SHEPPARD MULLIN
SHEPPARD MULLIN RICHTER & HAMPTON LLP
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Roy Goldberg
Writer's Direct Line: (202) 218-0007

Our File Number: 01ZY-103259

May 3, 2005

VIA MESSENGER

District of Columbia Board of Zoning
Adjustment
c/o District of Columbia Office of Zoning
441 4th Street, N.W., Suite 210
Washington, D.C. 20001

Re: Case Number 17288 (Hearing Date March 15, 2005)
Appeal of Eastern Trans-Waste of Maryland, Inc.
1315 First Street, S.E., Square 703, Lot 54
Decision of Department of Consumer and Regulatory Affairs

Dear Sir or Madam:

Enclosed please find 20 copies of the original building construction plans that were submitted to the DCRA but were not previously submitted to the Board.

Please contact me at (202) 218-0007 if you have any questions.

Sincerely,

Roy Goldberg

Roy Goldberg

SHEPPARD MULLIN RICHTER & HAMPTON LLP
Counsel for Appellant Eastern Trans-Waste of Maryland, Inc.

W02-DC:9RGG1\100023328.2

Enclosures

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D.C. OFFICE OF ZONING
2005 MAY -4 PM 3:46

BZA
Case No. 17288
Exhibit No. 24

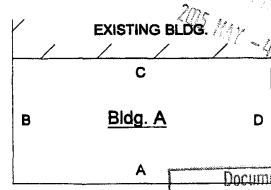
Board of Zoning Adjustment
District of Columbia
CASE NO. 17288
EXHIBIT NO. 24

Builder: DURABLE STEEL STRUCTURES
Customer: P223 EASTERN TRANS. WASTE OF MARYLAND
Location: WASHINGTON, DC

	WIDTH	LENGTH	SW A HEIGHT	FRONT ROOF PITCH	DOWNSPOUT DROPS - SW A:	DOWNSPOUT DROPS - SW C:
Bldg A :	67.33	159.42	34.00	1.000	8	0

Table of Contents

Anchor Bolt Plan: A1 - A3
Cross Sections: CS1 - CS5
Roof Framing: RF1 - RF3
Roof Sheeting: CS1 - CS5
Sidewall: S1 - S5
Endwall: E1 - E2
Updated Details: UD1 - UD1
Quality Assurance Policy: Q1 - Q1



Key Plan

D.C. RECEIVED
2006 MAY -4 PM 3:48
OFFICE OF ZONING
Documents for Approval
Not To Be Used For Construction
Approved For Production With No Changes
Approved For Production With Changes
Resubmit For Approval With Changes
These documents are for Chiefs interpretation of the building components as provided by your Agreement To Purchase. Changes to be marked clearly in red ink. Purchaser is responsible for compliance over the Engineer's Seal on these. Chief will provide only those items shown on these drawings.
Date

Roof Sheeting
Type: CS
Gage: 26
Color: Galvalume

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

Framing:
Purlin Type: Zees
Girt Type: Zees

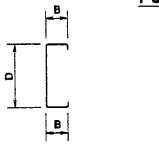
Ordered Options
Base Condition : Base Angle w / Trim
Base Trim Color :
Wall Mastic : No
UL Rating : None
Thermal Blocks : N/a
Sidewall Eave Trim Type : Oversized Gutter
Eave & Gable Trim Color :
Downspout Type : Closed
Downspout Color :
Elbows at Bottom of Drops: Yes
Corner Trim Color :
Framed Opening Trim Color :
Skylite : 0

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

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

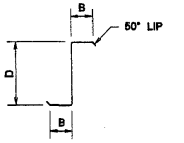
COLORS NEEDED AT TIME OF APPROVAL

Purlin / Girts



CEE

DESIGNATION	D	B
816	8.00	3.00
814	8.00	3.00
812	8.00	3.00
1014	10.00	3.50
1012	10.00	3.50



ZEE

DESIGNATION	D	B
816	8.00	2.50
814	8.00	2.50
812	8.00	2.50
1014	10.00	2.75
1012	10.00	2.75

Sheeting Types



AP Panel



LTC Panel



CS Panel



STC Panel



MSC Panel

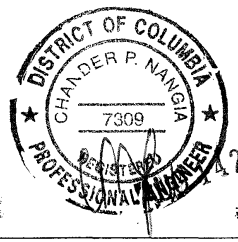
Drawing Designation :
a) Drawings stamped "PERMIT DRAWINGS" are drawings that are complete for the most part, however, since some details and part marks are missing, they are preliminary and are not to be used for construction and are not considered final drawings.
b) Drawings stamped "PROGRESS DRAWINGS" are drawings that are complete for the most part, however, since some details and part marks are missing, they are preliminary and are not to be used for construction and are not considered final drawings.
c) Drawings stamped "DOCUMENTS FOR APPROVAL" are preliminary drawings, used for approval with no part markings and are not to be used for construction.

General Detail Manual V 4.1

Roof Panel Manual V 4.1

ENGINEER REVIEW	
ENGINEER	DATE

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



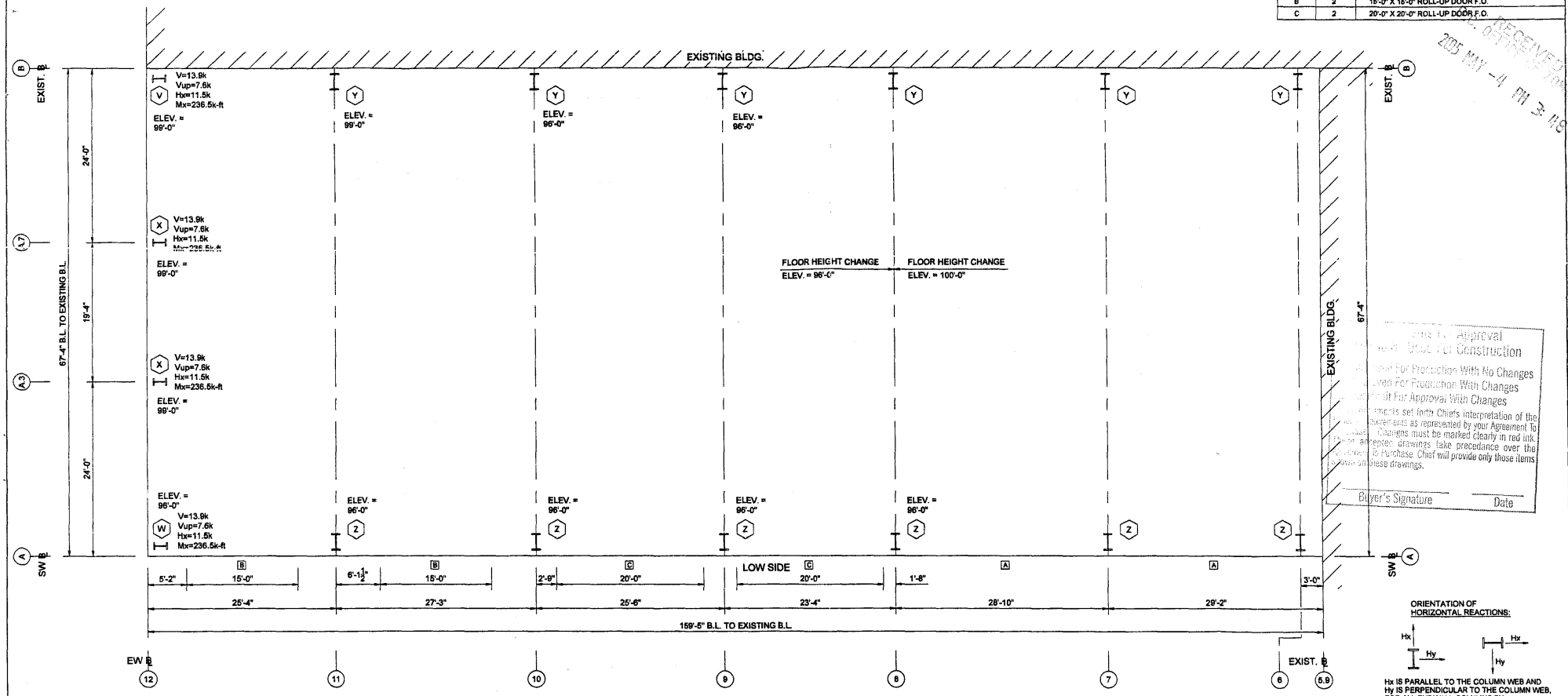
REVISIONS
3
2
1

COVER PAGE
DURABLE STEEL / TRANS. WASTE OF MARYLAND
WASHINGTON, DC
RF 67'-4 X 159'-5 X 30' 1:12 BAYS VARY

CHIEF BUILDINGS
a division of Chief Industries, Inc.
P.O. BOX 2578 GRAND ISLAND, NE 68802-2578

DRAWN	CHECK	ORDER NO.	
JJG-J		CO76973	C1 / C1
8-12-03			

ACCESSORY SCHEDULE		
MARK	QUAN	DESCRIPTION
A	2	3070 PRE-ASSEMBLED WALKDOOR w / SUB-JAMBS
B	2	15'-0" X 16'-0" ROLL-UP DOOR F.O.
C	2	20'-0" X 20'-0" ROLL-UP DOOR F.O.



Approval
Construction
For Production With No Changes
For Production With Changes
For Approval With Changes
sets forth Chiefs interpretation of the
as represented by your Agreement To
Changes must be marked clearly in red ink.
accepted drawings take precedance over the
To Purchase. Chief will provide only those items
on these drawings.

Buyer's Signature Date

ORIENTATION OF HORIZONTAL REACTIONS:

Hx IS PARALLEL TO THE COLUMN WEB AND Hy IS PERPENDICULAR TO THE COLUMN WEB, FOR ALL ENDWALL COLUMNS BY CHIEF BUILDINGS.

ANCHOR BOLT SETTING PLAN

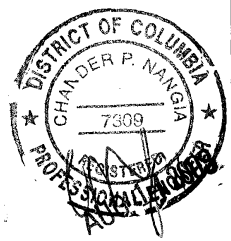
FINISHED FLOOR ELEVATION = 100'-0" AND 96'-0"
BASE OF ALL COLUMNS AT ELEV. 100'-0" UNLESS NOTED.
BASE OF FRAMED OPENING JAMBS AT ELEV. 96'-0"

ANCHOR BOLTS (BY OTHERS)		
QUAN	SIZE	PROJ.
16	0 ½" Ø	1 ½"
48	0 ¾" Ø	2"
0	1" Ø	2"
32	1 ¼" Ø	4 ½"

REFERENCE NOTES

1. COLUMN FOOTINGS AND PIERS MUST BE DESIGNED TO WITHSTAND HORIZONTAL AND VERTICAL REACTIONS AS SHOWN ON THE ANCHOR BOLT PLAN. CHIEF BUILDINGS IS NOT RESPONSIBLE FOR DESIGN OF CONCRETE FOUNDATION. CHIEF BUILDINGS RECOMMENDS THAT THE SERVICES OF A QUALIFIED DESIGN ENGINEER IS OBTAINED BY THE CONTRACTOR/BUILDER TO DESIGN THE FOUNDATIONS FOR THE INDICATED REACTIONS. ENDWALL POST REACTIONS NOT SHOWN, SHALL BE DETERMINED FROM THE SPECIFIED LIVE LOAD, WIND LOAD, SEISMIC LOAD AND ANY OTHER APPLICABLE AUXILIARY LOADS.
2. CONCRETE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING CONCRETE SQUARE, LEVEL, AND ACCORDING TO THE ANCHOR BOLT SETTING PLAN.
3. ALL ANCHOR BOLTS INCLUDING NUTS AND WASHERS FOR SAME ARE NOT FURNISHED BY CHIEF BUILDINGS.
4. ANCHOR BOLT MATERIAL SHALL CONFORM TO ASTM A307 OR EQUAL.
5. REACTIONS ARE GIVEN IN KIPS, (1 KIP = 1000 LBS) MOMENTS, IF ANY, ARE GIVEN IN KIP-FT.
6. ALL ELEVATION DIMENSIONS ARE TAKEN FROM BOTTOM OF FRAME COLUMN BASE PLATE. BASE OF COLUMN IS AT ELEVATION 100'-0" UNLESS NOTED.
7. BOLT PROJECTIONS ARE RECOMMENED MINIMUMS BASED ON THE BASE PLATE BEARING DIRECTLY ON THE CONCRETE PIER. IF THE BASE PLATE IS TO BEAR ON GROUT, THE BOLT PROJECTION MUST BE INCREASED ACCORDINGLY.
8. ANCHOR BOLT DESIGN IS BASED ON SHEAR, TENSION, AND COMBINED TENSION AND SHEAR. CHIEF BUILDINGS IS NOT RESPONSIBLE FOR ANCHOR BOLT SIZE RECOMMENDATIONS WHEN THE ANCHOR BOLT CONFIGURATION PLACES THE BOLTS IN A BENDING MODE. WHEN THE COLUMN BASE PLATE BEARS ON GROUT, THE CONTRACTOR/BUILDER OR FOUNDATION ENGINEER SHALL INVESTIGATE BENDING IN THE ANCHOR BOLTS AND PROVIDE A SHEAR KEY FOR THE COLUMN BASE TO THE PIER WHEN THE ANCHOR BOLTS ARE NOT ADEQUATE IN BENDING ABOUT THE PIER.
9. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE MARKED.
10. ALL DRAWINGS ARE NOT TO SCALE.

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



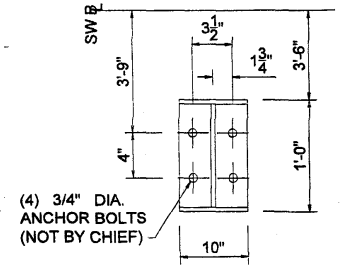
REVISIONS

3
2
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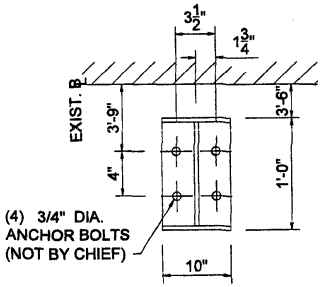
ANCHOR BOLT SETTING PLAN
DURABLE STEEL / TRANS. WASTE OF MARYLAND
WASHINGTON, DC
RF 67'-4 X 159'-5 X 30 1:12 BAYS VARY

CHIEF BUILDINGS
a division of Chief Industries, Inc.
P.O. BOX 2078
GRAND ISLAND, NE
68802-2078

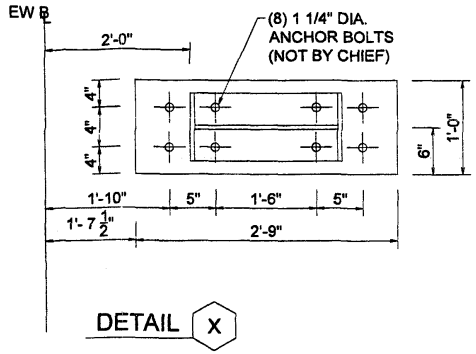
DRAWN	CHECK	ORDER NO.	
JWL	CD	CO76973	A1
08-11-03	08-12-03		A3



DETAIL Z

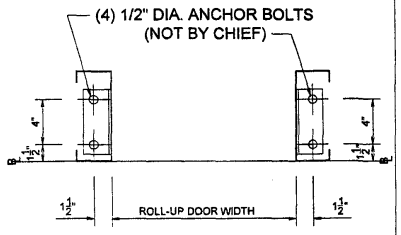


DETAIL Y

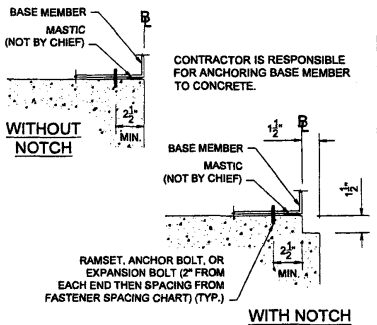


DETAIL X

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ROLL-UP DOOR
ANCHOR BOLT DETAIL



BASE MEMBER DETAIL

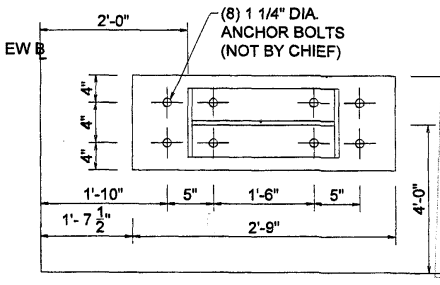
FASTENER SIZE (DIAMETER)	MIN. PENETRATION OR EMBEDMENT	MAX. ALLOWABLE SPACING
$\frac{3}{16}$" RAMSET	1"	2'-0"
$\frac{1}{4}$" RAMSET	$1\frac{1}{2}$"	3'-0"
$\frac{3}{8}$" ANCHOR OR WEDGE ANCHOR	$1\frac{1}{2}$" ON WEDGE ANCHOR OR 6" EMBEDMENT ON ANCHOR BOLTS W/ 2" HOOK AND 1" PROJ.	3'-0"

STANDARD VELOCITY POWER- ACTUATED FASTENERS AS MANUFACTURED BY RAMSET FASTENING SYSTEMS. DIVISION OF OLIN CORPORATION, OR EQUAL.

ANCHOR BOLTS SHALL CONFORM TO ASTM A307 OR EQUAL. WEDGE ANCHORS SHALL BE MOLY-PARABOLT OR EQUAL.

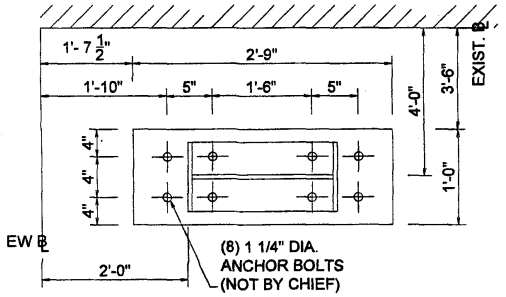
BASED ON 3,000 PSI CONCRETE.

