

DESIGN CRITERIA

Width (ft) = 40  
 Length (ft) = 60  
 Front Eave Height (ft) = 16  
 Back Eave Height (ft) = 16  
 Front Roof Slope (Rise/12) = 1.5:12  
 Back Roof Slope (Rise/12) = 1.500:12  
 Dead Load (psf) = 2.000  
 Collateral Load (psf) = 0.5  
 Roof Live Load (psf) = 20.00  
 Frame Live Load (psf) = 20  
 Roof Snow Load (psf) = 0  
 Wind Speed (mph) = 180  
 Wind Code = FBC 10 / IBC 12  
 Occupancy Category = II - Normal  
 Exposure = C  
 Closed/Open/Partial = CLOSED  
 Importance - Wind = 1.00  
 Internal GCpi (ENCLOSED) = +0.18 / -0.18  
 (PART, ENCLOSED) = +0.55 / -0.55  
 (OPEN) = +0.00 / -0.00

Structural Steel

ASTM# (Plate) = A1011  
 Plate Yield (Fy) = 50.0 ksi  
 ASTM# (Bar) = A592  
 Plate Yield (Fy) = 50.0 ksi

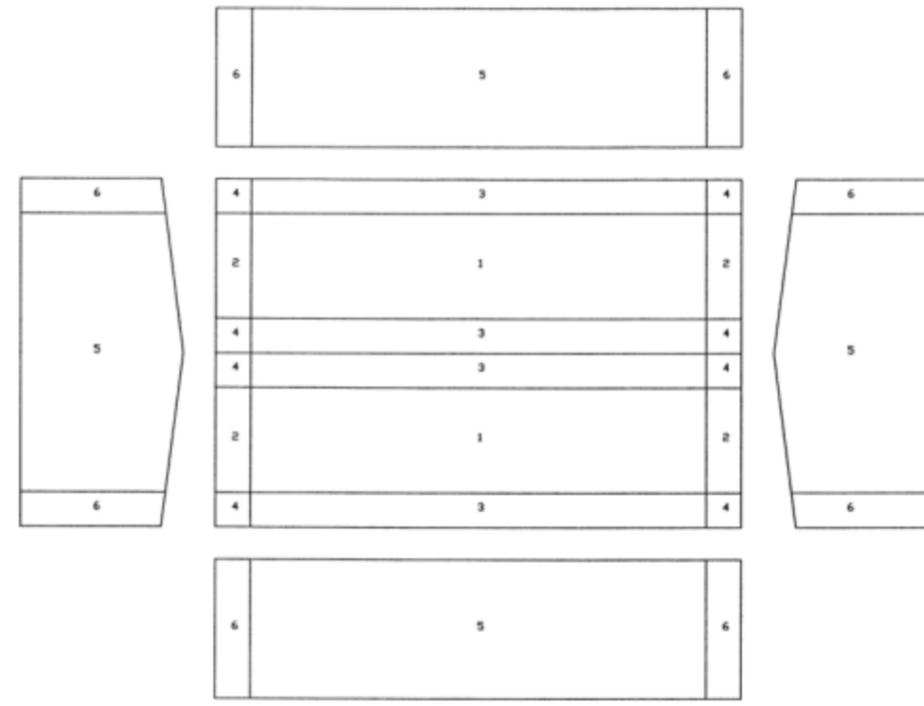
Light Gage Steel

ASTM# (Cold-Form) = A1011  
 Cold-Form Yield (Fy) = 55.0 ksi  
 ASTM# (Panel) = A792  
 Panel Yield (Fy) 26 GA. PBR = 80.0 ksi  
 24 GA. PBR = 50.0 ksi

NOTE: ALL CONNECTION BOLTS ARE DESIGNATED IN THESE DRAWINGS AS EITHER A "M" FOR A307 BOLTS OR A "H" FOR A325 BOLTS.

NOTES TO ERECTOR/OWNER:

- [1] MBM IS NOT RESPONSIBLE FOR THE ERECTION OF THE BUILDING, THE SUPPLY OF ANY TOOLS OR EQUIPMENT, OR ANY OTHER FIELD WORK UNLESS MBM HAS BEEN CONTRACTED FOR THESE. MBM DOES NOT PROVIDE ANY FIELD SUPERVISION FOR THE ERECTION OF THE BUILDING, NOR DOES MBM PERFORM ANY INSPECTIONS DURING OR AFTER ERECTION.
- [2] USE ONLY THE ERECTION DRAWINGS PROVIDED BY MBM AND INCLUDED IN THE ERECTOR'S PACKAGE DELIVERED BY THE TRUCK DRIVER WITH THE BUILDING. MBM IS NOT LIABLE FOR ANY CLAIM RESULTING FROM THE USE OF OTHER DRAWINGS.
- [3] CHECK SLAB AND ANCHOR BOLT PLACEMENTS BEFORE STANDING ANY FRAMING. IF THE SLAB IS NOT SIZED CORRECTLY OR IS OUT OF SQUARE, OR IF THE ANCHOR BOLTS ARE NOT CORRECTLY LOCATED, CALL MBM. MBM IS NOT LIABLE FOR LABOR CHARGES RESULTING FROM STANDING FRAMING ON AN INCORRECT SLAB.
- [4] BEGIN ERECTION WITH A BRACED BAY. INSTALL THE EAVE STRUTS FIRST AND THEN THE PURLINS WHICH FALL AT THE CABLE ATTACHMENT POINTS. NEXT, INSTALL ROOF AND WALL CABLES TO A SNUG CONDITION, SO THAT THE FRAMING IS BRACED. FINISH INSTALLING PURLINS AND GIRTS IN THE BRACED BAY. USING THE THE CABLE BRACING, SQUARE AND PLUMB THE FRAMING. CONTINUE WITH REMAINING BAYS, INSTALLING BRACING AS ADDITIONAL BRACED BAYS ARE ERECTED.
- [5] THE CORRECTION OF MINOR MISFITS BY THE USE OF DRIFT PINS TO DRAW THE COMPONENTS INTO LINE, 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. CONTACT MBM BEFORE MAKING ANY FIELD MODIFICATION TO THE BUILDING. MBM DOES NOT PAY CLAIMS FOR ERROR CORRECTION UNLESS APPROVED IN WRITING BY MBM BEFOREHAND.



Components & Cladding

Zone	Width	---Pressure---		---Suction---	
		Member	Panel	Member	Panel
1		29.10	41.20	-59.40	-65.50
2		29.10	41.20	-83.75	-113.3
3	4.00	29.10	41.20	-83.75	-113.3
4	4.00	29.10	41.20	-131.9	-168.3
5		52.90	65.50	-57.80	-70.90
6	4.00	52.90	65.50	-61.27	-87.21

NOTE: THE ABOVE VALUES ARE ULTIMATE VELOCITY PRESSURE/SUCTION VALUES. USE THE FORMULA BELOW TO CALCULATE THE DESIGN WIND PRESSURE/SUCTION VALUES:  
 (ULTIMATE P/S X .60 = DESIGN WIND P/S)

MIAMI/DADE NOTICE OF ACCEPTANCE (NOA#)

24ga. PBR ROOF PANEL	08-0212.06
24ga. PBR WALL PANEL	07-0717.06
3070 WALKDOORS +70/-70 PSF	09-0505.09
12 X 14 OVERHEAD DOOR +43/-47	06-0809.09

THE DESIGN OF THE PRE-ENGINEERED METAL BUILDING SYSTEM IS IN ACCORDANCE WITH FBC 10 (IBC 12) CODE AND IS IN COMPLIANCE WITH ALL REQUIREMENTS WITHIN EACH CHAPTER AND SECTION THAT ARE APPLICABLE TO THE PRE-ENGINEERED METAL BUILDING SYSTEM.

COLORS:

ROOF:	GALVALUME
WALLS:	COLOR
GABLE:	COLOR
EAVE:	COLOR
CORNER:	COLOR
FRAMED OPENINGS:	COLOR
GUTTER:	COLOR
DOWNSPOUTS:	COLOR
BASE:	COLOR

**Richard T. Smith**  
 PE # 43547  
 102 Main Street Ste#212  
 Lagrange, Georgia Ph: (706) 888-4874

**REVIEWED**  
 By Richard T Smith at 1:27 pm, Oct 11, 2012

REVISIONS

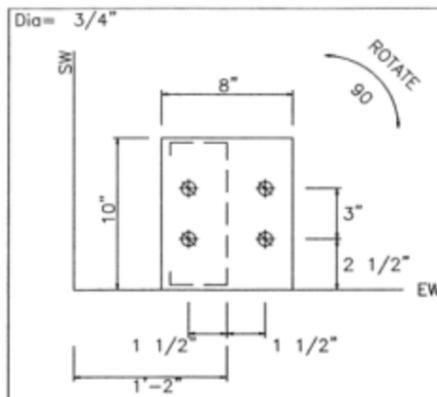
[1]	
[2]	

FOR:  
 PORT OF PALM BEACH  
 FCL CARGO TRANSFER FACILITY  
 821 AVE. E.  
 RIVIERA BEACH, FL 33404  
 JOBSITE: RIVIERA BEACH, FL (EXPORT)

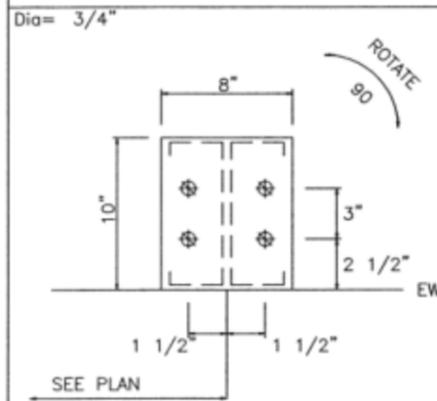
FROM:  
 BUCK STEEL, INC.  
 6810 LYONS TECH. CIR #105  
 COCONUT CREEK, FL 33073

JOB NO: 2345  
 DATE: 10/10/12  
 BY: JLG SCALE: NONE  
 TITLE: COVER PAGE  
 NUMBER:  
 PAGE 0

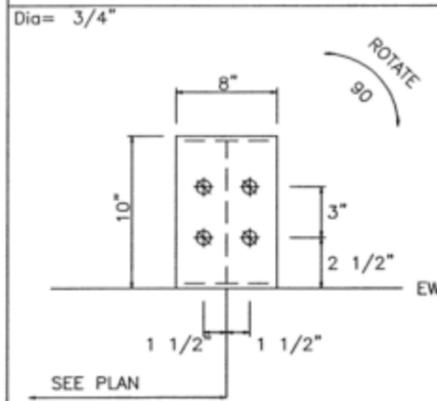




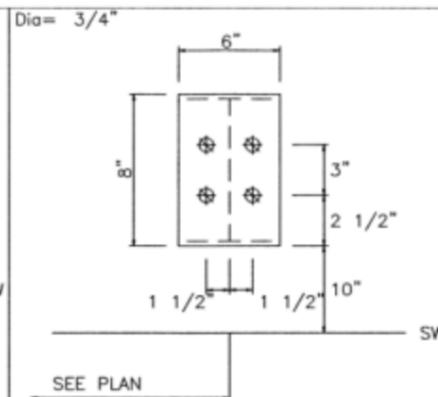
DETAIL A



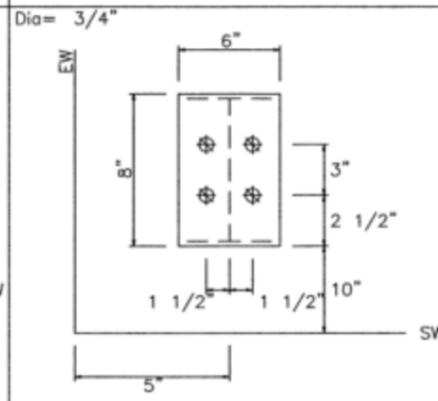
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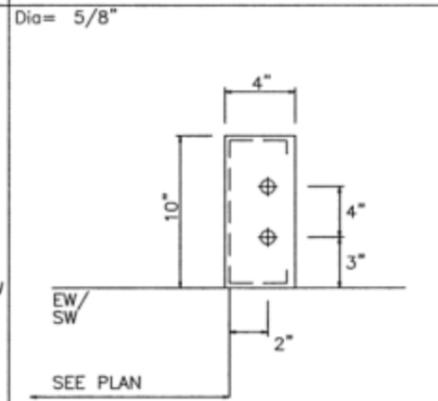
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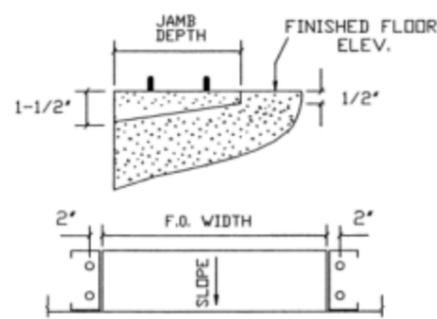
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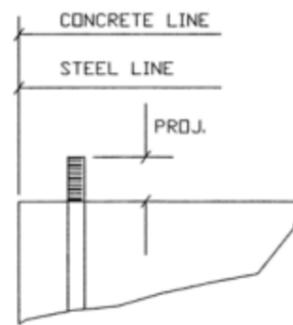
DETAIL E



DETAIL F

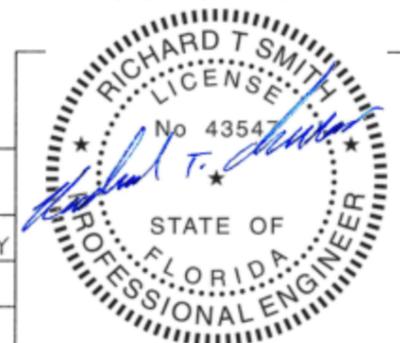


TYP. O.H. DOOR RECESS DETAIL



ANCHOR BOLT PROJECTION

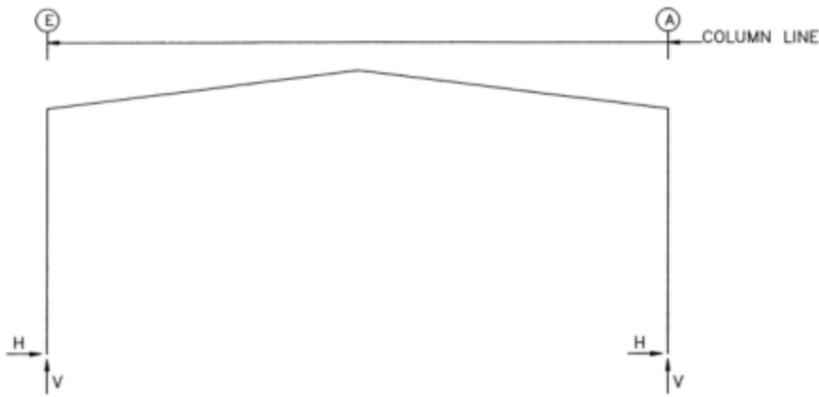
BUCK STEEL, INC.		DATE: 10/10/12	
CUSTOMER: PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY		JOB NO: 2345	
LOCATION: RIVIERA BEACH, FL (EXPORT)		DRAWING NAME: ANCHOR BOLT DETAILS	
DRAWING NO: PAGE 1.1		SCALE: NONE	
DRAWN BY: JLG		CHECKED BY: BHM	



**REVIEWED**  
By Richard T Smith at 1:27 pm, Oct 11, 2012

**Richard T. Smith**  
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102 Main Street Ste#212  
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FRAME LINES: 2 3 4



**RIGID FRAME: MAXIMUM REACTIONS, ANCHOR BOLTS, & BASE PLATES**

Frm Line	Col Line	Column Reactions (k)						Anc. Bolt Qty	Bolt Dia	Base Plate (in)			Grout (in)
		Load ID	Hmax	V	Load ID	Hmin	V			Width	Length	Thick	
2*	E	1	3.7	9.5	4	-7.1	-12.4	4	0.750	6.000	8.000	0.375	0.0
		1	3.7	9.5	8	-1.2	-15.6						
2*	A	5	7.1	-12.4	1	-3.7	9.5	4	0.750	6.000	8.000	0.375	0.0
		1	-3.7	9.5	8	1.2	-15.6						

2\* Frame lines: 2 3

**RIGID FRAME: MAXIMUM REACTIONS, ANCHOR BOLTS, & BASE PLATES**

Frm Line	Col Line	Column Reactions (k)						Anc. Bolt Qty	Bolt Dia	Base Plate (in)			Grout (in)
		Load ID	Hmax	V	Load ID	Hmin	V			Width	Length	Thick	
4	E	3	1.8	1.1	6	-3.5	-3.6	4	0.750	6.000	8.000	0.375	0.0
		1	1.7	5.2	4	-3.4	-6.4						
4	A	7	3.5	-3.6	2	-1.8	1.1	4	0.750	6.000	8.000	0.375	0.0
		1	-1.7	5.2	8	0.3	-9.8						

**NOTES FOR REACTIONS**

- All loading conditions are examined and only maximum/minimum H or V and the corresponding H or V are reported.
- Positive reactions are as shown in the sketch. Foundation loads are in opposite directions.
- Bracing reactions are in the plane of the brace with the H pointing away from the braced bay. The vertical reaction is downward.
- Building reactions are based on the following building data:
  - Width (ft) = 40.0
  - Length (ft) = 60.0
  - Eave Height (ft) = 16.0/ 16.0
  - Roof Slope (Rise/12) = 1.5/ 1.5
  - Dead Load (psf) = 2.0
  - Collateral Load (psf) = 0.5
  - Live Load (psf) = 20.0
  - Wind Speed (mph) = 180.0
  - Wind Code = FBC 10 (IBC 12)
  - Exposure = C
  - Closed/Open/Partial = C
  - Importance Wind = 1.00
  - Importance Seismic = 1.00
  - Seismic Zone = A
  - Seismic Coeff (Fa\*Sa) = 0.08

**5. Loading conditions are:**

- DL+CL+LL
- DL+CL+0.75LL+0.45WL1
- DL+CL+0.75LL+0.45WR1
- 0.60DL+0.60WL1
- 0.60DL+0.60WR1
- 0.60DL+0.60WL2
- 0.60DL+0.60WR2
- 0.60DL+0.60LnWnd1
- 0.60DL+0.60WL2+0.60WS
- 0.60DL+0.60WP+0.60LnWnd1
- 0.60DL+0.60WR2+0.60WS
- 0.60DL+0.60WP+0.60LnWnd2
- 1.01DL+1.01CL+0.75LL-0.53Seisl

**RIGID FRAME: BASIC COLUMN REACTIONS (k)**

Frame Line	Column Line	---Dead---		---Collateral---		---Live---		---Wind_L1---		---Wind_R1---		---Wind_L2---	
		Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert
2*	E	0.4	1.3	0.1	0.2	3.2	8.0	-12.3	-21.9	0.9	-12.7	-12.2	-13.2
2*	A	-0.4	1.3	-0.1	0.2	-3.2	8.0	-0.9	-12.7	12.3	-21.9	-1.0	-4.0
4	E	0.2	0.8	0.0	0.1	1.4	4.2	-5.9	-11.5	1.0	-6.7	-6.1	-6.9
4	A	-0.2	0.8	0.0	0.1	-1.4	4.2	-1.0	-6.7	5.9	-11.5	-0.8	-2.1

Frame Line	Column Line	---Wind_R2---		---LnWind1---		---LnWind2---		---Seismic_L---		---Seismic_R---	
		Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert
2*	E	1.0	-4.0	-2.4	-21.1	-2.4	-12.4	0.0	0.0	0.0	0.0
2*	A	12.2	-13.2	2.4	-21.1	2.4	-12.4	0.0	0.0	0.0	0.0
4	E	0.8	-2.1	-0.6	-11.1	-0.9	-6.5	0.0	0.0	0.0	0.0
4	A	6.1	-6.9	0.6	-11.1	0.9	-6.5	0.0	0.0	0.0	0.0

2\* Frame lines: 2 3

**ENDWALL COLUMN: BASIC COLUMN REACTIONS (k)**

Frm Line	Col Line	Dead Vert	Collat Vert	Live Vert	Rafter		Brace Wind_L Vert	Brace Wind_R Vert	Wind_S Horiz	LnWind1 Vert	LnWind2 Vert	Seis_L Vert	
					Wind_L Vert	Wind_R Vert							
1	E	0.2	0.0	0.9	-3.3	-1.9	-3.3	-1.9	0.0	0.0	-2.5	-1.5	0.0
1	D	0.5	0.1	3.1	-10.0	-6.7	-10.0	-6.7	-5.7	6.3	-8.2	-4.8	0.0
1	B	0.5	0.1	3.1	-6.7	-10.0	-6.7	-10.0	-5.7	6.3	-8.2	-4.8	0.0
1	A	0.2	0.0	0.9	-1.9	-3.3	-1.9	-3.3	0.0	0.0	-2.5	-1.5	0.0
4	C	0.2	0.0	0.0	0.0	0.0	0.0	0.0	-8.9	9.8	0.0	0.0	0.0

Frm Line	Col Line	Seis_R Vert
1	E	0.0
1	D	0.0
1	B	0.0
1	A	0.0
4	C	0.0

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

Frm Line	Col Line	Column Reactions (k)						Anc. Bolt Qty	Bolt Dia	Base Plate (in)			Grout (in)
		Load ID	Hmax	V	Load ID	Hmin	V			Width	Length	Thick	
1	E	9	0.0	-1.9	9	0.0	-1.9	4	0.750	8.000	10.00	0.250	0.0
		1	0.0	1.1	1	0.0	1.1						
1	D	9	3.8	-8.0	10	-3.4	-4.6	4	0.750	8.000	10.00	0.250	0.0
		1	0.0	3.7	9	3.8	-8.0						
1	B	11	3.8	-8.0	10	-3.4	-4.6	4	0.750	8.000	10.00	0.250	0.0
		1	0.0	3.7	11	3.8	-8.0						
1	A	11	0.0	-1.9	11	0.0	-1.9	4	0.750	8.000	10.00	0.250	0.0
		1	0.0	1.1	1	0.0	1.1						
4	C	11	5.9	0.1	12	-5.4	0.1	4	0.750	8.000	10.00	0.250	0.0
		13	0.0	0.2									

**ANCHOR BOLT SUMMARY**

Qty	Locate	Dia (in)	Type	Projection (in)
⊕ 12	Jamb	5/8"	A307	1.50
⊕ 20	Endwall	3/4"	A307	1.50
⊕ 24	Frame	3/4"	A307	2.50

**BUILDING BRACING REACTIONS**

---Wall---	Col Loc	Col Line	± Reactions (k)				Panel Shear (lb/ft)
			---Wind---		---Seismic---		
			Horz	Vert	Horz	Vert	
L_EW	1	D,B	4.1	3.8	0.1	0.0	
F_SW	A	3,4	8.6	6.1	0.1	0.1	
R_EW	4	Rigid Frame At Endwall					
B_SW	E	3,2	8.6	6.1	0.1	0.1	

BUCK STEEL, INC.

