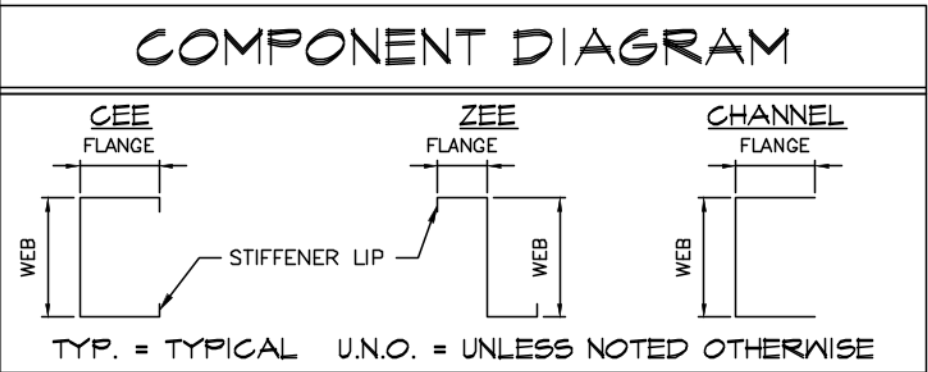
IMPORTANT: IN ADDITION TO THESE ENGINEERING PLANS (WHICH ALWAYS TAKE PRECEDENCE), YOU SHOULD HAVE THE FOLLOWING FROM ACT BUILDING SYSTEMS:

- CONSTRUCTION PACKAGE

- INSTALLATION MANUALS

- CONSTRUCTION VIDEOS

PLEASE CONTACT YOUR SALES REP IF YOU HAVE NOT RECEIVED THESE PRIOR TO STARTING CONSTRUCTION.



DEFLECTION LIMITS	
PURLINS:	L/150 (STD)
GIRTS:	L/90 (STD)
EW WIND COLUMNS:	L/120 (STD)
WALL PANEL:	L/60 (STD)

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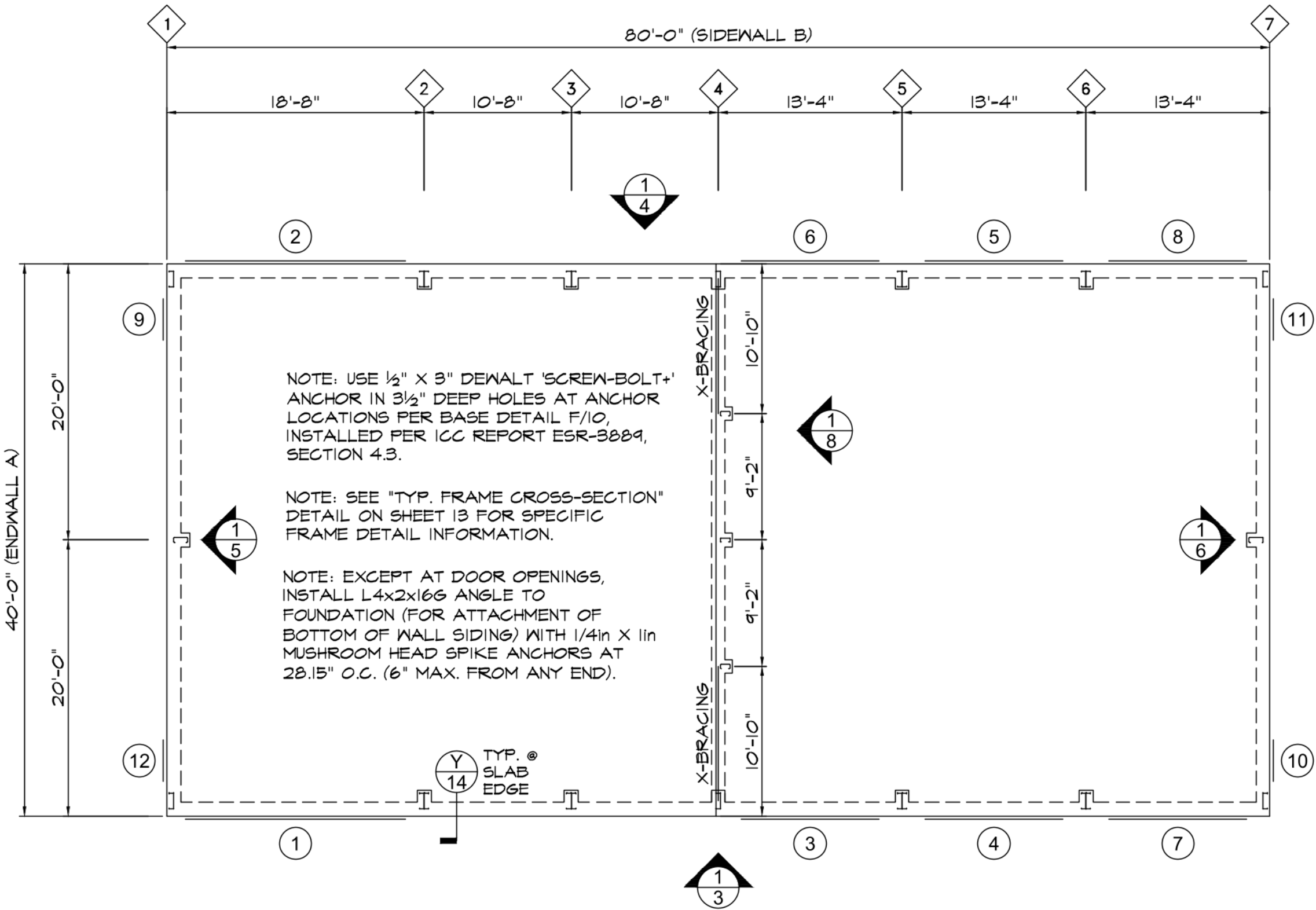
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1 FOUNDATION PLAN
2 SCALE: 1/8" = 1'-0"



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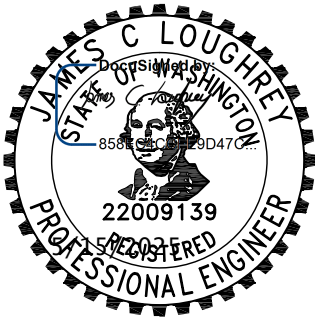
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GIRT FLANGE BRACING SCHEDULE

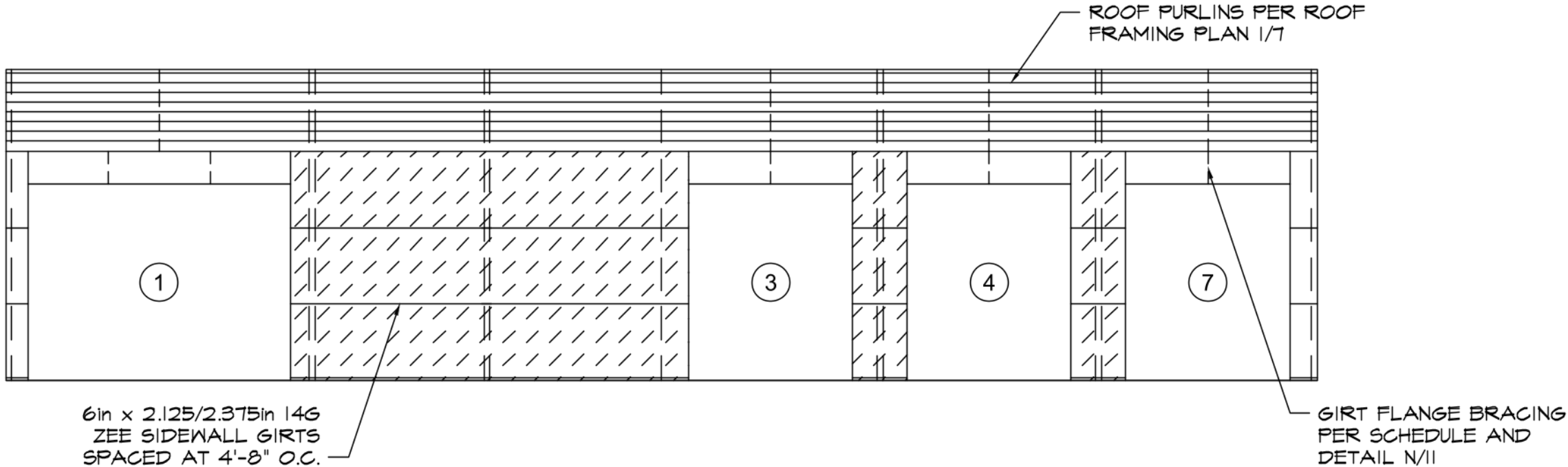
	BAY #1	BAY #4	BAY #5	BAY #6
Sidewall 'A'	1/3 PTS.	M/S	M/S	M/S

M/S = MIDSPAN

DIAPHRAGM SCHEDULE

SHEETING IN DIAPHRAGM SECTIONS (SHOWN AS HATCHED AREA ON ELEVATIONS) NOT TO BE CUT UNDER ANY CIRCUMSTANCES

WALL	DISTANCE FROM WALL EDGE		
Sidewall 'A'	17.3'-41.7'	51.7'-55.0'	65.0'-68.3'



1

3

SIDEWALL 'A' EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"

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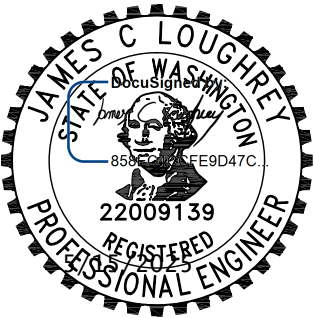
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GIRT FLANGE BRACING SCHEDULE

	BAY #1	BAY #4	BAY #5	BAY #6
Sidewall 'B'	1/3 PTS.	M/S	M/S	M/S

M/S = MIDSPAN

DIAPHRAGM SCHEDULE

SHEETING IN DIAPHRAGM SECTIONS (SHOWN AS
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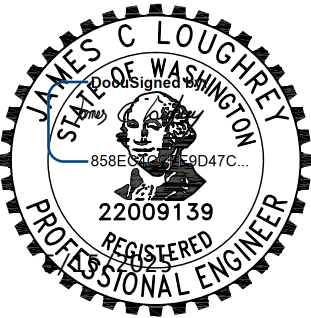
WALL	DISTANCE FROM WALL EDGE		
Sidewall 'B'	17.3'-41.7'	51.7'-55.0'	65.0'-68.3'

ROOF PURLINS PER ROOF
FRAMING PLAN 1/7

6in x 2.125/2.375in 14G
ZEE SIDEWALL GIRTS
SPACED AT 4'-8" O.C.