FASTENER SPACING CHART



Documents For Approval
Not To Be Used For Construction
Approved For Production With No Changes
Approved For Production With Changes
Returned For Approval With Changes
Review Is Not To Conflict With Chiefs interpretation of the
Contract Documents Prepared by your Agreement To
Review Is To Be Marked clearly in red ink.
In The Event Of Any Conflict, This Review Takes precedance over the
Contract Documents. Chief Will provide only those items
Noted In Drawings.
Customer's Signature
Date

DETAIL W

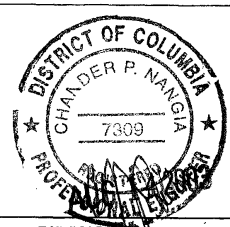


DETAIL V

REFERENCE NOTES

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

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



REVISIONS

3

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1

ANCHOR BOLT DETAILS

DURABLE STEEL / TRANS. WASTE OF MARYLAND

WASHINGTON, DC

RF 67'-4 X 159'-5 X 30 1:12 BAYS VARY

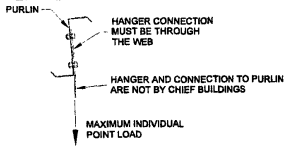
CHIEF BUILDINGS
a division of Chief Industries, Inc.
P.O. BOX 2078
GRAND ISLAND, NE
68802-2078

DRAWN	CHECK	ORDER NO.	
JWL	CD	CO76973	A2
08-11-03	08-12-03		A3

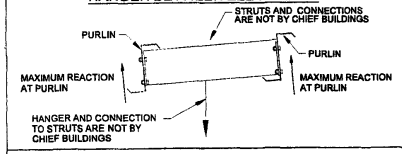
This building has been designed for a collateral load of 5 psf. The total applied loads due to ceiling panels, ducts, sprinkler distribution lines, electrical equipment, conduit, fireproofing, other piping and mechanical loads, etc., cannot exceed this collateral load. In no case shall the total uniform collateral load on an individual roof member exceed the product of 5 psf times the spacing of the supporting member. Nor shall any individual point load or summation of point loads on any one roof member exceed the product of 5 psf times the member spacing times half the member length. In addition, no individual point load on a purlin can exceed 175 lbs. All loads suspended from purlins shall have the load introduced through the web and not the flange of the purlin. Hangers cannot be supported from the edge of flanges or through holes in the flanges of the purlins. Design of hangers and their attachments are not by Chief Buildings. Chief Buildings is NOT responsible for lateral or longitudinal bracing of suspended members subjected to horizontal service, seismic, or wind loading.

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

HANGER AT INDIVIDUAL ZEE PURLIN

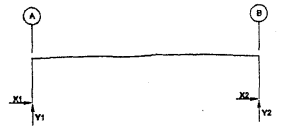


HANGER BETWEEN ZEE PURLINS



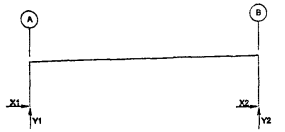
Building Design Criteria
CO76973

Building Code	IBC 2000
1996 MBMA	
Occupancy Category	II
Roof Live Load	20 psf(Tributary Area Reduction Not Allowed)
Collateral Load	5 psf
Ground Snow Load (Pg)	25 psf
Exposure Factor (Ce)	1.0
Thermal Factor (Ct)	1.2
Importance Factor (I)	1.0
Flat Roof Snow Load (Pf)	21 psf
Building Enclosure	Enclosed
Wind Speed	90 mph
Exposure Factor	B
Importance Factor (I)	1.0
Wind Pressure (q)	13.40 psf
Seismic	
Ss	18.0%
S1	6.3%
Use Group	I
Design Category	B
Site Class	D
Seismic Resisting System	Steel System (R=3.0)
SDS	0.192
SD1	0.101
Analysis Procedure	ELF
Base Shear	9,116 lbs.
Other Loads:	None



LOAD TYPE	X1	Y1	X2	Y2
DL - DEAD LOAD	0.7	4.7	-0.7	5.2
COL- COLLATERAL	1.0	4.2	-1.0	4.1
LL - LIVE LOAD	4.0	16.9	-4.0	16.5
SL - SNOW LOAD	4.4	18.0	-4.4	28.5
WLL- WIND FROM LEFT	-9.1	-17.3	-4.3	-6.0
WLR- WIND FROM RIGHT	7.1	-1.8	9.2	-14.2
WL2- WIND LT CASE 2	-10.7	-12.1	-3.2	-2.7
WR2- WIND RT CASE 2	5.6	3.4	10.3	-8.8
WLE- WIND ON ENDWALL	2.1	-11.0	-0.7	-11.7
WE2- EW WIND CASE 2	2.9	-7.2	-2.3	-7.2
SEI- SEISMIC LOAD	-0.6	-0.7	-0.6	0.7
BR1- WIND BRACING 1	-	-	-	-
MAXIMUM POSITIVE	11.0	26.8	9.8	37.9
MAXIMUM NEGATIVE	-10.0	-12.5	-8.3	-9.0

CO76973A01 REACTIONS USED AT LINE(6): 11



LOAD TYPE	X1	Y1	X2	Y2
DL - DEAD LOAD	0.7	4.8	-0.7	5.8
COL- COLLATERAL	1.0	4.4	-1.0	4.4
LL - LIVE LOAD	4.2	17.8	-4.2	17.8
SL - SNOW LOAD	4.6	18.9	-4.6	30.6
WLL- WIND FROM LEFT	-7.3	-15.9	-2.7	-11.0
WLR- WIND FROM RIGHT	5.3	-4.5	7.3	-12.5
WL2- WIND LT CASE 2	-8.9	-10.3	-1.1	-5.5
WR2- WIND RT CASE 2	3.7	1.1	8.5	-9.9
WLE- WIND ON ENDWALL	2.1	-11.7	-1.6	-12.4
WE2- EW WIND CASE 2	3.0	-7.7	-3.1	-7.5
SEI- SEISMIC LOAD	-0.7	-0.7	-0.8	0.7
BR1- WIND BRACING 1	-	-	-	-
MAXIMUM POSITIVE	9.3	27.9	8.2	40.9
MAXIMUM NEGATIVE	-8.2	-11.3	-7.6	-8.7

CO76973A02 REACTIONS USED AT LINE(6): 9 & 10



LOAD TYPE	X1	Y1	X2	Y2
DL - DEAD LOAD	0.8	4.1	-0.8	5.1
COL- COLLATERAL	1.2	4.8	-1.2	4.6
LL - LIVE LOAD	4.9	18.5	-4.9	18.5
SL - SNOW LOAD	5.4	19.7	-5.4	32.6
WLL- WIND FROM LEFT	-7.5	-15.9	-1.6	-12.2
WLR- WIND FROM RIGHT	4.5	-5.5	7.4	-12.2
WL2- WIND LT CASE 2	-8.6	-10.1	-0.4	-6.3
WR2- WIND RT CASE 2	3.4	0.3	8.5	-6.4
WLE- WIND ON ENDWALL	1.1	-12.3	-0.6	-12.9
WE2- EW WIND CASE 2	2.2	-8.0	-2.4	-7.9
SEI- SEISMIC LOAD	-0.7	-0.8	-0.6	0.8
BR1- WIND BRACING 1	-	-	-	-
MAXIMUM POSITIVE	9.6	28.4	7.7	42.4
MAXIMUM NEGATIVE	-7.8	-11.8	-6.1	-7.8

CO76973A03 REACTIONS USED AT LINE(6): 7



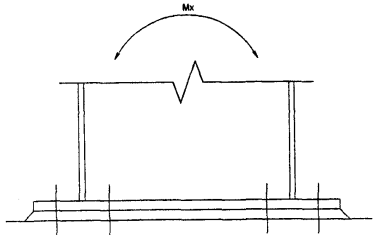
LOAD TYPE	X1	Y1	X2	Y2
DL - DEAD LOAD	0.8	2.8	-0.8	3.8
COL- COLLATERAL	0.7	2.7	-0.7	2.7
LL - LIVE LOAD	2.9	10.7	-2.9	10.7
SL - SNOW LOAD	3.1	11.3	-3.1	18.4
WLL- WIND FROM LEFT	-4.3	-9.2	-0.9	-7.0
WLR- WIND FROM RIGHT	2.8	-3.2	4.3	-7.1
WL2- WIND LT CASE 2	-6.0	-6.8	-0.2	-3.6
WR2- WIND RT CASE 2	1.9	0.2	4.9	-3.7
WLE- WIND ON ENDWALL	0.7	-7.1	-0.3	-7.4
WE2- EW WIND CASE 2	1.3	-4.6	-1.4	-4.5
SEI- SEISMIC LOAD	-0.7	-0.8	-0.8	0.8
BR1- WIND BRACING 1	-	-	-	-
MAXIMUM POSITIVE	5.8	16.9	4.4	24.8
MAXIMUM NEGATIVE	-4.6	-8.0	-4.8	-3.9

CO76973A04 REACTIONS USED AT LINE(6): 8



LOAD TYPE	X1	Y1	X2	Y2
DL - DEAD LOAD	0.7	4.6	-0.7	5.0
COL- COLLATERAL	1.1	4.5	-1.1	4.3
LL - LIVE LOAD	4.3	18.0	-4.3	17.4
SL - SNOW LOAD	4.7	19.1	-4.7	31.4
WLL - WIND FROM LEFT	-7.0	-15.8	-2.0	-11.2
WLR- WIND FROM RIGHT	4.8	-5.0	7.2	-11.8
WL2- WIND LT CASE 2	-8.6	-10.2	-1.0	-6.5
WR2- WIND RT CASE 2	3.2	0.5	8.2	-8.3
WLE- WIND ON ENDWALL	2.2	-11.5	-0.5	-12.3
WE2- EW WIND CASE 2	3.1	-7.5	-2.1	-7.6
SEI- SEISMIC LOAD	-0.8	-0.7	-0.8	0.7
BR1- WIND BRACING 1	-	-	-	-
MAXIMUM POSITIVE	9.0	28.2	7.5	40.7
MAXIMUM NEGATIVE	-7.9	-11.0	-7.5	-7.3

CO76973A05 REACTIONS USED AT LINE(6): 8



Max. Compressive Force per Anchor = 34.5K
Max. Tensile Force per Anchor = 34.0K

V= 13.9k
Vup=7.6k
Hx=11.5k
Mx=236.5k-ft

REFERENCE NOTES

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

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

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Approved For Approval With Changes
Improvements set forth Chiefs interpretation of the Improvements as represented by your Agreement To Changes must be marked clearly in red ink. Chiefs Drawings take precedence over that Contractor. This will provide only those items as described.

Date

DISTRICT OF COLUMBIA
CHANDER P. NANGIA
7309
PROFESSIONAL ENGINEER
AUG 14 2003

REVISIONS

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ANCHOR BOLT DETAILS

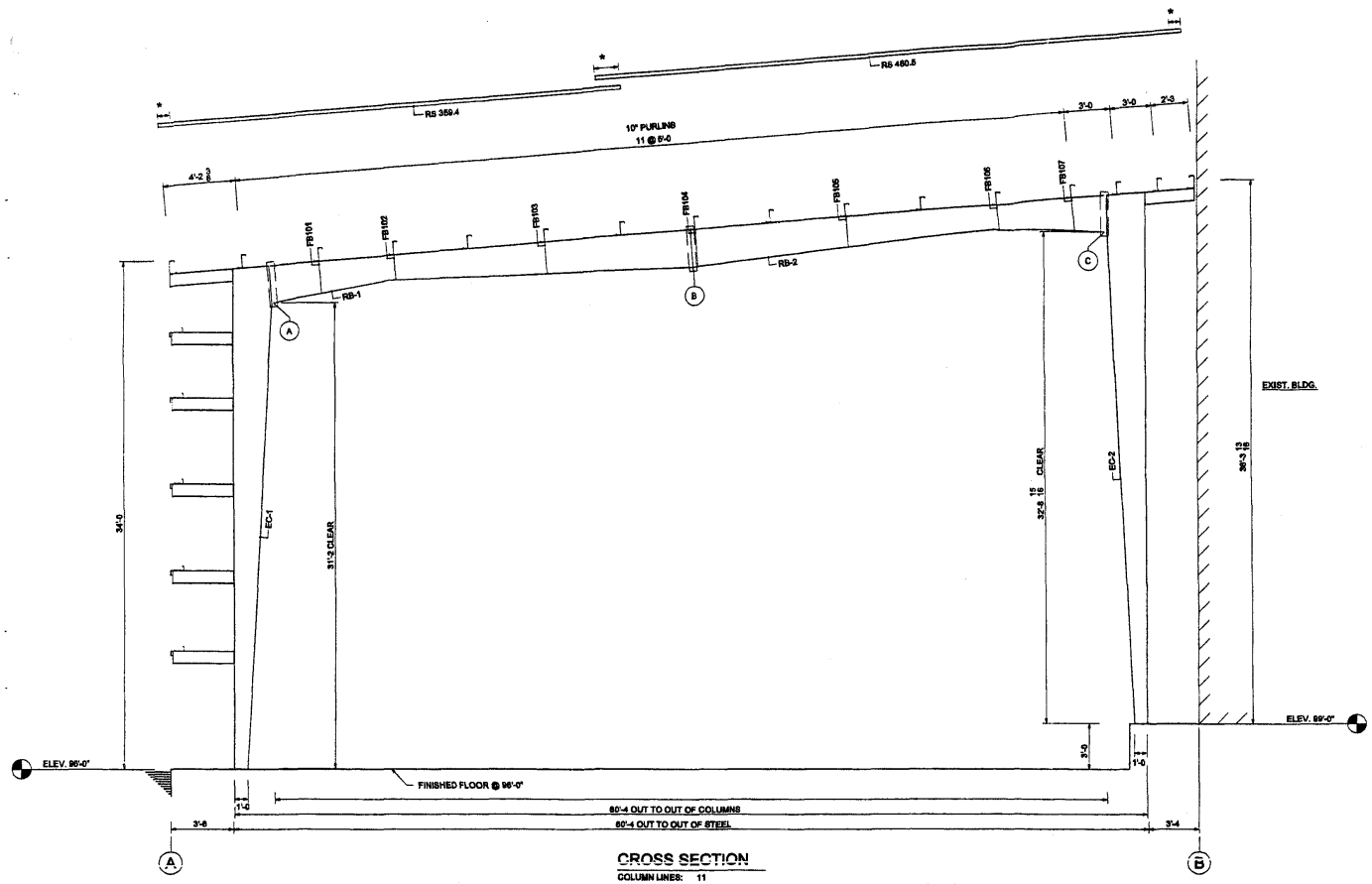
DURABLE STEEL / TRANS. WASTE OF MARYLAND

WASHINGTON, DC

RF 67'-4 X 159'-5 X 30 1:12 BAYS VARY

CHIEF BUILDINGS
a division of Chief Industries, Inc.
P.O. BOX 2078
GRAND ISLAND, NE
68802-2078

DRAWN	CHECK	ORDER NO.	
JWL	CD	CO76973	A3
08-11-03	08-12-03		A3



CROSS SECTION

COLUMN LINES: 11

DIAGONAL DIMENSION
LEFT - 71'-6 3/4
RIGHT - 67'-7

REFERENCE NOTES

1. BOLTING RECOMMENDATIONS—THE 'TURN-OF-NUT' METHOD OF TIGHTENING A325 STRUCTURAL BOLTS IN ACCORDANCE WITH 'SPECIFICATIONS FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS' IS RECOMENDED.

2. BOLT AND NUT SPECIFICATIONS – ALL BOLTS AND NUTS SPECIFIED THROUGHOUT THESE DRAWINGS WILL BE HIGH STRENGTH BOLTS AND NUTS CONFORMING TO ASTM A325 OR SAE J429 GRADE 5 BOLT SPECIFICATIONS AND ASTM A325, ASTM A194 GRADE 2 OR 2H, OR ASTM A563 GRADE C, D, OR DH NUT SPECIFICATIONS. SUBSTITUTION OF MILD STEEL BOLTS WILL NOT BE ALLOWED AND ANY FIELD SUBSTITUTION WILL VOID THE DESIGN WARRANTY.

3. ALL ELEVATION DIMENSIONS ARE TAKEN FROM BOTTOM OF FRAME COLUMN BASE PLATE. BASE OF COLUMN IS AT ELEVATION 99'-0" & 90'-0".

4. TEMPORARY BRACING SHALL BE INTRODUCED WHEREVER NECESSARY TO TAKE CARE OF ALL LOADS IMPOSED UPON THE STRUCTURE DURING THE ERECTION PROCESS.

5. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE MARKED.

6. ALL DRAWINGS ARE NOT TO SCALE.

7. NOTE : * REFER TO GENERAL DETAILS AND SECTIONS FOR ROOF SHEET OVERHANG AND SPLICE LAP DIMENSIONS.

8. FLANGE BRACES ARE REQUIRED ONLY ON ONE SIDE OF FRAME, EXCEPT THOSE FLANGE BRACES THAT ARE PRECEDED WITH A (2)FB... ARE REQUIRED ON BOTH SIDES OF THE FRAME.