CUSTOMER: PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY

JOB NO: 2345 DATE: 10/10/12

REVISIONS	LOCATION:	DRAWING NAME:	SCALE:
[1]	RIVIERA BEACH, FL (EXPORT)	ANCHOR BOLT REACTIONS	NONE
[2]			
[3]			

DRAWING NO: PAGE 1.2 DRAWN BY: JLG CHECKED BY: BHM

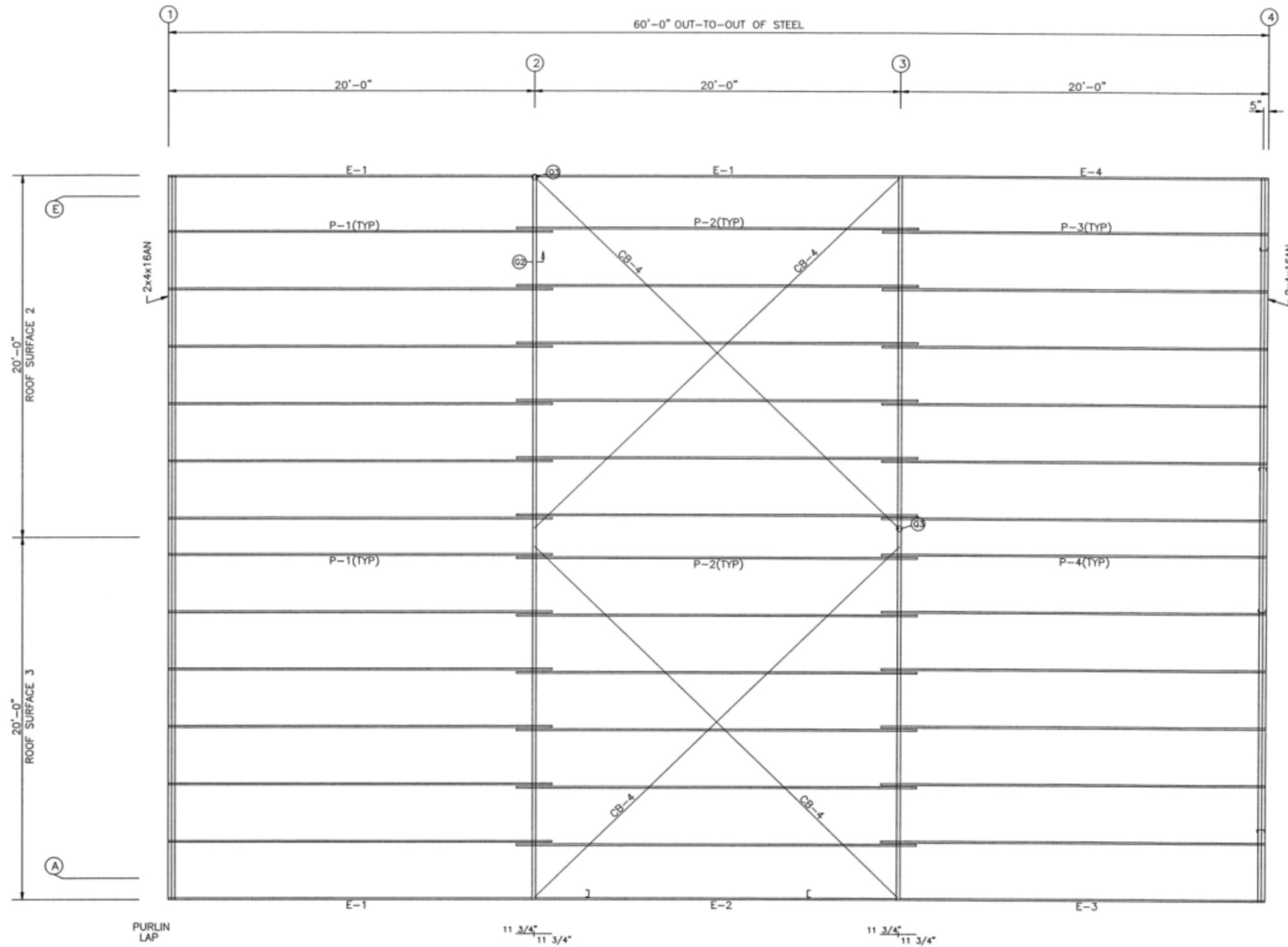
**Richard T. Smith**

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102 Main Street Ste#212  
Lagrange, Georgia Ph: (706) 888-4874



**REVIEWED**  
By Richard T Smith at 1:27 pm, Oct 11, 2012

MEMBER TABLE			
ROOF PLAN			
MARK	PART	LENGTH	
P-1	10x25Z16	20'-11	1/2"
P-2	10x25Z16	21'-11	1/2"
P-3	10x25Z16	20'-11	1/2"
P-4	10x25Z16	20'-11	1/2"
E-1	10ES14@2	19'-11	1/2"
E-2	10ES14@2	19'-11	1/2"
E-3	10ES14@2	19'-11	1/2"
E-4	10ES14@2	19'-11	1/2"
CB-4	0.50 ROD	27'-5"	



ROOF FRAMING PLAN

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 By Richard T Smith at 1:27 pm, Oct 11, 2012

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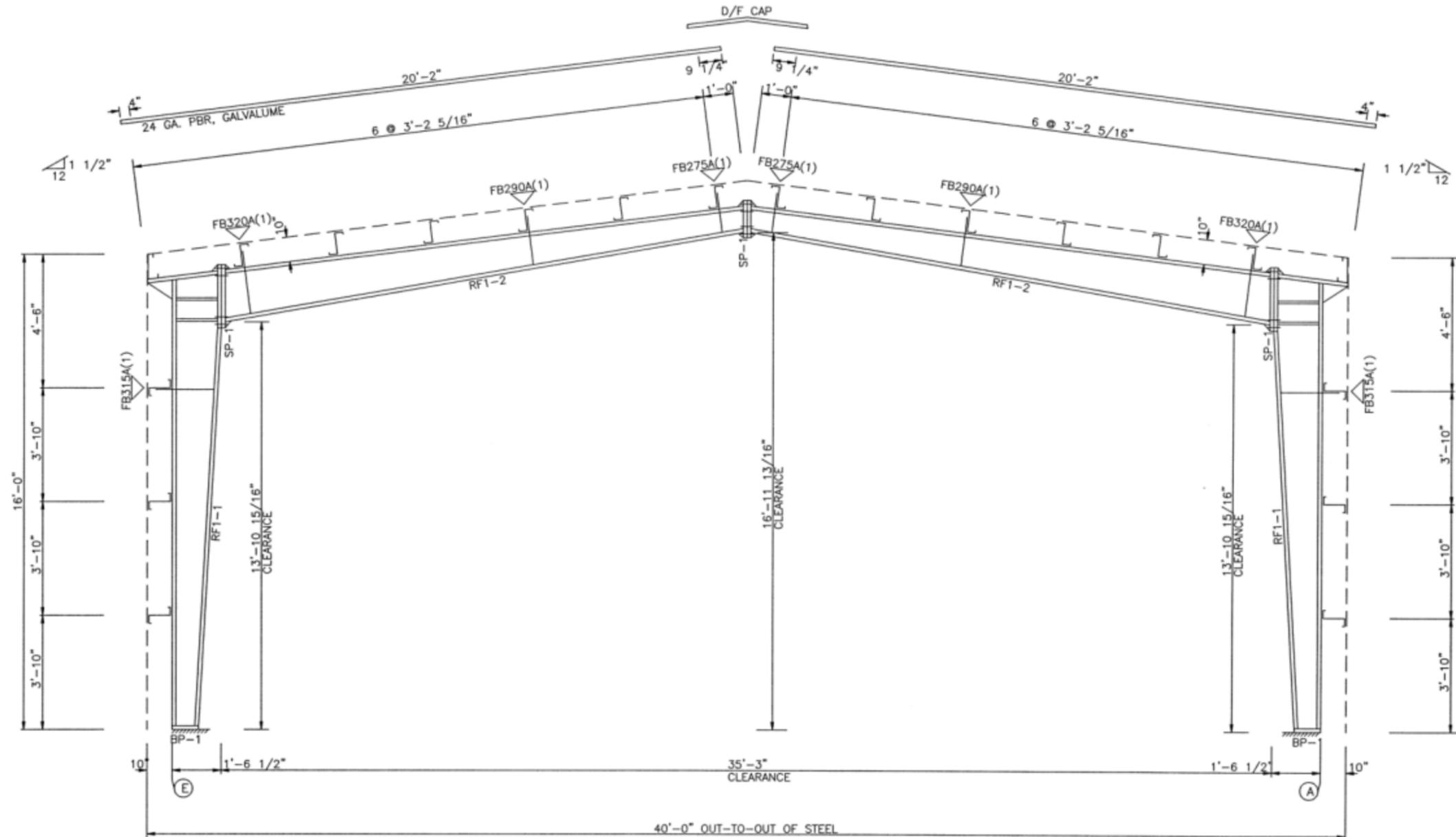
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	DRAWING NO:	PAGE 2	DRAWN BY:	JLG
			CHECKED BY:	BHM

SPLICE BOLT TABLE						
MARK	Qty	Top	Bot	Int	TYPE	DIA Length
SP-1	4	4	0	A325	5/8"	2"

BASE PLATE TABLE			
COL MARK	PLATE SIZE	THICK	Length
BP-1	6"	3/8"	8"

▽ FLANGE BRACES: (1) One Side; (2) Two Sides  
 FBxxA(1): xx=length(in)  
 A - 2x2x14AN

MEMBER TABLE								
MARK	Web		Web THICK	PLATE Length	Outside Flange		Inside Flange	
	Start	End			W x Thk	x Length	W x Thk	x Length
RF1-1	7.5	8.3	0.135	1'-0"	5 x 1/4"	x 15'-2 9/16"	5 x 1/4"	x 13'-6 7/8"
RF1-2	8.3	18.0	0.135	14'-4 13/16"	5 x 1/4"	x 2'-4 7/16"	5 x 1/4"	x 17'-9 9/16"
	18.0	9.2	0.135	14'-11"	5 x 1/4"	x 17'-8"		
	9.2	7.5	0.135	2'-11 1/4"				



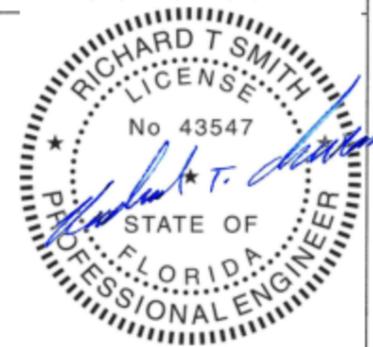
RIGID FRAME ELEVATION: FRAME LINE 2 3

BUCK STEEL, INC.

CUSTOMER:  
 PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY

REVISIONS	JOB NO:	DATE:
(1)	2345	10/10/12
(2)	LOCATION: RIVIERA BEACH, FL (EXPORT)	
(3)	DRAWING NO: PAGE 2.1	DRAWN BY: JLG
		CHECKED BY: BHM

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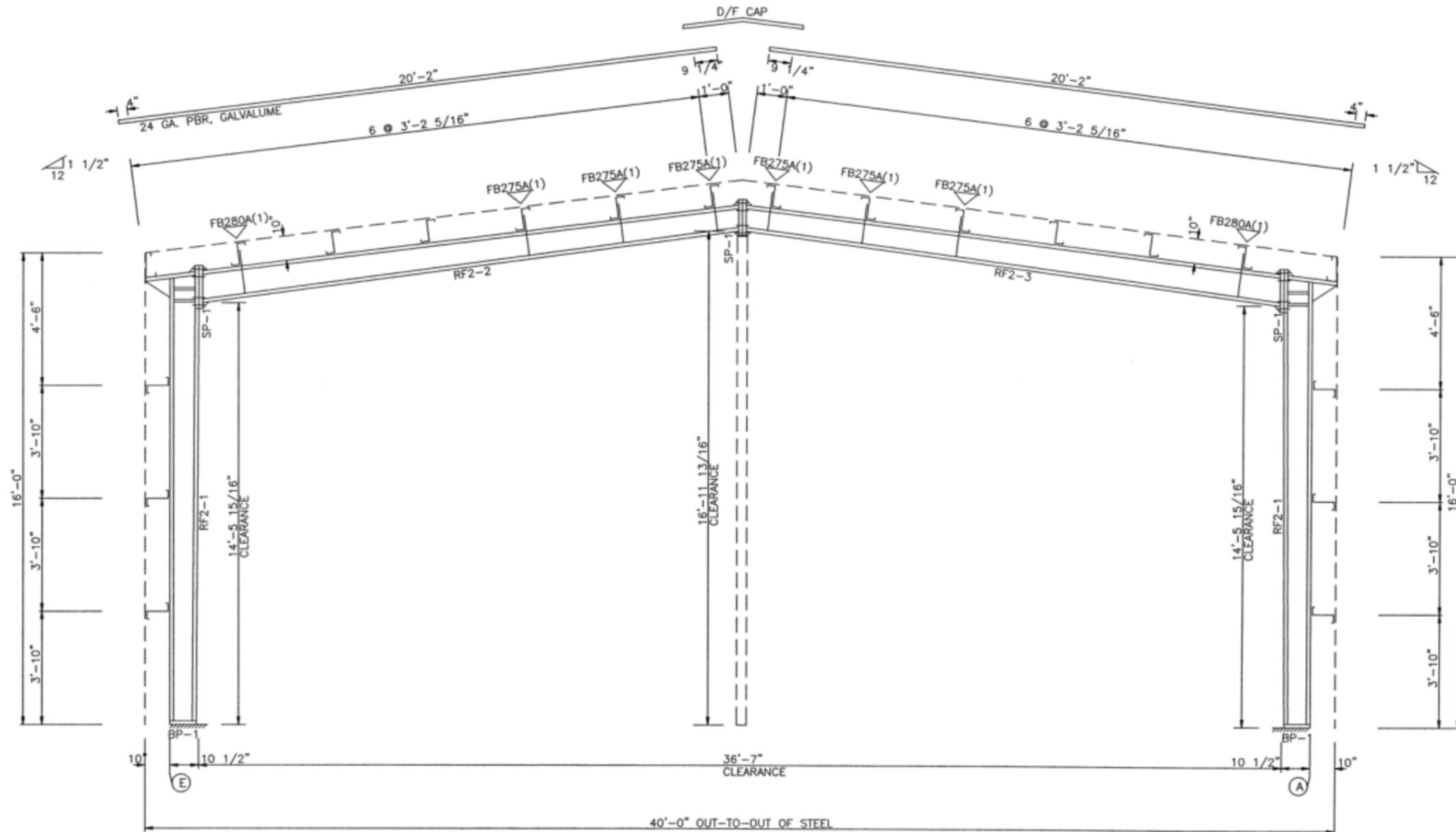
**REVIEWED**  
 By Richard T Smith at 1:27 pm, Oct 11, 2012

SPLICE BOLT TABLE							
MARK	Qty	Top	Bot	Int	TYPE	DIA	Length
SP-1	4	4	0		A325	5/8"	2"

BASE PLATE TABLE			
COL MARK	Width	PLATE SIZE THICK	Length
BP-1	6"	3/8" 8"	

MEMBER TABLE								
MARK	Web		Web THICK	PLATE Length	Outside Flange		Inside Flange	
	Start	End			W x Thk	x Length	W x Thk	x Length
RF2-1	7.5/7.7	0.135	1'-0"	5 x 1/4" x 15'-2 9/16"	5 x 1/4"	14'-1 5/8"	5 x 1/4"	14'-1 5/8"
RF2-2	7.7/10.0	0.135	14'-3 13/16"	5 x 1/4" x 1'-8 3/8"	5 x 1/4"	18'-4 5/16"	5 x 1/4"	18'-4 5/8"
RF2-3	10.0/8.0	0.135	14'-11"	5 x 1/4" x 18'-4 5/16"	5 x 1/4"	18'-4 5/16"	5 x 1/4"	18'-4 5/8"
	8.0/7.5	0.135	3'-6 9/16"					
	7.5/8.0	0.135	3'-6 9/16"					
	8.0/10.0	0.135	14'-11"					

▽ FLANGE BRACES: (1) One Side; (2) Two Sides  
 FBxxA(1): xx=length(in)  
 A - 2x2x14AN