GIRT FLANGE BRACING
PER SCHEDULE AND
DETAIL N/II

1
4 **SIDEWALL 'B' EXTERIOR ELEVATION**
SCALE: 1/8" = 1'-0"



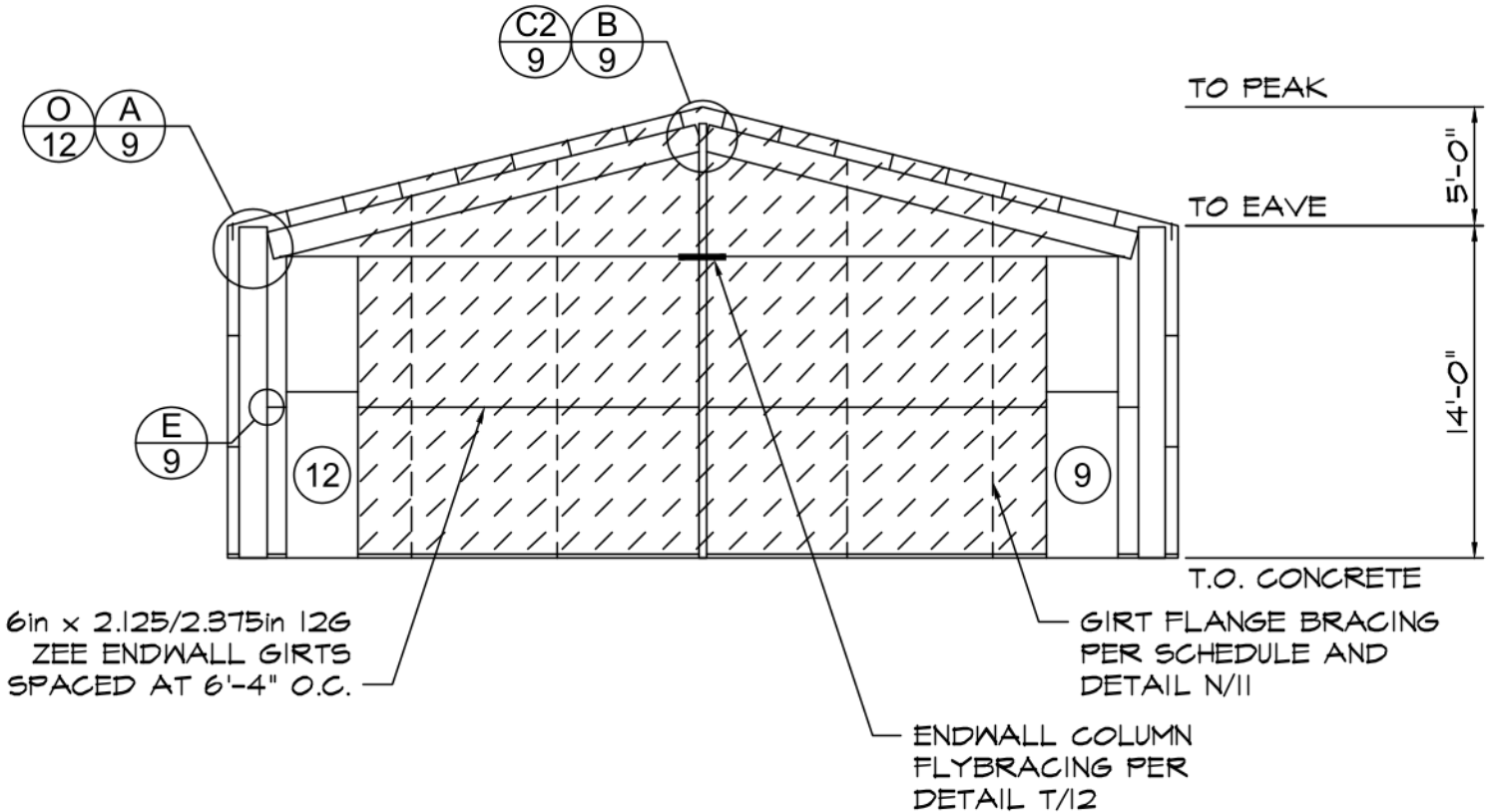
GIRT FLANGE
BRACING SCHEDULE

	BAY #1	BAY #2
Endwall 'A'	1/3 PTS.	1/3 PTS.

DIAPHRAGM SCHEDULE

SHEETING IN DIAPHRAGM SECTIONS (SHOWN
AS HATCHED AREA ON ELEVATIONS) NOT
TO BE CUT UNDER ANY CIRCUMSTANCES

WALL	DISTANCE FROM WALL EDGE
Endwall 'A'	5.5'-34.5'



1 ENDWALL 'A' INTERIOR ELEVATION
5 SCALE: 1/8" = 1'-0" FRAME #1

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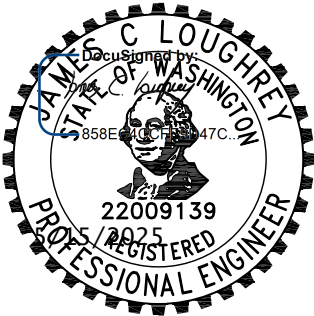
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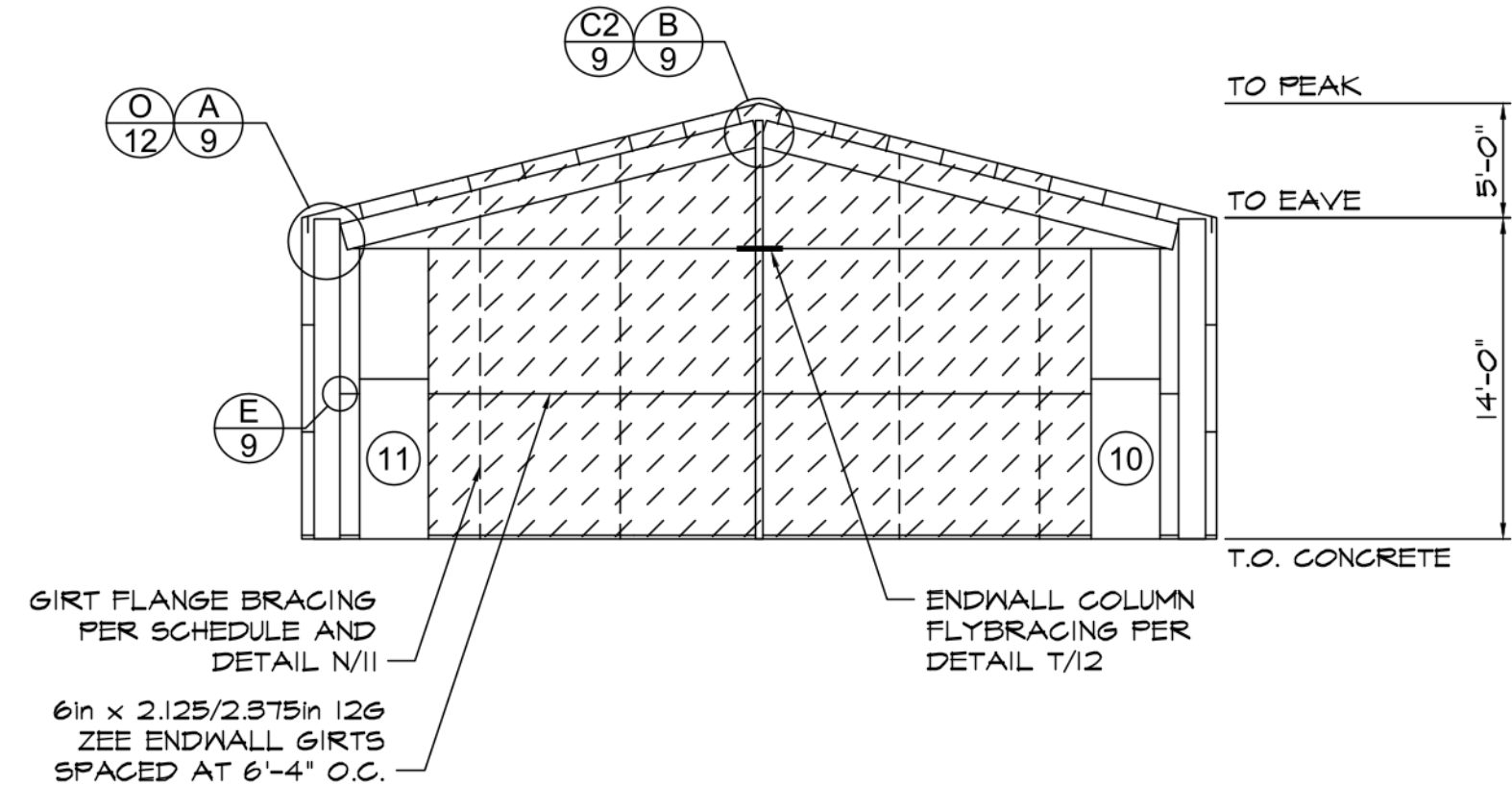
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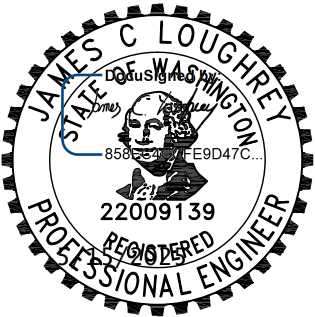
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DIAPHRAGM SCHEDULE				
GIRT FLANGE BRACING SCHEDULE		SHEETING IN DIAPHRAGM SECTIONS (SHOWN AS HATCHED AREA ON ELEVATIONS) NOT TO BE CUT UNDER ANY CIRCUMSTANCES		
	BAY #1	BAY #2	WALL	DISTANCE FROM WALL EDGE
Endwall 'B'	1/3 PTS.	1/3 PTS.	Endwall 'B'	5.5'-34.5'

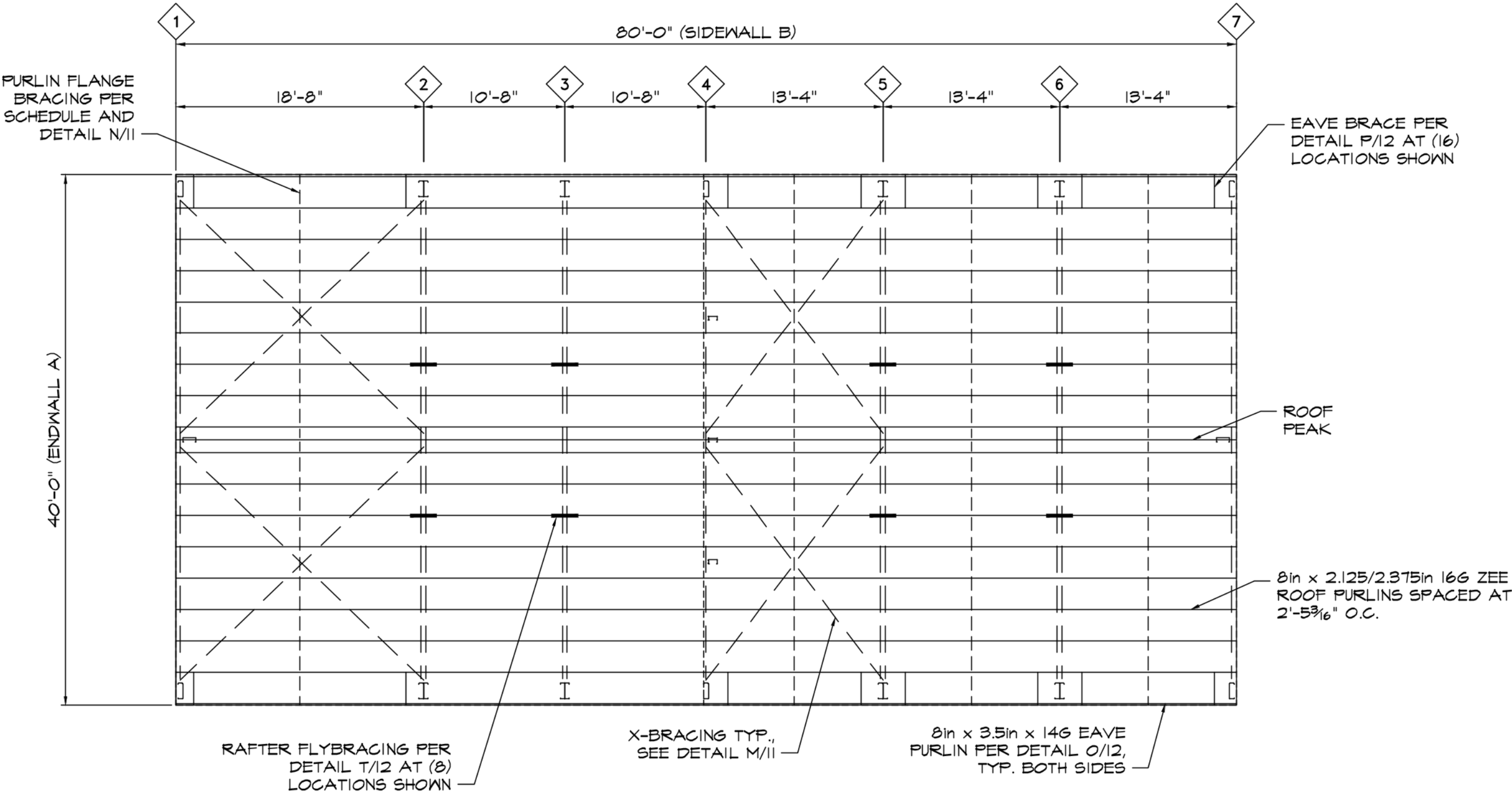


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6 **ENDWALL 'B' INTERIOR ELEVATION**
SCALE: 1/8" = 1'-0" FRAME #7



PURLIN FLANGE BRACING SCHEDULE				
	BAY #1	BAY #4	BAY #5	BAY #6
Main Roof	M/S	M/S	M/S	M/S

M/S = MIDSPAN



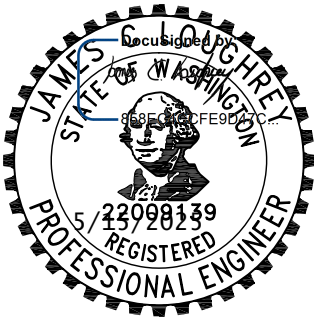
1 ROOF FRAMING PLAN
7 SCALE: 1/8" = 1'-0"

