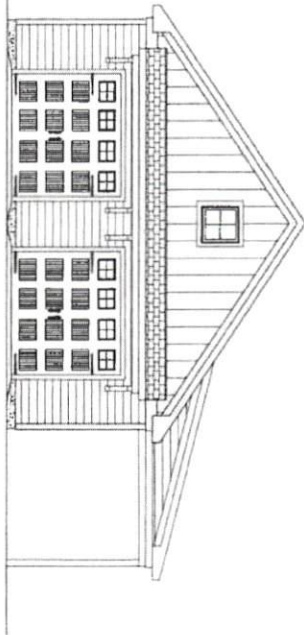


TYNDALL GARAGE



<p>BUILDER CONTACT INFO</p>	<p>ELECTRICAL NOTES</p>	<p>PLUMBING NOTE</p>	<p>PAINTING NOTES</p>
<p>GENERAL NOTES</p>	<p>FLOORING NOTES</p>	<p>TRIM NOTES</p>	<p>DRYWALL NOTES</p>

It is the responsibility of the builder to ensure that all work is in accordance with the latest edition of all applicable National, State, and Local Building Codes. It is the responsibility of the builder to check all dimension and details for overall accuracy appropriate to the local on site conditions. The draftsman is not an architectural firm and assumes no liability for structural or architectural design integrity. Every effort has been made to ensure all dimensions are correct and governmental regulations have been met. If an error or omission does occur it is the sole responsibility of the contractor to correct the error and not the responsibility of the draftsman. This plan has been prepared for the contractor and the Draftsman has no knowledge of, or is responsible for, any copy right infringement. The contractor takes sole responsibility for everything on this plan.