RIGID FRAME ELEVATION: FRAME LINE 4

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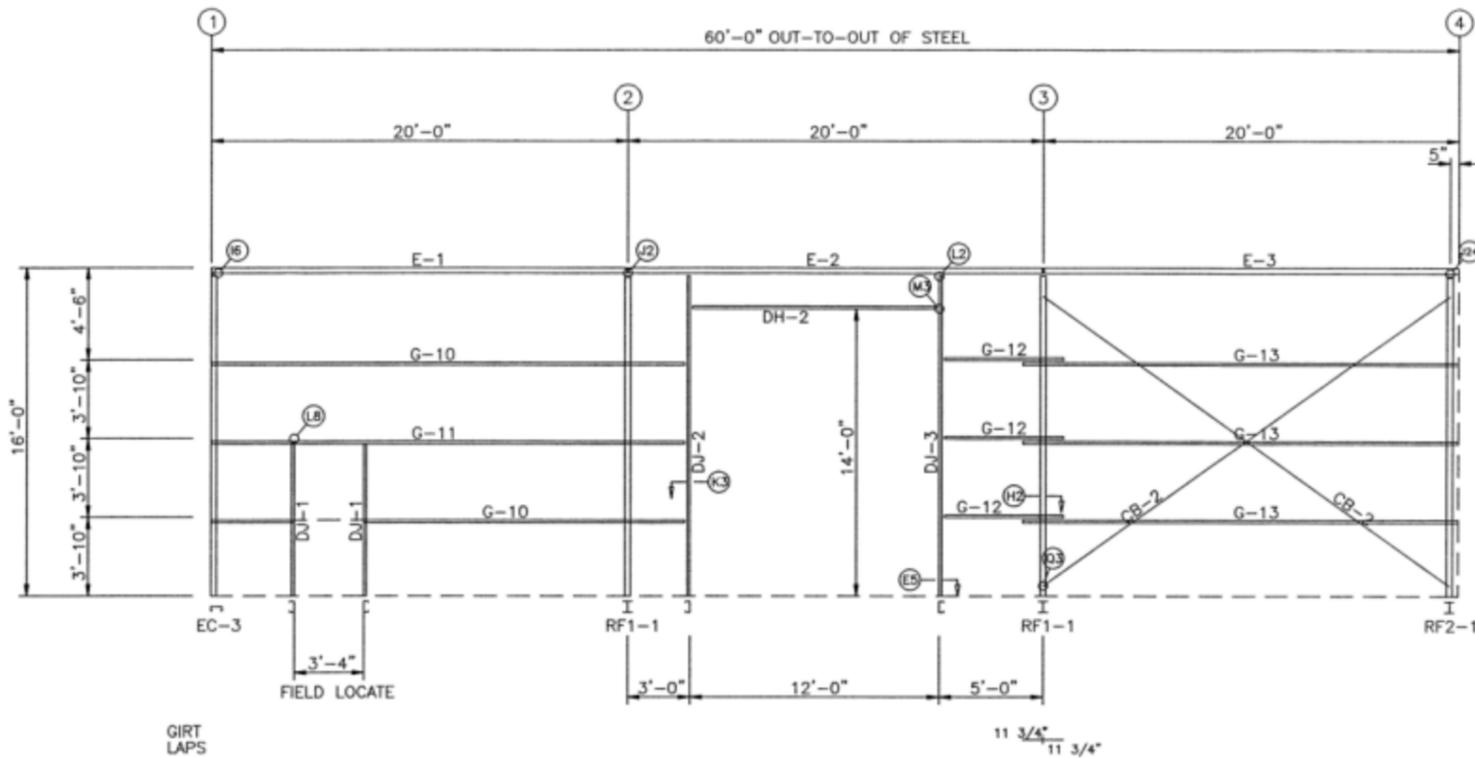


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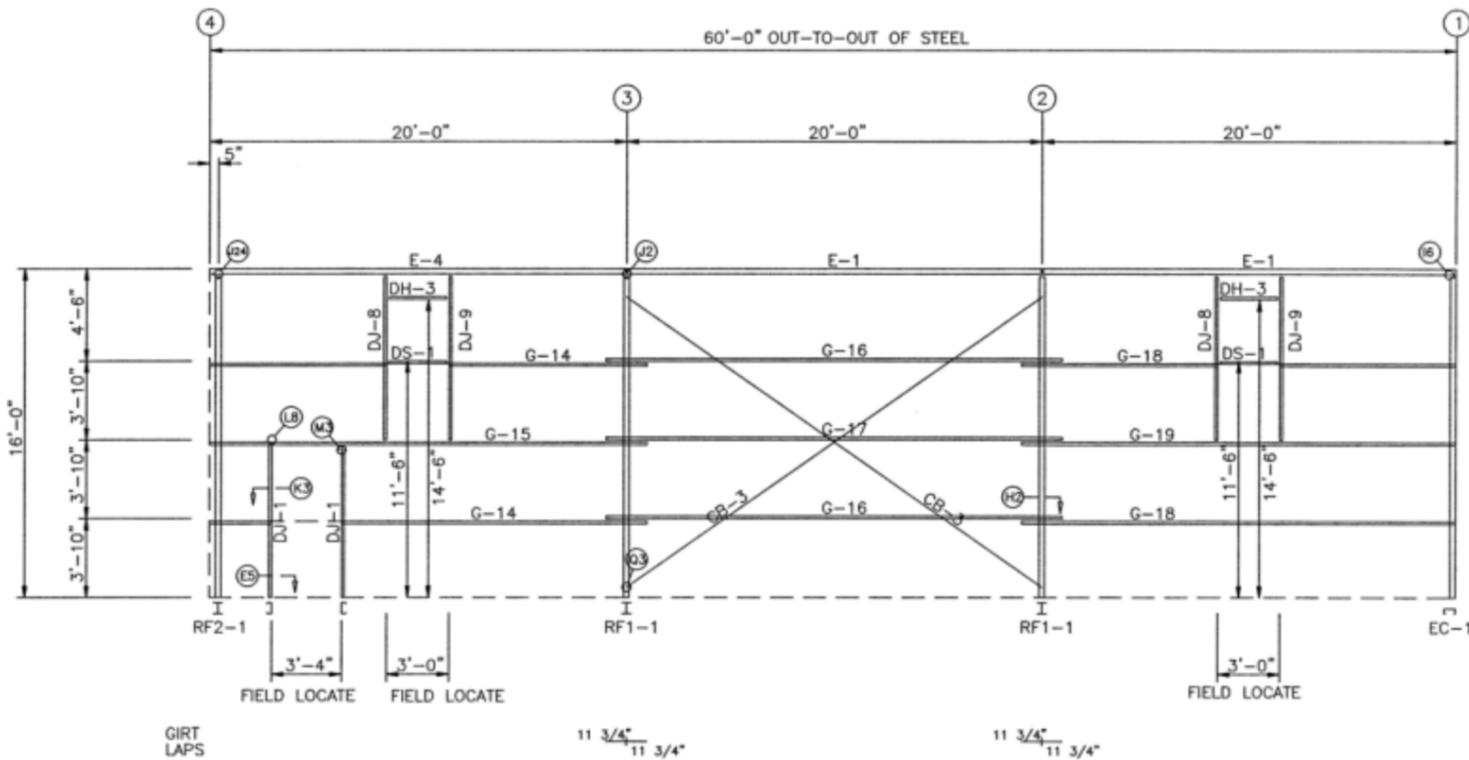
BUCK STEEL, INC.

CUSTOMER:  
 PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY

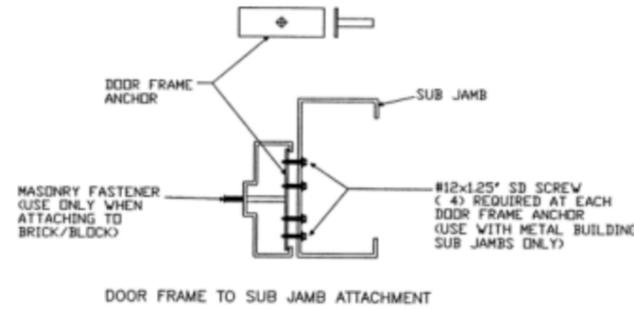
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[2]	LOCATION: RIMIERA BEACH, FL (EXPORT)	
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	DRAWING NO: PAGE 2.2	DRAWN BY: JLG
		CHECKED BY: BHM



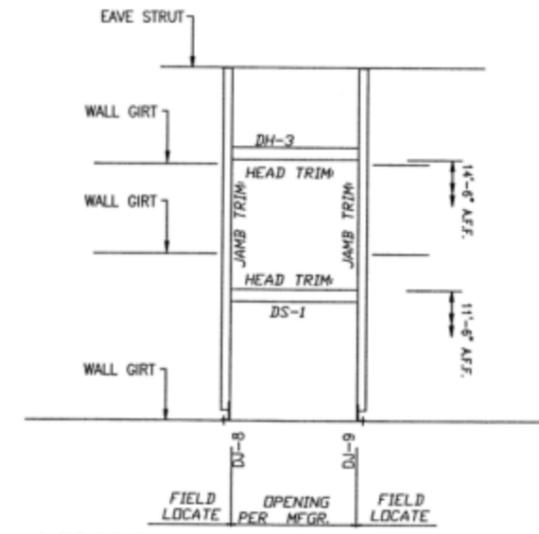
SIDEWALL FRAMING: FRAME LINE A



SIDEWALL FRAMING: FRAME LINE E



MEMBER TABLE		
FRAME LINE A & E		
MARK	PART	LENGTH
DJ-1	10x25C14	7'-8"
DJ-2	10x35C14	15'-3 1/8"
DJ-3	10x35C14	15'-3 1/8"
DJ-8	10x25C14	7'-7 1/8"
DJ-9	10x25C14	7'-7 1/8"
DH-2	10x35C14	12'-0"
DH-3	10x25C14	3'-0"
DS-1	10x25C14	3'-0"
E-1	10ES14@2	19'-11 1/2"
E-2	10ES14@2	19'-11 1/2"
E-3	10ES14@2	19'-11 1/2"
E-4	10ES14@2	19'-11 1/2"
G-10	10x25Z16	22'-7 1/2"
G-11	10x25Z12	22'-7 1/2"
G-12	10x25Z16	5'-7 1/2"
G-13	10x25Z16	20'-11 1/2"
G-14	10x25Z16	20'-11 1/2"
G-15	10x25Z12	20'-11 1/2"
G-16	10x25Z16	21'-11 1/2"
G-17	10x25Z14	21'-11 1/2"
G-18	10x25Z16	20'-11 1/2"
G-19	10x25Z12	20'-11 1/2"
CB-2	0.75_ROD	24'-7"
CB-3	0.75_ROD	24'-11"



1. FIELD CUT AND WORK GIRTS, PANELS, AND TRIM AS REQUIRED.
2. REFER TO DETAIL PAGES FOR APPLICABLE TRIM DETAILS. (DETAIL PAGE 5.1)

**Richard T. Smith**  
 PE # 43547  
 102 Main Street Ste#212  
 Lagrange, Georgia Ph: (706) 888-4874



**REVIEWED**  
 By Richard T Smith at 1:27 pm, Oct 11, 2012

BUCK STEEL, INC.

CUSTOMER: PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY

JOB NO: 2345 DATE: 10/10/12

LOCATION: RIVIERA BEACH, FL (EXPORT)

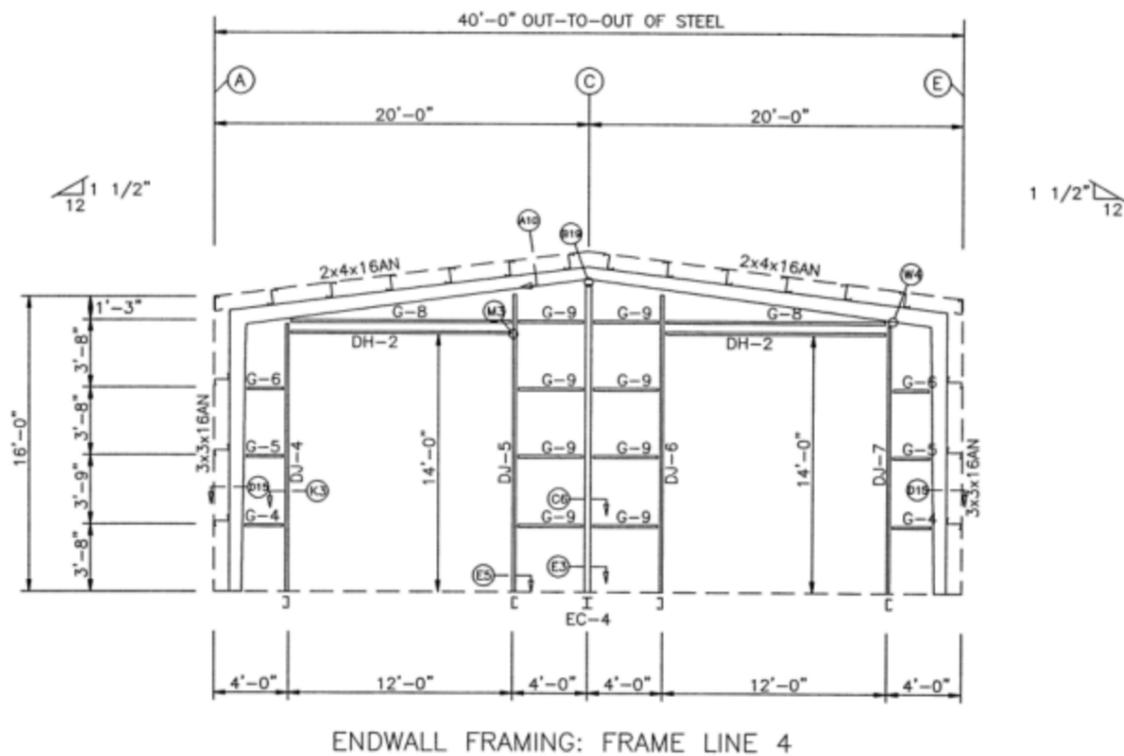
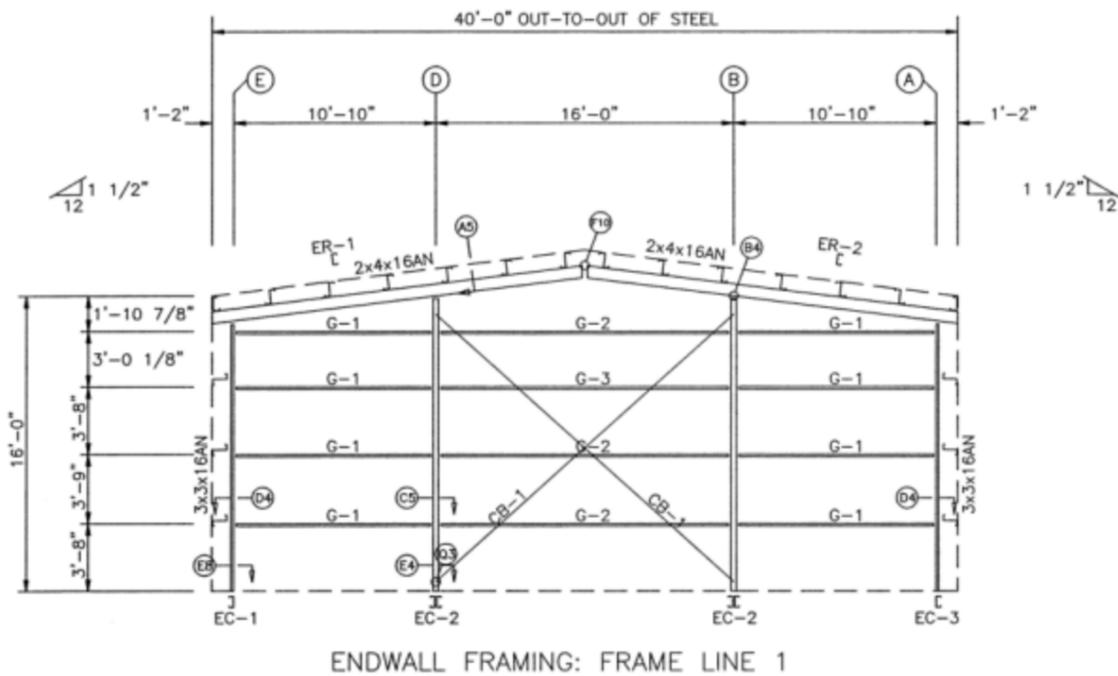
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DRAWING NO: PAGE 3 DRAWN BY: JLG CHECKED BY: BHM

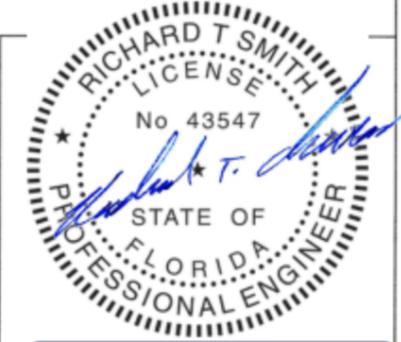
REVISIONS	DESCRIPTION
[1]	
[2]	
[3]	

BOLT TABLE FRAME LINE 1 & 4				
LOCATION	QUAN	TYPE	DIA	LENGTH
ER-1/ER-2	4	A325	5/8"	2"
Columns/Raf	2	A325	5/8"	2"
Jamb	2	A325	5/8"	2"

MEMBER TABLE FRAME LINE 1 & 4		
MARK	PART	LENGTH
EC-1	10X35C14	14'-5 5/8"
EC-2	10X7DC12	15'-9 7/8"
EC-3	10X35C14	14'-5 5/8"
EC-4	B10X12.9	16'-4 7/8"
ER-1	8X35C12	20'-1 5/8"
ER-2	8X35C12	20'-1 5/8"
DJ-4	10X35C12	14'-7 5/8"
DJ-5	10X35C12	16'-3 5/16"
DJ-6	10X35C12	16'-3 5/16"
DJ-7	10X35C12	14'-7 5/8"
DH-2	10X35C14	12'-0"
G-1	10x25Z16	10'-5 1/2"
G-2	10x25Z14	15'-3 1/2"
G-3	10x25Z16	15'-3 1/2"
G-4	10x25Z16	2'-0 7/8"
G-5	10x25Z16	2'-0 3/16"
G-6	10x25Z16	1'-11 9/16"
G-8	10x25Z16	11'-11 1/2"
G-9	10x25Z16	3'-3 1/2"
CB-1	0.50_ROD	22'-6"



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BUCK STEEL, INC.