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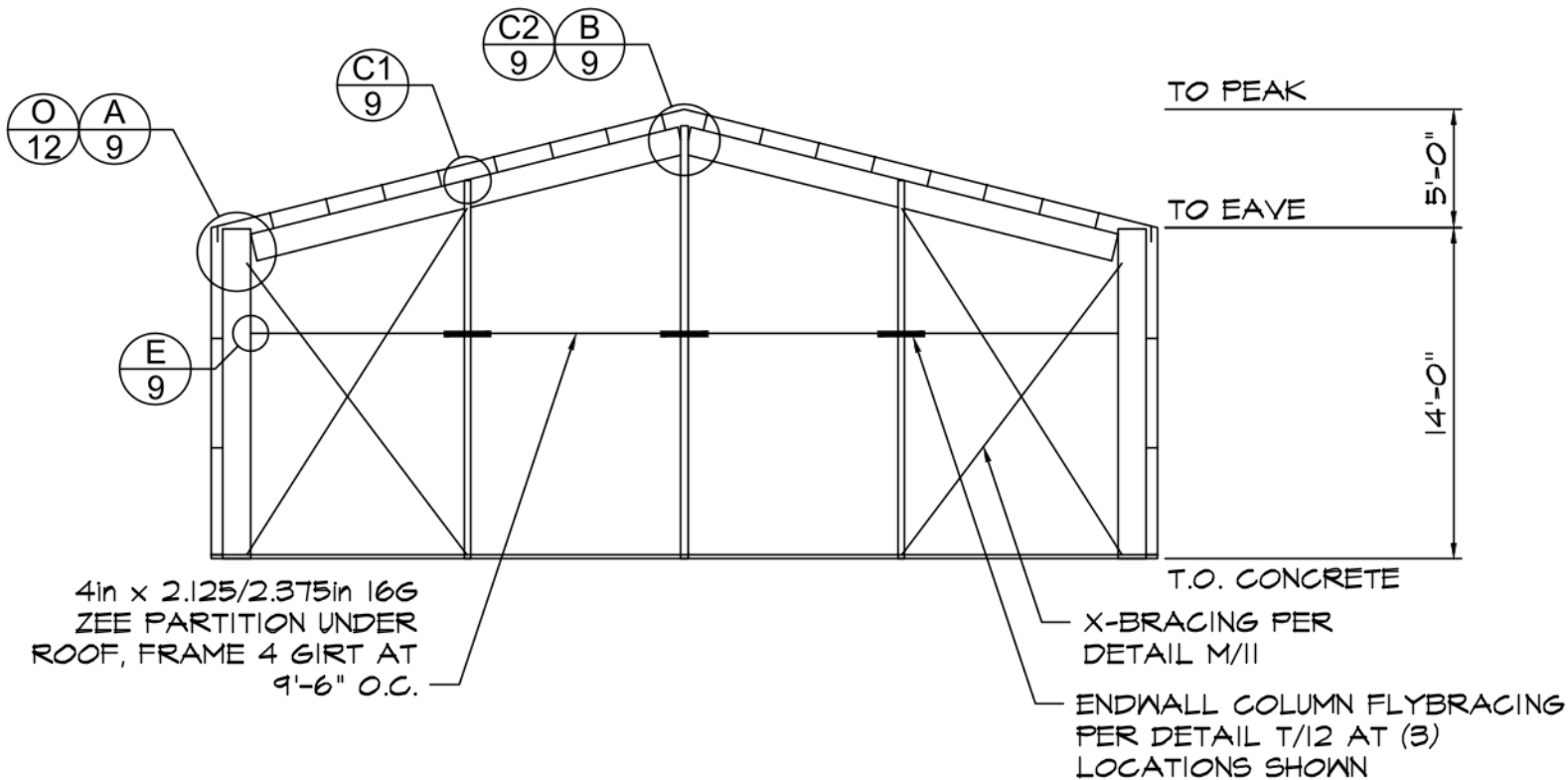
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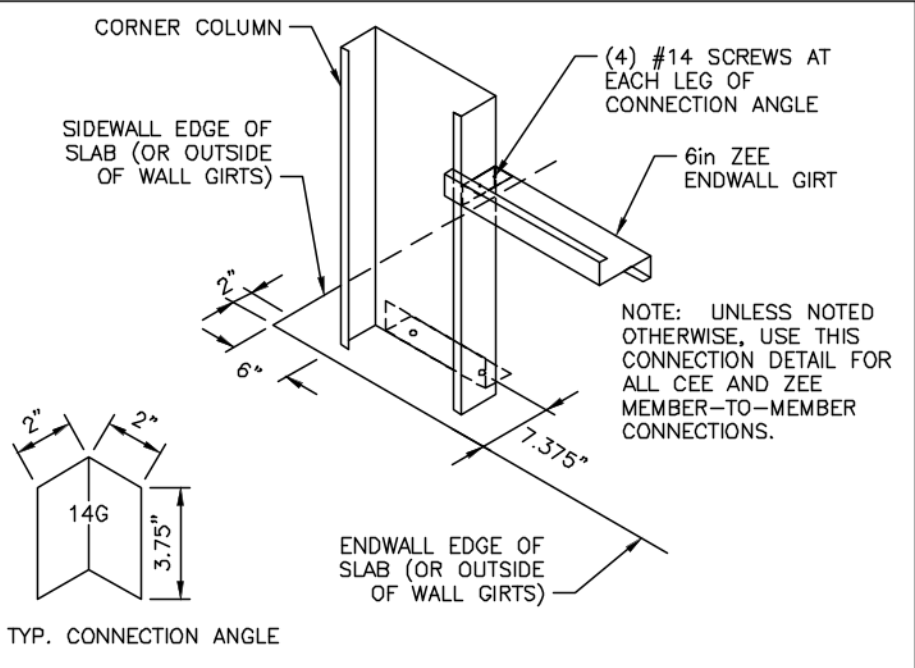
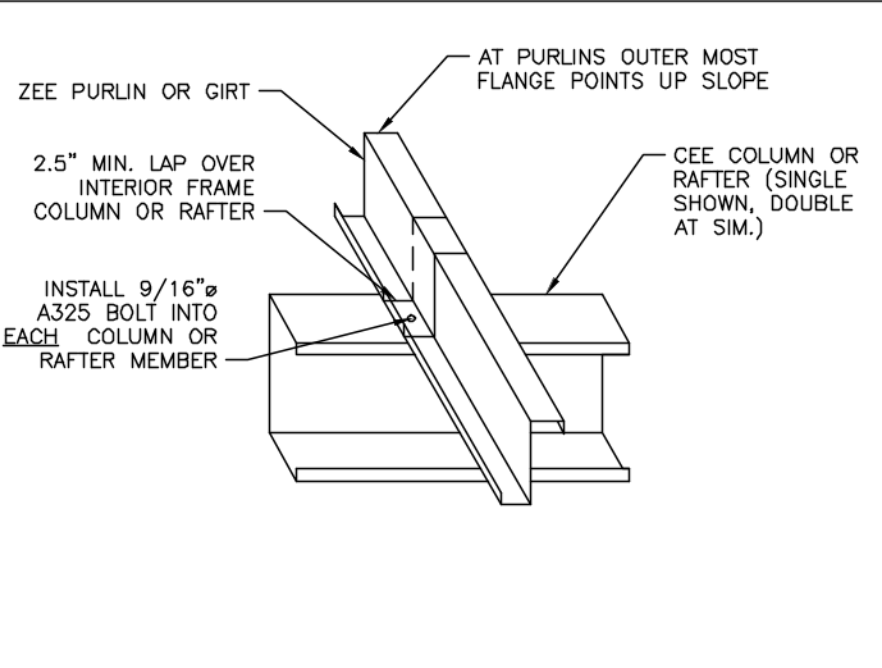
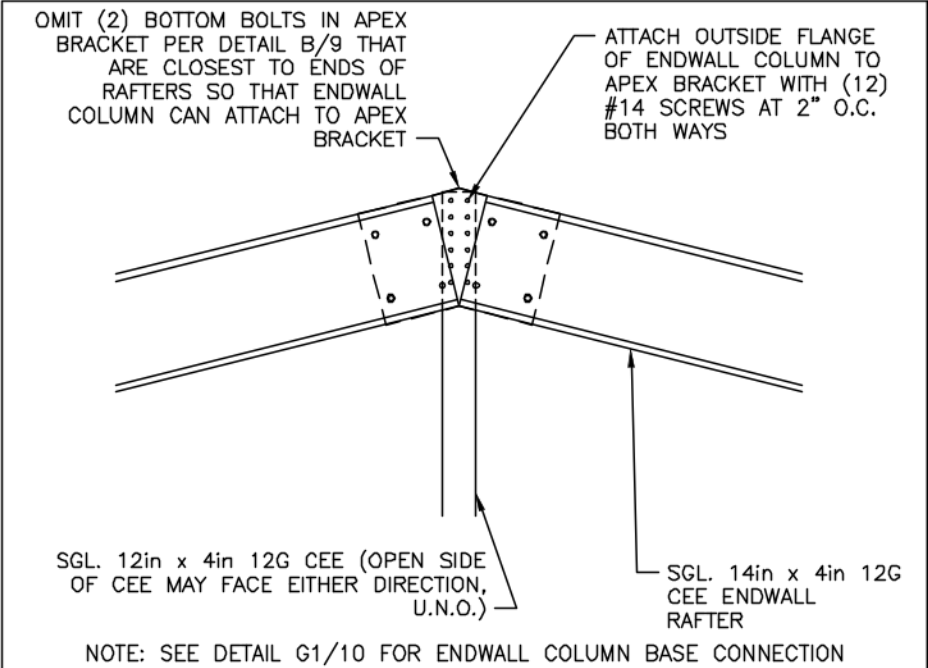
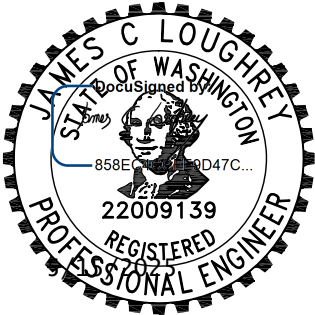
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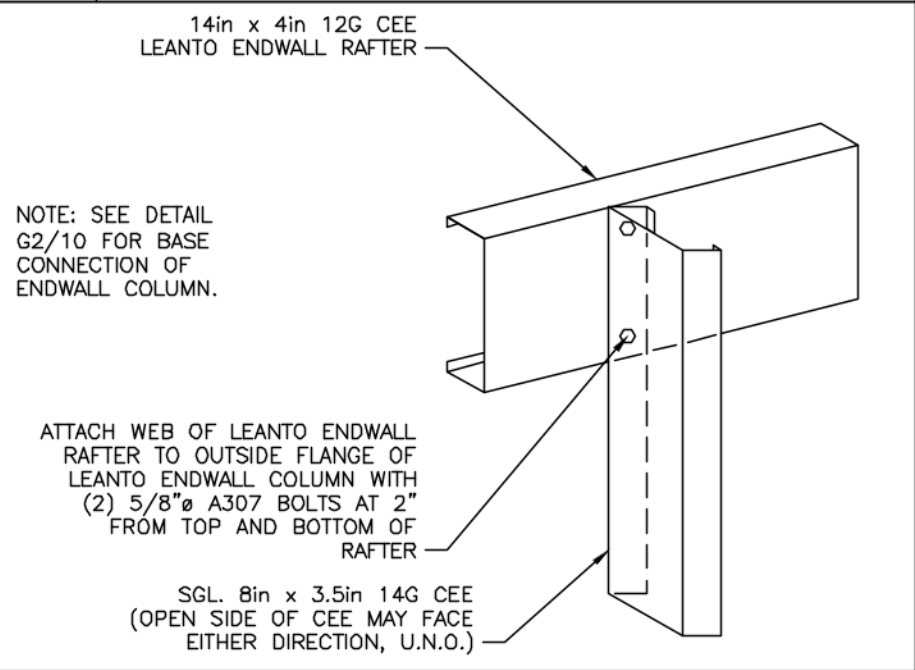
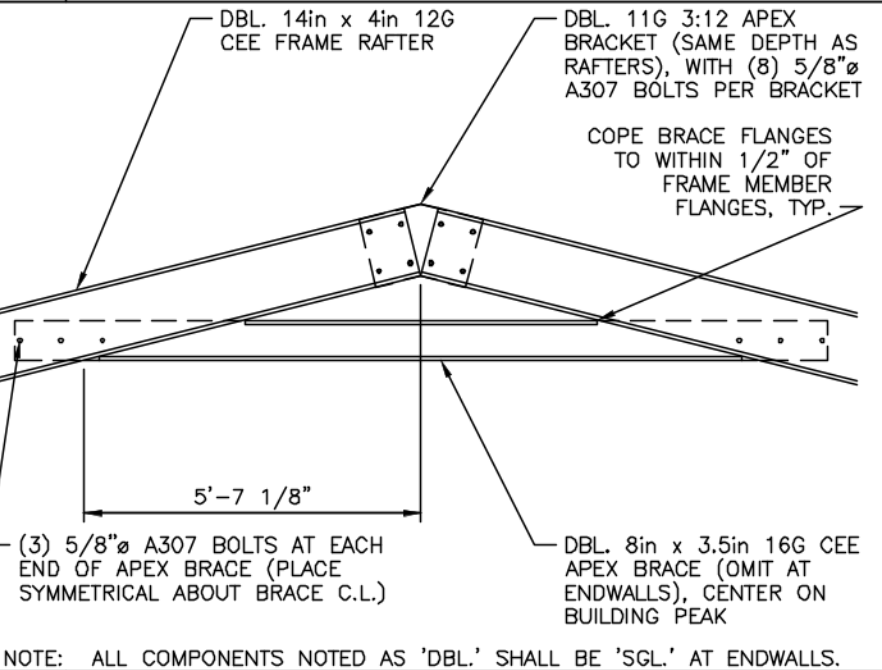
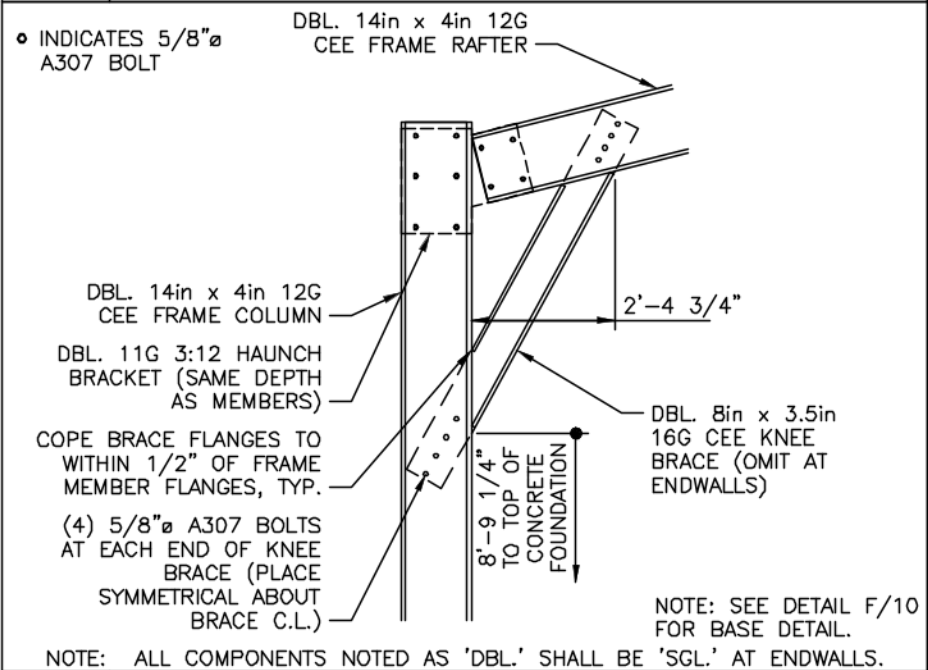
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8 **PARTITION WALL INTERIOR ELEVATION**
SCALE: 1/8" = 1'-0" FRAME # 4