SPLICE BOLT TABLE			
SPLICE	NO	SIZE	DEPTH
A	8 -	4 X 2 1/2	2'-6
B	14 -	6 X 2	2'-6
C	8 -	1 X 3 1/4	2'-6

FRAME:CO76973A01

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Date

DISTRICT OF COLUMBIA
CHANDER P. NANGIA
7369
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PROFESSIONAL ENGINEER
AUG 11 2003

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

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CROSS SECTION

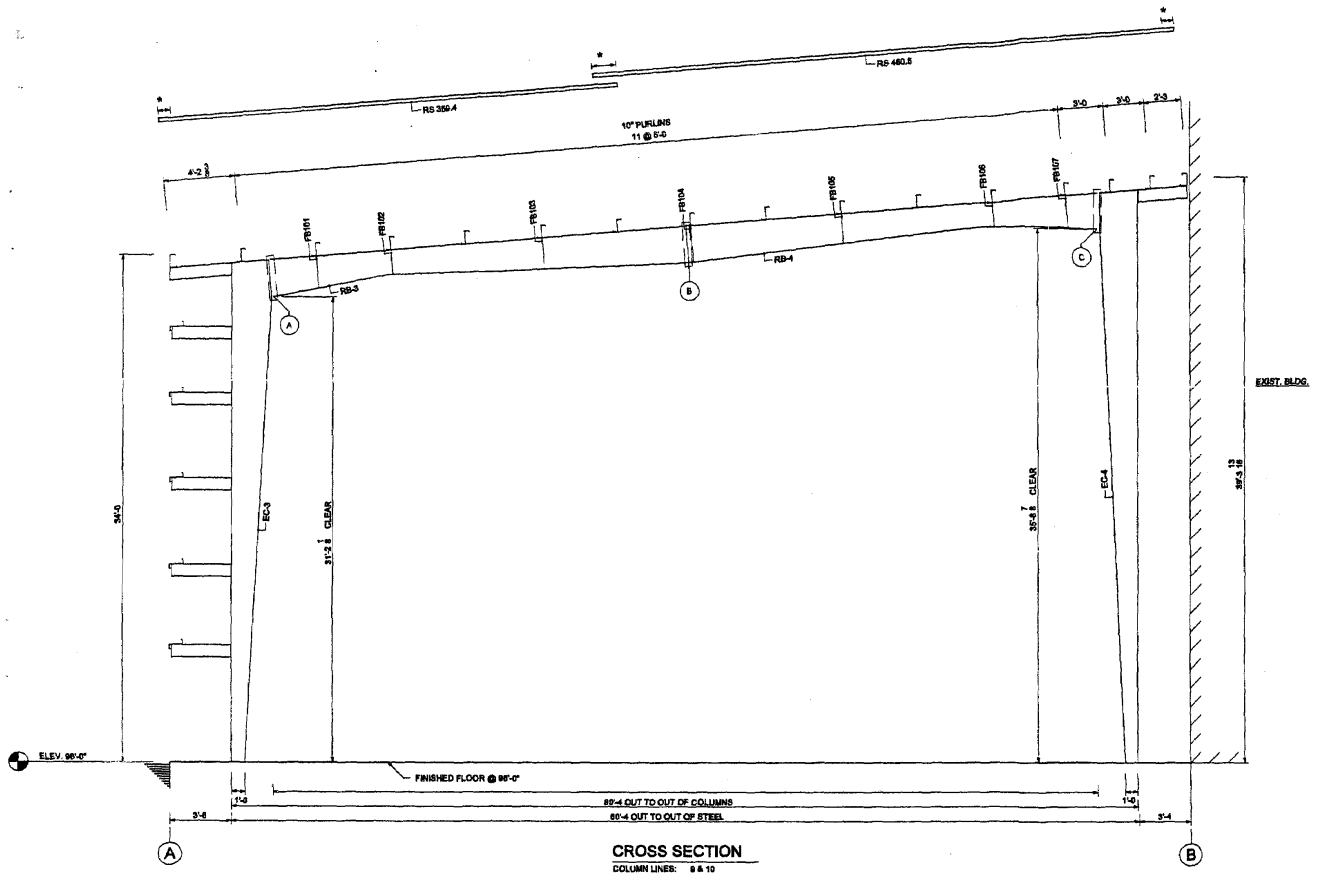
DURABLE STEEL / TRANS. WASTE OF MARYLAND

WASHINGTON, DC

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CHIEF BUILDINGS
P.O. BOX 2079
GRAND ISLAND, NE 68802-2079

DRAWN	CHECK	ORDER NO.	CS1
JWL		CO76973	CS5
11-AUG-03			



CROSS SECTION

COLUMN LINES: 8 & 10

DIAGONAL DIMENSION
LEFT - 71'-6 3/4
RIGHT - 69'-11 1/8

REFERENCE NOTES

1. BOLTING RECOMMENDATIONS—THE 'TURN-OF-NUT' METHOD OF TIGHTENING A325 STRUCTURAL BOLTS IN ACCORDANCE WITH 'SPECIFICATIONS FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS' IS RECOMENDED.
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3. ALL ELEVATION DIMENSIONS ARE TAKEN FROM BOTTOM OF FRAME COLUMN BASE PLATE. BASE OF COLUMN IS AT ELEVATION 98'-0".
4. TEMPORARY BRACING SHALL BE INTRODUCED WHEREVER NECESSARY TO TAKE CARE OF ALL LOADS IMPOSED UPON THE STRUCTURE DURING THE ERECTION PROCESS.
5. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE MARKED.
6. ALL DRAWINGS ARE NOT TO SCALE.
7. NOTE : * REFER TO GENERAL DETAILS AND SECTIONS FOR ROOF SHEET OVERHANG AND SPLICE LAP DIMENSIONS.
8. FLANGE BRACES ARE REQUIRED ONLY ON ONE SIDE OF FRAME, EXCEPT THOSE FLANGE BRACES THAT ARE PRECEDED WITH A (2)FB... ARE REQUIRED ON BOTH SIDES OF THE FRAME.

SPLICE BOLT TABLE			
SPLICE	NO	SIZE	DEPTH
A	8 -	3/4 X 2 1/2	2'-6
B	14 -	3/4 X 2	2'-6
C	8 -	1 X 3 1/2	2'-6

FRAME:CO76973A02

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

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CHANDER P. NANGIA
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PROFESSIONAL ENGINEER
AUG 14 2003

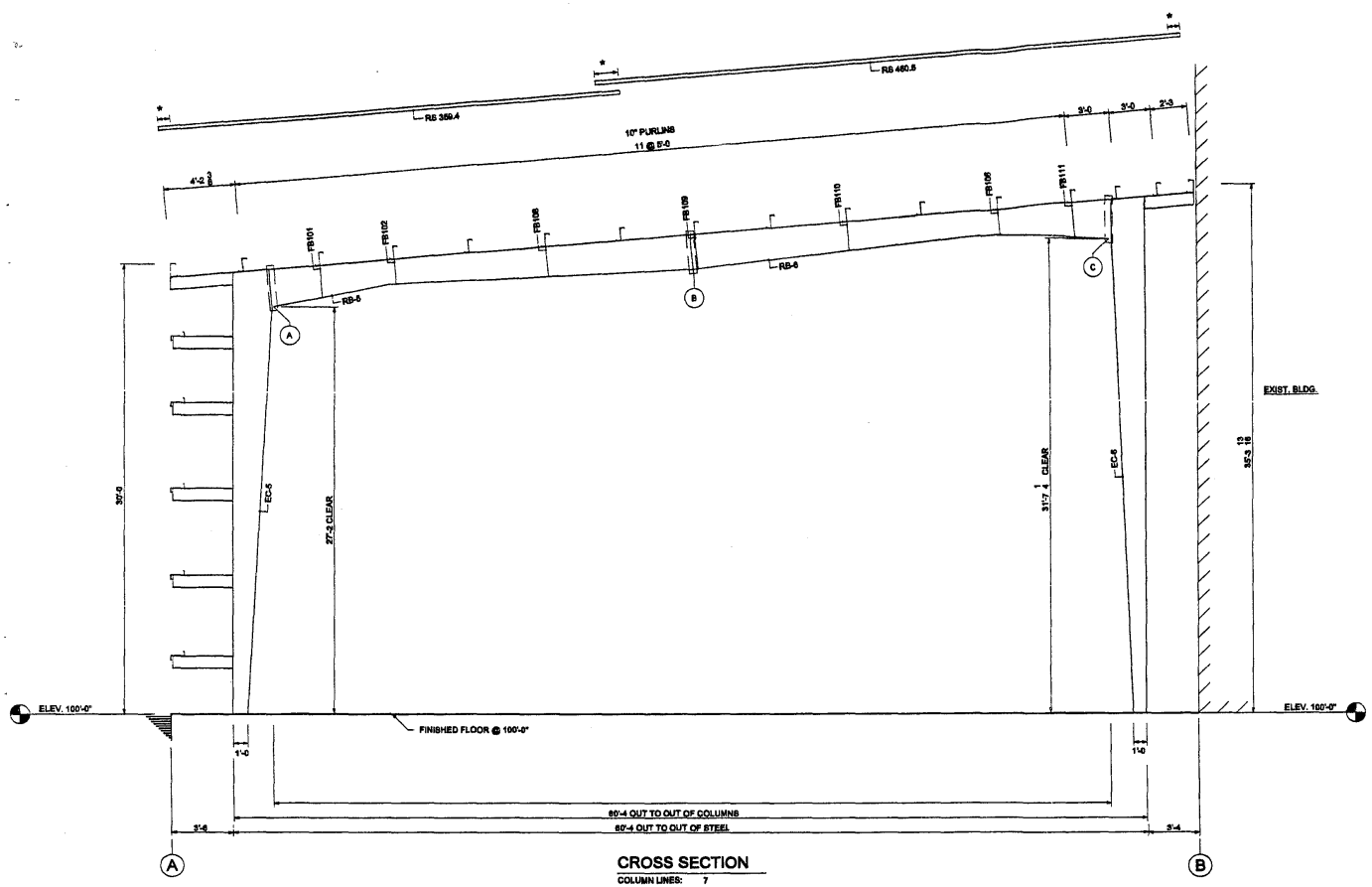
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CROSS SECTION
DURABLE STEEL / TRANS. WASTE OF MARYLAND
WASHINGTON, DC
RF 67'-4 X 159'-5 X 30' 1:12 BAYS VARY

CHIEF BUILDINGS
P.O. BOX 3078
GRAND ISLAND, NE 68802-3078

DRAWN	CHECK	ORDER NO.	CS2
JWL		CO76973	
11-AUG-03			



CROSS SECTION

COLUMN LINES: 7

DIAGONAL DIMENSION
LEFT - 69'-5 13/16
RIGHT - 67'-1 1/16

REFERENCE NOTES

1. BOLTING RECOMMENDATIONS—THE "TURN-OF-NUT" METHOD OF TIGHTENING A325 STRUCTURAL BOLTS IN ACCORDANCE WITH SPECIFICATIONS FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS IS RECOMENDED.
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SPLICE BOLT TABLE			
SPLICE	NO	SIZE	DEPTH
A	10 -	5/8 X 2	2'-6
B	12 -	5/8 X 2	2'-4
C	8 -	1 X 3 1/4	2'-6

FRAME:CO76973A03

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

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7309
PROFESSIONAL ENGINEER
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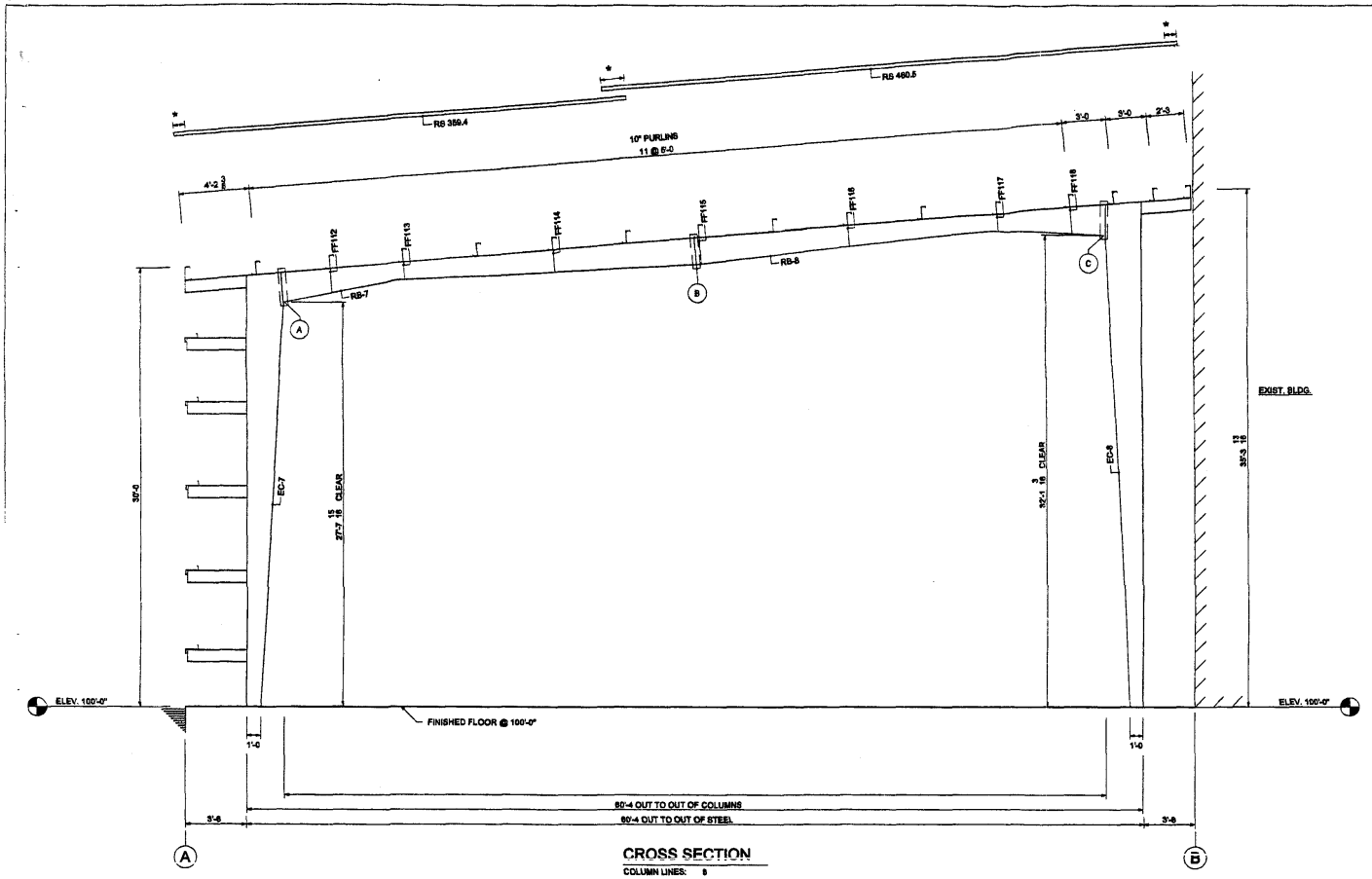
DURABLE STEEL / TRANS. WASTE OF MARYLAND

WASHINGTON, DC

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CHIEF BUILDINGS
P.O. BOX 3078
GRAND ISLAND, NE 68802-3078

DRAWN	CHECK	ORDER NO.	CS3
JWL		CO76973	
11-AUG-03			



CROSS SECTION

COLUMN LINES: 8

DIAGONAL DIMENSION
LEFT - 69'-6 3/16
RIGHT - 67'-1 1/16

REFERENCE NOTES

1. BOLTING RECOMMENDATIONS—THE 'TURN-OF-NUT' METHOD OF TIGHTENING A325 STRUCTURAL BOLTS IN ACCORDANCE WITH 'SPECIFICATIONS FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS' IS RECOMENDED.
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SPLICE BOLT TABLE				
SPLICE	NO	SIZE		DEPTH
A	10 -	5/8 X	12	2'-0
B	12 -	5/8 X	12	1'-10
C	10 -	5/8 X	2	2'-2

FRAME:CO76973A04

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

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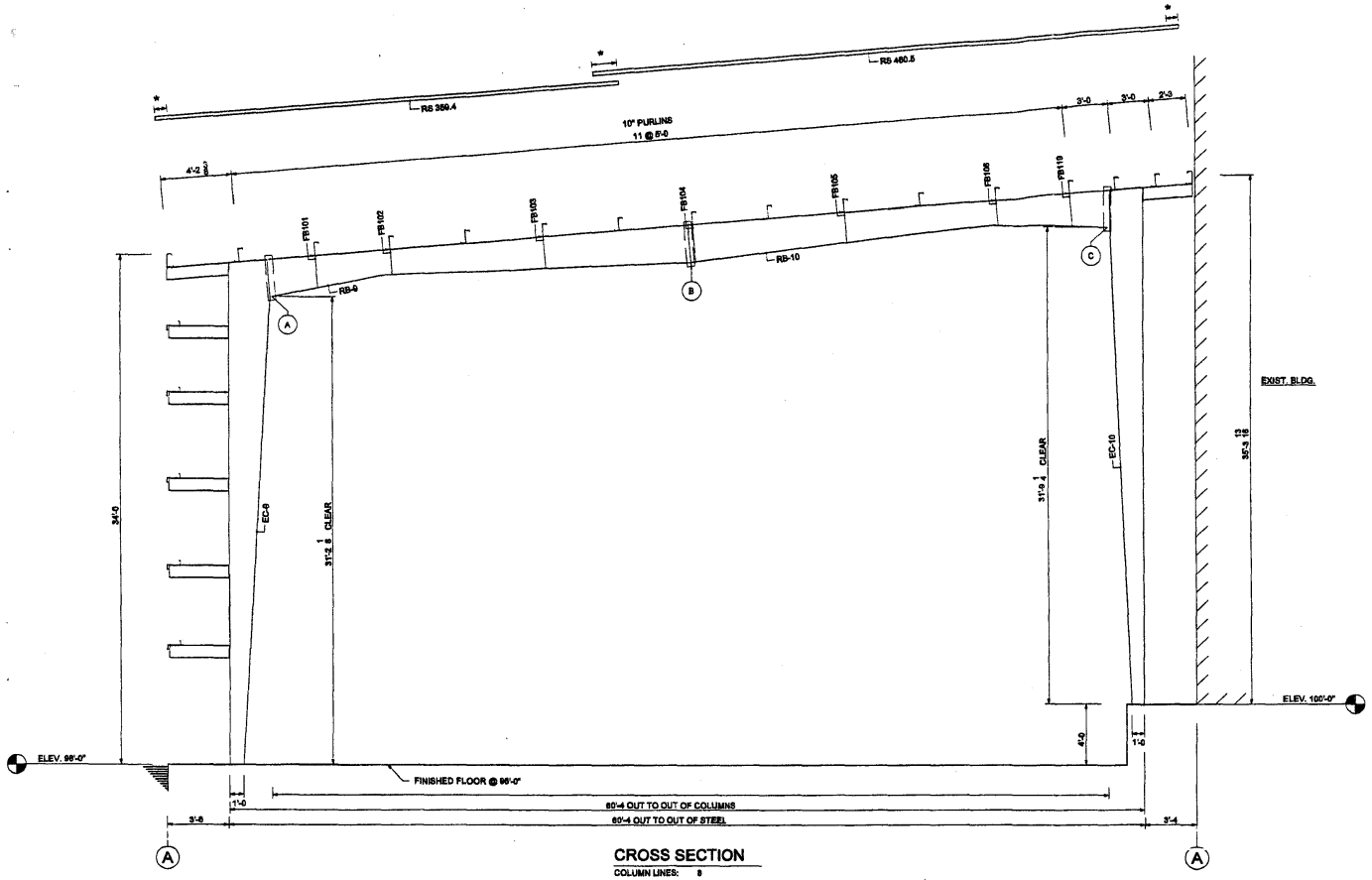
DISTRICT OF COLUMBIA
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CROSS SECTION
DURABLE STEEL / TRANS. WASTE OF MARYLAND
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CHIEF BUILDINGS
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DRAWN	CHECK	ORDER NO.	CS4
JWL		CO76973	
11-AUG-03			