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PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY

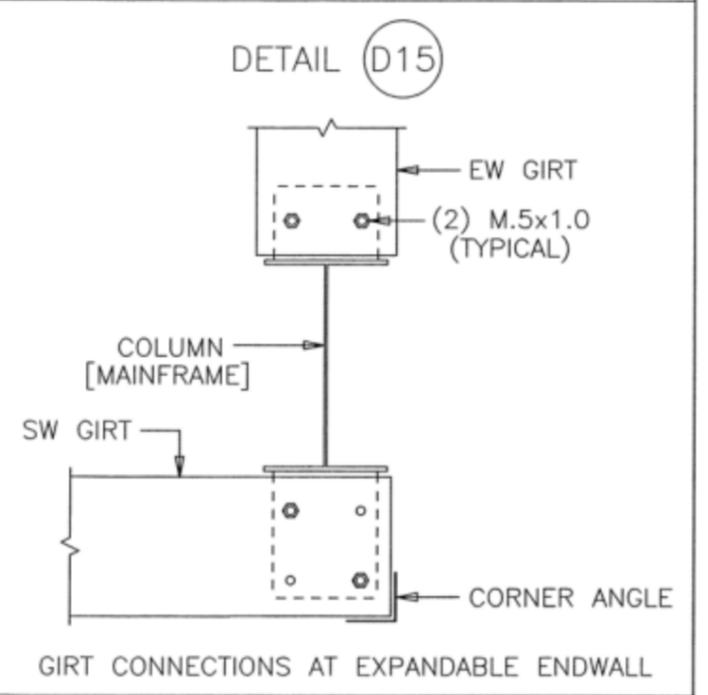
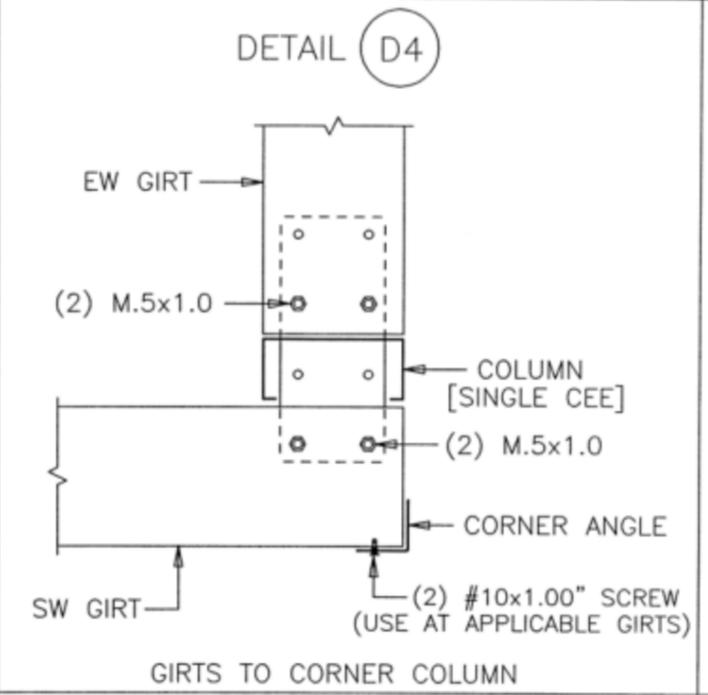
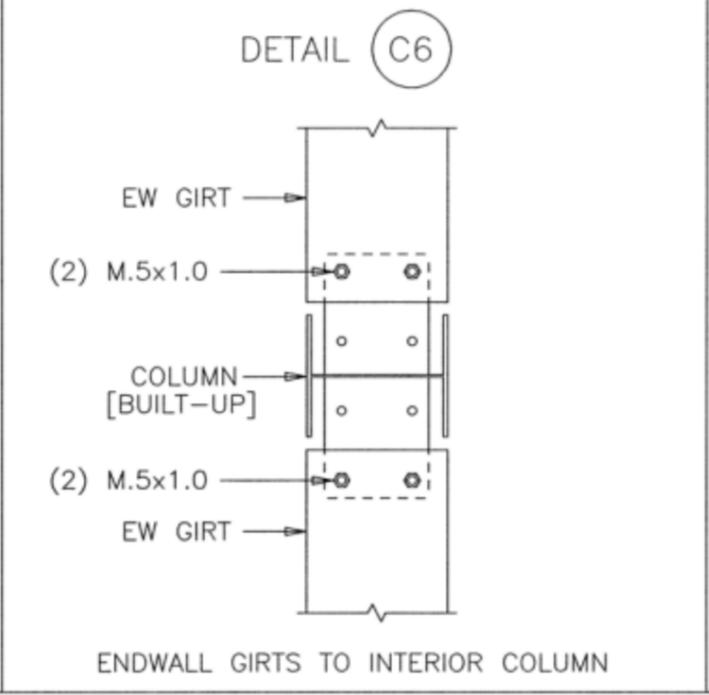
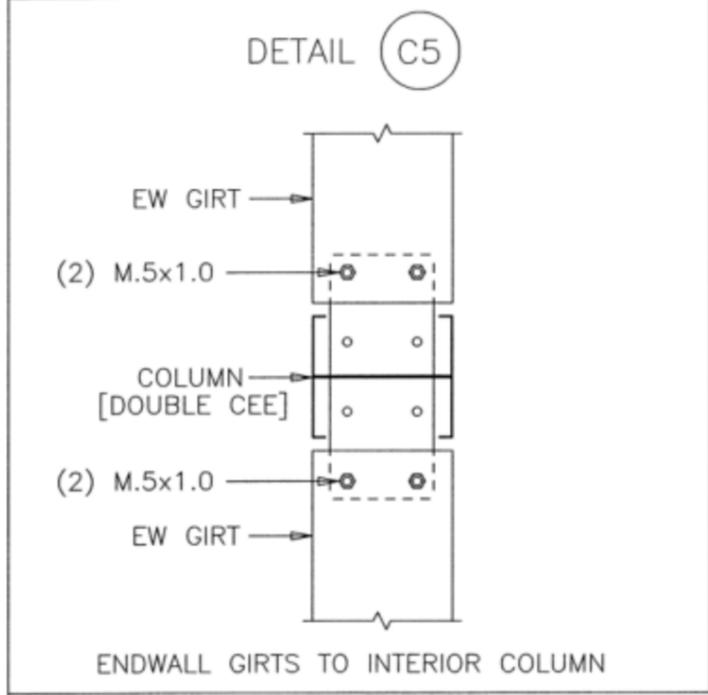
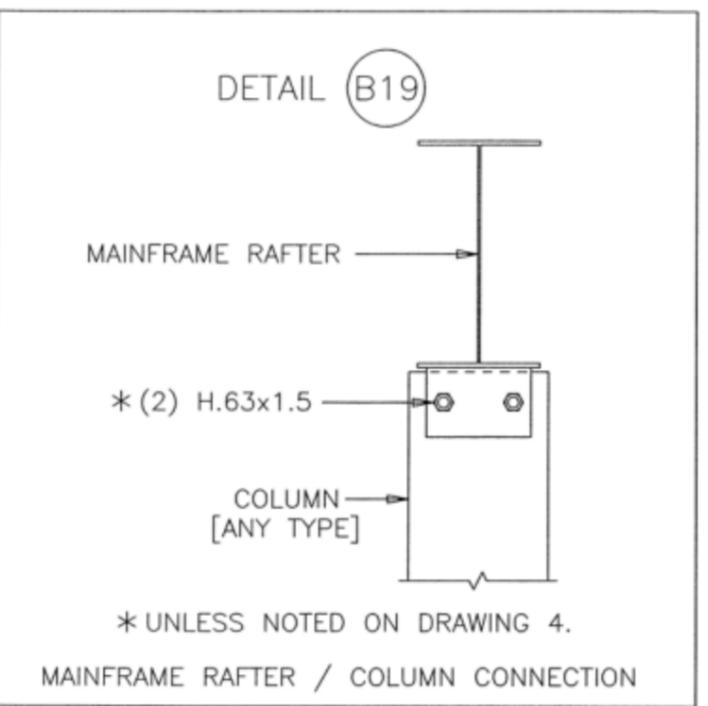
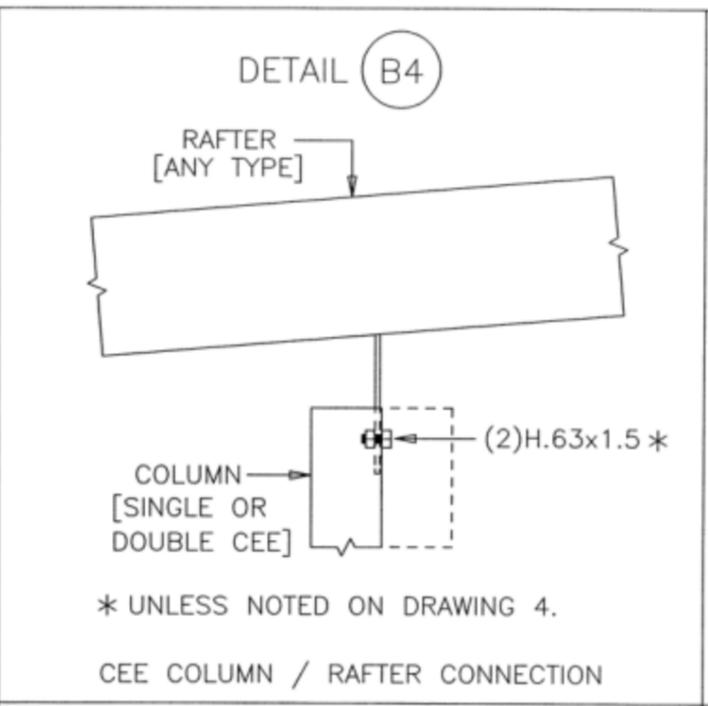
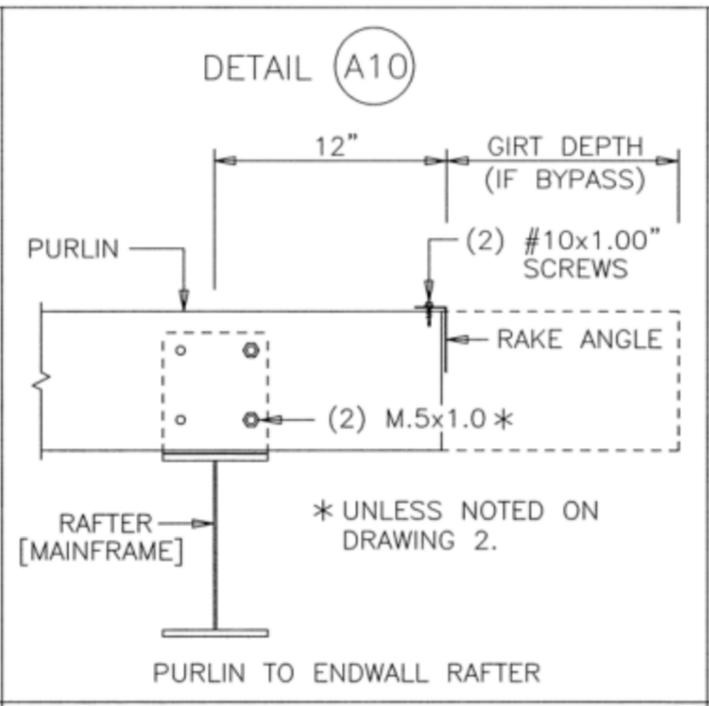
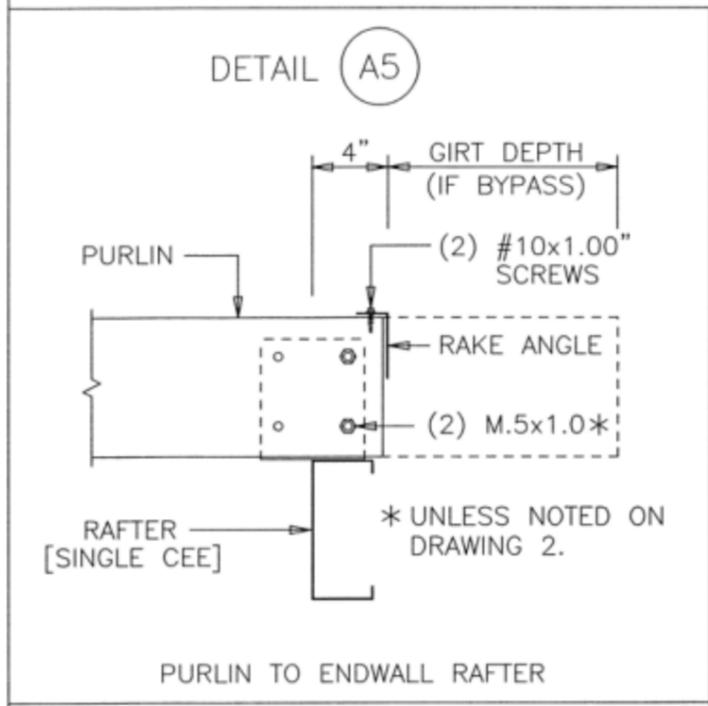
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LOCATION:  
RIVIERA BEACH, FL (EXPORT)

DRAWING NAME:  
ENDWALL FRAMING LAYOUT SCALE: NONE

DRAWING NO: PAGE 4 DRAWN BY: JLG CHECKED BY: BHM

**REVIEWED**  
 By Richard T Smith at 1:27 pm, Oct 11, 2012



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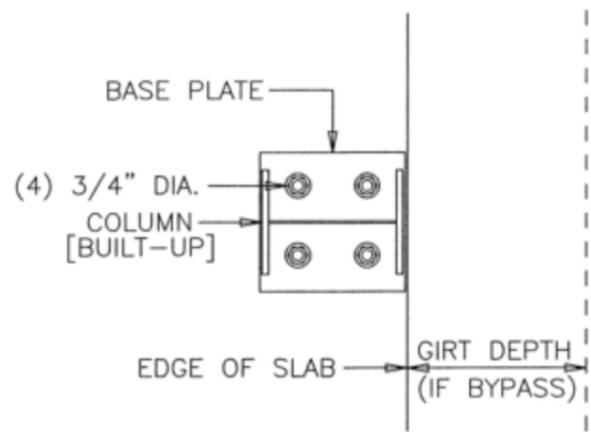
BUCK STEEL, INC.

CUSTOMER:  
 PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY

REVISIONS	JOB NO:	DATE:
[1]	2345	10/ 8/12
[2]	LOCATION: RIVIERA BEACH, FL (EXPORT)	
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	DRAWING NO: PAGE 5	DRAWN BY: JLG
		CHECKED BY: BHM

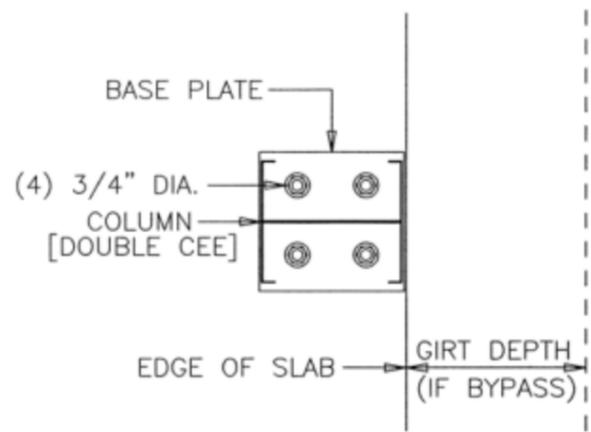
**REVIEWED**  
 By Richard T Smith at 1:27 pm, Oct 11, 2012

DETAIL (E3)



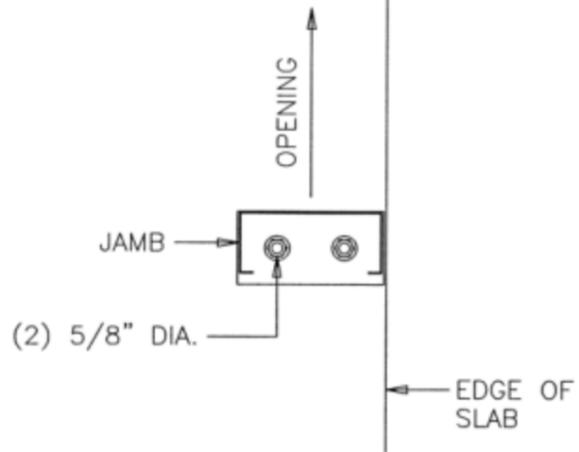
ENDWALL COLUMN BASE DETAIL

DETAIL (E4)



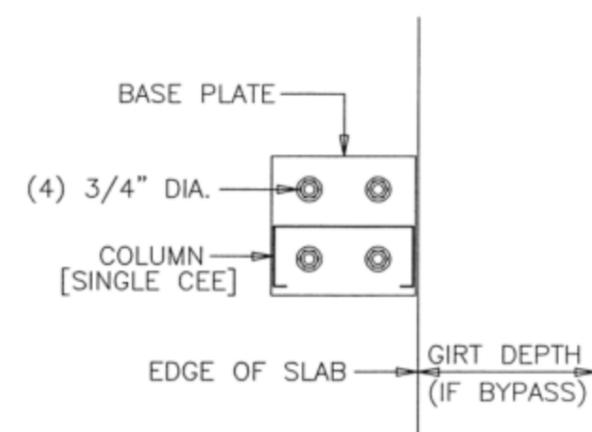
ENDWALL COLUMN BASE DETAIL

DETAIL (E5)



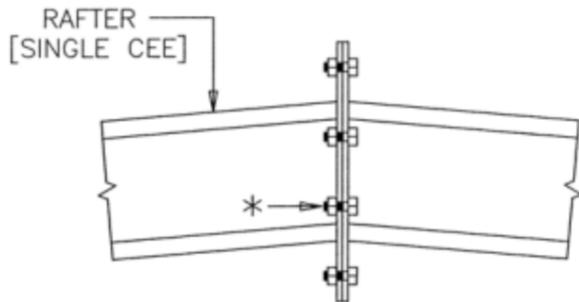
FRAMED OPENING JAMB BASE DETAIL

DETAIL (E8)



ENDWALL COLUMN BASE DETAIL

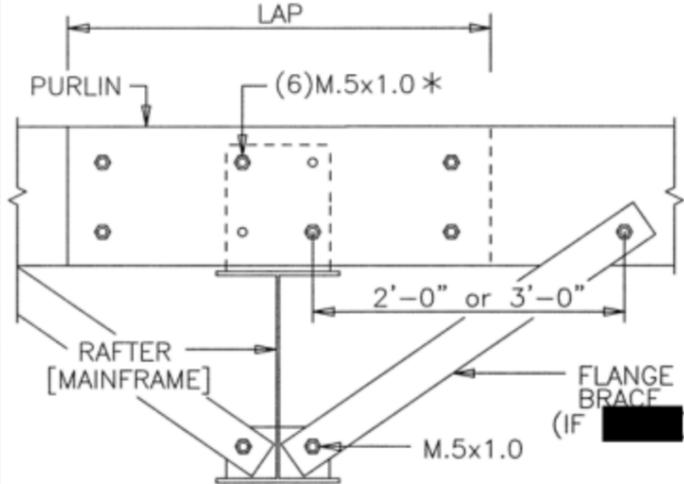
DETAIL (F10)



\* SEE DRAWING 4 FOR SIZE AND QUANTITY OF BOLTS.

RAFTER DETAIL AT RIDGE

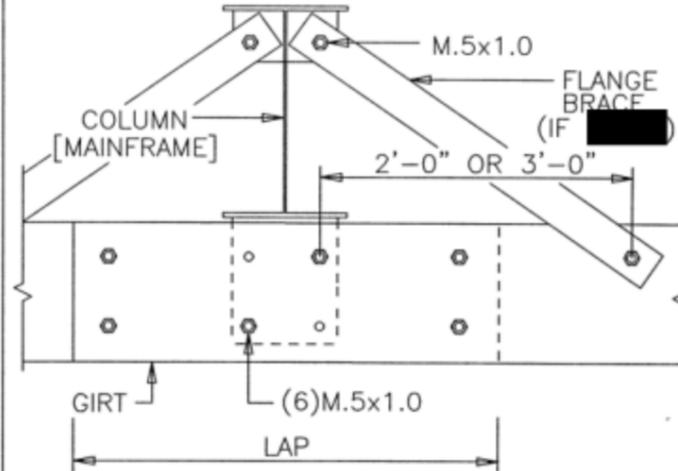
DETAIL (G2)



\* UNLESS NOTED ON DRAWING 2.

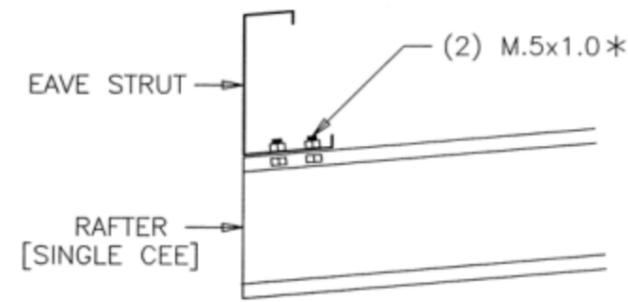
PURLIN TO MAINFRAME RAFTER

DETAIL (H2)



GIRT TO MAINFRAME COLUMN

DETAIL (I6)



\* UNLESS NOTED ON DRAWING 2.