C2 ENDWALL COLUMN TO RAFTER PEAK CONDITION

D ZEE PURLIN/GIRT CONNECTION

E ENDWALL GIRT AT CORNER COLUMN



A HAUNCH CONNECTION

B APEX CONNECTION

C1 PARTITION COLUMN TO RAFTER

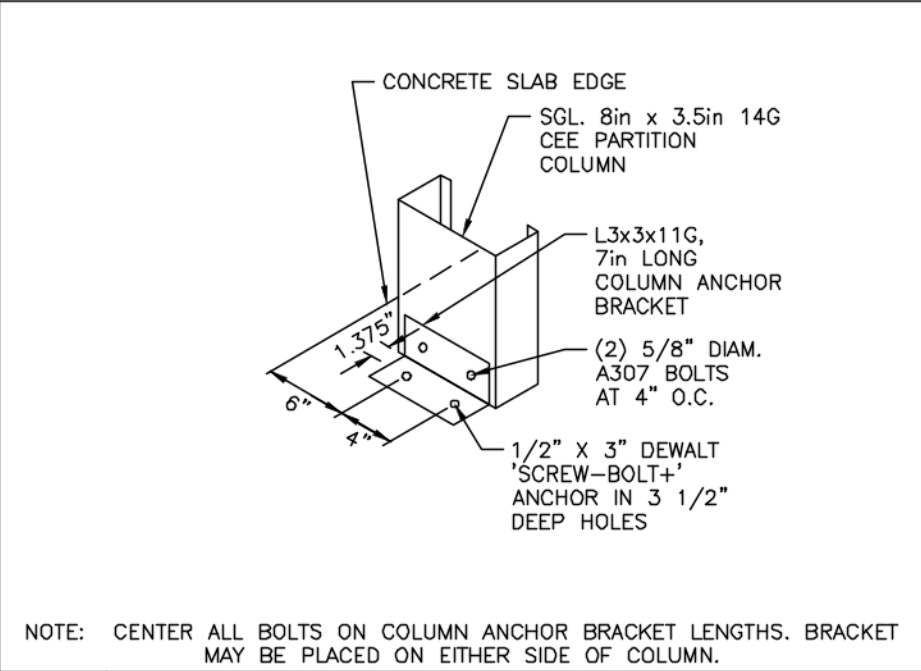
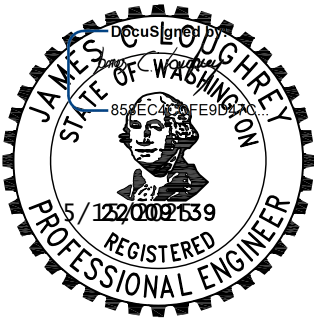
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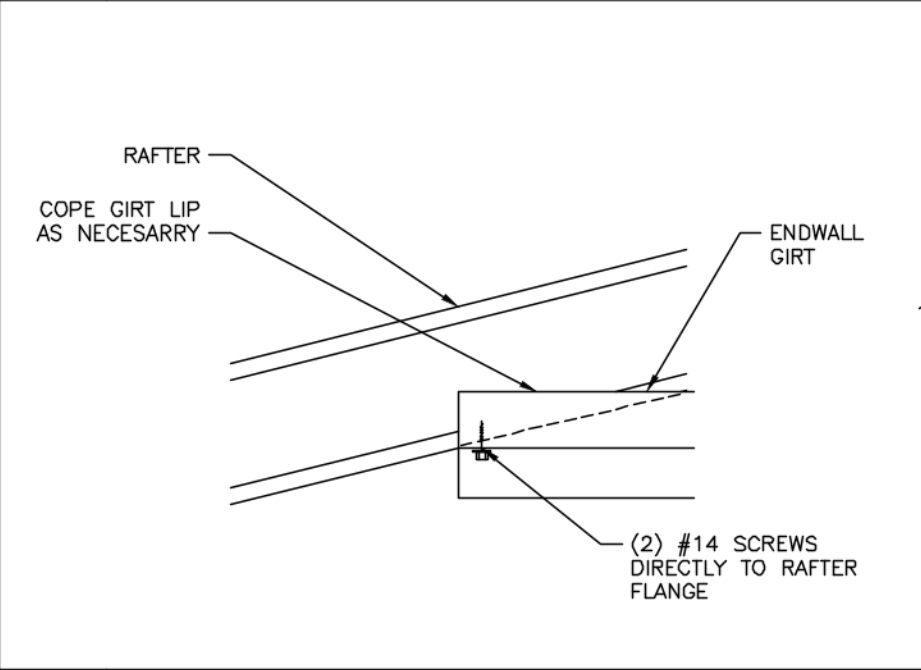
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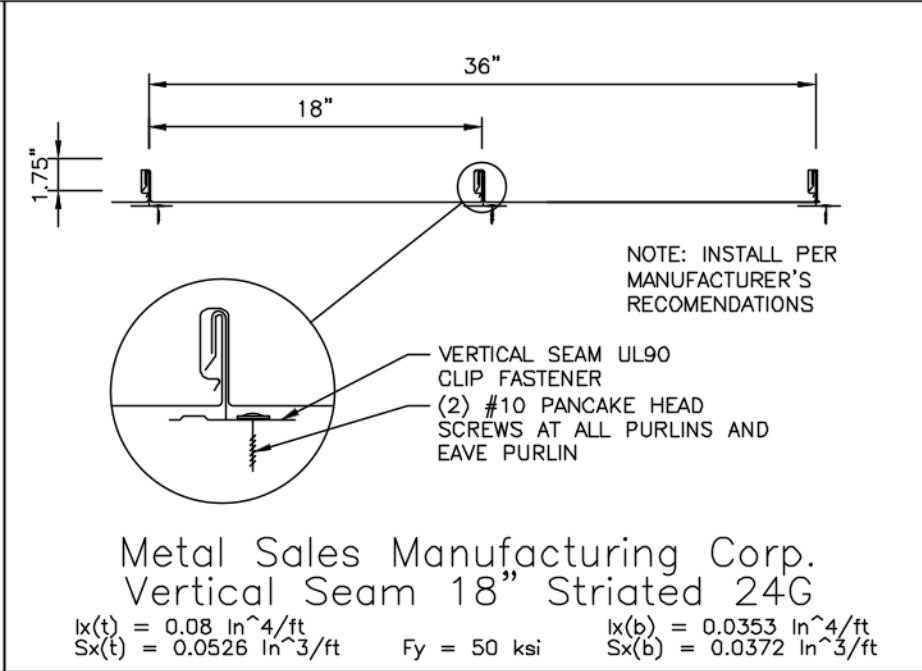
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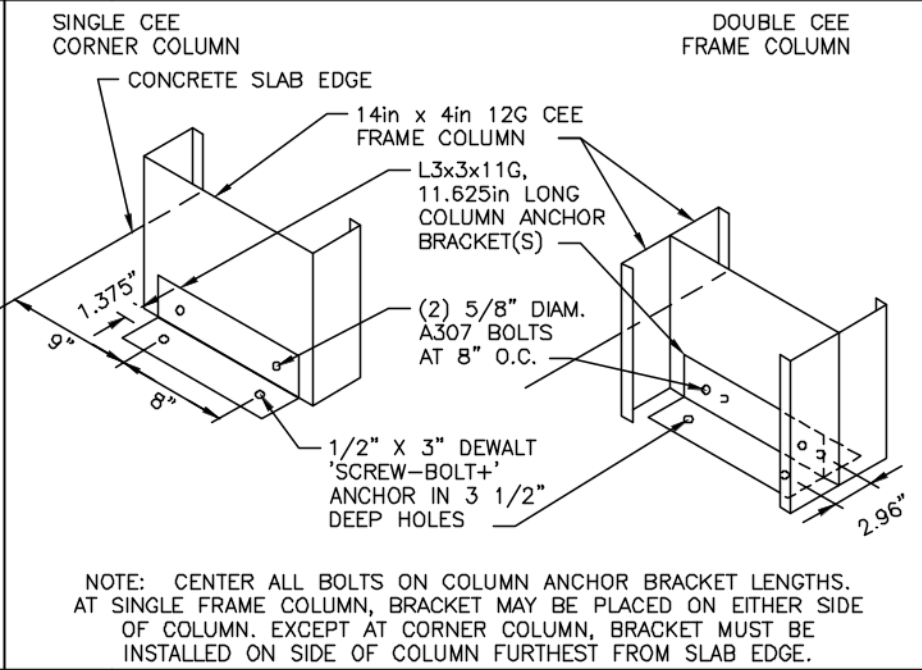
G2 PARTITION COLUMN BASE DETAIL