CROSS SECTION

COLUMN LINES: 8

DIAGONAL DIMENSION
LEFT - 71'-6 3/4
RIGHT - 67'-1 11/16

REFERENCE NOTES

1. BOLTING RECOMMENDATIONS—THE "TURN-OF-NUT" METHOD OF TIGHTENING A325 STRUCTURAL BOLTS IN ACCORDANCE WITH "SPECIFICATIONS FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS" IS RECOMENDED.
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SPLICE BOLT TABLE			
SPLICE	NO	SIZE	DEPTH
A	8 -	5/8 X 2 1/2	2'-6
B	14 -	5/8 X 2	2'-6
C	8 -	1 X 3 1/4	2'-6

FRAME:CO76973A05

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

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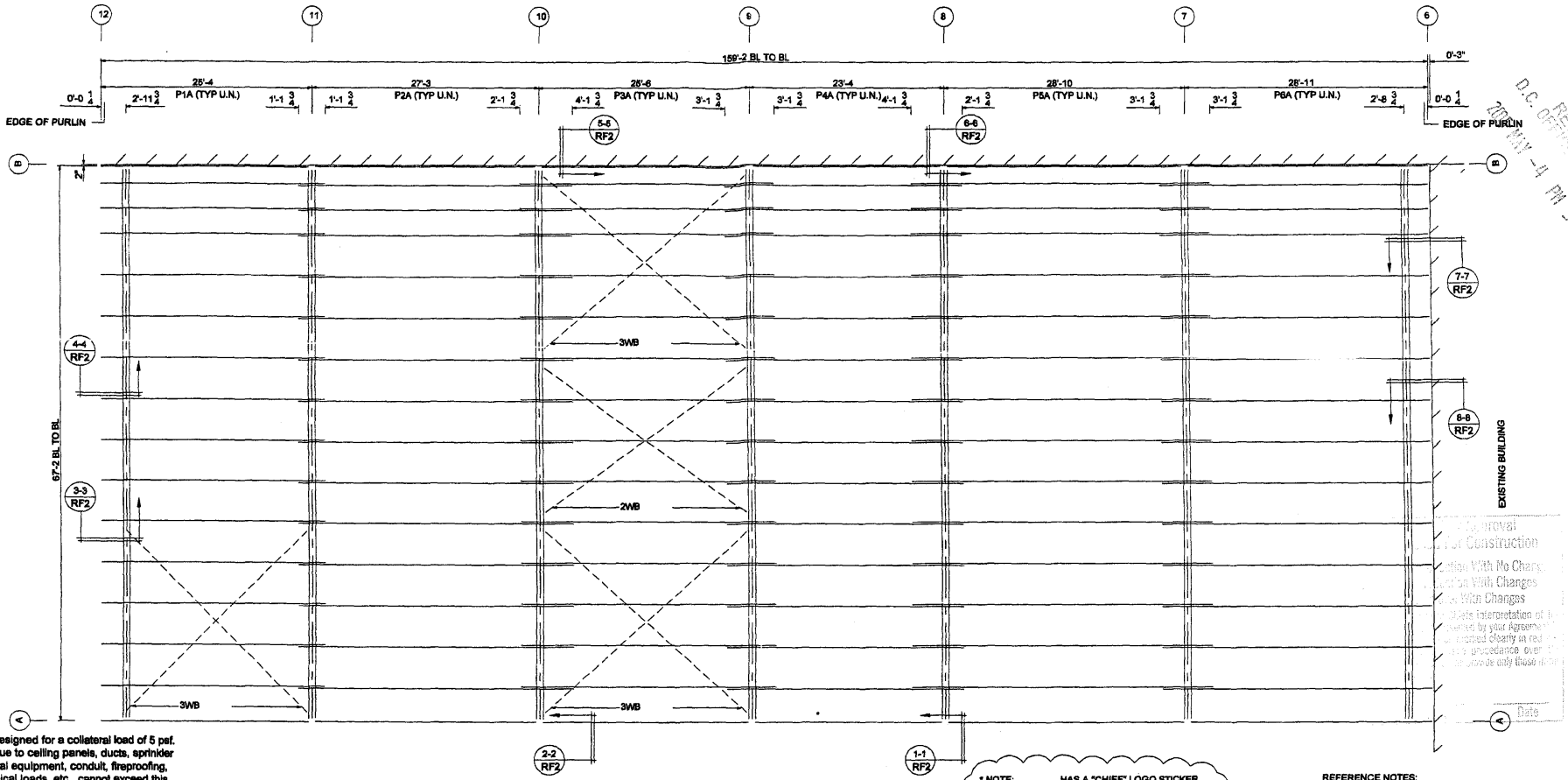
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CHIEF BUILDINGS
P.O. BOX 3079
GRAND ISLAND, NE 68802-3079

DRAWN	CHECK	ORDER NO.	CS5
JWL		CO76973	
11-AUG-03			CS5

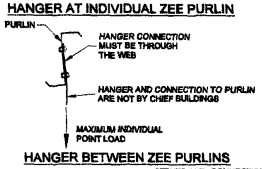


ROOF FRAMING PLAN

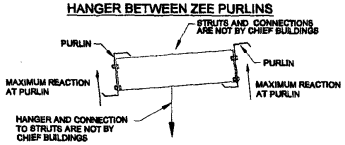
This building has been designed for a collateral load of 5 psf. The total applied loads due to ceiling panels, ducts, sprinkler distribution lines, electrical equipment, conduit, fireproofing, other piping and mechanical loads, etc., cannot exceed this collateral load. In no case shall the total uniform collateral load on an individual roof member exceed the product of 5 psf times the spacing of the supporting member. Nor shall any individual point load or summation of point loads on any one roof member exceed the product of 5 psf times the member spacing times half the member length. In addition, no individual point load on a purlin can exceed 175 lbs. All loads suspended from purlins shall have the load introduced through the web and not the flange of the purlin. Hangers cannot be supported from the edge of flanges or through holes in the flanges of the purlins. Design of hangers and their attachments are not by Chief Buildings. Chief Buildings is NOT responsible for lateral or longitudinal bracing of suspended members subjected to horizontal service, seismic, or wind loading.

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

HANGER AT INDIVIDUAL ZEE PURLIN



HANGER BETWEEN ZEE PURLINS



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

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

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CHANDER P. NANGIA
7309
PROFESSIONAL ENGINEER
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REVISIONS
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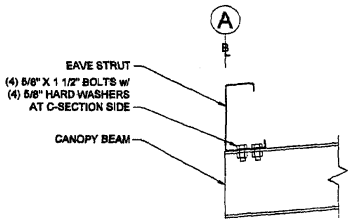
ROOF DRAWINGS
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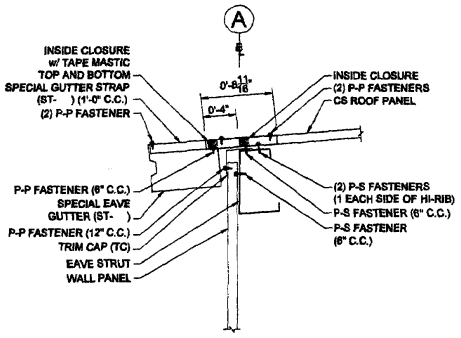
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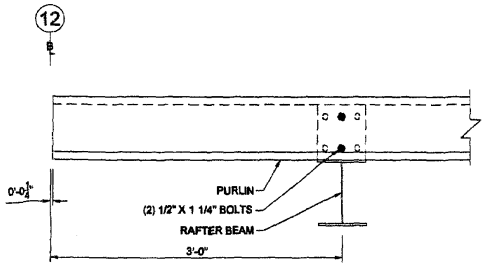
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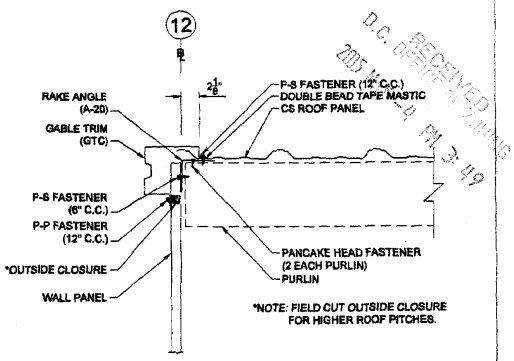
SECTION 1-1 RF1



SECTION 2-2 RF1

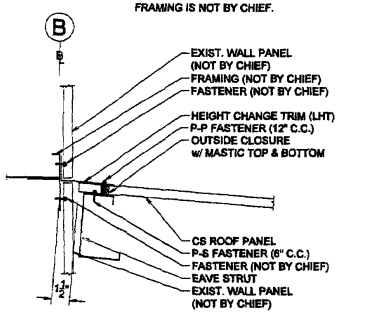


SECTION 3-3 RF1

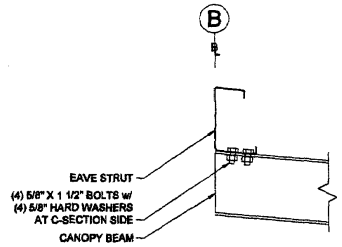


SECTION 4-4 RF1

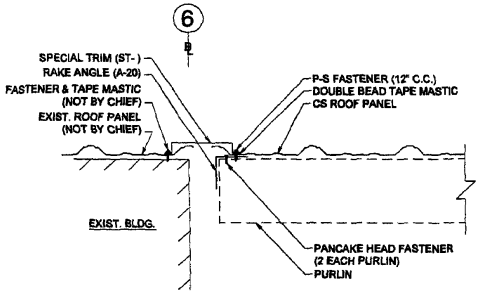
NOTE: FIELD CUT EXISTING WALL PANEL AS REQUIRED FOR HEIGHT CHANGE TRIM CONDITION AT THE HI SIDE. HEIGHT CHANGE FRAMING IS NOT BY CHIEF.



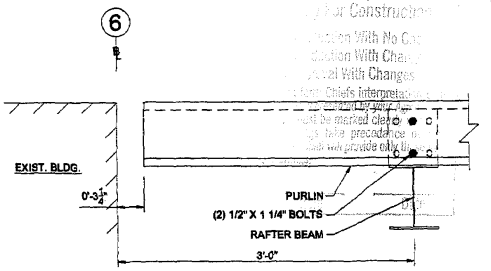
SECTION 5-5 RF1



SECTION 6-6 RF1

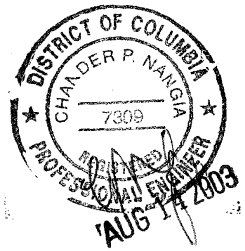


SECTION 7-7 RF1



SECTION 8-8 RF1

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



REVISIONS

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EAVE & GABLE SECTIONS

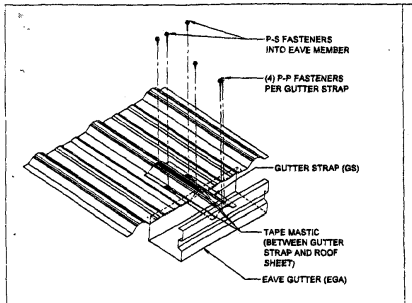
DURABLE STEEL / TRANS. WASTE OF MARYLAND

WASHINGTON, DC

RF 67'-4 X 159'-5 X 30' 1:12 BAYS VARY

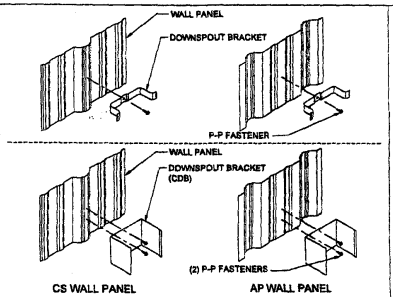
CHIEF BUILDINGS
a division of Chief Industries, Inc.
P.O. BOX 2078
GRAND ISLAND, NE
68803-2078

DRAWN	CHECK	ORDER NO.	RF2
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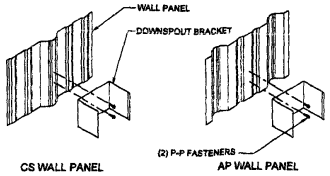
GUTTER STRAP TO ROOF SHEET AND GUTTER

GUTTER STRAP TO BE SPACED AT 3'-0" C.C. FOR 1 1/2:12 AND LESS ROOF PITCH. SPACE AT 2'-0" C.C. FOR ROOF PITCHES OVER 1 1/2:12.



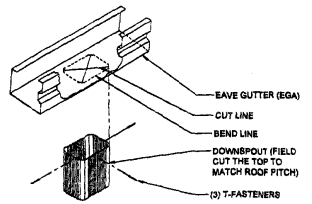
BRACKET TO WALL PANEL

LOCATE BRACKETS AT 6'-0" C.C.
LOCATE BRACKET ON HIGH RIBS FOR CS WALL PANEL OR ON FLAT OF PANEL FOR AP WALL PANEL.
ATTACH BRACKET TO DOWNSPOUT WITH (2) T-FASTENERS EACH LEG (CDB BRACKET ONLY).



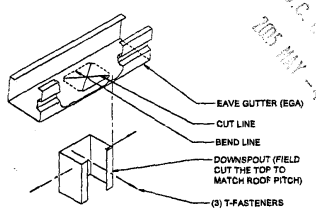
OPEN DOWNSPOUT BRACKET TO WALL PANEL

LOCATE BRACKETS AT 6'-0" C.C.
LOCATE BRACKET ON HIGH RIBS FOR CS WALL PANEL.
LOCATE BRACKET ON FLAT OF PANEL FOR AP WALL PANEL.
ATTACH BRACKET TO DOWNSPOUT WITH (2) T-FASTENERS EACH LEG.



GUTTER TO DOWNSPOUT

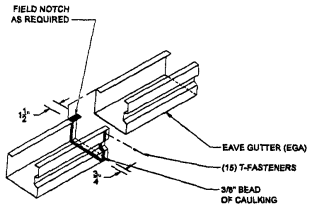
CUT DIAGONALS AND CORNERS AS SHOWN. FOLD DOWN AND ATTACH DOWNSPOUT TO GUTTER WITH (3) T-FASTENERS.
LOCATE CUT AS CLOSE AS POSSIBLE TO BUILDING LINE FOR BRACKET ATTACHMENT.



GUTTER TO OPEN DOWNSPOUT

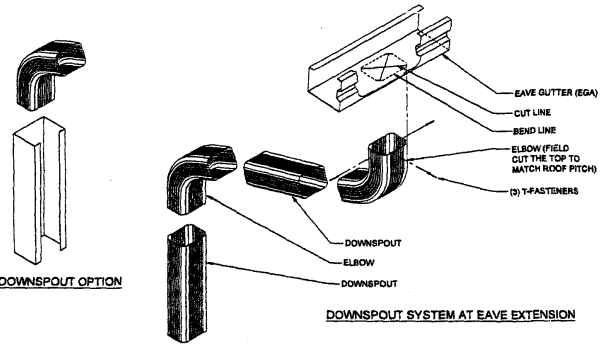
CUT DIAGONALS AND CORNERS AS SHOWN. FOLD DOWN AND ATTACH DOWNSPOUT TO GUTTER WITH (3) T-FASTENERS.

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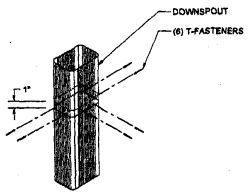
GUTTER SPLICE

LAP GUTTERS 1 1/2".



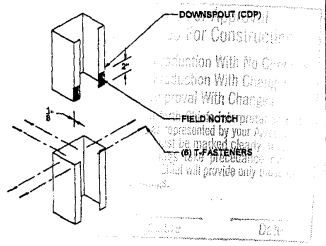
OPEN DOWNSPOUT OPTION

DOWNSPOUT SYSTEM AT EAVE EXTENSION



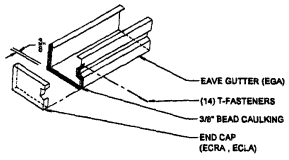
DOWNSPOUT SPLICE

USE 1" LAP DIMENSION FOR ALL DOWNSPOUT AND ELBOW LAPS.

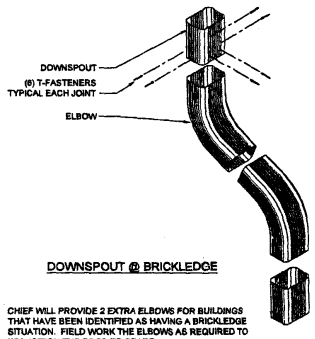


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OPEN DOWNSPOUT SPLICE

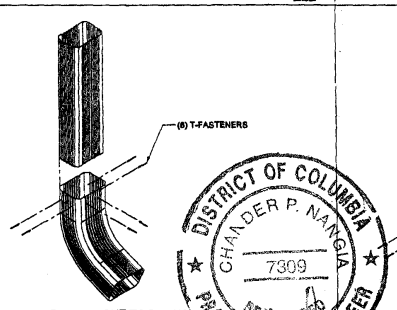


GUTTER END CAP

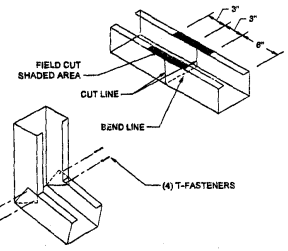


DOWNSPOUT @ BRICKLEDGE

CHIEF WILL PROVIDE 2 EXTRA ELBOWS FOR BUILDINGS THAT HAVE BEEN IDENTIFIED AS HAVING A BRICKLEDGE SITUATION. FIELD WORK THE ELBOWS AS REQUIRED TO TRANSITION THE DROP TO GRADE.



DOWNSPOUT TO ELBOW



OPEN DOWNSPOUT ELBOW (OPTIONAL - FIELD FORMED)

DISTRICT OF COLUMBIA
CHANDER P. NANGIA
7309
PROFESSIONAL ENGINEER
APR 4 2003

REFERENCE NOTES:
1. ALL CAULKING IS SIKA 201.