EAVE STRUT CONNECTION AT ENDWALL

**Richard T. Smith**

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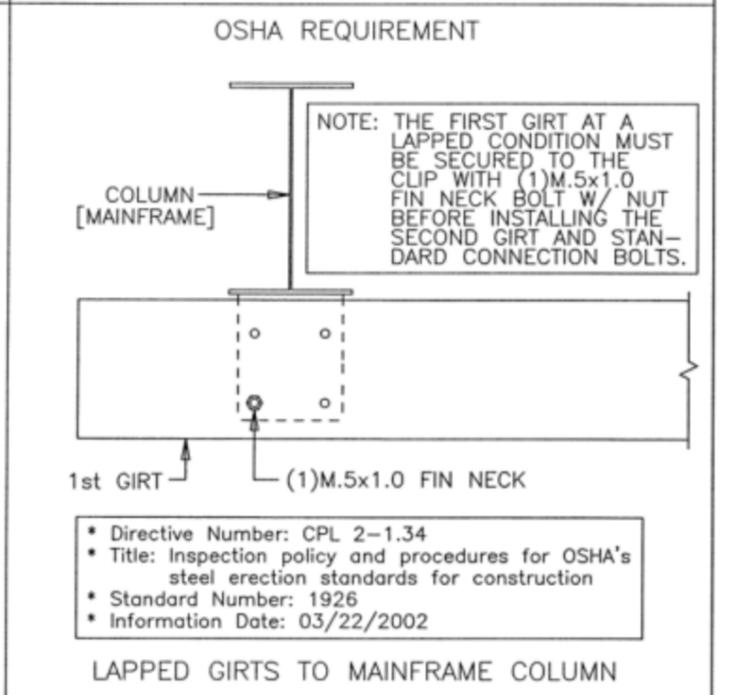
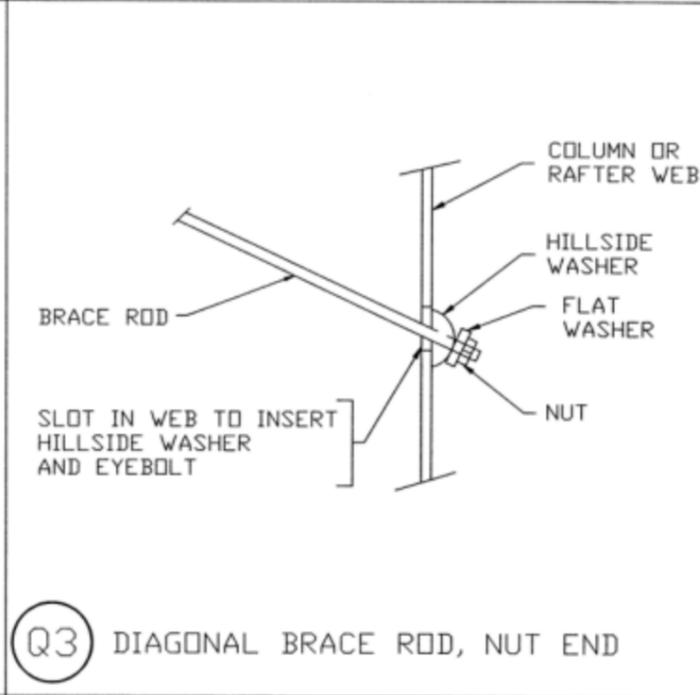
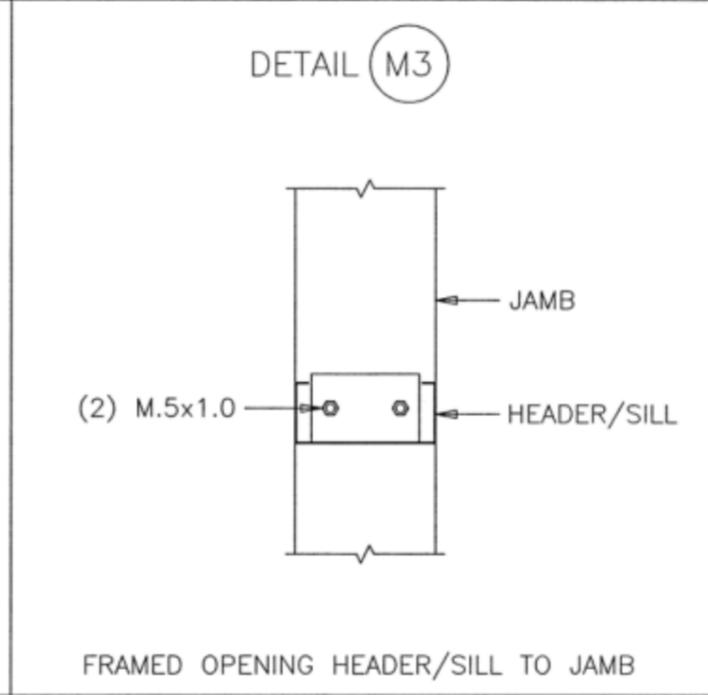
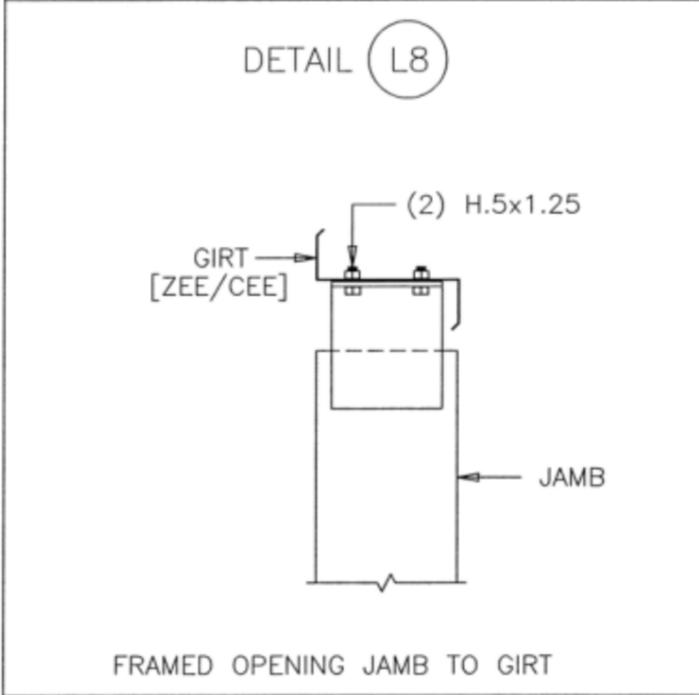
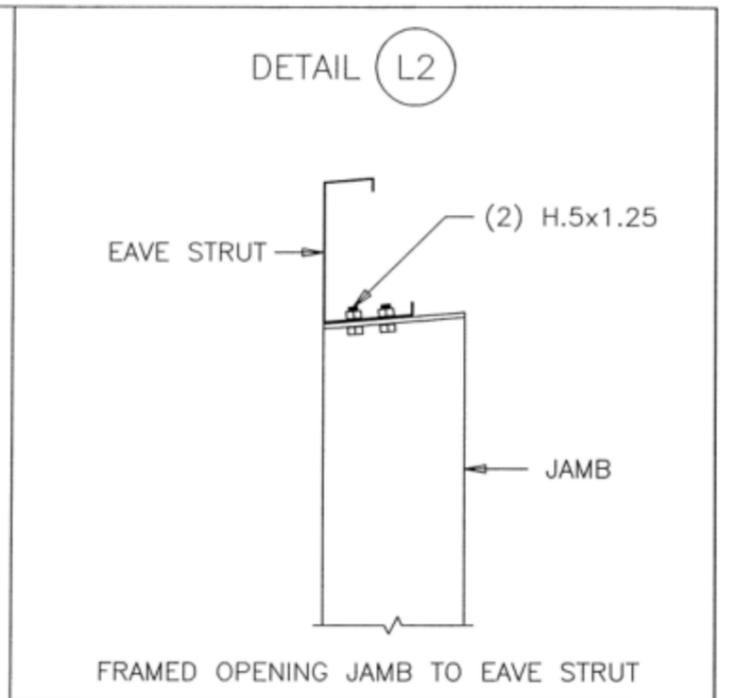
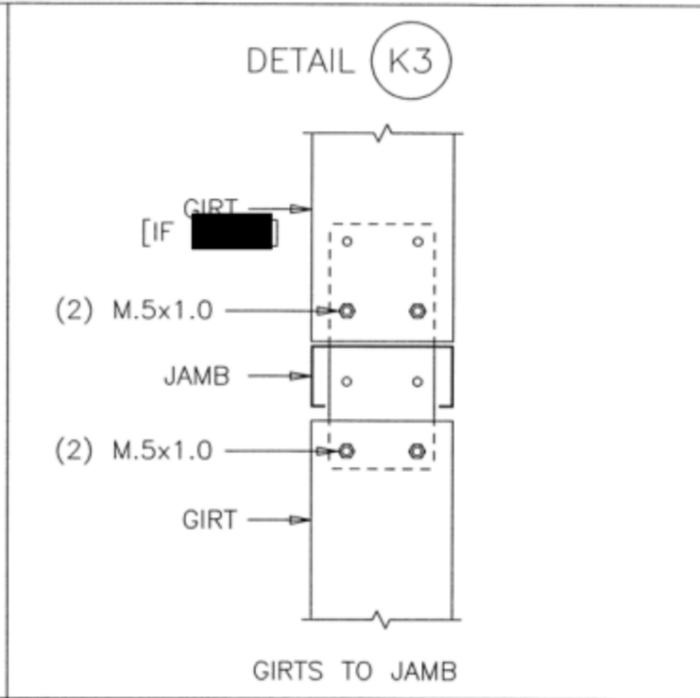
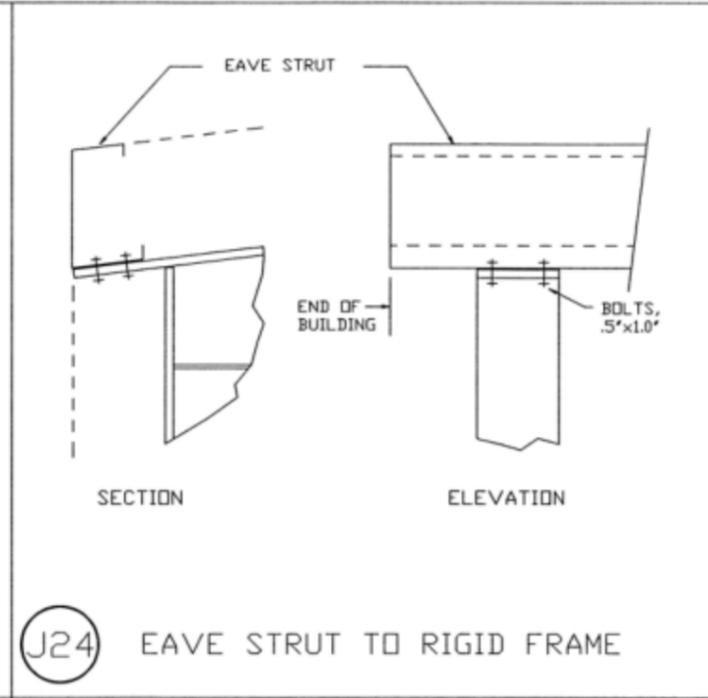
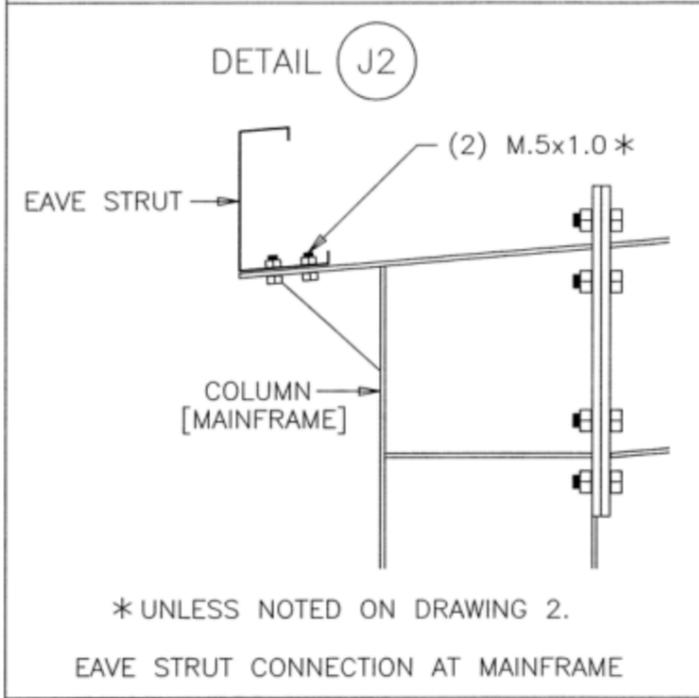
BUCK STEEL, INC.

CUSTOMER:  
PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY

REVISIONS	JOB NO: 2345	DATE: 10/ 8/12
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By Richard T Smith at 1:27 pm, Oct 11, 2012

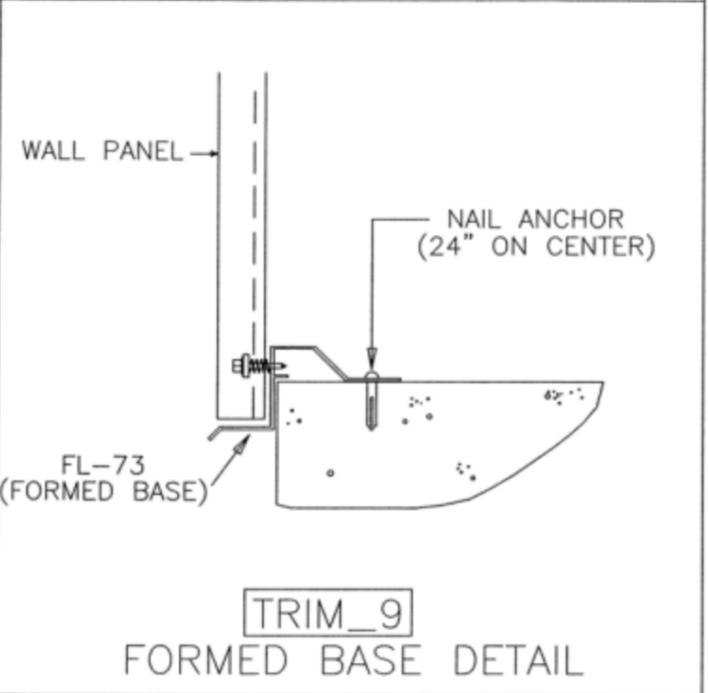
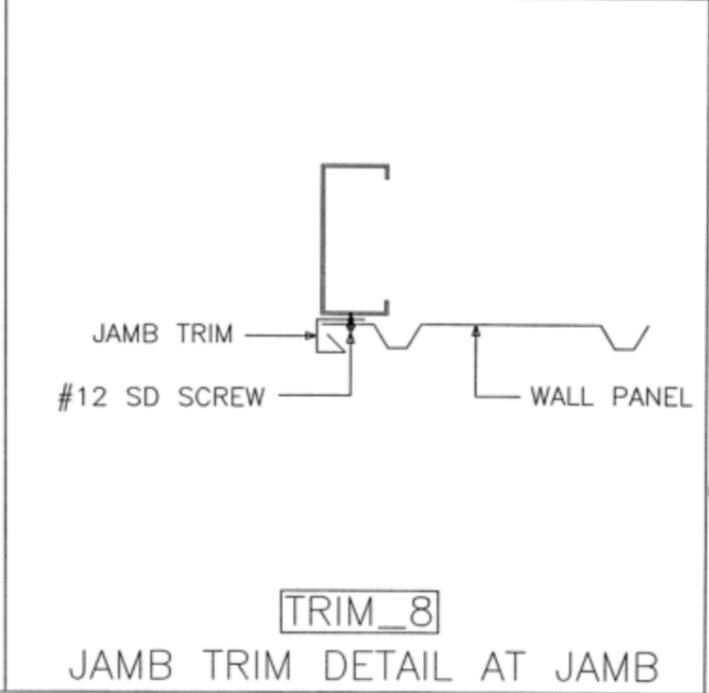
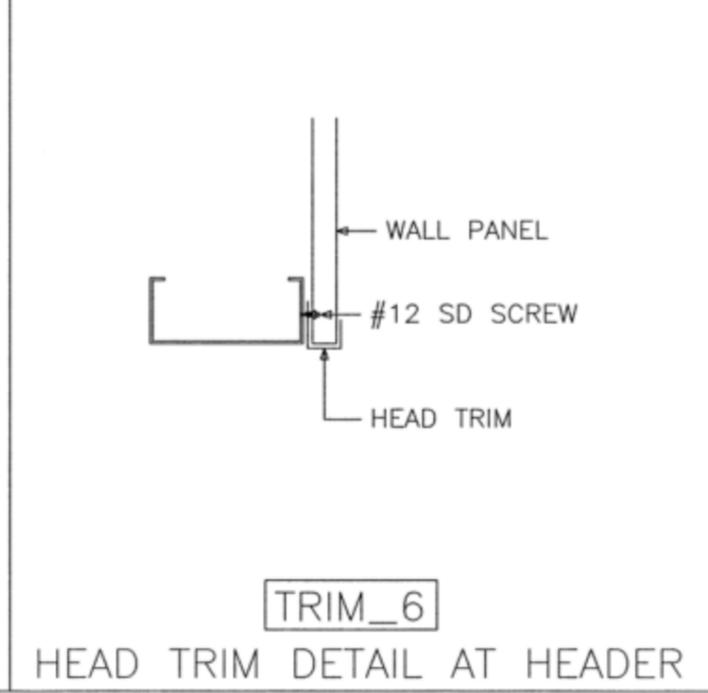
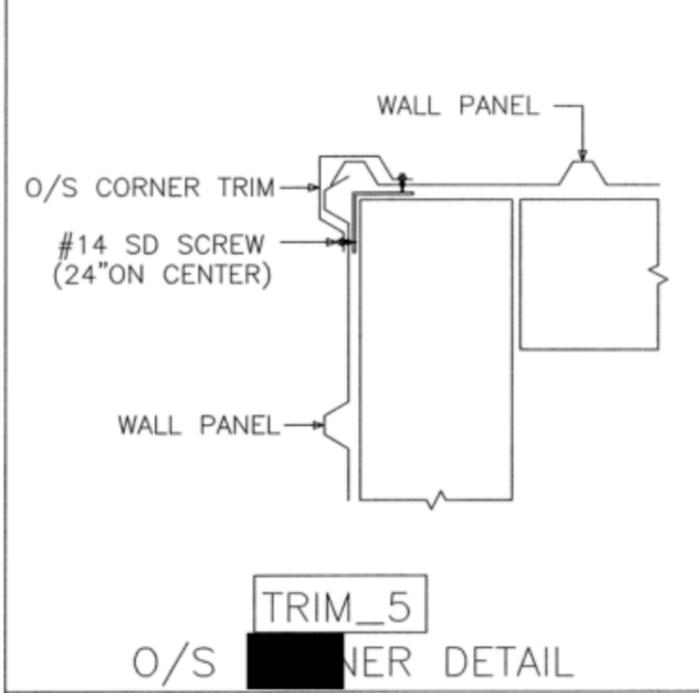
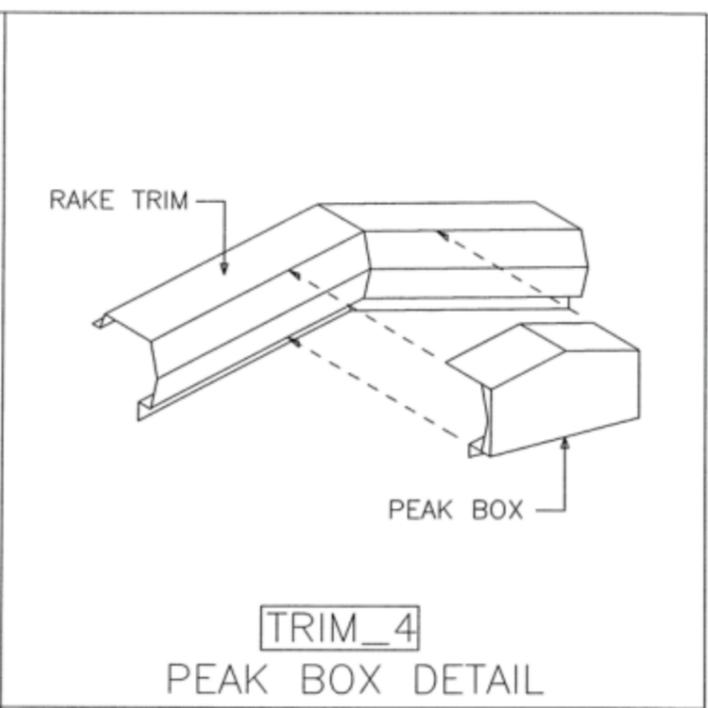
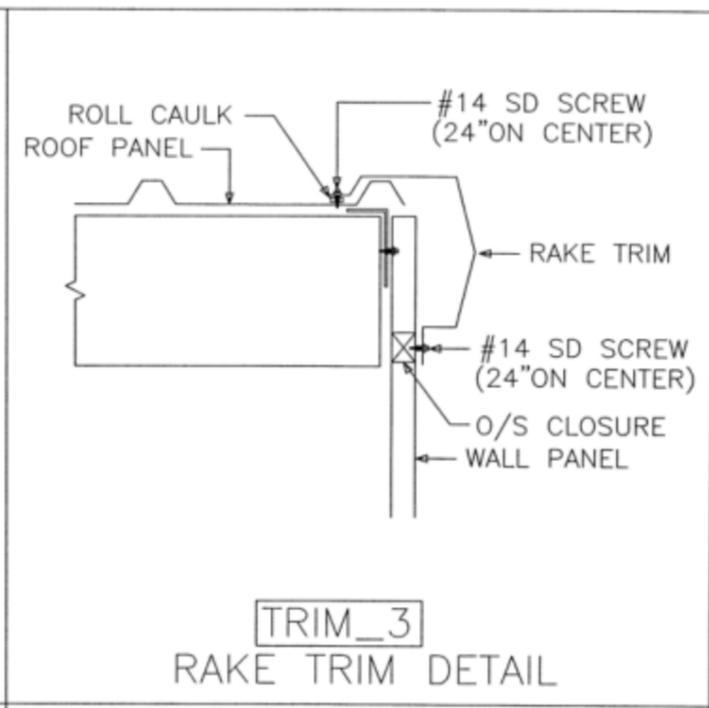
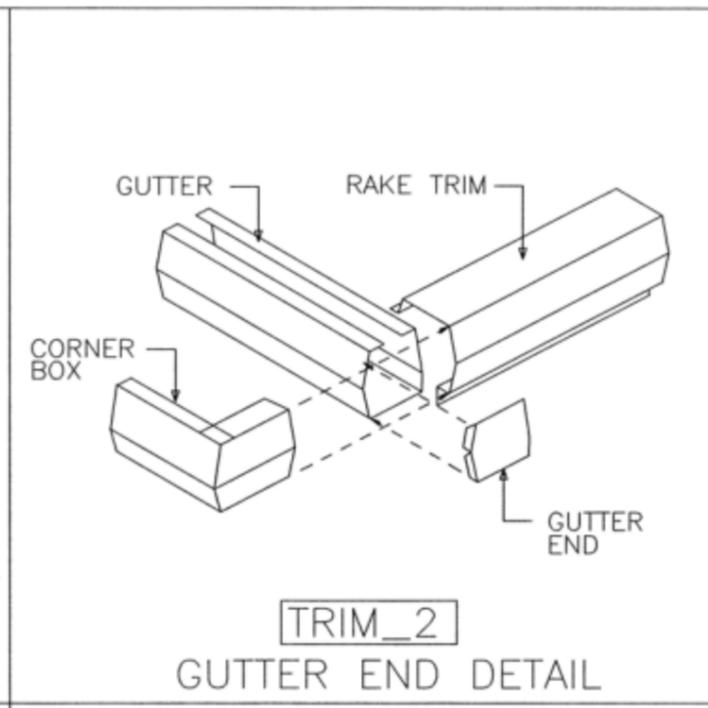
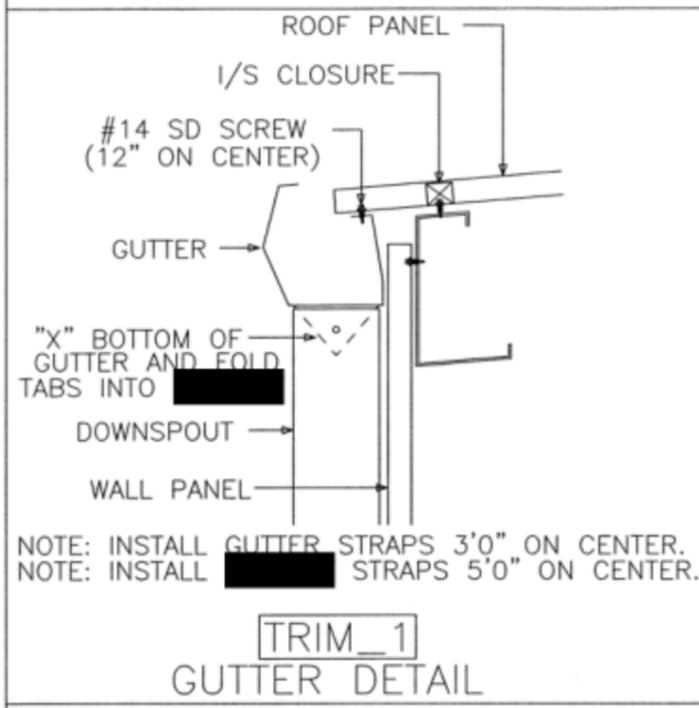