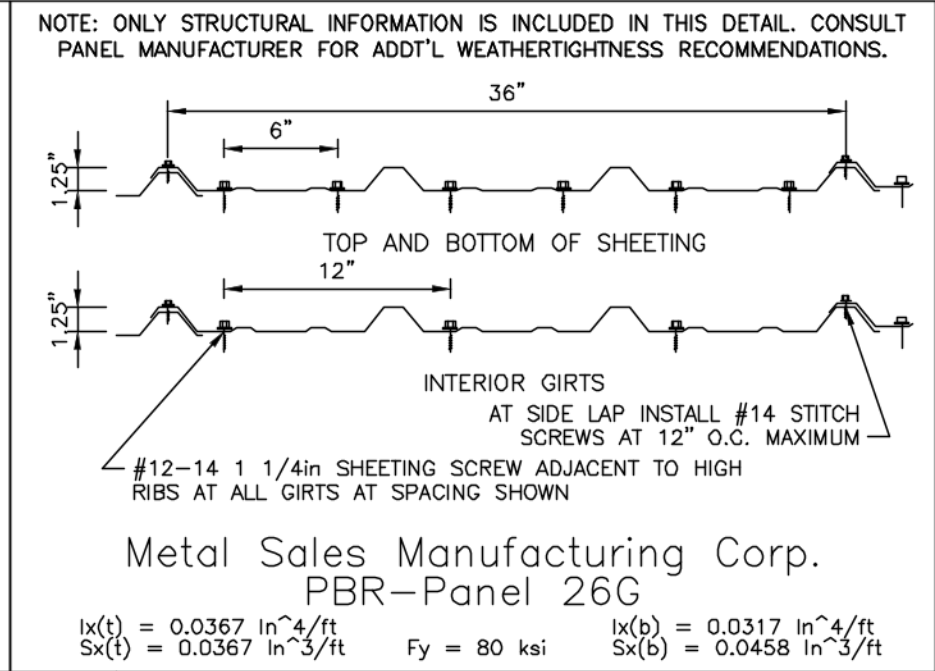
E2 END GIRT TO RAFTER



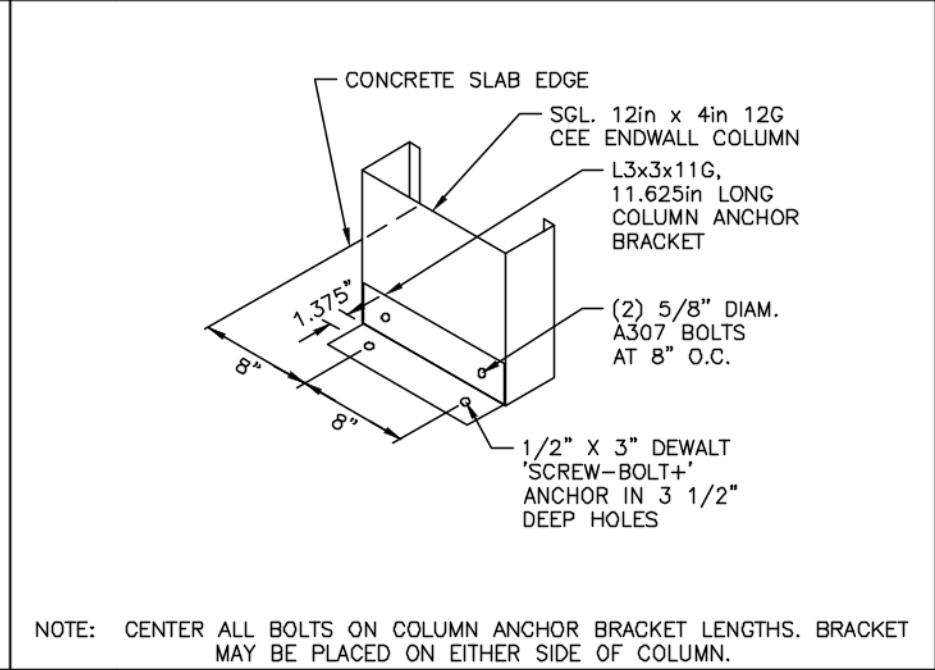
H ROOF SHEETING



F FRAME COLUMN BASE DETAIL



I WALL SHEETING



G1 ENDWALL COLUMN BASE DETAIL

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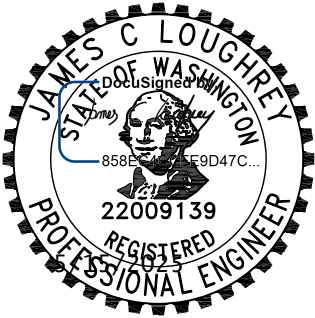


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<p>EAVE PURLIN</p> <p>NOTE: SEE DETAIL P/12 FOR EXTRA EAVE BRACE REQUIRMENTS AND ELEVATION 1/7 FOR LOCATIONS.</p> <p>MIN. 2in x 2in 14G ANGLE WITH (3) #14 SCREWS AT EACH LEG</p> <p>OPENING JAMB PER OPENING SCHEDULE</p>		<p>ENDWALLS: SGL. 1.5in 16G STRAP WITH (3) #14 SCREWS AT EACH END ROOF: SGL. 1.5in 16G STRAP WITH (3) #14 SCREWS AT EACH END</p> <p>CLEARSPAN FRAME (OR ENDWALL) COLUMN OR RAFTER, OR CORNER COLUMN</p> <p>X-BRACING STRAP PER NOTE ABOVE, ATTACH TO OUTSIDE FACE OF COLUMNS AND TOP OF RAFTERS WITH # OF END SCREWS SPECIFIED ABOVE</p> <p>OUTSIDE FACE OF FOUNDATION AND/OR WALL GIRTS</p> <p>2" MAX.</p> <p>NOTES: 1) CONNECT STRAP AT TOP OF ADJACENT COLUMN OR RAFTER IN SAME MANNER. 2) IF DOUBLE STRAPS ARE SPECIFIED ABOVE, INSTALL SIDE-BY-SIDE, NOT ON TOP OF EACH OTHER.</p>		<p>INSTALL WALL SIDING SCREW ADJACENT TO STRAP LOCATIONS AT BOTTOM OF EAVE PURLIN</p> <p>ENDWALL RAFTER</p> <p>EAVE PURLIN</p> <p>ROOF PURLIN</p> <p>ROOF PANEL/SHEETING</p> <p>WALL GIRT</p> <p>MIN. 1.5in 16G STRAP AT LOWER FLANGE OF PURLINS FROM SIDE-TO-SIDE OF BUILDING (SEE ELEVATIONS FOR LOCATIONS) WITH #10 SCREW AT EACH PURLIN AND AT EACH EAVE PURLIN</p> <p>MIN. 1.5in 16G STRAP AT INSIDE FLANGE OF GIRTS FROM FDN. TO EAVE PURLIN OR ENDWALL RAFTER (SEE ELEVATIONS FOR LOCATIONS) WITH #10 SCREW AT EACH GIRT AND TO EAVE PURLIN OR ENDWALL RAFTER</p> <p>BEND OVER GIRT STRAP AND ATTACH TO CONCRETE FDN. WITH 1/2in X 3in DEWALT 'SCREW-BOLT+' ANCHOR WITHIN 1/4" CLEAR TO BEND</p> <p>NOTE: IF WALL STRAP CANNOT BE CONTINUOUS FROM FDN. TO EAVE BECAUSE OF DOOR OR WINDOW USE MIN. 1.5in 16G ANGLE IN LIEU OF STRAP ABOVE AND BELOW DOOR OR WINDOW.</p>	
L2	JAMB TO CEE CONNECTION	M	ROOF AND WALL X-BRACING CONNECTION	N	PURLIN AND GIRT FLANGE BRACING
<p>'DOOR JAMB' PER OPENING SCHEDULE (MAY BE TURNED WITH OPEN SIDE TO DOOR)</p> <p>CHANNEL 'OPENING JAMB' PER OPENING SCHEDULE</p> <p>INSTALL MIN. 2in x 2in 14G ANGLE WITH (3) #10 PANHEAD SCREWS TO JAMB WEB</p> <p>5/8" X 5" DEWALT 'SCREW-BOLT+' ANCHOR IN 5 1/2" DEEP HOLE</p> <p>CEE JAMB</p> <p>CHANNEL JAMB</p>		<p>MIN. 16G CEE OPENING HEADER (MATCH WEB DEPTH AND FLANGE WIDTH OF WALL GIRT), CONNECT MIN. 2in x 2in 14G ANGLE WITH (4) #14 SCREWS AT EACH LEG</p> <p>WALL GIRT ATTACHED TO JAMB WITH 2in x 2in 14G CLIP ANGLE (SCREW TO JAMB STIFFENER LIPS)</p> <p>CEE JAMB</p> <p>'DOOR JAMB' PER OPENING SCHEDULE (MAY BE TURNED WITH OPEN SIDE TO DOOR)</p> <p>CHANNEL JAMB</p> <p>WALL GIRT ATTACHED TO EACH DOOR JAMB CHANNEL FLANGES WITH #10 PANHEAD SCREW</p> <p>CHANNEL 'OPENING JAMB' PER OPENING SCHEDULE</p>		<p>ZEE 'HEADER GIRT' PER OPENING SCHEDULE, BEND OUT STIFFENER LIP ON HEADER GIRT FLANGE AT JAMB. CONNECT ENDS TO FRAME COLUMNS PER DETAIL D/9</p> <p>MIN. 2in x 2in 14G ANGLE WITH (3) #14 SCREWS AT EACH LEG</p> <p>OPENING JAMB PER OPENING SCHEDULE</p>	
J	OPENING JAMB BASE CONNECTIONS	K	OPENING JAMB GIRT CONNECTION	L1	JAMB TO HEADER GIRT CONNECTION