REVISIONS

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

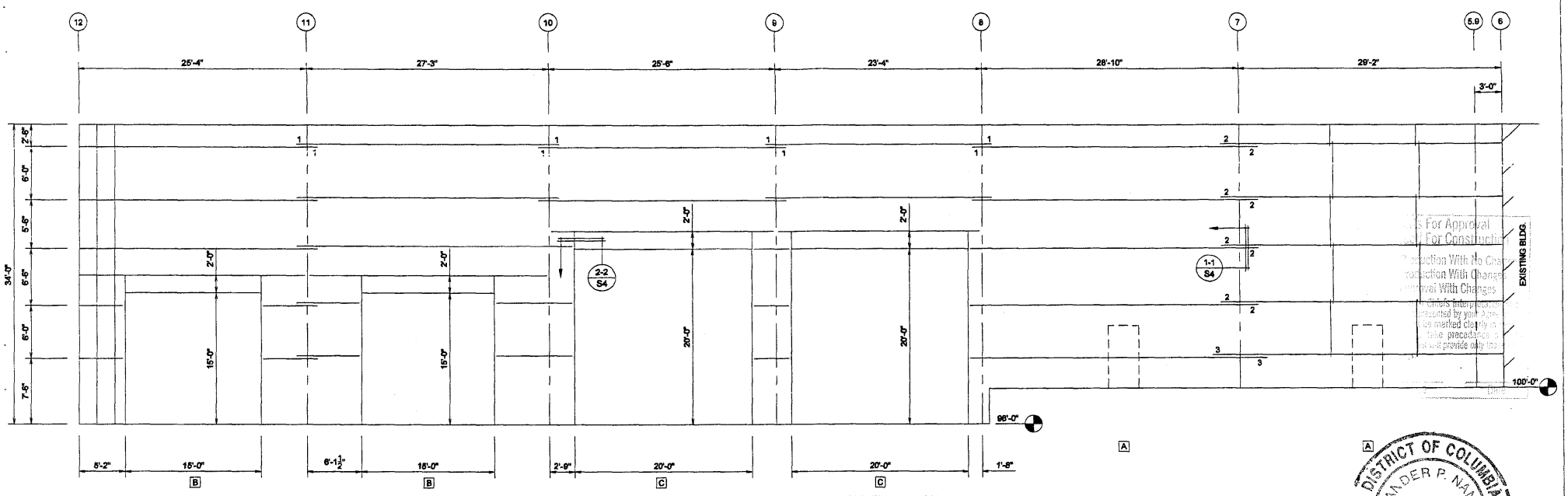
CS ROOF WITH STANDARD GUTTER

DURABLE STEEL / TRANS. WASTE OF MARYLAND
WASHINGTON, DC
RF 67'-4 X 159'-5 X 30' 1:12 BAYS VARY

CHIEF BUILDINGS
a division of Chief Industries, Inc.
P.O. BOX 2078
GRAND ISLAND, NE
68802-2078

DRAWN	CHECK	ORDER NO.	
JJG.S		C076973	RF3
8-13-03			RF3

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DEPARTMENT OF ZONING



SIDEWALL FRAMING ELEVATION

COL. LINE A GIRT DEPTH = 8"

REFERENCE NOTES:
1. GIRTS LOCATED ABOVE COLUMN STIFFENER ARE TO BE INSTALLED AT TIME OF FRAME ERECTION. (GIRTS THAT INTERFERE WITH COLUMN STIFFENER MUST BE FIELD NOTCHED TO FIT).

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

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DISTRICT OF COLUMBIA
CHANDER P. NANGIA
7309
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PROFESSIONAL ENGINEER
AUG 14 2003

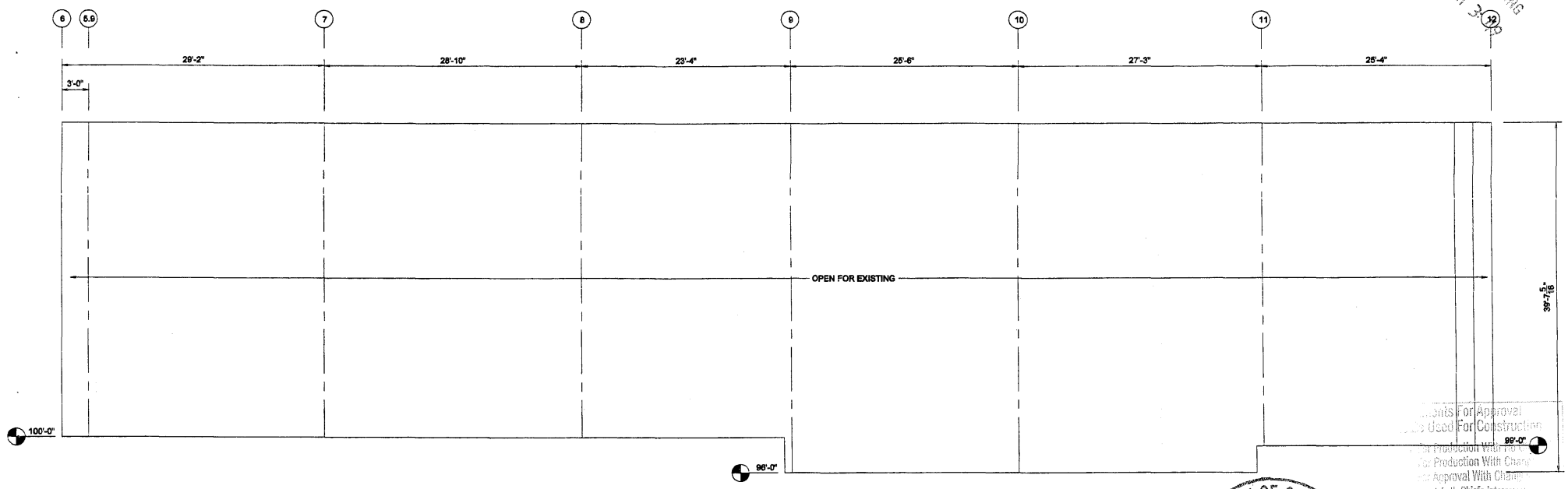
REVISIONS
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SIDEWALL DRAWINGS
DURABLE STEEL / TRANS. WASTE OF MARYLAND
WASHINGTON, DC
RF 67'-4 X 159'-5 X 30' 1:12 BAYS VARY

CHIEF BUILDINGS
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GRAND ISLAND, NE
68802-2078

DRAWN	CHECK	ORDER NO.	
JJG-J		CO76973	S1 / S5
8-13-03			

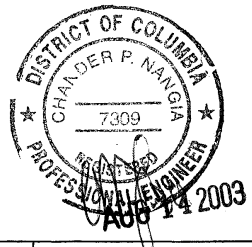
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SIDEWALL FRAMING ELEVATION

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

REFERENCE NOTES:
1. GIRTS LOCATED ABOVE COLUMN STIFFENER ARE TO BE INSTALLED AT TIME OF FRAME ERECTION, (GIRTS THAT INTERFERE WITH COLUMN STIFFENER MUST BE FIELD NOTCHED TO FIT).

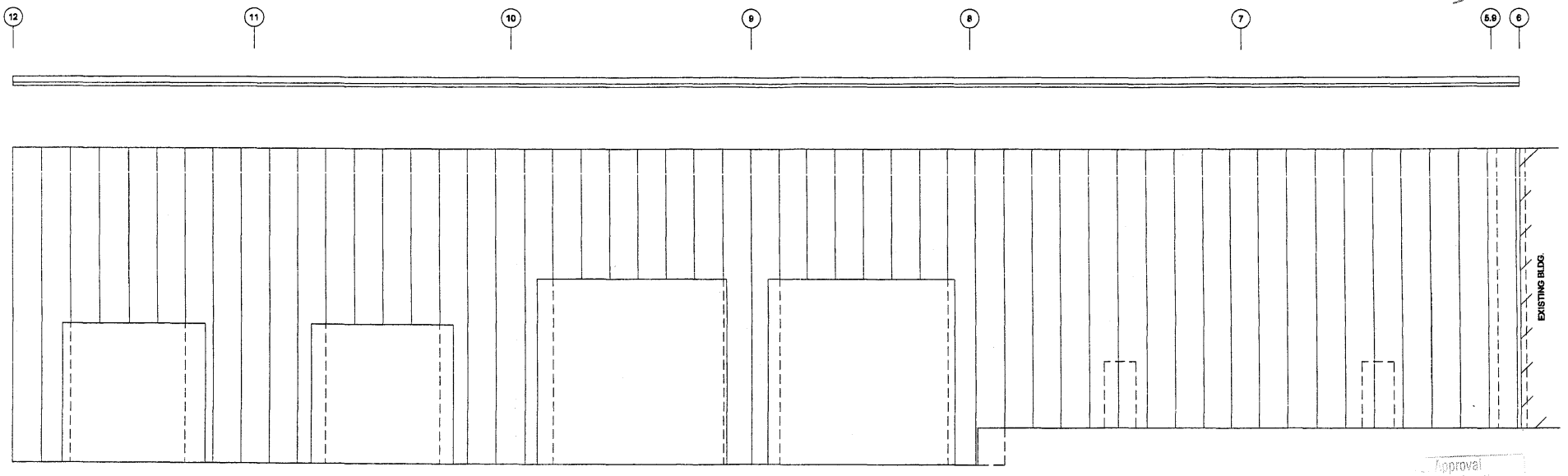
REVISIONS
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SIDEWALL DRAWINGS
DURABLE STEEL / TRANS. WASTE OF MARYLAND
WASHINGTON, DC
RF 67'-4 X 159'-5 X 30' 1:12 BAYS VARY

CHIEF BUILDINGS
a division of Chief Industries, Inc.
P.O. BOX 2078
GRAND ISLAND, NE
68802-2078

DRAWN	CHECK	ORDER NO.	S2
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OFFICE OF ZONING



SIDEWALL SHEETING ELEVATION
COL. LINE A

DISTRICT OF COLUMBIA
CHANDER P. NANGIA
7309
PROFESSIONAL ENGINEER
4 2003

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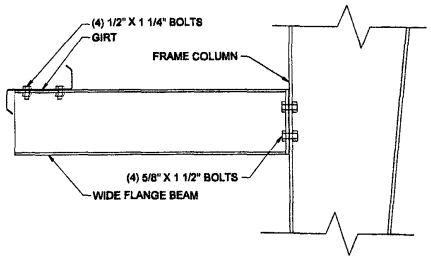
Date

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

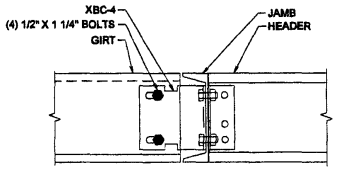
REFERENCE NOTES:
1. FOR OPENING TRIMS, REFER TO GENERAL DETAILS.

REVISIONS			
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SIDEWALL DRAWINGS			
DURABLE STEEL / TRANS. WASTE OF MARYLAND			
WASHINGTON, DC			
RF 67'-4 X 159'-5 X 30'	1:12	BAYS VARY	

CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.	
a division of Chief Industries, Inc. P.O. BOX 2078 GRAND ISLAND, NE 68802-2078	JJG-J		CO76973	S3
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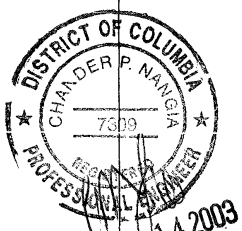
SECTION 1-1 / S1



SECTION 2-2 / S1

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Approval
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AUG 14 2003

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

REVISIONS

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SIDEWALL SECTIONS

DURABLE STEEL / TRANS. WASTE OF MARYLAND

WASHINGTON, DC

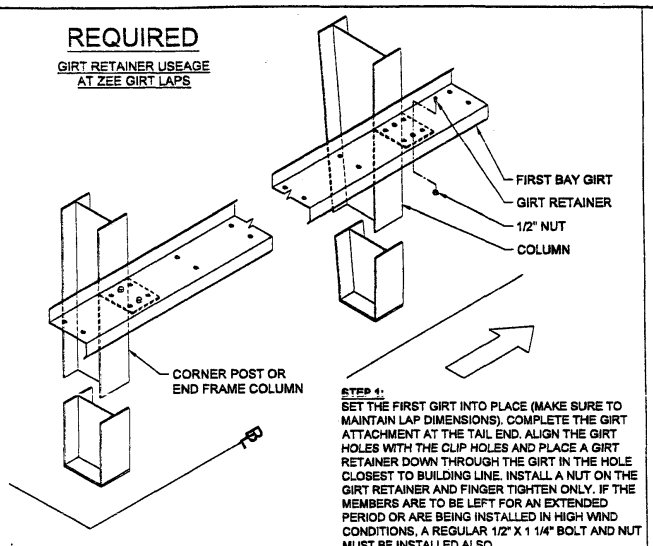
RF 67'-4 X 159'-5 X 30' 1:12 BAYS VARY

CHIEF BUILDINGS
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GRAND ISLAND, NE
68803-2078

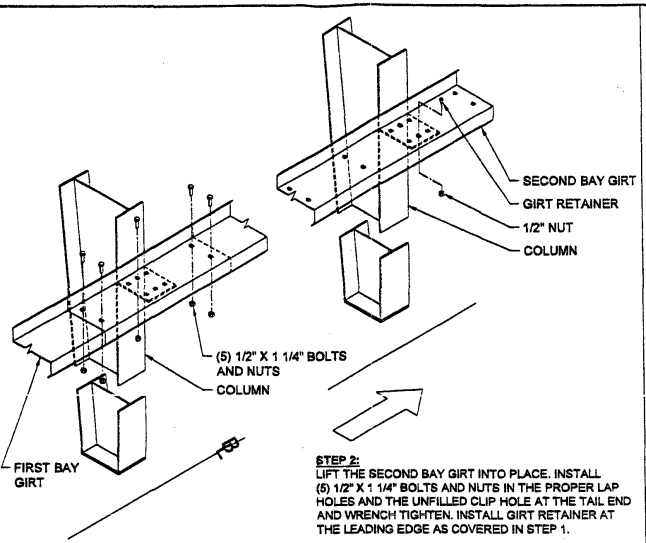
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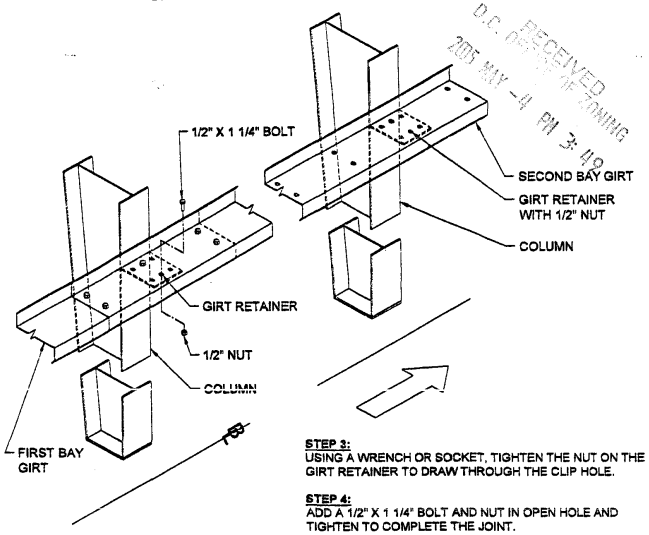
GIRT RETAINER USEAGE AT ZEE GIRT LAPS



STEP 1:
SET THE FIRST GIRT INTO PLACE (MAKE SURE TO MAINTAIN LAP DIMENSIONS). COMPLETE THE GIRT ATTACHMENT AT THE TAIL END. ALIGN THE GIRT HOLES WITH THE CLIP HOLES AND PLACE A GIRT RETAINER DOWN THROUGH THE GIRT IN THE HOLE CLOSEST TO BUILDING LINE. INSTALL A NUT ON THE GIRT RETAINER AND FINGER TIGHTEN ONLY. IF THE MEMBERS ARE TO BE LEFT FOR AN EXTENDED PERIOD OR ARE BEING INSTALLED IN HIGH WIND CONDITIONS, A REGULAR 1/2" X 1 1/4" BOLT AND NUT MUST BE INSTALLED ALSO.



STEP 2:
LIFT THE SECOND BAY GIRT INTO PLACE. INSTALL (5) 1/2" X 1 1/4" BOLTS AND NUTS IN THE PROPER LAP HOLES AND THE UNFILLED CLIP HOLE AT THE TAIL END AND WRENCH TIGHTEN. INSTALL GIRT RETAINER AT THE LEADING EDGE AS COVERED IN STEP 1.

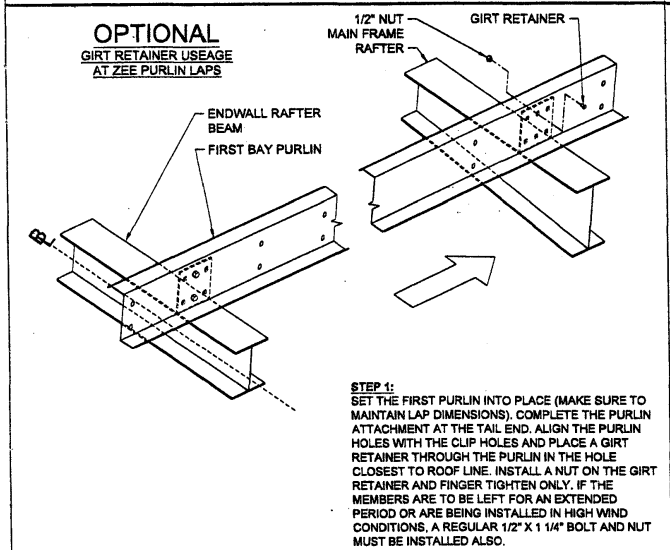


STEP 3:
USING A WRENCH OR SOCKET, TIGHTEN THE NUT ON THE GIRT RETAINER TO DRAW THROUGH THE CLIP HOLE.

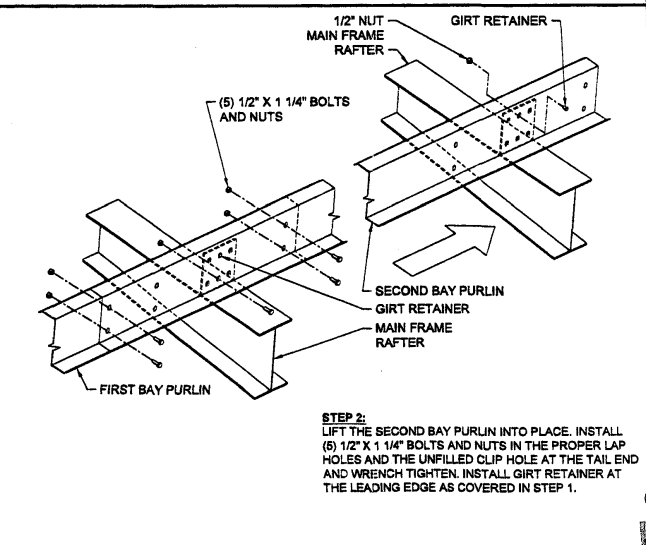
STEP 4:
ADD A 1/2" X 1 1/4" BOLT AND NUT IN OPEN HOLE AND TIGHTEN TO COMPLETE THE JOINT.