**Richard T. Smith**  
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**REVIEWED**  
 By Richard T Smith at 1:27 pm, Oct 11, 2012

BUCK STEEL, INC.			
CUSTOMER: PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY			
REVISIONS	JOB NO: 2345	DATE: 10/ 8/12	
(1)	LOCATION: RIVIERA BEACH, FL (EXPORT)		
(2)	DRAWING NAME: FRAMING DETAILS	SCALE: NONE	
(3)	DRAWING NO: PAGE 5.2	DRAWN BY: JLG	CHECKED BY: BHM



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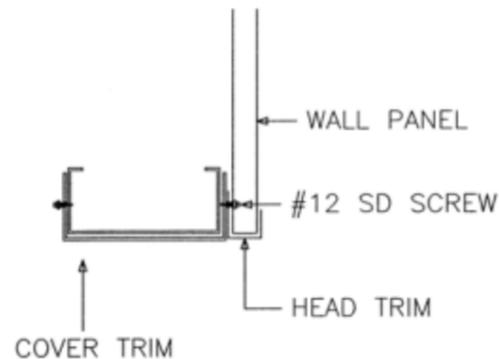


BUCK STEEL, INC.

CUSTOMER:  
 PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY

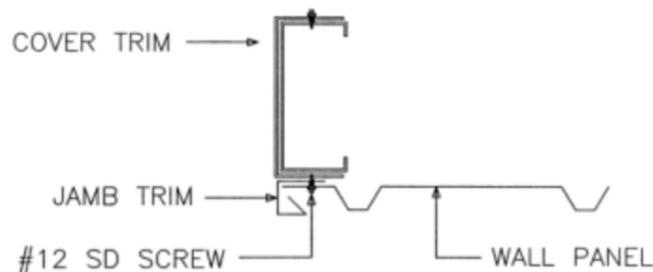
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**REVIEWED**  
 By Richard T Smith at 1:27 pm, Oct 11, 2012



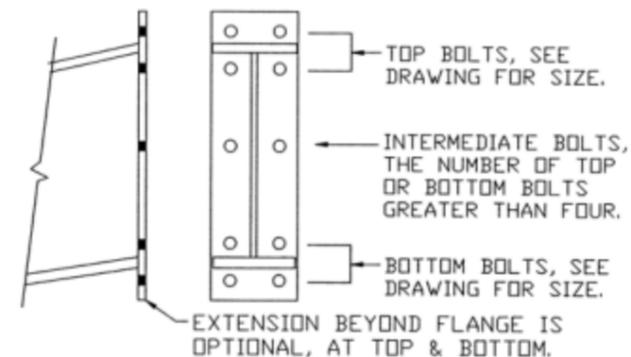
TRIM\_10

TRIM DETAIL AT HEADER



TRIM\_11

COVER TRIM DETAIL AT JAMB



U2 BOLTED END PLATE CONNECTION AT BUILDING PEAK

NOTE:  
THE PROPER TIGHTENING AND INSPECTION OF ALL FASTENERS IS THE RESPONSIBILITY OF THE ERECTOR. ALL HEAVY STRUCTURAL (A325, A490) BOLTS AND NUTS MUST BE TIGHTENED BY THE "TURN-OF-NUT" METHOD SHOWN BELOW. A325 AND A490 BOLTS ARE DESIGNATED BY MBM WITH A "H". (ex: H.63x2.0 OR H.75x2.75)

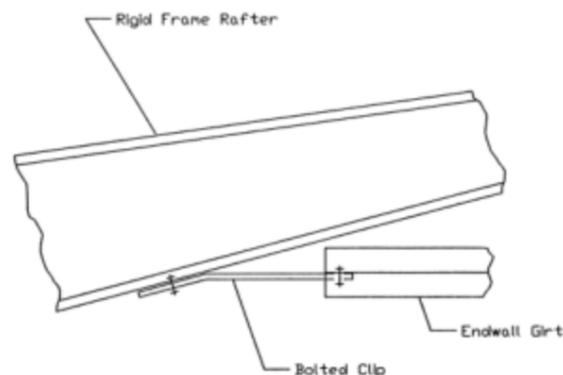
TURN-OF-NUT TIGHTENING:  
BOLTS SHALL BE INSTALLED IN ALL HOLES OF THE CONNECTION AND BROUGHT TO A SNUG-TIGHT CONDITION. SNUG TIGHT IS DEFINED AS THE TIGHTNESS THAT EXISTS WHEN THE PILES OF THE JOINT ARE IN FIRM CONTACT. THIS MAY BE ATTAINED BY A FEW IMPACTS OF AN IMPACT WRENCH OR THE FULL EFFORT OF A MAN USING AN ORDINARY SPUD WRENCH. SNUG TIGHTENING SHALL PROGRESS SYSTEMATICALLY FROM THE MOST RIGID PART OF THE CONNECTION TO THE FREE EDGES UNTIL ALL BOLTS ARE SIMULTANEOUSLY SNUG TIGHT AND THE CONNECTION IS FULLY COMPACTED. FOLLOWING THIS INITIAL OPERATION ALL BOLTS IN THE CONNECTION SHALL BE TIGHTENED FURTHER BY THE APPLICABLE AMOUNT OF ROTATION SPECIFIED IN THE TABLE BELOW. DURING THE OPERATION THERE SHALL BE NO ROTATION OF THE PART NOT TURNED BY THE WRENCH. TIGHTENING SHALL PROGRESS SYSTEMATICALLY FROM THE MOST RIGID PART OF THE JOINT TO THE FREE EDGES.

NUT ROTATION FROM SNUG-TIGHT CONDITION

BOLT LENGTH	REQUIRED ROTATION
UP TO AND INCLUDING 4 DIAMETERS	1/3 TURN
OVER 4 DIAMETERS BUT NOT EXCEEDING 8 DIAMETERS	1/2 TURN
OVER 8 DIAMETERS BUT NOT EXCEEDING 12 DIAMETERS	2/3 TURN

NOTES:[1] NUT ROTATION IS RELATIVE TO BOLT REGARDLESS OF THE ELEMENT (NUT OR BOLT) BEING TURNED.

[2] APPLICABLE ONLY TO CONNECTIONS IN WHICH ALL MATERIAL WITHIN THE GRIP OF THE BOLT IS STEEL.



W4 SECTION OF ENDWALL GIRTS TO RAFTER

MORTISE PREPPED PERSONNEL DOORS

ALL MORTISE PREPPED PERSONNEL DOORS COME AS RIGHTHAND REVERSED SWING.

(i.e. STANDING ON THE OUTSIDE OF THE BUILDING FACING THE DOOR, THE LOCK WILL BE ON THE LEFTHAND SIDE OF THE DOOR AND THE DOOR WILL SWING OUTWARD FROM THE BUILDING.)

ANY FIELD MODIFICATIONS ARE THE RESPONSIBILITY OF THE ERECTOR AND MBM IS NOT LIABLE FOR LABOR CHARGES NOR DAMAGES DUE TO ERROR.

TRIM NOTES:

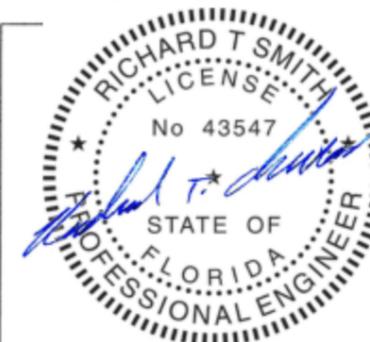
- [1] SEAL TRIM SPLICES WITH TUBE CAULK.
- [2] SECURE GUTTER SPLICES AND END PLUGS WITH RIVETS.
- [3] SECURE ALL OTHER ROOF TRIM SPLICES WITH TRIM SCREWS UNLESS NOTED OTHERWISE.
- [4] TRIM SCREWS ARE LOCATED 24" ON CENTER UNLESS NOTED OTHERWISE.

**Richard T. Smith**

PE # 43547

102 Main Street Ste#212

Lagrange, Georgia Ph: (706) 888-4874



**REVIEWED**

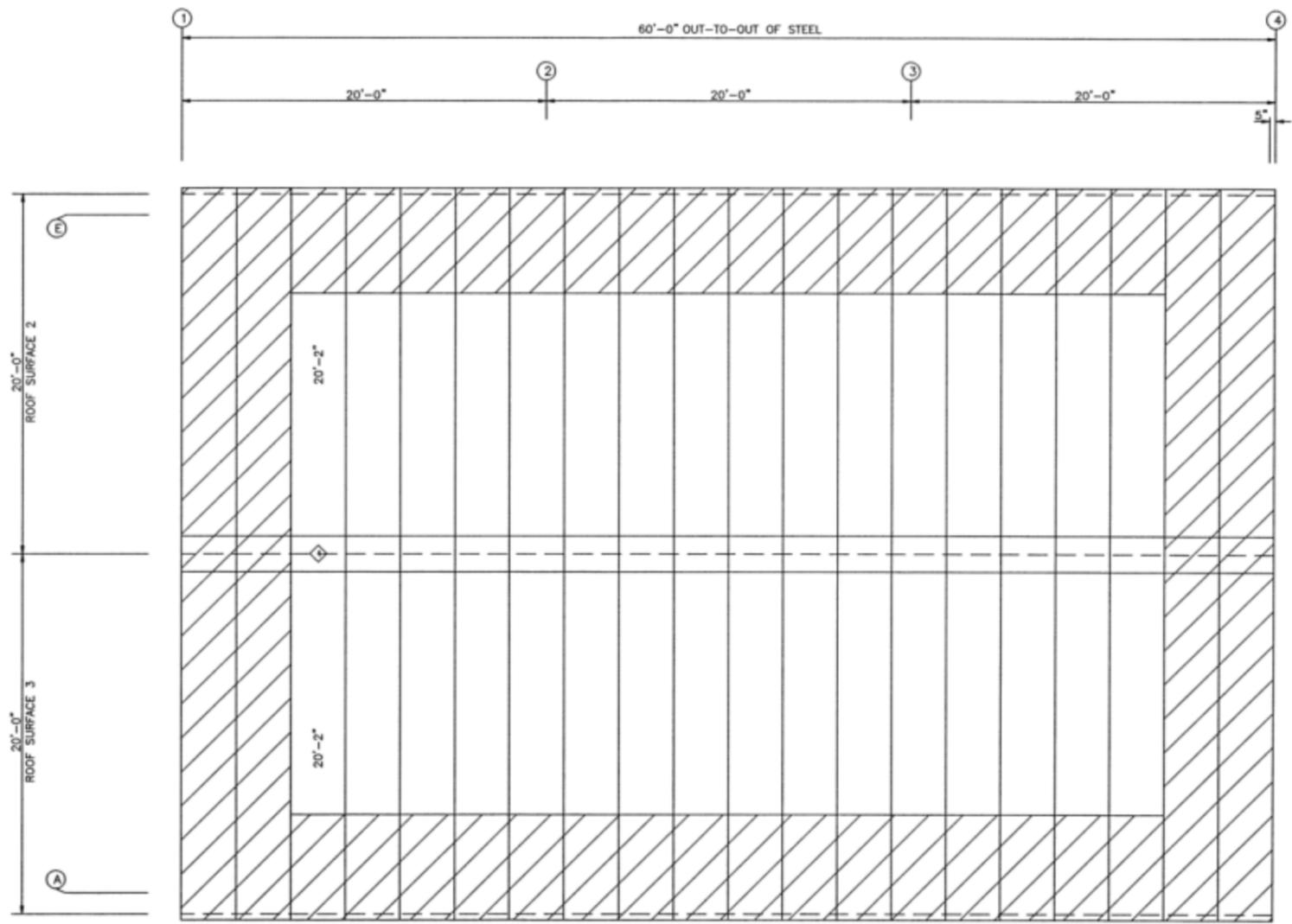
By Richard T Smith at 1:27 pm, Oct 11, 2012

BUCK STEEL, INC.

CUSTOMER:  
PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY

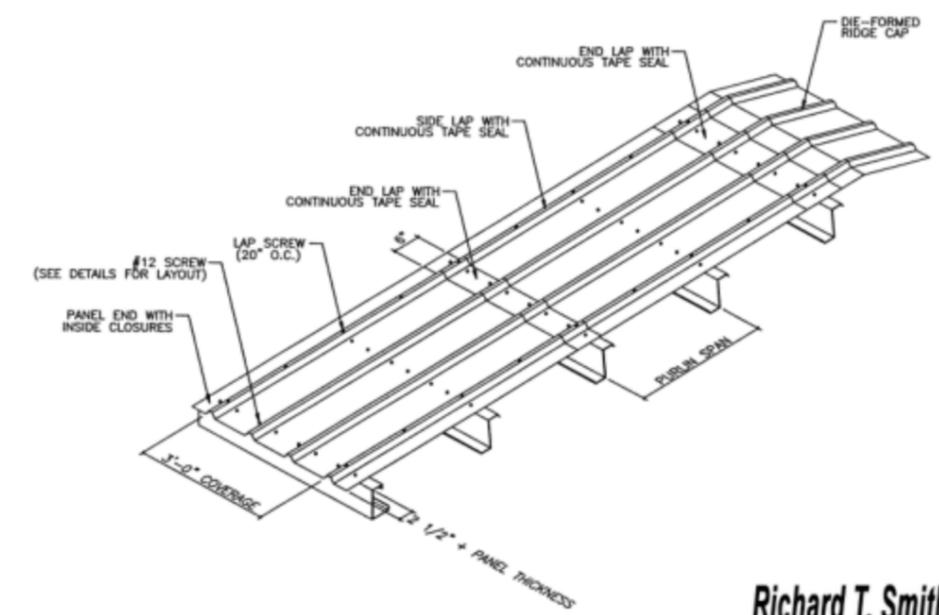
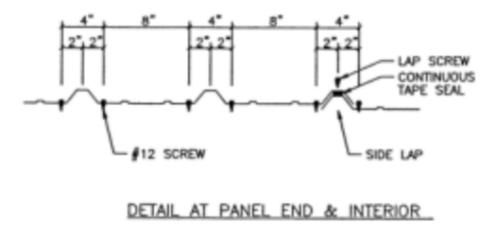
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[2]	LOCATION: RIVIERA BEACH, FL (EXPORT)	
[3]	DRAWING NAME: FRAMING DETAILS	SCALE: NONE
	DRAWING NO: PAGE 5.4	DRAWN BY: JLG
		CHECKED BY: BHM

TRIM TABLE		
ROOF PLAN		
ID	PART	LENGTH
1	D/F CAP	3'-0"