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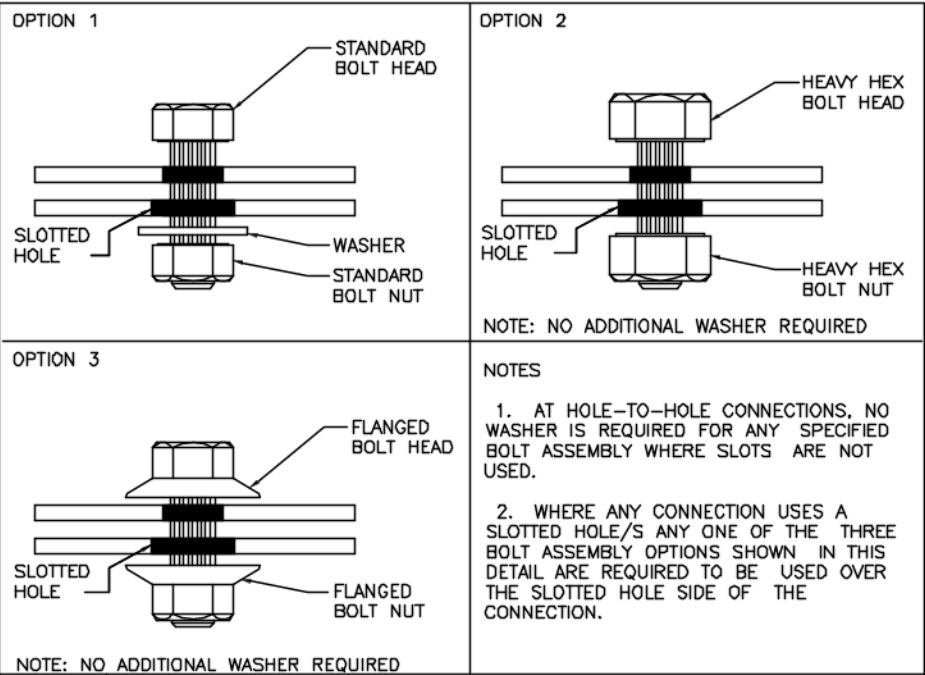
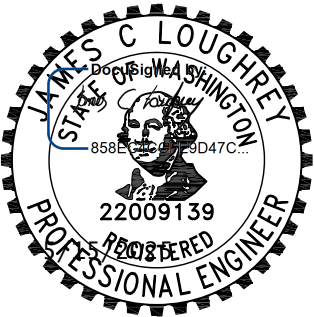
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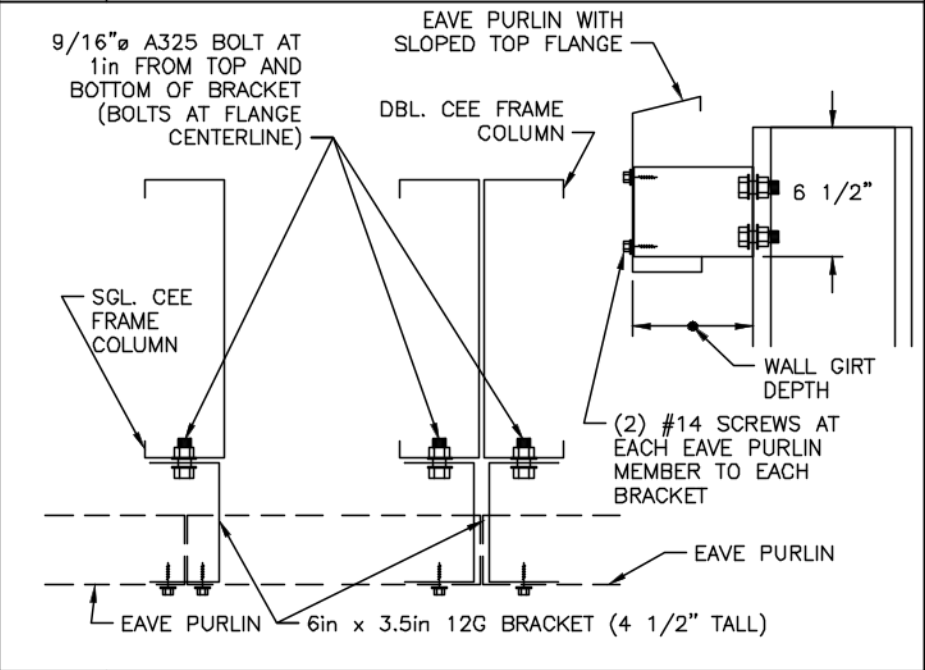
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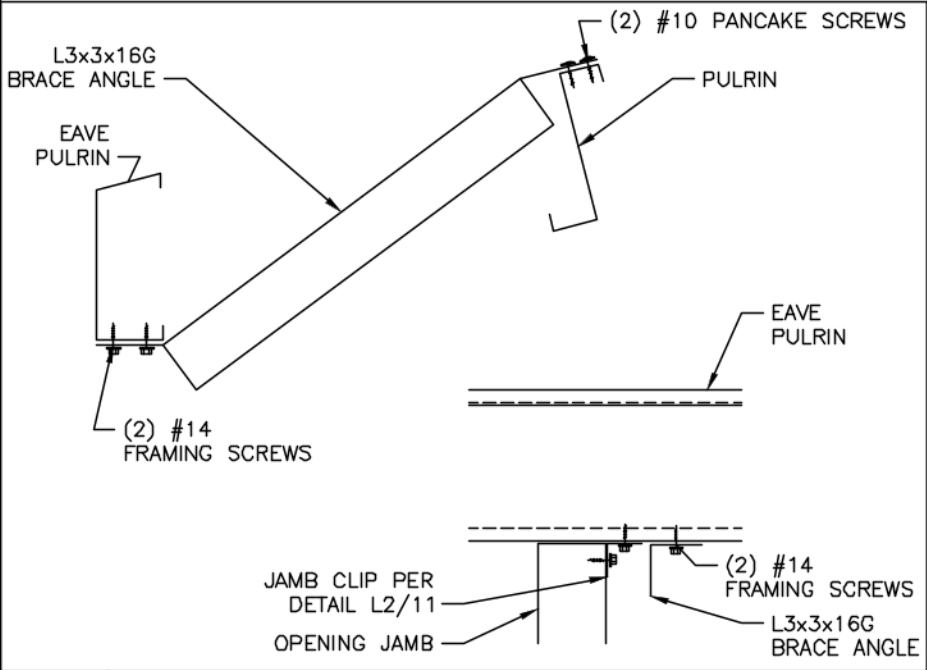
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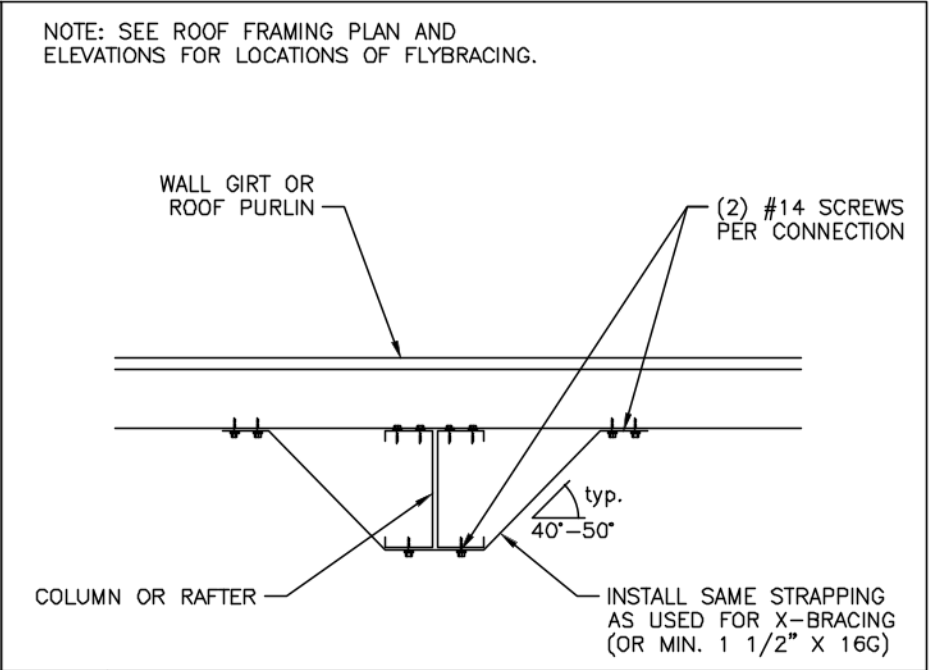
V	BOLT OPTIONS
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O	EAVE PURLIN BRACKET
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P	EAVE PURLIN BRACE
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T	FLYBRACING CONNECTION
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acOregon.com
2700 MARKET ST NE
SALEM, OR 97301
503 589-1727
FAX 503 589-1728



ACTBUILDING
SYSTEMS®

DISTRIBUTOR:
CHG Building Systems
JOB NAME:
Skokomish Recycle Transfer Station Project
JOB ADDRESS:
80 N Tribal Center Rd
Skokomish, WA 98584

DRAWN

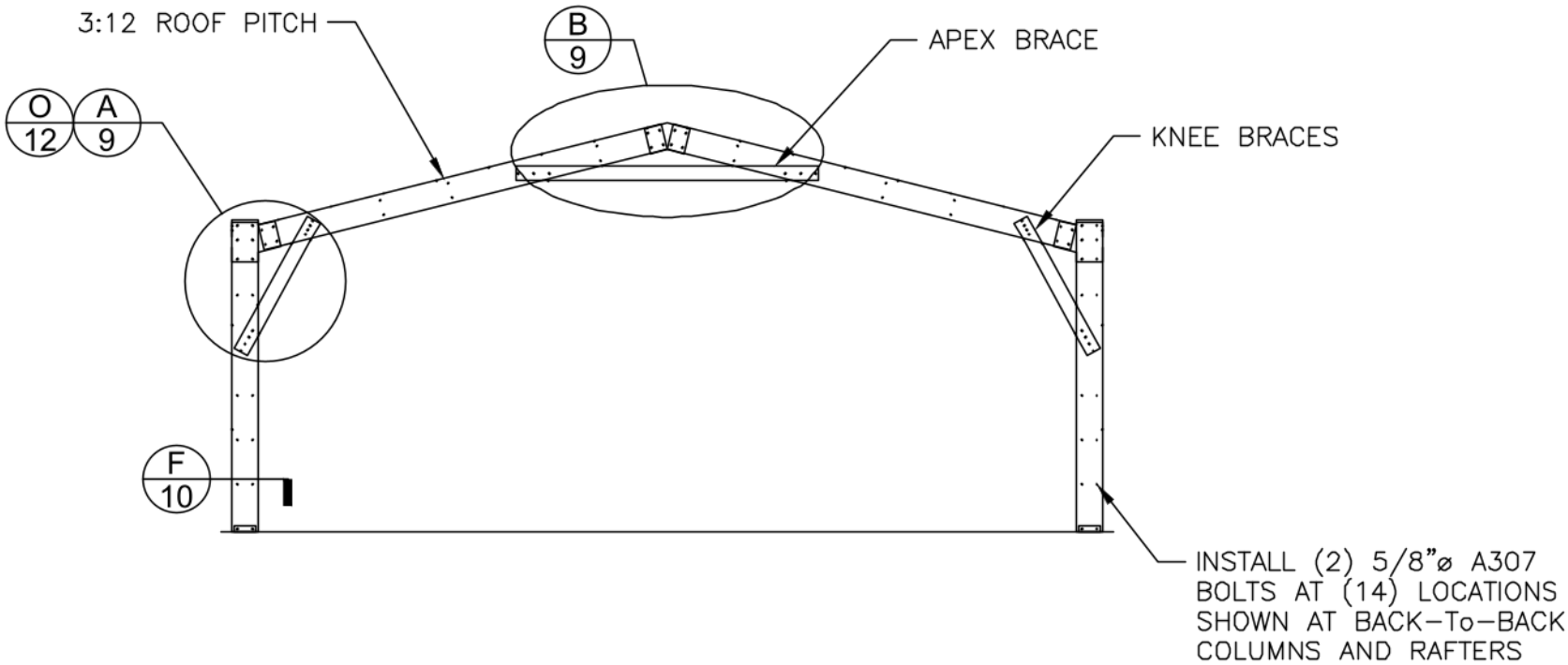
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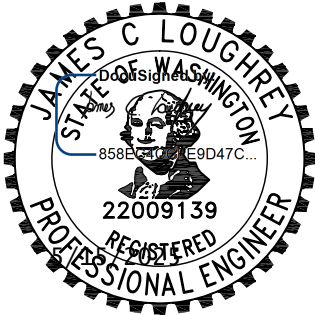
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SHEET