OPTIONAL

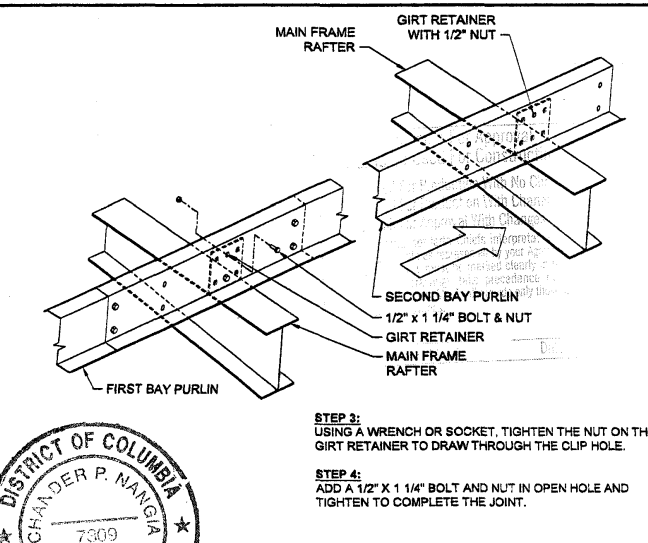
GIRT RETAINER USEAGE AT ZEE PURLIN LAPS



STEP 1:
SET THE FIRST PURLIN INTO PLACE (MAKE SURE TO MAINTAIN LAP DIMENSIONS). COMPLETE THE PURLIN ATTACHMENT AT THE TAIL END. ALIGN THE PURLIN HOLES WITH THE CLIP HOLES AND PLACE A GIRT RETAINER THROUGH THE PURLIN IN THE HOLE CLOSEST TO ROOF LINE. INSTALL A NUT ON THE GIRT RETAINER AND FINGER TIGHTEN ONLY. IF THE MEMBERS ARE TO BE LEFT FOR AN EXTENDED PERIOD OR ARE BEING INSTALLED IN HIGH WIND CONDITIONS, A REGULAR 1/2" X 1 1/4" BOLT AND NUT MUST BE INSTALLED ALSO.



STEP 2:
LIFT THE SECOND BAY PURLIN INTO PLACE. INSTALL (5) 1/2" X 1 1/4" BOLTS AND NUTS IN THE PROPER LAP HOLES AND THE UNFILLED CLIP HOLE AT THE TAIL END AND WRENCH TIGHTEN. INSTALL GIRT RETAINER AT THE LEADING EDGE AS COVERED IN STEP 1.



STEP 3:
USING A WRENCH OR SOCKET, TIGHTEN THE NUT ON THE GIRT RETAINER TO DRAW THROUGH THE CLIP HOLE.

STEP 4:
ADD A 1/2" X 1 1/4" BOLT AND NUT IN OPEN HOLE AND TIGHTEN TO COMPLETE THE JOINT.

THE GIRT RETAINER IS DESIGNED AND SUPPLIED AS A TEMPORARY FASTENER ONLY, TO AID IN ASSEMBLY OF GIRT END LAPS. ASSEMBLIES LEFT FOR AN EXTENDED PERIOD OF TIME MUST HAVE THE REGULAR 1/2" X 1 1/4" BOLT AND NUT ADDED TO THE JOINT AS ADDITIONAL PROTECTION FROM LONGER-TERM WEATHER CONDITIONS.

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

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2005 MAY -4 PM 3:49
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS

DISTRICT OF COLUMBIA
CHANDER P. NANGIA
7309
REGISTERED PROFESSIONAL ENGINEER
AUG 14 2003

GIRT RETAINER DETAILS

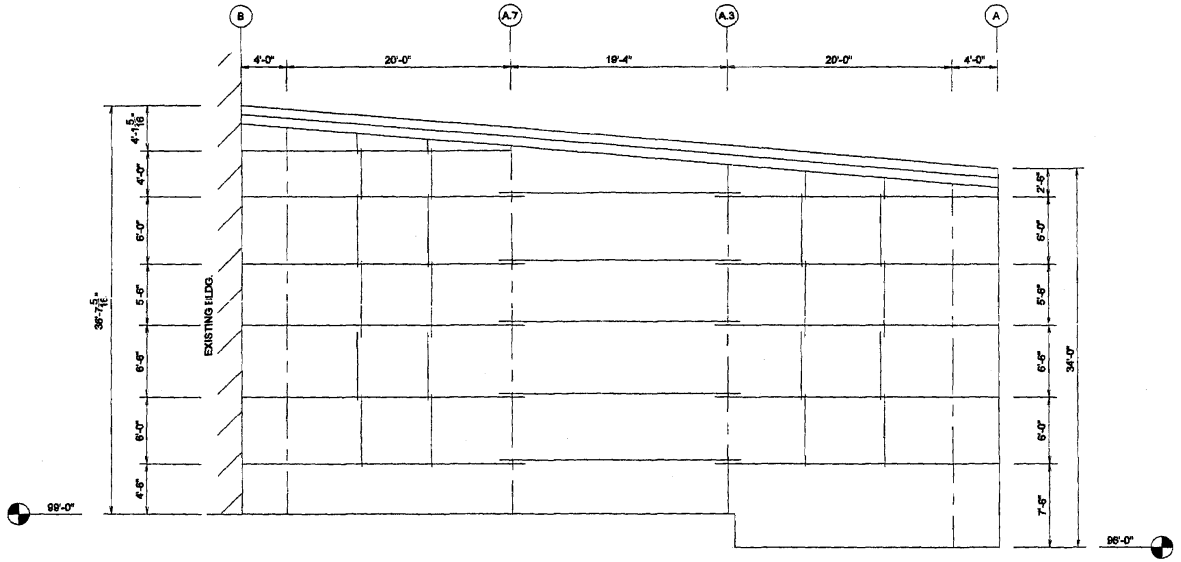
DURABLE STEEL / TRANS. WASTE OF MARYLAND

WASHINGTON, DC

RF 67'-4" X 159'-5" X 30' 1:12 BAYS VARY

CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.	SS
a division of Chief Industries, Inc. P.O. BOX 2078 GRAND ISLAND, NE 68802-2078	JJG-5		L076973	SS
	8-13-03			

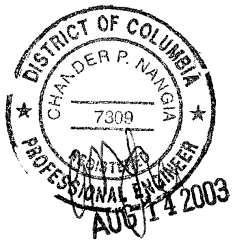
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2005 MAY -4 PM 2:49



ENDWALL FRAMING ELEVATION

COL. LINE 12 GIRT DEPTH = 8"

...cuments For Appro...
...To Be Used For Constr...
...ued For Production With ...
...ued For Production With C...
...mit For Approval With Ch...
...ions set forth Chiefs Inc...
...ments as represented by ...
...ection must be marked ...
...ese drawings have prec...
...ess Chief will provide ...
...drawings.
...Title



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

REVISIONS

3
2
1

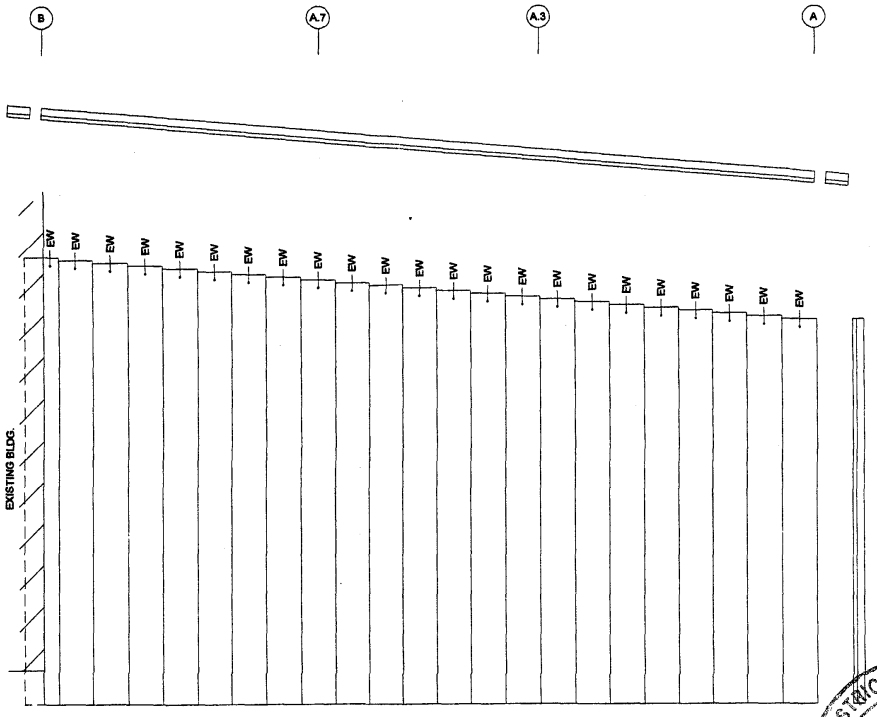
ENDWALL DRAWINGS
DURABLE STEEL / TRANS. WASTE OF MARYLAND
WASHINGTON, DC
RF 67'-4 X 159'-5 X 30' 1:12 BAYS VARY

CHIEF BUILDINGS
a division of Chief Industries, Inc.
P.O. BOX 2078 GRAND ISLAND, NE 68802-2078

DRAWN	CHECK	ORDER NO.	
JJG-J		CO76973	E1 / E2
8-13-03			

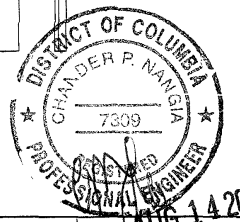
REFERENCE NOTES:
1. GIRTS LOCATED ABOVE COLUMN STIFFENER ARE TO BE INSTALLED AT TIME OF FRAME ERECTION. (GIRTS THAT INTERFERE WITH COLUMN STIFFENER MUST BE FIELD NOTCHED TO FIT).

D.C. RECEIVED
2005 MAY -4 PM 3:49
DEPT OF CONSUMER & REGULATORY AFFAIRS



ENDWALL SHEETING ELEVATION
COL. LINE 12

Documents For Approval
Not To Be Used For Construction
Approved For Production With Exceptions
Approved For Production With Exceptions
Approved For Approval With Comments
Unless otherwise set forth Chiefs approval is only as represented by these drawings. Any changes must be marked on these drawings. Failure to do so Chief will presume that you have approved the changes.
Date



AUG 14 2003

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

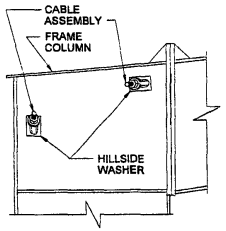
REVISIONS
3
2
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ENDWALL DRAWINGS
DURABLE STEEL / TRANS. WASTE OF MARYLAND
WASHINGTON, DC
RF 67'-4 X 159'-5 X 30' 1:12 BAYS VARY

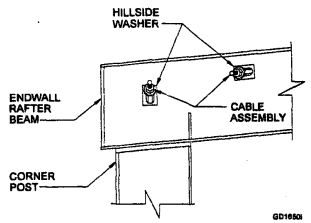
CHIEF BUILDINGS
a division of Chief Industries, Inc.
P.O. BOX 2078
GRAND ISLAND, NE
68802-2078

DRAWN	CHECK	ORDER NO.	
JJG-J		CO76973	E2 / E2
8-13-03			

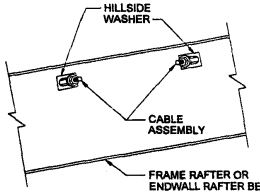
REFERENCE NOTES:
1. FOR OPENING TRIMS, REFER TO GENERAL DETAILS.



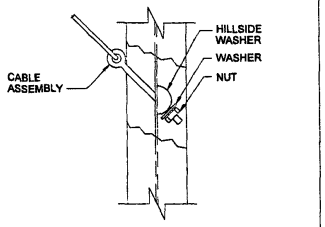
CABLE WIND BRACING AT TOP OF FRAME COLUMN GD1650F



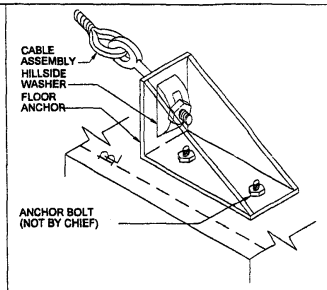
CABLE WIND BRACING AT CORNER POST AND ENDWALL RAFTER BEAM GD1650I



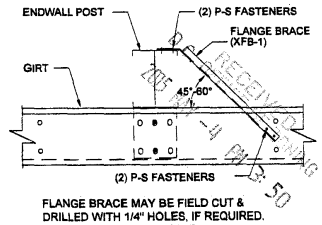
CABLE WIND BRACING AT INTERMEDIATE PURLIN GD1650G



TYPICAL CABLE CONNECTION AT END GD1650D

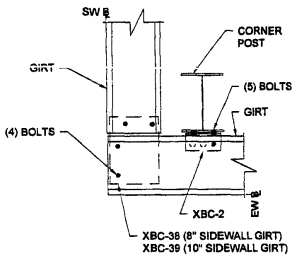


FLOOR ANCHOR DETAIL GD1650A

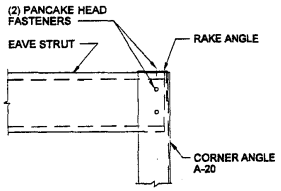


FLANGE BRACE MAY BE FIELD CUT & DRILLED WITH 1/4" HOLES, IF REQUIRED. DO NOT EXCEED 60° ANGLE.

TYPICAL FLANGE BRACE ZEE GIRT TO B-B POST GD1600U

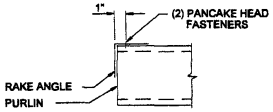


GIRT TO ROTATED WF CORNER POST - CEE GIRTS

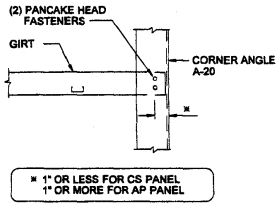


GD1760E

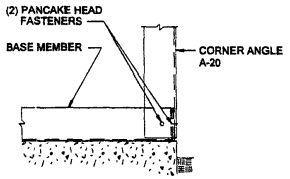
DETAIL AT EAVE & GABLE



RAKE ANGLE TO PURLIN GD1760A

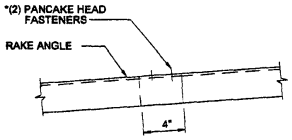


CORNER ANGLE TO GIRT GD1760B



GD1760F

DETAIL AT BASE ANGLE



* IN VERTICAL LEG FOR LTC ROOF

RAKE ANGLE LAP DETAIL GD1760D

s For Approval
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uction With No Chan
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roval With Changes
ith Chiefs interpretation
presented by your Appr
as he marked clearly
ing here precedence
will provide only

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

PROCGD1

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

DISTRICT OF COLUMBIA
CHANDER P. NANGIA
7309
REGISTERED
PROFESSIONAL ENGINEER
AUG 14 2003

REVISIONS

3
2
1 UPDATED DETAILS

DURABLE STEEL / TRANS. WASTE OF MARYLAND
WASHINGTON, DC
RF 67'-4 X 159'-5 X 30' 1:12 BAYS VARY

CHIEF BUILDINGS a division of Chief Industries, Inc. P.O. BOX 3078 GRAND ISLAND, NE 68802-3078

DRAWN	CHECK	BUILDING NO.	UDI
JJG-J		C076973	UDI
8-13-03			

Quality Assurance Policy

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

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

Common Industry Practices

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

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

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

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

Before you call Chief

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

1. Shortage and Damage Claims

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

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

Checking the Shipping List

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

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

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

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

Sag angles : The standard sag angle part XSA-61.25 is stamped into the part. The miscellaneous sag angles are marked with a colored marker after they are primed. If there is a pile of same sag angles, only the top angle is marked and the pile is color coded with spray paint on the ends. The Shipping Papers also reflect the angle size and length in inches.

Special plates are individually marked with a grease pencil prior to painting. The drawings that are sent with the steel shipment will also have part drawings included. These drawing packets are usually in one of the smaller resale boxes.

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

Wind bracing is marked with a tag that is attached to the piece. The mark number contains the size of the cable in eighths (ex. 4WB = ½" diameter cable) and length in inches. Rod bracing is marked with a tag that is stretch wrapped to the bundle.

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

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

The boxes containing standard trims have packing lists attached that contain piece marks and quantities. The part dimensions are covered in the "Component Identification" section of the G.D. Manual. Special trim fabs are included with the erection drawings, M.S.D.S. sheets and other documents in the resale box.

Bolts, nuts, screws and other assorted smaller resale parts are packed in smaller boxes and then packaged into larger resale boxes. A packing list is attached to these larger boxes that describes the contents.

Missing or Damaged Parts

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

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

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

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

Replacement Shipment

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

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

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

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

Transit Damage

Nominal damage can occur during transit. Chief supplies touch-up paint for such cases. However, if excessive damage occurs, the following procedure will be observed:

Material damage (transit or otherwise) should be noted on the carrier's Bill Of Lading. If the damage is not noted on the Bill of Lading, Chief may charge the Builder for the replacement material.

Customer pickup - Driver must inspect the load for any damaged material before leaving the plant and notify Chief accordingly.