ROOF SHEETING PLAN  
PANELS: 24 GA. PBR - GALVALUME

 = UL90 SCREW PATTERN.  
6'-0" x 6'-0" OR NEXT NEAREST PURLIN

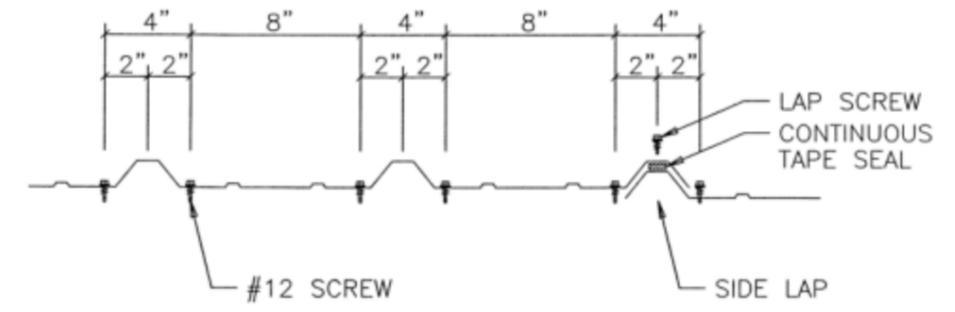
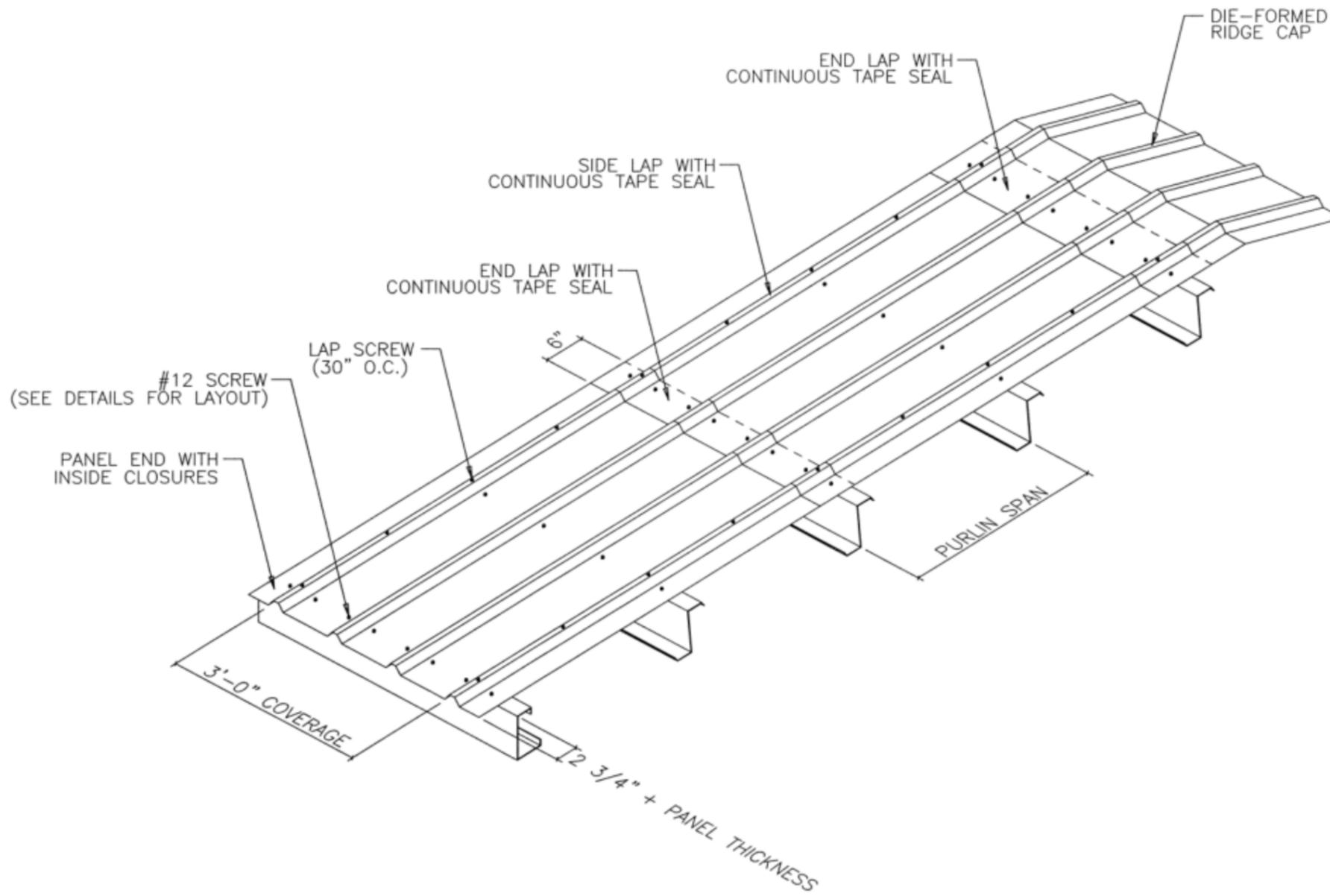


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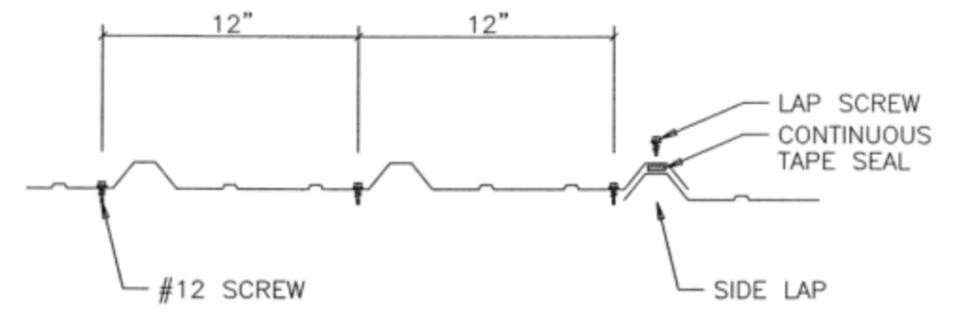


BUCK STEEL, INC.			
CUSTOMER: PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY			
REVISIONS	JOB NO: 2345	DATE: 10/10/12	
[1]	LOCATION: RIVIERA BEACH, FL (EXPORT)		
[2]	DRAWING NAME: ROOF PANELS & TRIM	SCALE: NONE	
[3]	DRAWING NO: PAGE 6	DRAWN BY: JLG	CHECKED BY: BHM

**REVIEWED**  
By Richard T Smith at 1:27 pm, Oct 11, 2012



DETAIL AT PANEL END

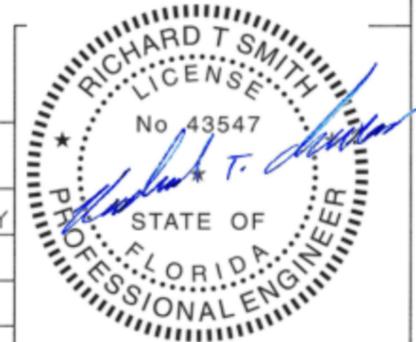


DETAIL AT INTERIOR OF PANEL

NOTES:

- [1] ALL END LAPS MUST BE A MINIMUM OF 6".
- [2] METAL SHAVINGS MUST BE SWEEPED FROM THE ROOF EACH DAY DURING ERECTION TO PREVENT SURFACE RUSTING.
- [3] TAPE SEAL MUST BE APPLIED WITH NO GAPS OR BREAKS.
- [4] #12 SCREWS ARE USED TO ATTACH THE PANEL TO THE PURLINS. #14 LAP SCREWS ARE USED AT THE PANEL-TO-PANEL ATTACHMENTS. ALL FASTENERS ARE SELF-DRILLING.

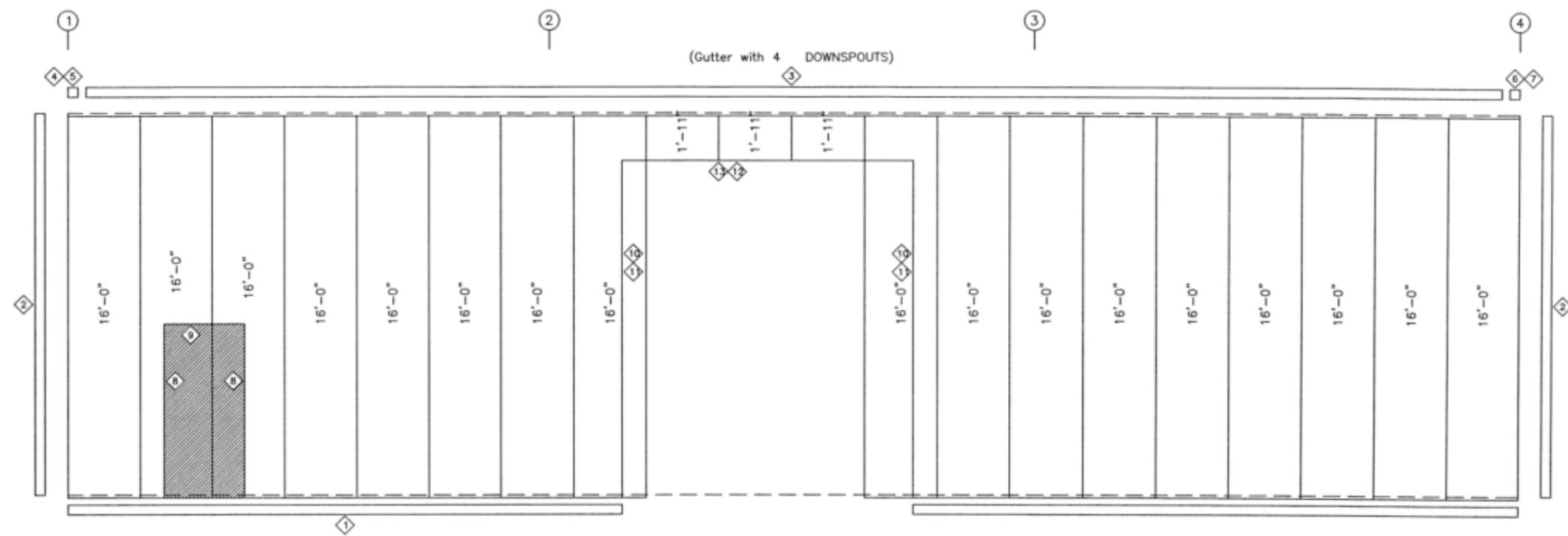
**Richard T. Smith**  
 PE # 43547  
 102 Main Street Ste#212  
 Lagrange, Georgia Ph: (706) 888-4874



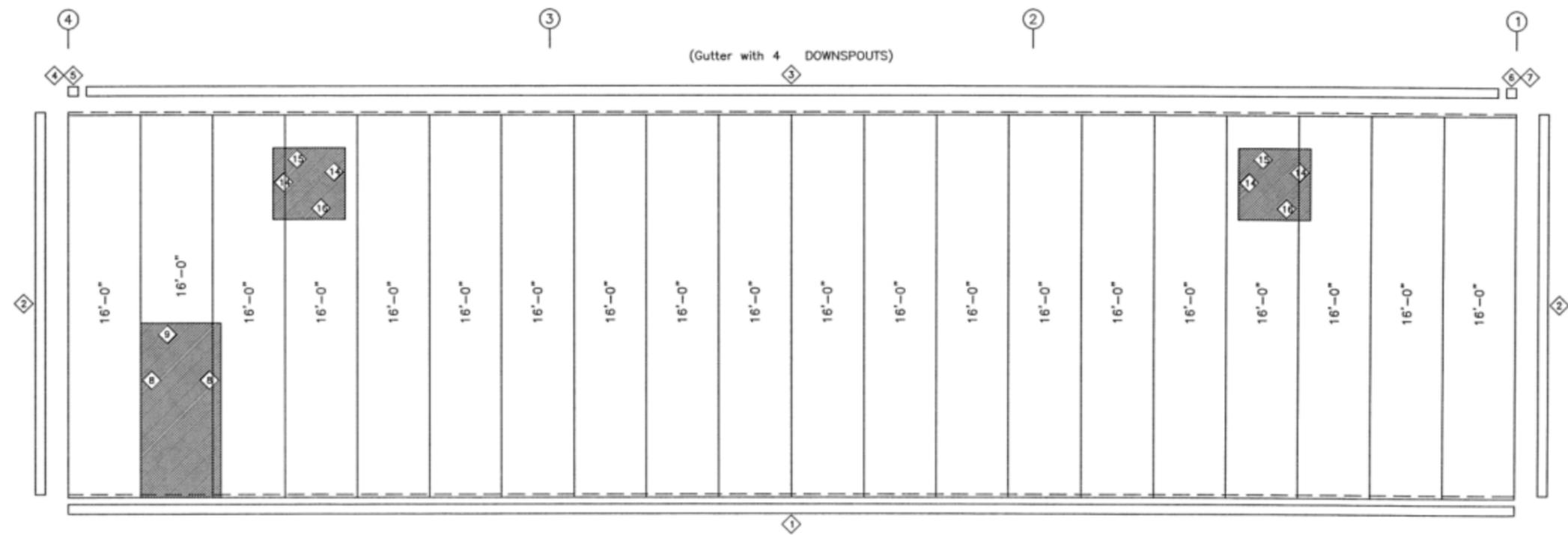
BUCK STEEL, INC.			
CUSTOMER: PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY			
JOB NO: 2345		DATE: 10/ 8/12	
LOCATION: RIVIERA BEACH, FL (EXPORT)			
DRAWING NAME: ROOF PANEL DETAILS			SCALE: NONE
DRAWING NO: PAGE 6.1		DRAWN BY: JLG	CHECKED BY: BHM

**REVIEWED**  
 By Richard T Smith at 1:27 pm, Oct 11, 2012

TRIM TABLE FRAME LINE A & E			
ID	PART	LENGTH	DETAIL
1	FL-73	20'-0"	TRIM_9
2	O/S CORN	16'-2"	TRIM_5
3	GUTTER	20'-3"	TRIM_1
4	GUTEND L	1"	TRIM_2
5	CORBOX L	1'-0"	TRIM_2
6	GUTEND R	1"	TRIM_2
7	CORBOX R	1'-0"	TRIM_2
8	R JAMB	7'-5"	TRIM_8
9	R HEAD	3'-7"	TRIM_6
10	CT10	14'-1"	TRIM_11
11	R JAMB	14'-3"	TRIM_8
12	CT10	12'-0"	TRIM_10
13	R HEAD	12'-3"	TRIM_6
14	R JAMB	3'-3"	TRIM_8
15	R HEAD	3'-3"	TRIM_6
16	R HEAD	3'-3"	TRIM_7



SIDEWALL SHEETING & TRIM: FRAME LINE A  
PANELS: 24 GA. PBR - COLOR



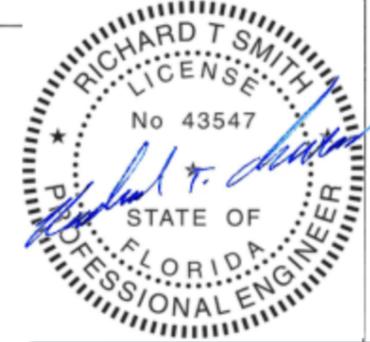
SIDEWALL SHEETING & TRIM: FRAME LINE E  
PANELS: 24 GA. PBR - COLOR

BUCK STEEL, INC.

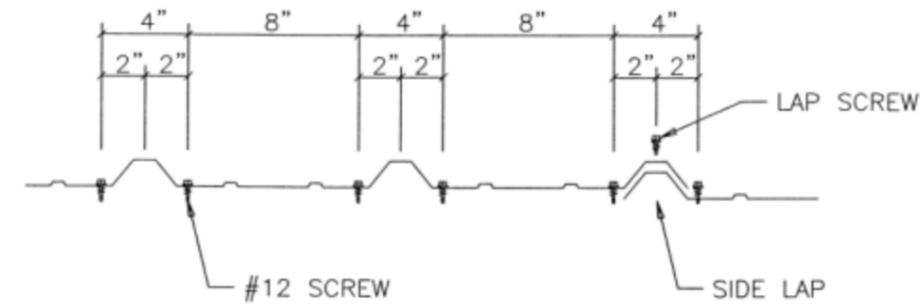
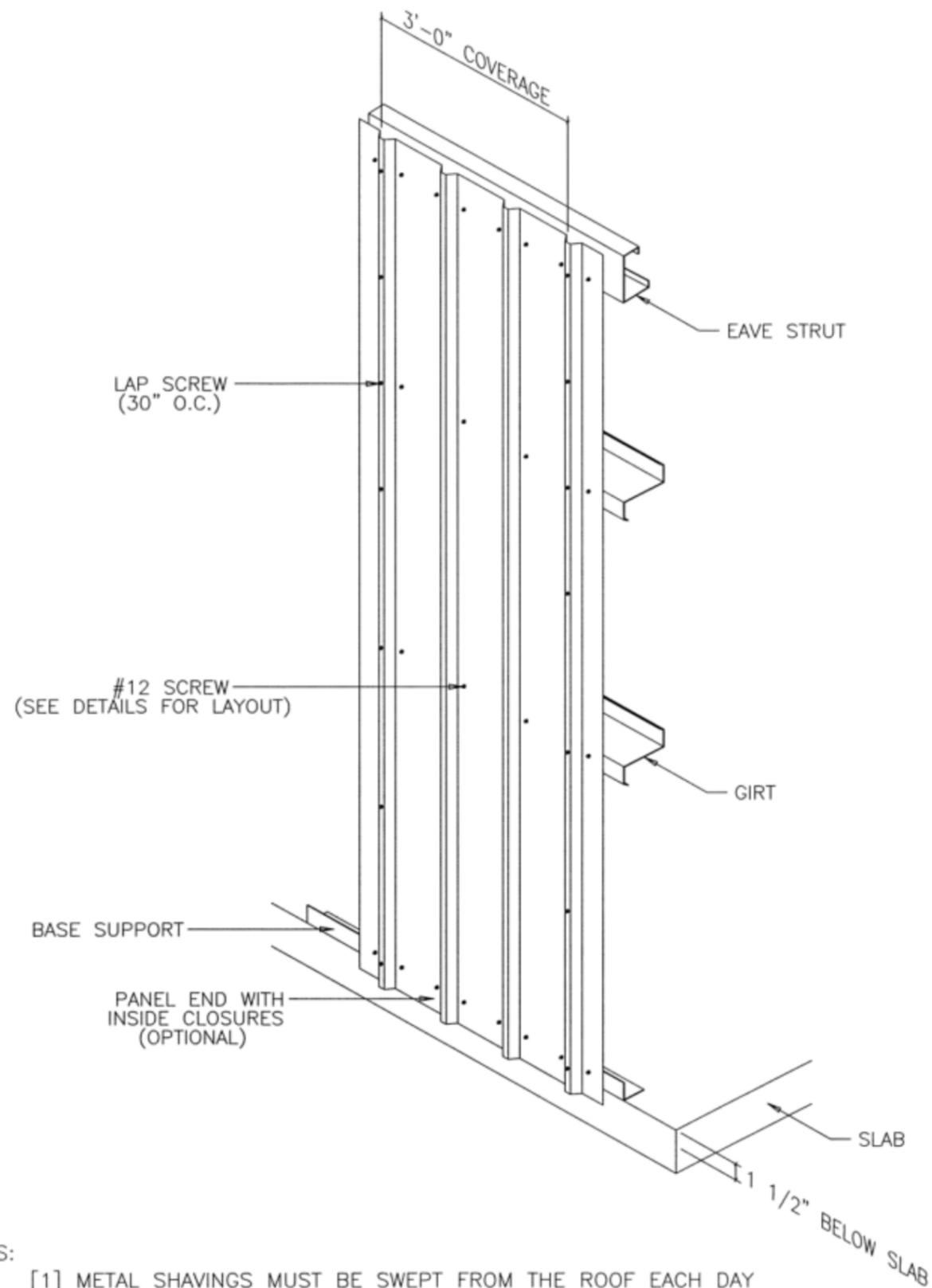
CUSTOMER:  
PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY

REVISIONS	JOB NO:	DATE:
[1]	2345	10/10/12
[2]	LOCATION: RIVIERA BEACH, FL (EXPORT)	
[3]	DRAWING NAME: SIDEWALL PANELS & TRIM	SCALE: NONE
	DRAWING NO: PAGE 7	DRAWN BY: JLG CHECKED BY: BHM

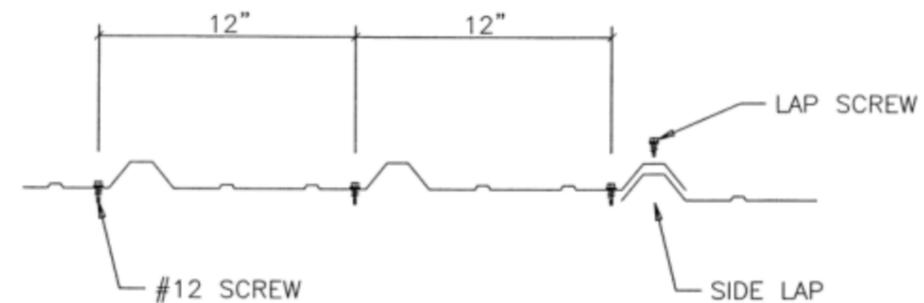
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Lagrange, Georgia Ph: (706) 888-4874



**REVIEWED**  
By Richard T Smith at 1:27 pm, Oct 11, 2012



DETAIL AT PANEL END  
 DETAIL AT HEADER/SILL  
 DETAIL AT PARTIAL WALL



DETAIL AT INTERIOR OF PANEL

NOTES:

- [1] METAL SHAVINGS MUST BE SWEEPED FROM THE ROOF EACH DAY DURING ERECTION TO PREVENT SURFACE RUSTING.
- [2] #12 SCREWS ARE USED TO ATTACH THE PANEL TO THE PURLINS. #14 LAP SCREWS ARE USED AT THE PANEL-TO-PANEL ATTACHMENTS. ALL FASTENERS ARE SELF-DRILLING.