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of 16

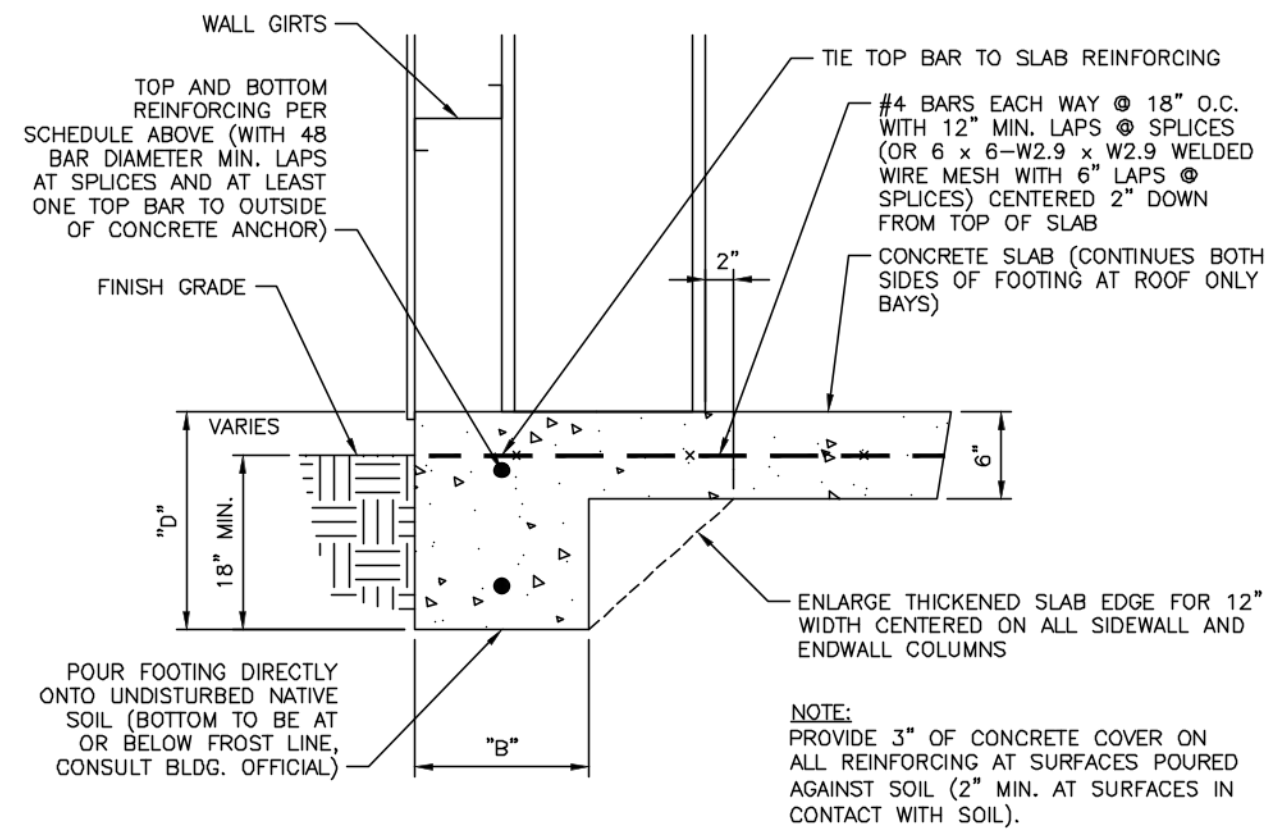


1 TYP. FRAME CROSS-SECTION
13 SCALE: 1/8" = 1'-0" FRAMES 2, 3, 5, 6



LOCATIONS	"B"	"D"	TOP REINF.	BOTTOM REINF.
SIDEWALLS	12"	18"	(1)-#4	(1)-#5
ENDWALLS	12"	18"	(1)-#4	(1)-#4

* NOTE: INSTALL TOP REINFORCING BAR AT A DISTANCE FROM EDGE OF SLAB EQUAL TO DEPTH OF WALL GIRTS.



NOTES:

1) SLAB REINFORCING SHOWN ABOVE IS SPECIFIED AS A METHOD OF CONTROLLING SHRINKAGE CRACKING AT THE SLAB SURFACE. CUSTOMER MAY CHOOSE ANOTHER METHOD OR REMOVE SLAB REINFORCING ALL TOGETHER BUT CUSTOMER WILL ASSUME ALL RESPONSIBILITY FOR THE PERFORMANCE OF THE SLAB. IF ANY OTHER METHOD IS CHOSEN BESIDES WHAT IS SHOWN ON THIS DETAIL, CUSTOMER SHALL INSTALL, AT EACH FRAME, (1) #4 CONT. BAR SIDEWALL-TO-SIDEWALL WITH A 6" 90° HOOK AT EACH END AROUND FRAME COLUMN CONCRETE ANCHOR GROUP.

2) SLAB DESIGN AND REINFORCING SPECIFIED IS BASED SOLELY ON THE 'SOIL DESIGN PRESSURE' INDICATED ON DRAWING SHEET 1 ASSUMING A MAX. POINT (WHEEL) LOAD OF 3000#. SLAB DESIGN FOR ANY OTHER SLAB THICKNESS OR POINT LOADS SHALL BE PROVIDED BY OTHERS.

3) SLAB AND FOUNDATION DESIGN SHOWN IS FOR STRUCTURAL PURPOSES ONLY. SLAB DESIGN SHOWN DOES NOT ADDRESS SLAB CONCRETE STRENGTH FOR WEAR RESISTANCE, VAPOR OR MOISTURE BARRIERS, SLAB SUBBASE MATERIAL SPECIFICATIONS OR INSTALLATION METHODS, OR THERMAL (INSULATION) REQUIREMENTS. A QUALIFIED PROFESSIONAL SHOULD BE RETAINED TO PROVIDE GUIDANCE FOR THOSE CONCERNS NOT ADDRESSED ON THIS DETAIL.

Y	EDGE OF SLAB DETAIL	SCALE: NO SCALE
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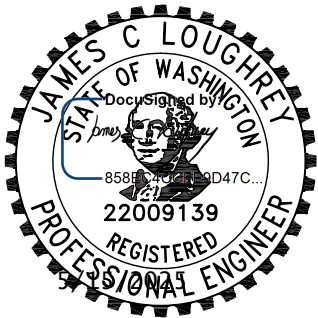
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14
or
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STRUCTURAL GENERAL NOTES



1. DRAWING USAGE:
ENGINEERING SEAL IS VALID FOR THE CONSTRUCTION OF A SINGLE BUILDING AT THE JOB ADDRESS SHOWN IN DRAWING TITLEBLOCK. ANY OTHER USE OF THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM METAL SALES MANUFACTURING CORP. (MSM) AND ALLIANCE ENGINEERING OF OREGON, INC IS PROHIBITED.
2. DRAWING SEAL REQUIREMENTS:
THESE DRAWINGS SHALL BE SIGNED AND SEALED BY THE PROFESSIONAL ENGINEER FROM THE FIRM SHOWN IN THE TITLEBLOCK, IN ACCORDANCE WITH THE REQUIREMENTS OF THE JOBSITE JURISDICTION (WET, DIGITAL, OR IMPRINT.). IF THIS DRAWING SET HAS BEEN RECEIVED WITHOUT THE SEAL AND SIGNATURE THEY SHALL BE CONSIDERED INVALID AND NOT FOR PERMITTING OR CONSTRUCTION. THE PROFESSIONAL ENGINEER ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR DRAWINGS MODIFIED WITHOUT THE SEAL AND SIGNATURE.
3. CONTRACTOR RESPONSIBILITIES:
CONTRACTOR SHALL VERIFY AND CONFIRM ALL EXISTING CONDITIONS AND DIMENSIONS. ALLIANCE ENGINEERING OF OREGON, INC (ENGINEER) SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN DRAWINGS AND EXISTING CONDITIONS PRIOR TO START OF WORK.
CONTRACTOR MUST SUBMIT IN WRITING ANY REQUEST FOR MODIFICATION TO THE PLANS AND/OR SPECIFICATIONS AND NO STRUCTURAL CHANGES FROM THE APPROVED PLANS SHALL BE MADE IN THE FIELD UNLESS, PRIOR TO MAKING CHANGES, WRITTEN APPROVAL IS OBTAINED FROM THE ENGINEER. SHOP DRAWINGS SUBMITTED TO THE ENGINEER FOR REVIEW DO NOT CONSTITUTE "IN WRITING" UNLESS IT IS NOTED THAT SPECIFIC CHANGES ARE BEING REQUESTED. IF CHANGES ARE MADE WITHOUT WRITTEN APPROVAL, SUCH CHANGES SHALL BE THE LEGAL AND FINANCIAL RESPONSIBILITY OF THE CONTRACTOR OR SUB-CONTRACTORS INVOLVED AND IT SHALL BE THEIR FULL RESPONSIBILITY TO REPLACE OR REPAIR THE CONDITION AS DIRECTED BY THE ENGINEER.
CONTRACTOR SHALL PROVIDE ALL TEMPORARY BRACING, SHORING, GUYING, OR OTHER MEANS TO AVOID EXCESSIVE STRESSES AND TO HOLD STRUCTURAL ELEMENTS IN PLACE DURING ERECTION. THESE TEMPORARY PROVISIONS SHALL REMAIN IN PLACE UNTIL SUFFICIENT PERMANENT MEMBERS ARE ERECTED TO INSURE THE SAFETY OF PARTIALLY ERECTED STRUCTURES. CONTRACTOR IS RESPONSIBLE FOR MEETING ALL LAWS REGULATING THE ERECTION OF STEEL BUILDINGS.
THESE STRUCTURAL DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE. BUILDING IS NOT CONSIDERED COMPLETE UNTIL THE INSTALLATION OF ALL COMPONENTS AND DETAILS SHOWN HEREIN ARE INSTALLED ACCORDING TO THE DRAWINGS.
4. ENGINEERING:
THIS METAL BUILDING SHOWN ON THESE PLANS HAS BEEN REVIEWED BY ALLIANCE ENGINEERING OF OREGON, INC FOR CONFORMITY ONLY TO THE STRUCTURAL DESIGN PORTIONS OF THE GOVERNING CODE, ONLY ENGINEERED TO THE CODE AND NO KNOWLEDGE OF ADDITIONAL ITEMS ADDED..... THE BUILDING OWNER IS RESPONSIBLE TO SEEK PROFESSIONAL ADVICE OR ADDITIONAL LICENSED PROFESSIONALS IN ADDRESSING ANY OTHER CODE REQUIREMENTS (INCLUDING, BUT NOT LIMITED TO, FIRE AND LIFE SAFETY, ENVIRONMENTAL, ACCESSIBILITY, HVAC, PLUMBING, OR ELECTRICAL) THAT MAY APPLY TO THIS PROJECT. AS THESE ADDITIONAL REQUIREMENTS FALL OUTSIDE THE STRUCTURAL DESIGN, ALLIANCE ENGINEERING OF OREGON, INC SHALL NOT ACT AS THE ENGINEER OR ARCHITECT OF RECORD OR THE DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE FOR THE ENTIRETY OF THE PROJECT.
DRAWINGS SCALES INDICATED ON DRAWINGS ARE APPROXIMATE AND INTENDED TO BE USED FOR REFERENCE ONLY. DO NOT SCALE DRAWINGS FOR CONSTRUCTION PURPOSES.
THESE DOCUMENTS ARE STAMPED ONLY AS TO THE COMPONENTS FURNISHED BY MSM. IT IS THE RESPONSIBILITY OF THE PURCHASER TO COORDINATE DRAWINGS PROVIDED BY ALLIANCE ENGINEERING OF OREGON, INC WITH OTHER PLANS AND/OR OTHER COMPONENTS THAT ARE PART OF THE OVERALL PROJECT. IN CASES OF DISCREPANCIES, DRAWINGS PROVIDED BY ALLIANCE ENGINEERING OF OREGON, INC SHALL GOVERN. THE UNDERSIGNED ENGINEER WILL NOT SUPERVISE THE FABRICATION OR ERECTION OF THIS STRUCTURE
5. INSPECTIONS:
ALL PROJECT INSPECTIONS AND TESTING REQUESTED BY BUILDING DEPARTMENT SHALL BE AT OWNER’S EXPENSE. THE INSPECTION AND/OR TESTING AGENCIES SHALL BE ACCREDITED AND APPROVED BY THE BUILDING DEPARTMENT. ALLIANCE ENGINEERING OF OREGON, INC SHALL NOT BE ONSITE NOR INVOLVED IN THE PROJECT INSPECTIONS, OTHER THAN BEING FURNISHED THE INSPECTION / TESTING REPORTS WHEN IT WILL IMPACT THE CURRENT BUILDING DESIGN.
6. SOIL REQUIREMENTS:
ALLOWABLE SOIL BEARING VALUE INDICATED ON DRAWING SHEET 1 OCCURS AT 12” BELOW FINISH GRADE, OR EXISTING NATURAL GRADE, OR AT FROST DEPTH SPECIFIED BY BUILDING DEPARTMENT, WHICHEVER IS THE LOWEST ELEVATION. FOUNDATION DESIGN SHOWN ASSUMES BOTTOM OF FOOTING BEARS ON NATIVE SOILS.
FOUNDATION DESIGN SHOWN DOES NOT ACCOUNT FOR EXPANSIVE SOIL CONDITIONS OR FOR CONCRETE THAT WILL BE EXPOSED TO SULFATE CONTAINING SOLUTIONS OR CHLORIDES. OWNER SHALL CONTACT ENGINEER PRIOR TO CONSTRUCTION IF ANY OF THESE CONDITIONS EXIST.
7. CONCRETE REQUIREMENTS:
ALL CONCRETE SHALL HAVE A MIN. 28–DAY STRENGTH OF 2500 psi. HIGHER STRENGTH CONCRETE MAY BE USED, AT OWNER’S DISCRETION, FOR FINISH AND DURABILITY PURPOSES. CEMENT SHALL COMPLY WITH ASTM C150, TYPE 2, AND SHALL CONTAIN NO FLYASH.
ALL CONCRETE PLACEMENT SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ACI 301, "SPECIFICATIONS FOR STRUCTURAL CONCRETE", WHICH IS HEREBY MADE A PART OF THESE DOCUMENTS.
CONCRETE REINFORCING SHALL CONFORM TO ASTM A615, GRADE 60 FOR #4 BARS AND LARGER, GRADE 40 FOR #3 BARS. WELDED WIRE MESH SHALL CONFORM TO ASTM A185 (Fy MIN. OF 70 ksi). ALL FOOTING REINFORCING BARS TO BE CONTINUOUS AROUND CORNERS. LAP SPLICE FOOTING REINFORCING MIDWAY BETWEEN COLUMNS. ALL LAP SPLICES TO BE 48 BAR DIAMETERS MIN., U.N.O.
CONCRETE GRADE BEAMS, THICKENED SLAB EDGES, PIERS, AND SPREAD FOOTINGS SHALL BE POURED ONTO UNDISTURBED, NATIVE SOIL WHICH IS FREE FROM ANY MATERIAL THAT WILL ADVERSELY AFFECT THE MIN. ALLOWABLE SOIL BEARING PRESSURE SPECIFIED ON SHEET 1.
CONCRETE ANCHOR INSTALLATION SHALL BE DONE IN ACCORDANCE WITH ICC REPORT ESR–3889, SECTION 4.3.