White Rust

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

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

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

Primer

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

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

2. Authorization for Returning Merchandise

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

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

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

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

Special Order Merchandise

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

Replacement Items

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

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

3. Field Modifications

Notification of Field Problems

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

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

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

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

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

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

Backcharge Procedure

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

Information Required for Submitting the Final Claim

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

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DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS
2005 MAY -4 PM 3:50

DISTRICT OF COLUMBIA
CHANDER P. NANGIA
7309
REGISTERED
PROFESSIONAL ENGINEER
AUG 14 2003

QUALITY ASSURANCE POLICY

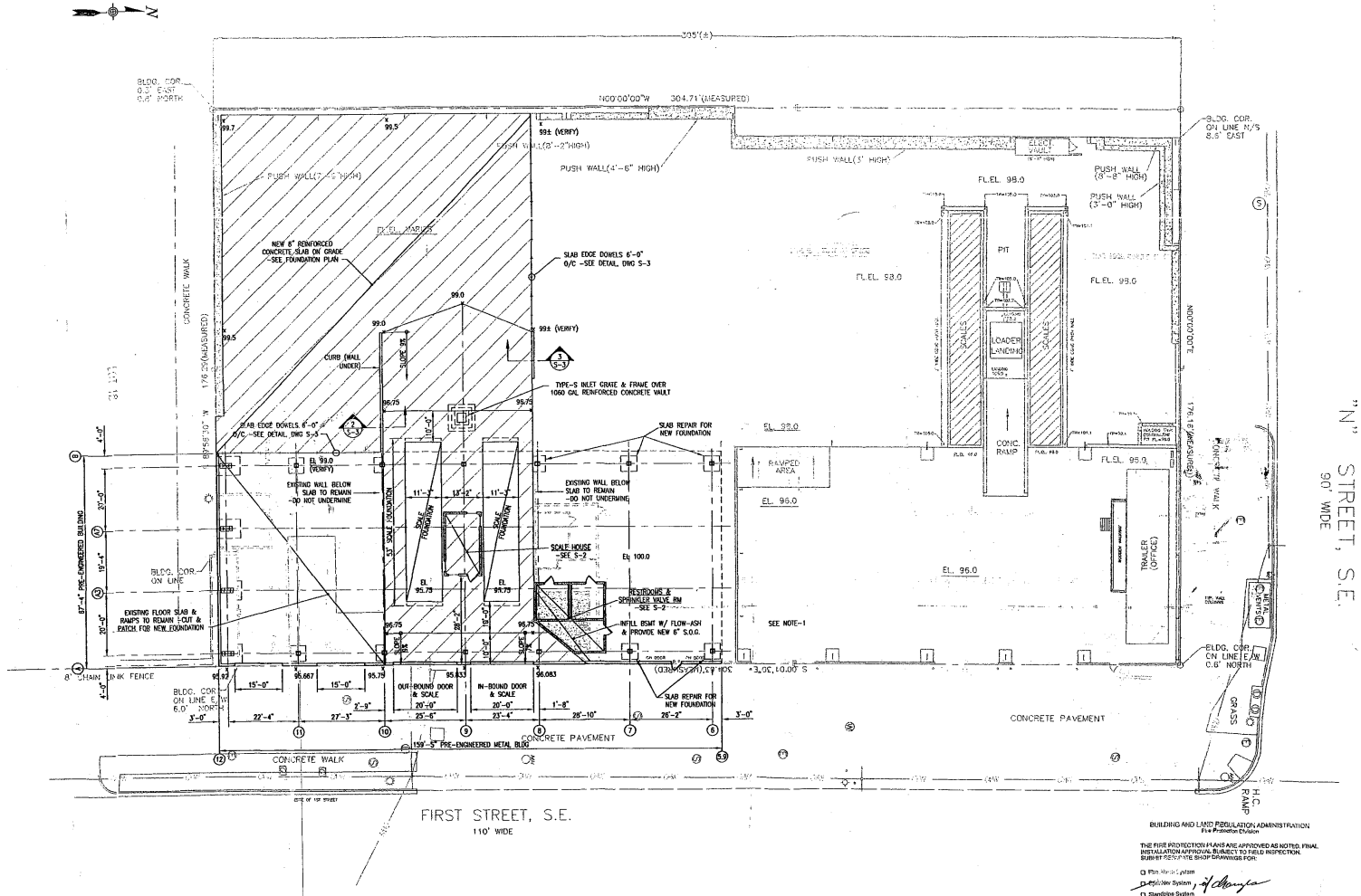
DURABLE STEEL / TRANS. WASTE OF MARYLAND

WASHINGTON, DC

RF 67'-4 X 159'-5" X 30' 1:12 BAYS VARY

CHIEF BUILDINGS — A division of Chief Industries, Inc. P.O. BOX 2078 GRAND ISLAND, NE 68802-2078

DRAWN	CHECK	ORDER NO.	
JJG.J		L07697.3	Q1/Q1
8-13-03			



FLOOR PLAN
1/16" = 1'-0"

NOTE:
PROPERTY LINE TAKEN FROM BOUNDARY SURVEY PLAN NAMED LOT 54, SQUARE 703, WASHINGTON,D.C. BY VIKA INCORPORATED, GERMANTOWN, MD. DATED JULY 2001

D.C. PERMIT PROCESSING
2005 MAY -4 PM 3:50

BUILDING AND LAND REGULATION ADMINISTRATION
Fire Protection Division

THE FIRE PROTECTION PLANS ARE APPROVED AS NOTED. FINAL INSTALLATION APPROVAL SUBJECT TO FIELD INSPECTION. SUBMIT REVISE SHOP DRAWINGS FOR:

- ☐ Fire Alarm System
- ☐ Sprinkler System
- ☐ Standpipe System
- ☐ Hood & Duct Extinguishing System(s)
- ☐ Fuel Storage Tank(s)
- ☐ Capacity Placard(s)
- ☐ Other

Fire Protection Division — 11/4/03 Date

DISTRICT OF COLUMBIA — REGISTERED — No. 740006787 — PROFESSIONAL ENGINEER

59B

REVISIONS	
DATE	DESCRIPTION

FLOOR PLAN

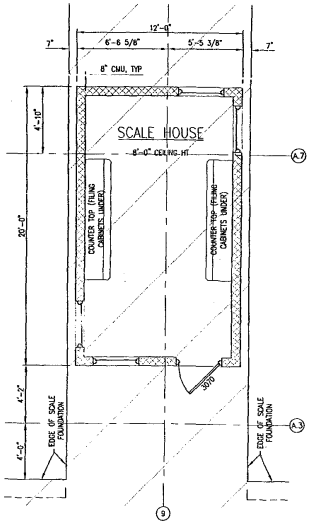
EASTERN TRANS-WASTE OF MARYLAND, INC.

WASHINGTON, DC

MICHAEL J. WALKLEY, P.A.
Consulting Engineers
2000 Clipper Park Road, Suite 200
Baltimore, Maryland 21211
Telephone (410) 889-7700
Fax (410) 889-7758

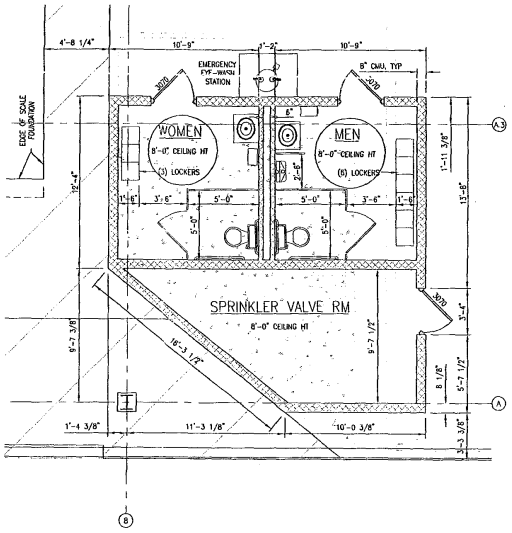
CHECKED BY:	
DRAWN BY:	HP
DATE:	29 SEPT 03
FILE:	W620
SCALE:	NOTED

SHEET
S-1



PARTIAL PLAN – SCALE HOUSE

1/4" = 1'-0"



PARTIAL PLAN – RESTROOMS & SPRINKLER VALVE ROOM

1/4" = 1'-0"

NOTES:

1. PROVIDE PRE-ENGINEERED METAL BUILDING FRAMING & PANELS FOR ROOF OVER SCALE HOUSE, RESTROOMS & SPRINKLER VALVE ROOM.

D.C. RECEIVED
2005 MAY -4 PM 3:50
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REVISIONS

DATE	DESCRIPTION

PARTIAL PLAN

EASTERN TRANS-WASTE OF MARYLAND, INC.

WASHINGTON, DC

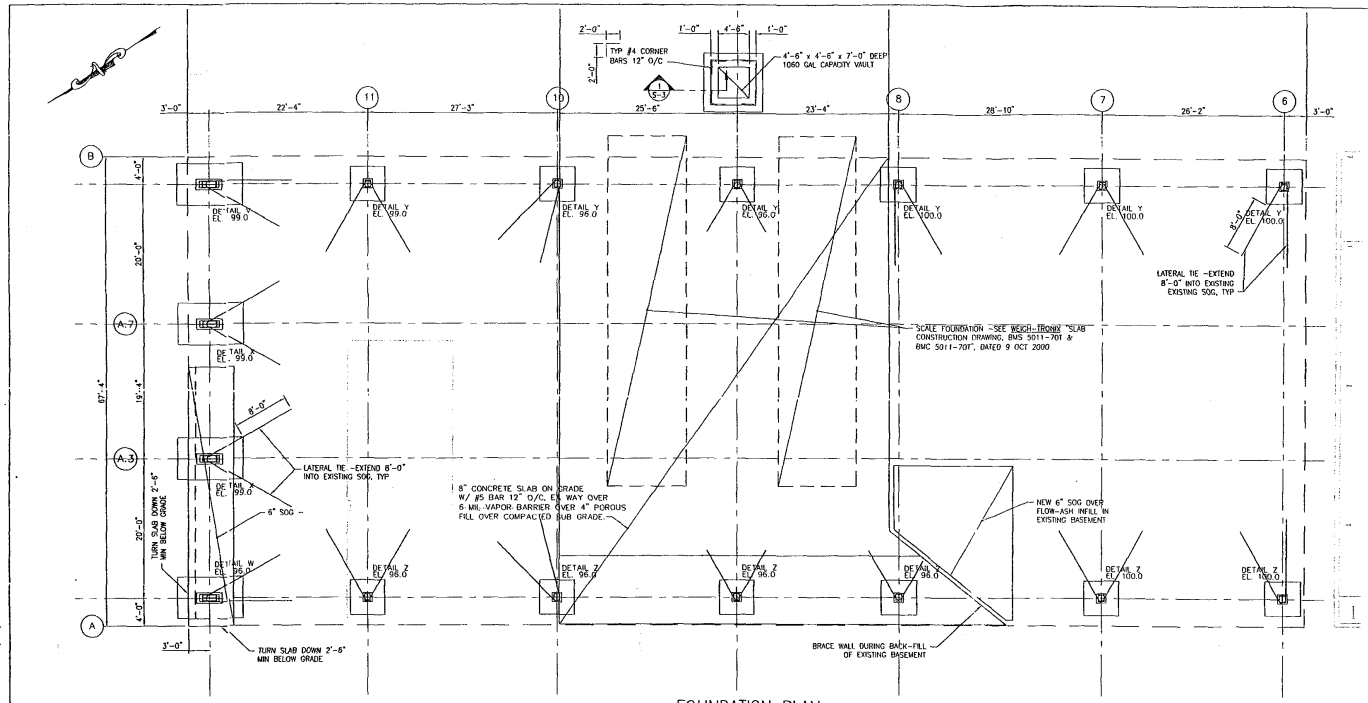
MICHAEL J. WALKLEY, P.A.
Consulting Engineers
2000 Clipper Park Road, Suite 200
Baltimore, Maryland 21211
Telephone (410) 889-7700
Fax (410) 889-7756

DISTRICT OF COLUMBIA
GEORGE A. WALKLEY
No. 740008287
REGISTERED
PROFESSIONAL ENGINEER

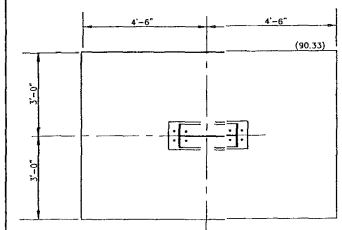
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SHEET

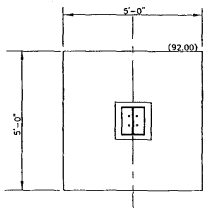
S-2



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



PLAN- DETAIL V,W & X
SCALE:1/2"=1'-0"



PLAN- DETAIL Y & Z
SCALE:1/2"=1'-0"

NOTE:
PROVIDE LATERAL TIES TO FLOOR SLAB FOR MAX. H= 11.5k

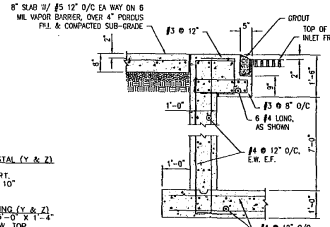
ANCHOR BOLTS BY OTHERS.

R.C. PEDESTAL (V,W & X)
18" X 48"
12- #8 VERT.
#3 TIES (2 SETS) @ 10" O/C

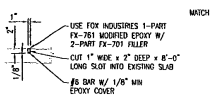
R.C. FOOTING (V,W & X)
6'-0" X 9'-0" X 1'-8"
7- #6 L.W.
9- #6 S.W.

R.C. PEDESTAL (Y & Z)
16" X 16"
4- #7 VERT.
#3 TIES @ 10"

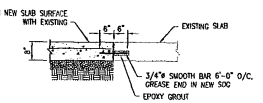
R.C. FOOTING (Y & Z)
5'-0" X 5'-0" X 1'-4"
5- #3 E.W. TOP
7- #4 E.W. BOTTOM



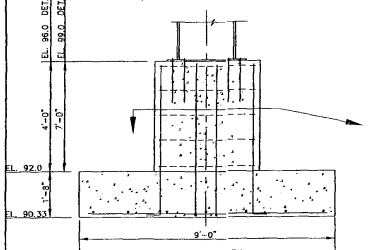
SECTION 1
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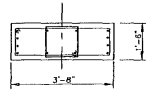
LATERAL TIE
SCALE:1/2"=1'-0"



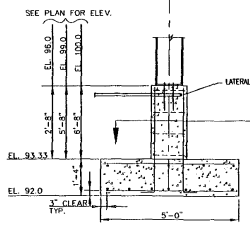
DETAIL - SLAB EDGE DOWEL
SCALE:1/2"=1'-0"



ELEVATION
SCALE:1/2"=1'-0"



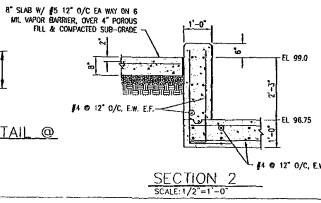
PEDESTAL DETAIL @ "V" "W" AND "X"
SCALE:1/2"=1'-0"



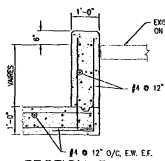
ELEVATION
SCALE:1/2"=1'-0"



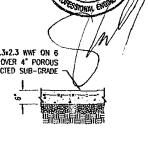
PEDESTAL DETAIL @ "Y" AND "Z"
SCALE:1/2"=1'-0"



SECTION 2
SCALE:1/2"=1'-0"



SECTION 3
SCALE:1/2"=1'-0"



6" SOG
SCALE:1/2"=1'-0"

GENERAL NOTES.

GENERAL

1. ALL NOTES ON THE DRAWING SHALL BE ASSUMED TYPICAL UNLESS OTHERWISE SHOWN OR NOTED.
2. DESIGN LIVE LOADING CRITERIA:

FLOORS	125 P.S.F.
SNOWLOAD	30 P.S.F.
BASIC WIND SPEED	90 M.P.H. 3 SECOND GUST EXPOSURE B

2. CONTRACTOR TO VERIFY ALL DIMENSIONS AND ELEVATIONS PRIOR TO FABRICATION AND CONSTRUCTION.

FOUNDATION.

1. FOOTINGS SHALL BEAR ON UNDISTURBED NATURAL SOIL WITH AN ALLOWABLE BEARING CAPACITY OF 3000 PSF PER SQUARE FOOT. THE MATERIAL AT THE FOOTING SHALL BE INSPECTED BY A GEOTECHNICAL ENGINEER PRIOR TO CONSTRUCTION. IF UNSUITABLE MATERIAL IS ENCOUNTERED, THE FOOTINGS SHALL BE LOWERED OR FOUNDED ON COMPACTED FILL OR AS OTHERWISE DIRECTED BY THE GEOTECHNICAL ENGINEER.

2. CONTRACTOR IS RESPONSIBLE TO MAINTAIN DRY SOIL FOR BEARING OF FOOTINGS. FOOTINGS SHALL NOT BE POURED IN WATER, ON MUD, OR ON FROST.

3. BOTTOM OF ALL EXTERIOR FOOTINGS SHALL BE A MINIMUM OF 2'-6" BELOW FINISHED GRADE.

4. WHERE NEW FOUNDATIONS BUTT EXISTING FOUNDATIONS, THE BOTTOM ELEVATIONS SHALL BE EQUAL, U.N.O.

5. DO NOT UNDERMINE EXISTING ADJACENT FOUNDATIONS.

COMPACTED FILL AND BACKFILL

1. THE FILL MATERIAL SHALL BE CLEAN, COARSE-GRAINED, WELL GRADED, SAND WITH LITTLE OR NO FINES, IN ACCORDANCE WITH ASTM D2487, CLASSIFICATION SW. ON SITE MATERIAL MAY BE USED WITH THE CONCURRENCE OF THE GEOTECHNICAL ENGINEER.

2. THE FILL MATERIAL SHALL BE PLACED IN LAYERS WHICH, BEFORE COMPACTION, SHALL NOT EXCEED 8". EACH LAYER SHALL BE SPREAD UNIFORMLY AND EVENLY AND SHALL BE THOROUGHLY MIXED DURING THE SPREAD TO ENSURE UNIFORMITY OF MATERIAL IN EACH LAYER.

3. EACH LAYER OF THE FILL SHALL BE UNIFORMLY COMPACTED TO NOT LESS THEN 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557. THE GEOTECHNICAL ENGINEER SHALL OBSERVE AND TEST COMPACTED FILL.

4. BACKFILLING AGAINST MASONRY GRADE WALLS SHALL NOT BEGIN UNTIL THE WALL STRUCTURES AND GROUND FLOOR SLAB HAVE ATTAINED THEIR MINIMUM DESIGN STRENGTH.

5. WHERE BACKFILL OCCURS ON BOTH SIDES OF WALL, BACKFILL BOTH SIDES SIMULTANEOUSLY.

POURED-IN-PLACE CONCRETE

1. ALL CONCRETE UNLESS NOTED OTHERWISE, SHALL BE STONE AGGREGATE CONCRETE HAVING A MINIMUM COMPRESSIVE STRENGTH OF 3500 P.S.I. AT 28 DAYS. ALL CONCRETE PERMANENTLY EXPOSED TO WEATHER SHALL HAVE AN AIR ENTRAINMENT OF 4% TO 6%. NO ADMIXTURES CONTAINING CALCIUM CHLORIDE SHALL BE PERMITTED. MAXIMUM AGGREGATE SIZE FOR CONCRETE SHALL BE 1", AND MAXIMUM SLUMP SHALL BE 4", UNLESS OTHERWISE NOTED.