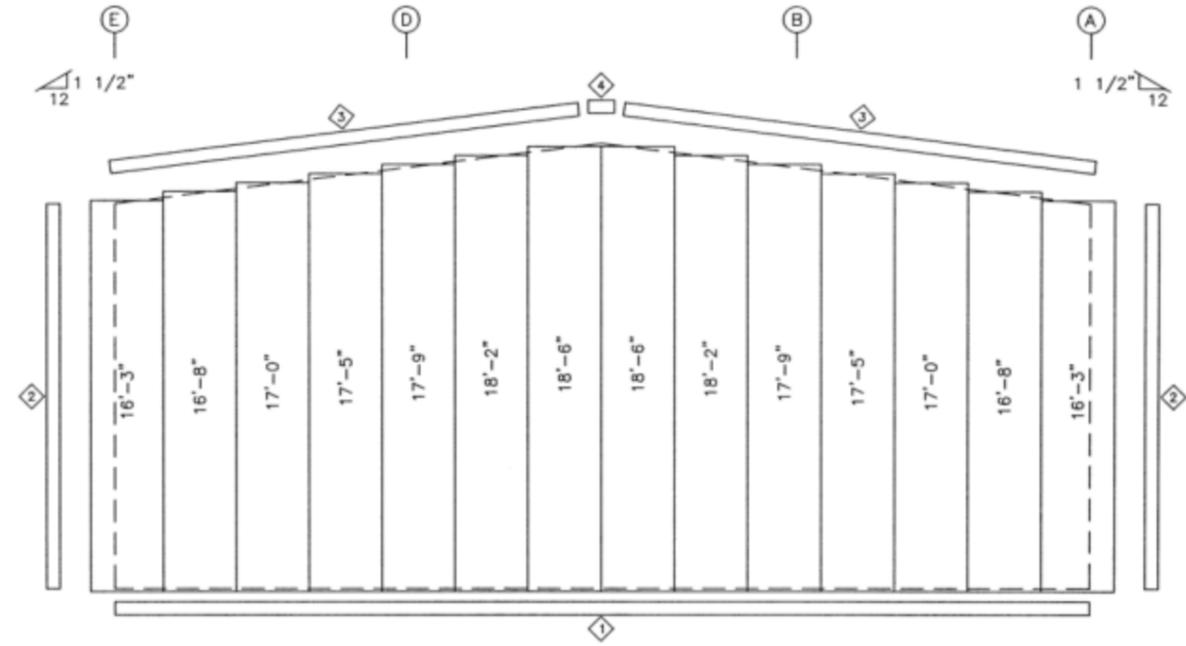
**Richard T. Smith**  
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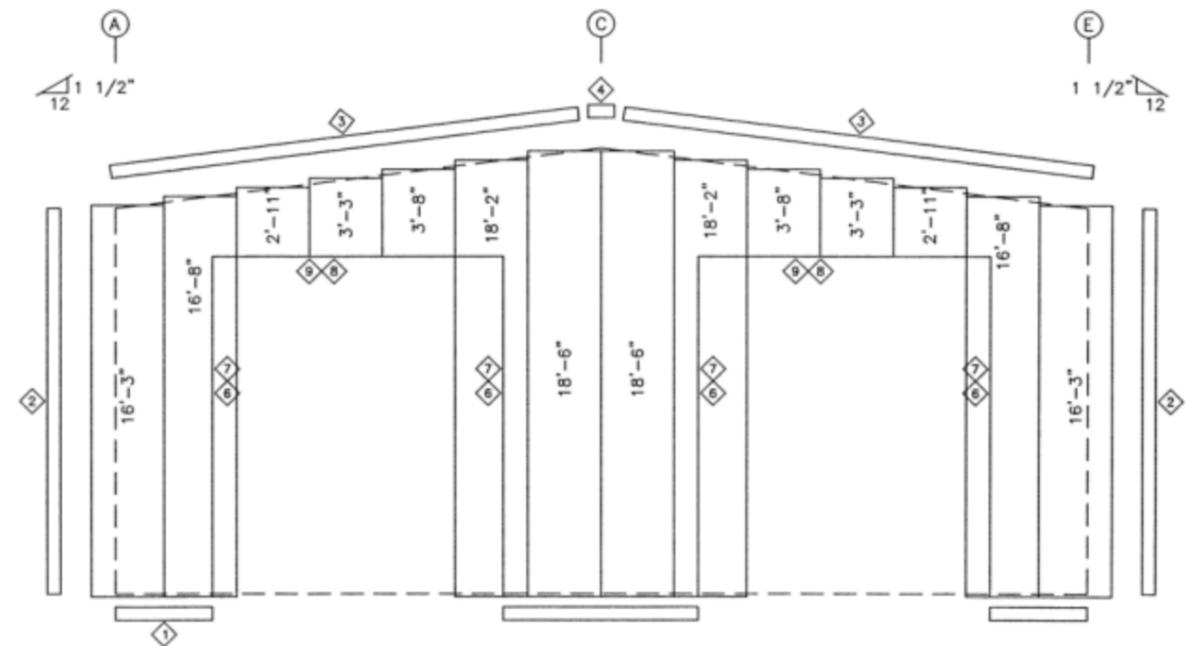
**REVIEWED**  
 By Richard T Smith at 1:27 pm, Oct 11, 2012

BUCK STEEL, INC.			
CUSTOMER: PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY			
JOB NO: 2345		DATE: 10/ 8/12	
LOCATION: RIVIERA BEACH, FL (EXPORT)			
DRAWING NAME: SIDEWALL PANEL DETAILS			SCALE: NONE
DRAWING NO: PAGE 7.1		DRAWN BY: JLG	CHECKED BY: BHM

TRIM TABLE			
FRAME LINE 1 & 4			
ID	PART	LENGTH	DETAIL
1	FL-73	20'-0"	TRIM_1
2	O/S CORN	16'-2"	TRIM_5
3	RAKE TRM	20'-2"	TRIM_3
4	PEAK BOX	1'-4"	TRIM_4
6	CT10	14'-1"	TRIM_11
7	R JAMB	14'-3"	TRIM_8
8	CT10	12'-0"	TRIM_10
9	R HEAD	12'-3"	TRIM_6



ENDWALL SHEETING & TRIM: FRAME LINE 1  
 PANELS: 24 GA. PBR - COLOR



ENDWALL SHEETING & TRIM: FRAME LINE 4  
 PANELS: 24 GA. PBR - COLOR

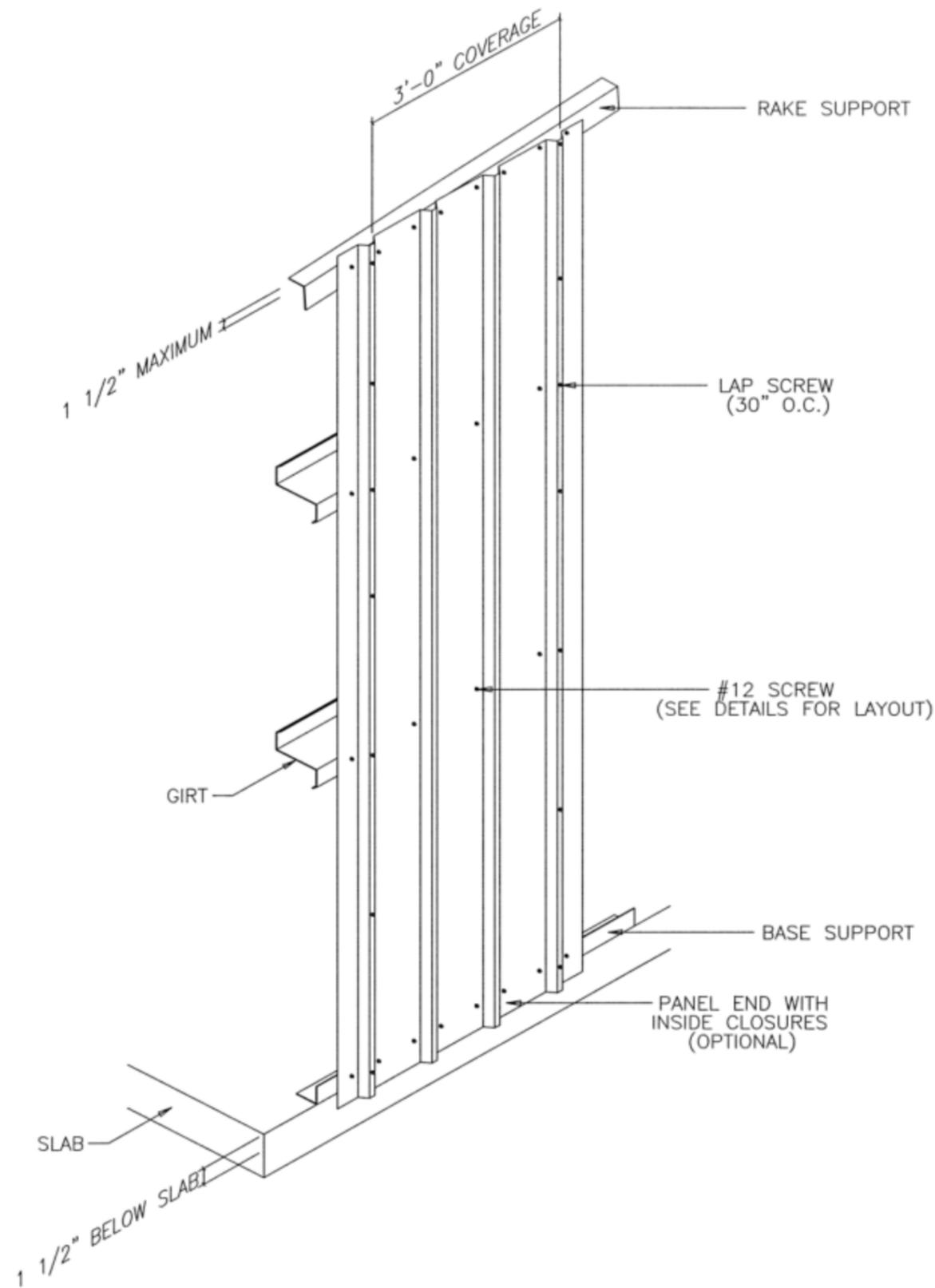
**Richard T. Smith**  
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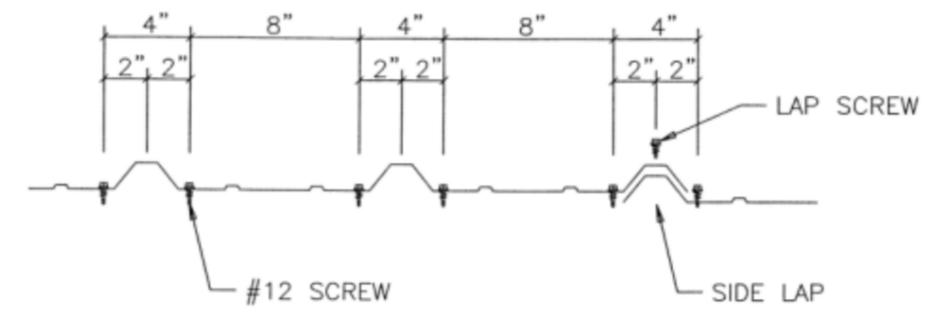
**REVIEWED**  
 By Richard T Smith at 1:27 pm, Oct 11, 2012

BUCK STEEL, INC.			
CUSTOMER: PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY			
JOB NO: 2345		DATE: 10/10/12	
LOCATION: RIVIERA BEACH, FL (EXPORT)			
DRAWING NAME: ENDWALL PANELS & TRIM			SCALE: NONE
DRAWING NO: PAGE 8		DRAWN BY: JLG	CHECKED BY: BHM

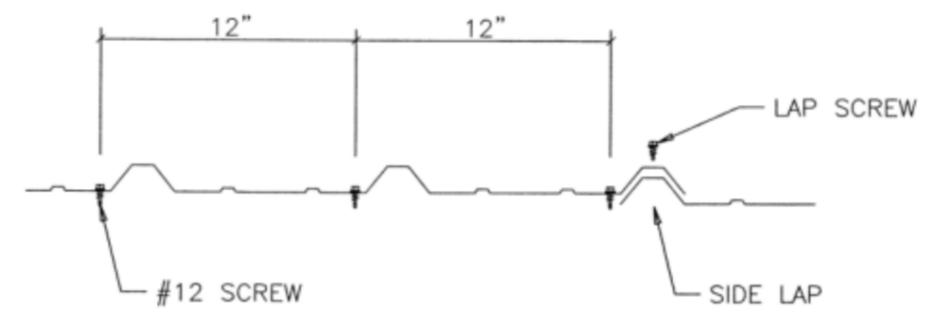
REVISIONS	DESCRIPTION
[1]	
[2]	
[3]	



- NOTES:
- [1] METAL SHAVINGS MUST BE SWEEPED FROM THE ROOF EACH DAY DURING ERECTION TO PREVENT SURFACE RUSTING.
  - [2] #12 SCREWS ARE USED TO ATTACH THE PANEL TO THE PURLINS. #14 LAP SCREWS ARE USED AT THE PANEL-TO-PANEL ATTACHMENTS. ALL FASTENERS ARE SELF-DRILLING.



DETAIL AT PANEL END  
 DETAIL AT HEADER/SILL  
 DETAIL AT PARTIAL WALL



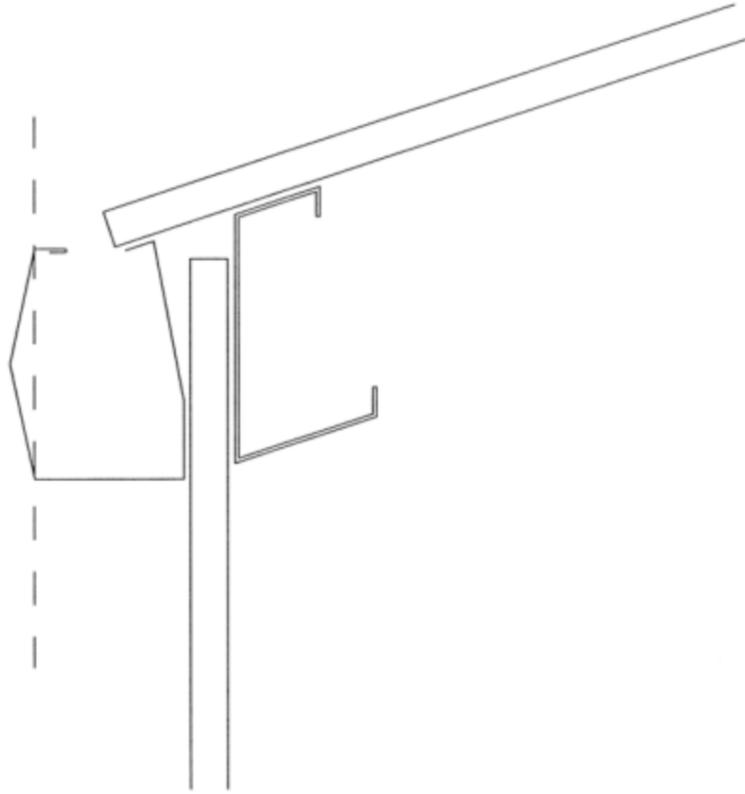
DETAIL AT INTERIOR OF PANEL

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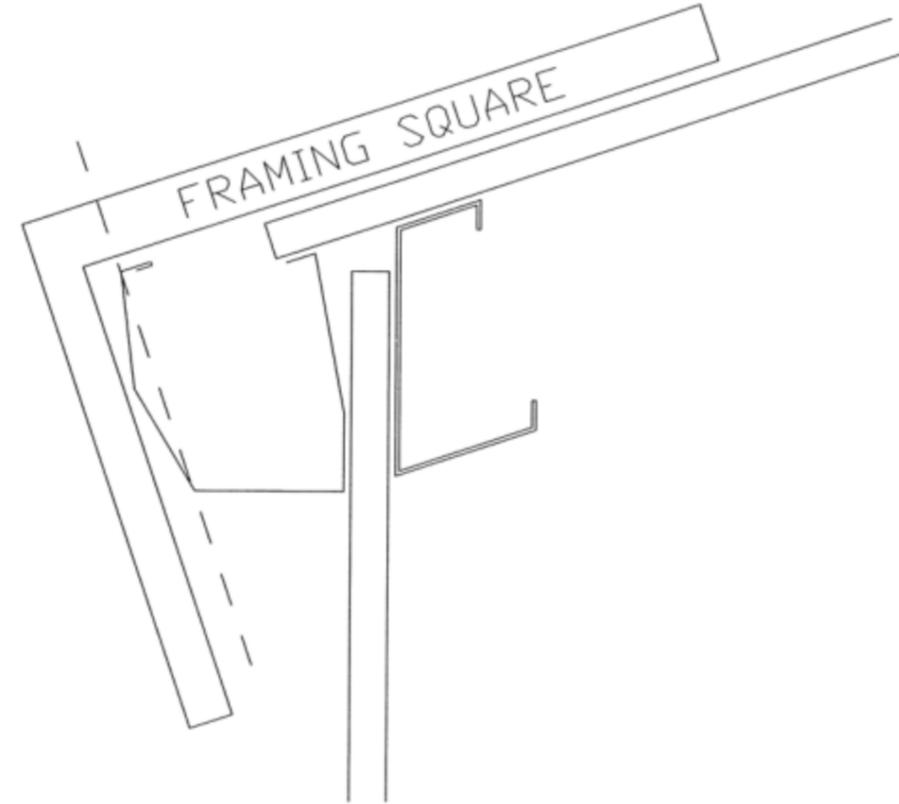


**REVIEWED**  
 By Richard T Smith at 1:27 pm, Oct 11, 2012

BUCK STEEL, INC.			
CUSTOMER: PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY			
JOB NO: 2345		DATE: 10/ 8/12	
LOCATION: RIVIERA BEACH, FL (EXPORT)			
DRAWING NAME: ENDWALL PANEL DETAILS			SCALE: NONE
DRAWING NO: PAGE 8.1		DRAWN BY: JLG	CHECKED BY: BHM



DO NOT INSTALL GUTTER WITH  
OUTSIDE FACE PERPENDICULAR  
TO THE GROUND.



INSTALL GUTTER WITH  
OUTSIDE FACE PERPENDICULAR  
TO THE ROOF.

## GUTTER INSTALLATION DETAIL

**Richard T. Smith**  
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102 Main Street Ste#212  
Lagrange, Georgia Ph: (706) 888-4874



BUCK STEEL, INC.			
CUSTOMER: PORT OF PALM BEACH FCL CARGO TRANSFER FACILITY			
REVISIONS	JOB NO: 2345	DATE: 10/ 8/12	
[1]	LOCATION: RIVIERA BEACH, FL (EXPORT)		
[2]	DRAWING NAME: GUTTER INSTALLATION DETAIL	SCALE: NONE	
[3]	DRAWING NO: PAGE 9	DRAWN BY: JLG	CHECKED BY: BHM

**REVIEWED**  
By Richard T Smith at 1:27 pm, Oct 11, 2012