8. STRUCTURAL STEEL REQUIREMENTS:
ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A36 (Fy MIN. OF 36000 psi), U.N.O. ALL BOLTS SHALL CONFORM TO ASTM A307, U.N.O. BOLT HOLE DIAMETERS SHALL BE 1/16" LARGER THAN NOMINAL BOLT DIAMETER. ALL INSTALLATION SHALL BE IN ACCORDANCE WITH AISC "CODE OF STANDARD PRACTICE".
NO WELDING IS REQUIRED ON THIS JOB.
9. LIGHT GAUGE STRUCTURAL STEEL REQUIREMENTS:
ALL LIGHT GAUGE STEEL FRAMING MATERIAL AND ERECTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE AMERICAN IRON AND STEEL INSTITUTE (AISI) "NORTH AMERICAN SPECIFICATION FOR THE DESIGN OF COLD–FORMED STEEL STRUCTURAL MEMBERS".
ALL LIGHT GAUGE STEEL MATERIAL SHALL CONFORM TO ASTM A653 HAVING A MINIMUM YIELD STRENGTH OF 55000 psi. THE GRADE AND ASTM SPECIFICATION NUMBER SHALL BE INDICATED BY PAINTING, DECAL, TAGGING, OR OTHER SUITABLE MEANS, ON EACH LIFT OR BUNDLE OF FABRICATED ELEMENTS.
UNLESS NOTED OTHERWISE, CEE, ZEE, AND CHANNEL MEMBERS' WEB AND FLANGE DIMENSIONS (IN INCHES) SHALL BE AS NOTED IN DETAILS IN THE FOLLOWING FORMAT: [WEB DEPTH]in x [FLANGE WIDTH]in [GAUGE]G. FOR ZEES WITH UNEQUAL FLANGES, THE WIDTHS FOR BOTH FLANGES WILL BE LISTED, SEPARATED BY A " /". MIN. FLANGE STIFFENER LIPS SHALL BE 0.885" FOR 12G CEES, 0.800" FOR 14G CEES, 0.773" FOR 16G CEES, 0.900" FOR 12G ZEES, 0.900" FOR 14G ZEES, AND 0.900" FOR 16G ZEES. ALL BEND RADIUSES SHALL BE .1875". FOR ANGLES, THE FIRST TWO NUMBERS ARE THE LEG DIMENSIONS.
DECIMAL THICKNESS OF THE DELIVERED LIGHT GAUGE STEEL MATERIAL, ACCORDING TO NOMINAL GAUGES, SHALL MEET OR EXCEED 95% THE FOLLOWING DESIGN VALUES
- | GAUGE NO. | DECIMAL THICKNESS, IN. | GAUGE NO. | DECIMAL THICKNESS, IN. | GAUGE NO. | DECIMAL THICKNESS, IN. |
|-----------|------------------------|-----------|------------------------|-----------|------------------------|
| 10 | 0.135 | 14 | 0.070 | 18 | 0.046 |
| 12 | 0.105 | 16 | 0.059 | 20 | 0.036 |
- EXCEPT AS SHOWN ON DRAWINGS, CEE COLUMN AND RAFTER MEMBERS SHALL NOT BE DRILLED OR NOTCHED WITHOUT PRIOR APPROVAL OF THE ENGINEER. DOOR JAMB, ROOF PURLIN, AND WALL GIRT ENDS MAY HAVE FLANGES COPED 3" MAX. IF CONNECTION IS MADE TO PERPENDICULAR MEMBER PER DETAIL E/9. ROUND HOLES MAY BE DRILLED THROUGH ANY GIRT OR PURLIN MEMBER WITHIN THE MIDDLE THIRD OF THE DEPTH OF THAT MEMBER AND NOT WITHIN 24" OF MEMBER END (FIELD–DRILLED BOLT HOLES INDICATED AT ENDS OF KNEE OR APEX BRACE WEBS AND SHOP–PUNCHED HOLES IN BRACE FLANGES EXCEPTED).
ALL BOLTS USED TO CONNECT LIGHT GAUGE MATERIAL SHALL CONFORM TO ASTM A307. BOLTS TO BE SNUG TIGHT PER THE RCSC AND AISC SPECIFICATIONS, UNLESS SPECIFICALLY NOTED OTHERWISE. BOLTS SHALL BE SPACED NO LESS THAN 3 BOLT DIAMETERS BETWEEN CENTERS. DISTANCE FROM BOLT CENTER TO THE END OR EDGE OF ANY LIGHT GAUGE MEMBER SHALL BE A MIN. OF 1.5 BOLT DIAMETERS. ALL SCREWS USED TO CONNECT LIGHT GAUGE MATERIAL SHALL BE SELF–DRILLING SCREWS AND SHALL HAVE A MIN. TENSILE BREAKING STRENGTH OF 100,000 psi. SCREWS SHALL BE SPACED NO LESS THAN 1" O.C. AND EDGE OR END DISTANCE SHALL NOT BE LESS THAN 1". UNLESS NOTED OTHERWISE, ALL REFERENCES TO 'SCREWS' CONNECTING MATERIAL THICKER THAN 20 ga. SHALL BE MIN. #14 SCREWS AND SHALL HAVE MIN. 14 THREADS PER INCH.
SCREW ROOT DIAMETERS SHALL NOT BE LESS THAN: #14 SCREW: .200" #12 SCREW: .177" #10 SCREW: .153"
10. STEEL ROOF AND WALL PANELS (CLADDING):
LIGHT GAUGE STEEL ROOF AND WALL PANELS SHALL CONFORM TO ASTM A653 AND THE STEEL DECK INSTITUTE SPECIFICATIONS AND HAVE A MIN. YIELD STRENGTH OF 80000 psi.
DECIMAL THICKNESSES, ACCORDING TO NOMINAL GAUGES, SHALL MEET OR EXCEED THE FOLLOWING:
- | GAUGE NO. | DECIMAL THICKNESS, IN. | GAUGE NO. | DECIMAL THICKNESS, IN. | GAUGE NO. | DECIMAL THICKNESS, IN. |
|-----------|------------------------|-----------|------------------------|-----------|------------------------|
| 22 | 0.0179 | 26 | 0.0179 | 29 | 0.0134 |
| 24 | 0.0179 | 28 | 0.0149 | 30 | 0.0120 |
- SEE DETAILS H/10 AND I/10 FOR ROOF AND WALL PANEL FASTENER TYPES AND SPACINGS.

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Generic Temporary Bracing Information

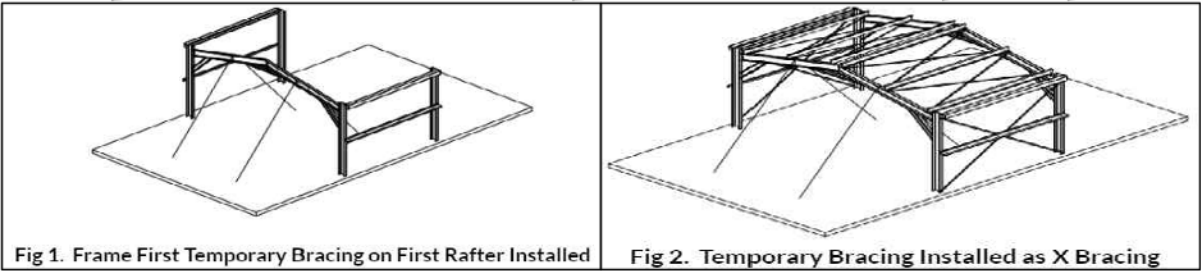
The installation of temporary bracing is critical to avoid building collapse or damaging structural movement during construction. This collapse can occur with no notice and as such the installation of appropriate temporary bracing is critical to avoid damage, injury, and possible death. Determination, procurement, and correct installation of temporary bracing is the responsibility of the builder / primary contractor / installer.

Bracing Materials

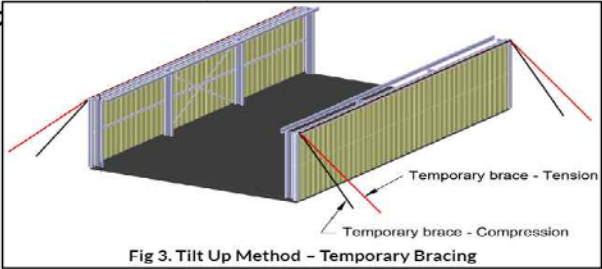
The constructor / installer is to supply suitably sized materials for temporary bracing. These materials are generally capable of tension, but in some circumstances will need to be capable of tension and compression. Load rated ratchet strapping of an appropriate size can be used to temporarily 'x-brace' bays in both directions, until the final bracing systems are fully installed. This is especially critical for buildings where X Bracing is not required in the final structure due to the use of moment frames or diaphragm bracing.

Temporary Bracing Location

The location of Temporary bracing will depend on the installation method used. Installation should be completed in accordance with the Construction Package, Engineering Plans, and Instruction Manuals. If the Frame First Method (most common) is used, then the use of tension only bracing and creating temporarily braced bays as per Fig 1 and Fig 2. can be used. As a basic guide, a minimum of every 4th bay should have temporary bracing installed as per Fig 2.



If the Tilt Up Method is used (where walls are constructed on the ground And then tilted into place), then the tops of columns are braced with a tension and compression brace in the same direction Fig 3. Then rafters and purlins can be installed with temporary bracing holding rafters in place (similar to Fig 1) until final bracing of diaphragm sheeting is installed



Typically, braces should be positioned diagonally across the structure from the top to the bottom, intersecting near the midpoint to provide stability, optimally at a 45-degree angle but no less than a 20-degree angle. The connection strength of temporary bracing is a critical consideration and these connections must be capable of resisting the potentially substantial temporary bracing loads –whether this connection point be to the building, the foundations or to the ground. Dependent upon building size this may include heavy angles and post installed concrete anchors. The temporary bracing methods used must be capable of fully stabilising the structure during the construction process.

Additional Temporary Bracing

The temporary bracing described is a minimum requirement for a standard-sized building in average conditions. Additional consideration should be given to larger building spans and/or challenging site conditions. There may also be an increased risk in relation to partially completed buildings and exposed sites. It is recommended that extra temporary bracing is utilized if moderate wind speeds are expected on site. Additional support elements, such as steel cables may need to be introduced that can be attached to the building's framework and anchored to the ground or other stable structures to provide extra stability. The frame should remain rigid throughout and such responsibility lies with the constructor. Buildings should not be left in a partially completed state longer than necessary.

Bracing Removal

The temporary bracing should not be removed until all purlins, girts and permanent cross bracing, diaphragm bracing or moment frames where used are installed. The temporary bracing is to remain in place where possible, until the roof and wall cladding is fully installed. If you need any further information regarding the installation of temporary bracing or are at all unsure of the necessary requirements for this specific building, there are guides available through various industry bodies:

<https://www.aisc.org/> <https://www.metal-buildings-institute.org/>

Support is also available at support@actbuildingsystems.com.

THE ABOVE INFORMATION REGARDING TEMPORARY BRACING DOES NOT FORM PART OF THE ENGINEERING CERTIFICATION FOR THIS DESIGN AND IS PROVIDED AS A GUIDE TO AID INSTALLATION ONLY.



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