2. ALL REINFORCING BARS SHALL CONFORM TO ASTM A-615 GRADE 60 WELDED WIRE FABRIC SHALL CONFORM TO ATSM A-185.

3. ALL CONTINUOS REINFORCING SHALL BE LAPPED AT ALL SPLICES, CORNERS, AND INTERSECTIONS A MINIMUM OF 38 BAR DIAMETERS.

MASONRY

1. ALL MASONRY WALLS SHALL HAVE GALVANIZED TRUSS TYPE DUR-O-WAL AT 16" VERTICAL INTERVALS WITH CORNER AND "T" PIECES UNLESS NOTED. ALL SPLICES SHALL LAP 6" MIN. PROVIDE AN ADDITIONAL ROW OF DUR-O-WAL ABOVE AND BELOW ALL OPENINGS AND EXTEND 2'-0" BEYOND JAMBS. STOP DUR-O-WAL EACH SIDE OF ALL CONTROL AND EXPANSION JOINTS.

2. ALL CONCRETE MASONRY UNITS SHALL CONFORM TO ASTM C-90, GRADE N-I, NORMAL WEIGHT.

3. MORTAR FOR ALL WORK SHALL BE TYPE S.

DISTRICT OF COLUMBIA
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2005 MAY 10 PM 3:50
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS

REVISIONS	
DATE	DESCRIPTION

EASTERN TRANS-WASTE OF MD., INC.
FOUNDATION PLAN
WASHINGTON, D.C.

MICHAEL J. WALKLEY, P.A.
Consulting Engineers
2000 Clipper Park Road, Suite 200
Baltimore, Maryland 21211
Telephone (410) 889-7700
Fax (410) 889-7756

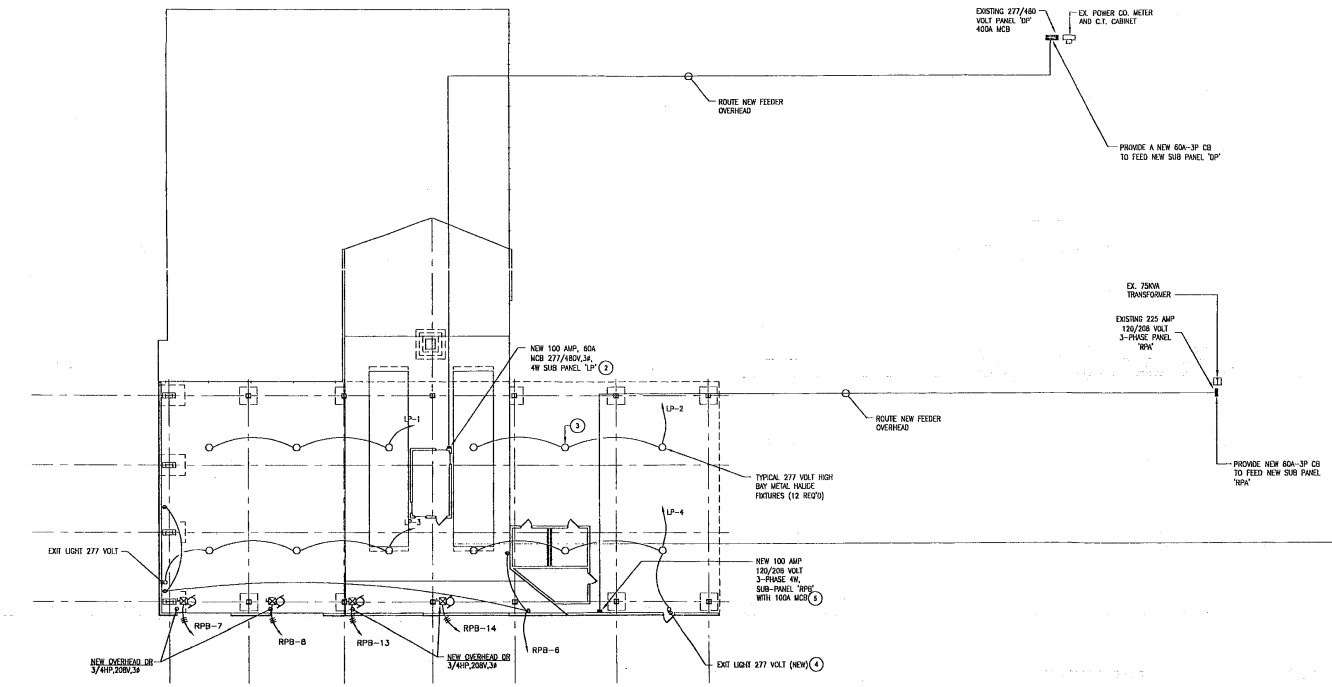
DISTRICT OF COLUMBIA
REGISTERED
No. 900009987
ASSISTANT
PROFESSIONAL ENGINEER

CHECKED BY:	DHN
DRAWN BY:	NFJ
DATE:	09-29-03
FILE:	W620
SCALE:	1/8"=1'-0"

SHEET
S-3

DRAWING NOTES

1. CONNECT A NEW 20A-1P CIRCUIT BREAKER IN PANEL 'RPB'.
2. PROVIDE NEW 20 CIRCUIT PANEL W
3. PROVIDE A NEW HIGHBAY H.I.D. LIGHTING FIXTURE TO MATCH EXISTING, TYPICAL OF 12 FIXTURES.
4. PROVIDE A SELF CONTAINED UNIVERSAL MOUNTED EXIT SIGN.
5. PROVIDE A NEW 30 CKT, PANEL WITH 40, 20A-3P CIRCUIT BREAKERS AND 10, 1 POLE 20A SPARES.



FLOOR PLAN – LIGHTING
1/16" = 1'-0"

PANEL: LP	VOLT: 208/120	PHASE 3	WIRE: 4	MCB: 60A
LOCATION:		MOUNTED TYPE:		MLO: 100A
PROJECT:		FLUSH ☐		NEUT. BUS:
PROJECT #: -		SURFACE ☒		GRD BUS:
				ISOL. GRD. BUS:

CIR	LOAD	SERVICE	CB	CB	SERVICE	LOAD	CIR
1	3300	LIGHTS	20A-1P	20A-1P	LIGHTS	3000	2
3	3300	LIGHTS	20A-1P	20A-1P	LIGHTS	3000	4
5		SPARE	20A-1P	20A-1P	SPARE		6
7		SPARE	20A-1P	20A-1P	SPARE		8
9		SPARE	20A-1P	20A-1P	SPARE		10
11		SPACE	1P	1P	SPACE		12
13		SPACE	1P	1P	SPACE		14
15		SPACE	1P	1P	SPACE		16
17		SPACE	1P	1P	SPACE		18
19		SPACE	1P	1P	SPACE		20
SUBTOTAL: 6000W				SUBTOTAL: 6000W			
TOTAL: 12000W							

PANEL: RPB	VOLT: 208/120	PHASE 3	WIRE: 4	MCB: 60A
LOCATION:		MOUNTED TYPE:		MLO: 100A
PROJECT:		FLUSH ☐		NEUT. BUS:
PROJECT #: #98016		SURFACE ☒		GRD BUS:
				ISOL. GRD. BUS:

CIR	LOAD	SERVICE	CB	CB	SERVICE	LOAD	CIR
1	540	RECEPTACLE	20A-1P	20A-1P	LIGHTS (TOILET)	500	2
3	1500	UH	20A-1P	20A-1P	UH	1500	4
5	1500	UH	20A-1P	20A-1P	RECEPTACLE	720	6
7	3200	OVERHEAD DOOR	20A-3P	20A-3P	OVERHEAD DOOR	3200	8
9	–	–	–	–	–	–	10
11	–	–	–	–	–	–	12
13	3200	OVERHEAD DOOR	20A-3P	20A-3P	OVERHEAD DOOR	3200	14
15	–	–	–	–	–	–	16
17	–	–	–	–	–	–	18
19		SPARE	20A-1P	20A-1P	SPARE		20
SUBTOTAL: 9940W				SUBTOTAL: 8860W			
TOTAL: 18900							

D.C. DEPARTMENT OF BUILDINGS
2005 MAY -4 P 3:50

REVISIONS

DATE	DESCRIPTION

FLOOR PLAN

EASTERN TRANS-WASTE OF MARYLAND, INC.

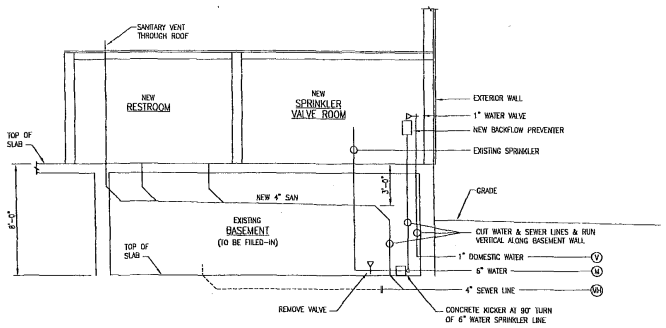
WASHINGTON, DC

MICHAEL J. WALKLEY, P.A.
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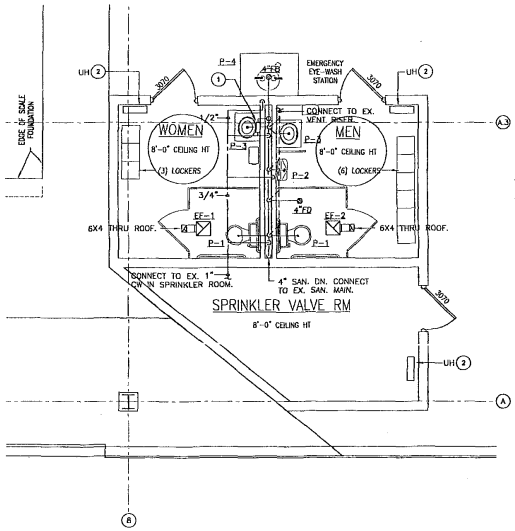
CHECKED BY:
DRAWN BY: HP
DATE: 9 DEC 03
FILE: WS20
SCALE: NOTED

DISTRICT OF COLUMBIA
REGULATED & LICENSED
No. 745005/87
REGISTERED
PROFESSIONAL ENGINEER

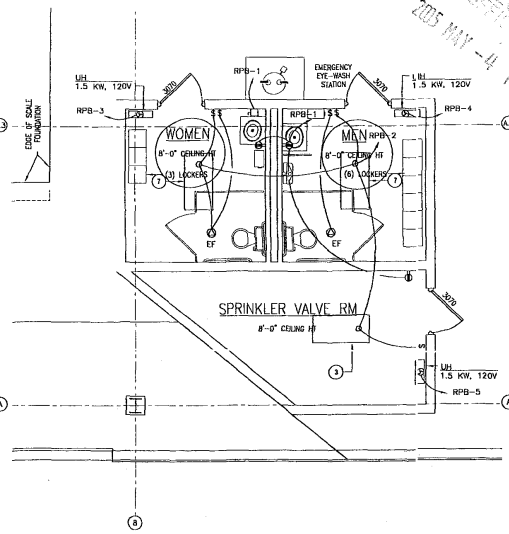
SHEET
EP-1



SECTION 'A-A'
1/4" = 1'-0"



PARTIAL PLAN - RESTROOMS & SPRINKLER VALVE ROOM - PLUMBING
1/4" = 1'-0"



PARTIAL PLAN - RESTROOMS & SPRINKLER VALVE ROOM - ELECTRICAL
1/4" = 1'-0"

PLUMBING FIXTURE SCHEDULE

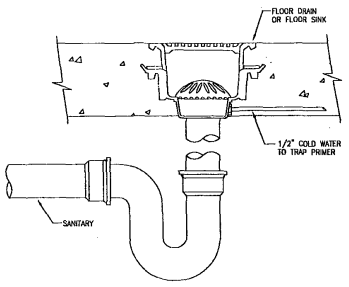
NO.	TYPE	CONNECTIONS				
		COLD WATER	HOT WATER	WASTE	VENT	COMMENTS
P-1	WATER CLOSET	1/2"	-	4"	2"	FLUSH TANK
P-2	URINAL	1/2"	-	3"	1-1/2"	-
P-3	LAVATORY	1/2"	1/2"	1-1/2"	1-1/4"	-
P-4	EMERGENCY EYE WASH	1/2"	-	4" I.W.	2"	-

FLOOR DRAIN SCHEDULE

DESIGNATION	SIZE	DESCRIPTION	COMMENTS
FD	4"	CAST IRON FLOOR DRAIN	W/ ADJUSTABLE NECK

EXHAUST FAN SCHEDULE

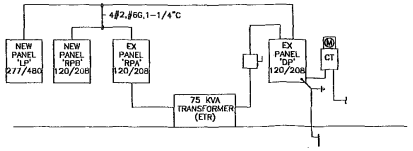
FAN NO.	LOCATION	AREA OR SYSTEM SERVED	CFM	FAN TYPE	WATTS	MANUF. AS STAND.	MODEL NO.
EF-1	WOMEN'S TOILET RM.	WOMEN'S TOILET RM.	75	CEILING	48	PENN	ZT
EF-2	MEN'S TOILET RM.	MEN'S TOILET RM.	150	CEILING	115	PENN	ZT



FLOOR DRAIN DETAIL
NO SCALE

DRAWING NOTES

1. CHRONOMITE INSTANTANEOUS WATER HEATER MODEL S-30L OR EQUAL TO SERVE P-3 FIXTURES.
2. PROVIDE 1.5 KW ELECTRIC UNIT HEATER.
3. PROVIDE A RECESSED 2'X4' FLUORESCENT FIXTURE.



MODIFIED ELECTRICAL RISER DIAGRAM
NO SCALE

D.C. PERMIT OFFICE RECEIVED 2005 MAY -4 PM 3:30

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DATE	DESCRIPTION

PARTIAL PLAN - PLUMBING SECTION AND SCHEDULES

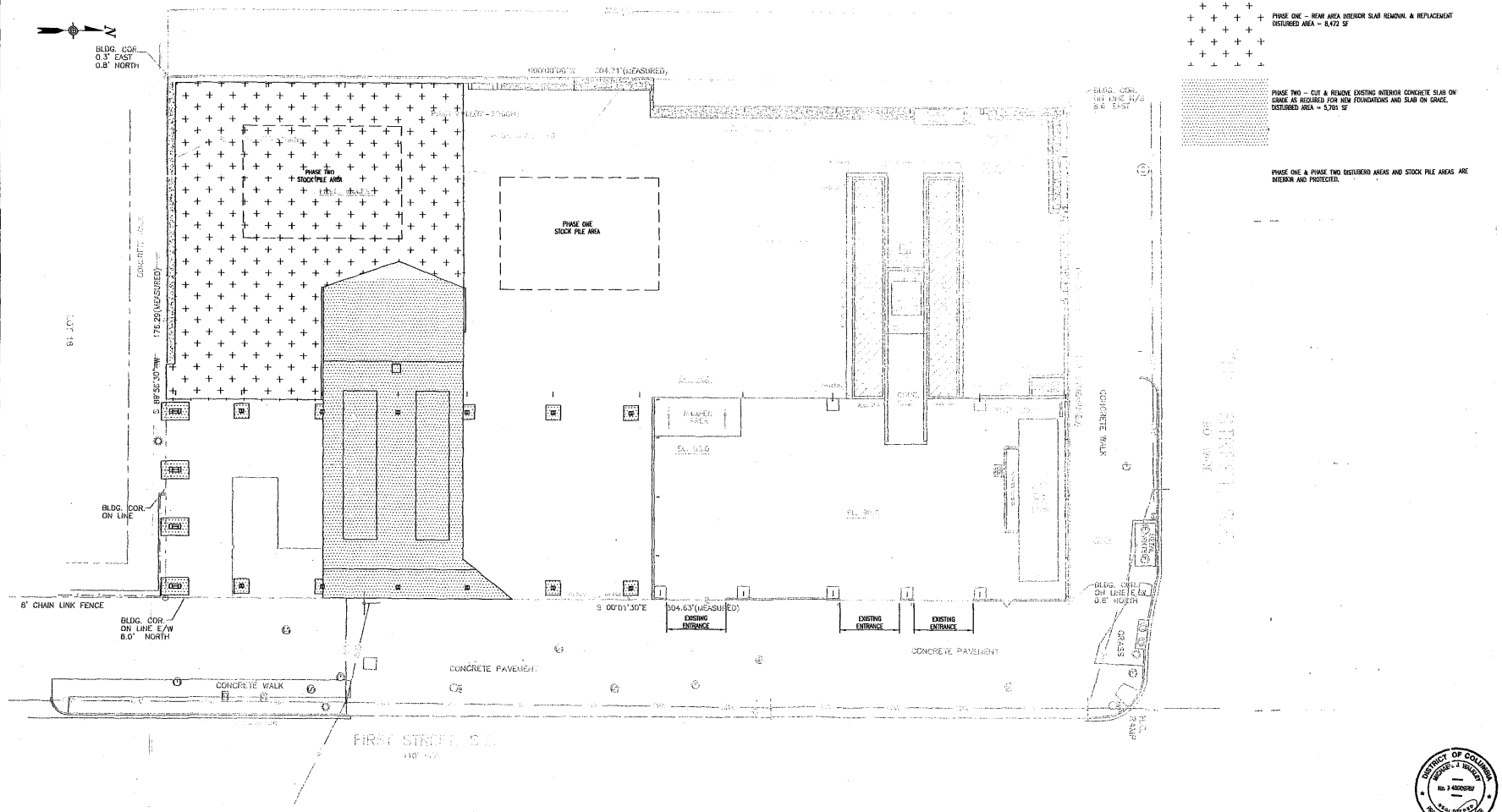
EASTERN TRANS-WASTE OF MARYLAND, INC.

WASHINGTON, DC

MICHAEL J. WALKLEY, P.A.
Consulting Engineers
2000 Clipper Park Road, Suite 200
Baltimore, Maryland 21211
Telephone (410) 889-7700
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SCALE:	NOTED

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EP-2



EROSION & SEDIMENT CONTROL PLAN
1/16" = 1'-0"

D.C. DEPARTMENT OF HOUSING
2005 MAY -4 PM 2:50
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REVISIONS	
DATE	DESCRIPTION

EROSION & SEDIMENT CONTROL PLAN

EASTERN TRANS-WASTE OF MARYLAND, INC.

WASHINGTON, DC

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DISTRICT OF COLUMBIA
MICHAEL J. WALKLEY
No. 900059
PROFESSIONAL ENGINEER

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SCALE:	NOTED

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ESC-1