J Lee Designs
Dream Create Live

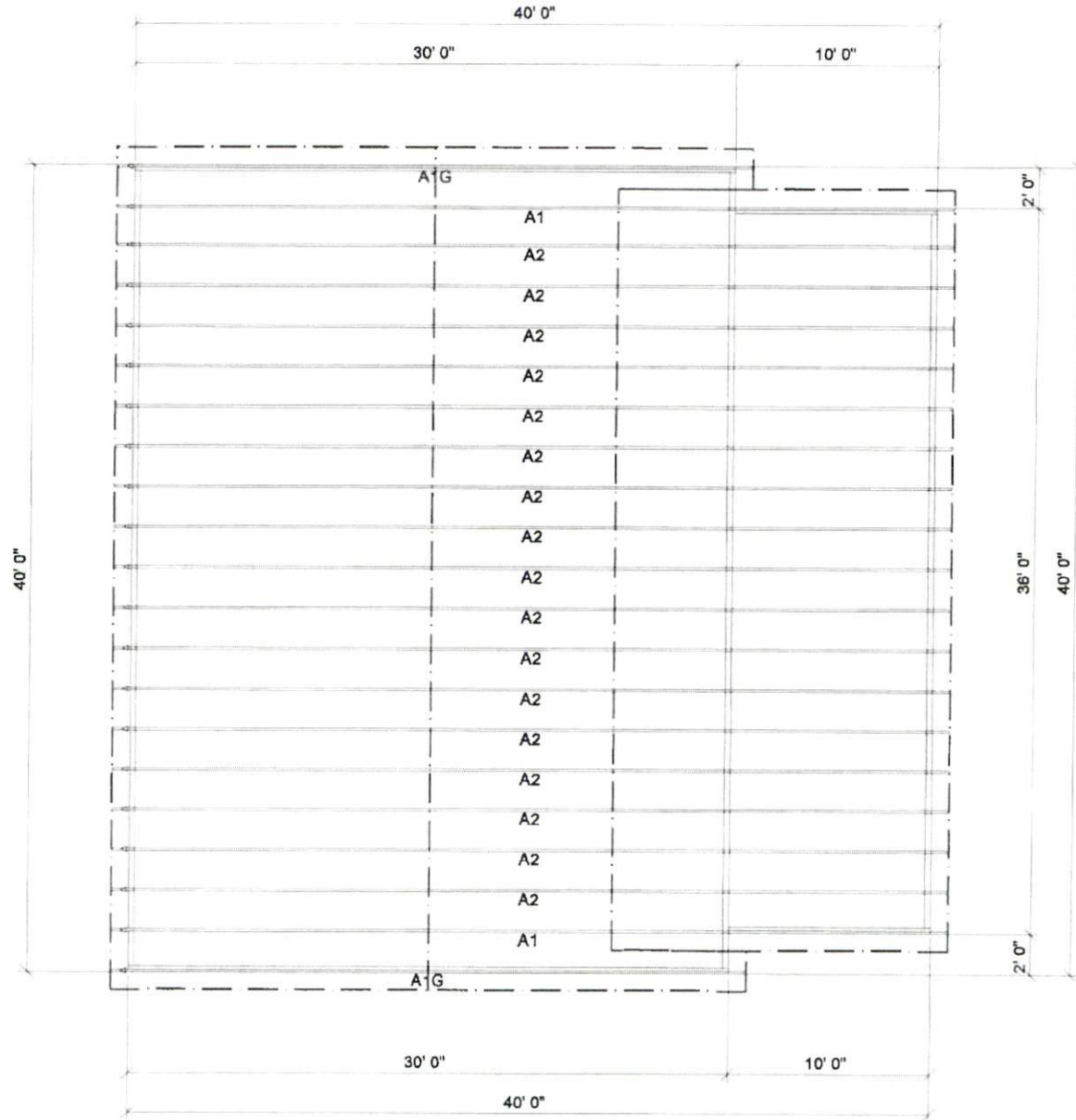


TYNDALL
COVER

SCALE: 1/8" = 1'-0"
DATE PLOTTED: 08/06/2021

A0

TRUSS TO WALL CONNECTIONS, IF SHOWN, ARE FOR UPLIFT ONLY AND DO NOT CONSIDER LATERAL LOADS. ALL CONNECTORS ON THIS PROJECT ARE TO BE INSTALLED PER THE CONNECTOR MANUFACTURER'S SPECIFICATIONS. ALL CONNECTORS SHOWN THAT ARE NOT "TRUSS TO TRUSS" ARE SUGGESTIONS ONLY AND ARE TO BE VERIFIED BY THE BUILDING DESIGNER OR ENGINEER OF RECORD FOR SUITABILITY TO THIS PARTICULAR PROJECT. UFP MID-ATLANTIC, LLC. ACCEPTS NO RESPONSIBILITY FOR THE SPECIFIC APPLICATION OR SUITABILITY OF ANY CONNECTOR THAT IS NOT "TRUSS TO TRUSS" AS THEY APPLY TO THIS SPECIFIC STRUCTURE.



ROOF AREA: 1938.62_RIDGE LINE: 41.75 _ VALLEY LINES: 0 _ HIP LINES:0 _ Δ Indicates Left End of Truss

Customer
CUF - SALE
Job Name
TYNDALL GARAGE

21031813

Drawn By: ETS
Checked By: JTB

Date: 7/13/2017
Scale: NTS
Revision Date: 1
Revision Date: 2

Quality Products for Quality Builders



UFP MID-ATLANTIC, LLC
A UFP INDUSTRIES COMPANY

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NOTE: THIS DRAWING IS THE PROPERTY OF UFP MID-ATLANTIC, LLC AND IS NOT TO BE USED FOR ANY PURPOSE DETRIMENTAL TO THE INTEREST OF UFP MID-ATLANTIC, LLC. THIS DRAWING MUST BE USED IN CONJUNCTION WITH ALL OTHER TECHNICAL DRAWINGS SUPPLIED BY UFP MID-ATLANTIC, LLC AND "BRACING WOOD TRUSS: COMMENTARY AND RECOMMENDATIONS" AS PUBLISHED BY THE TRUSS PLATE INSTITUTE FOR INDUSTRY STANDARDS IN ERECTING TRUSSES. (TPR IS LOCATED AT 983 DUNOFFICE DR. SUITE 200 MADISON, VA 53719 (800) 833-5900

1. TEMPORARY BRACING TO BE INSTALLED W/ F.P.1 STANDARD BCS-61.
2. SEE ENGINEERED DRAWING FOR PERMANENT BRACING MINIMUM REQUIREMENTS.
3. FRAMER TO VERIFY ALL DIMENSIONS, DROP, & RISE LOCATIONS PRIOR TO TRUSS PLACEMENT.
4. BLOORFRAMER RESPONSIBLE FOR ADJUSTMENT OF TRUSS SPACING TO MISS PLUMBING DROPS, UNLESS NOTED OTHERWISE.
5. THIS LAYOUT IS NOT AN ENGINEERED DRAWING. THIS DRAWING WAS CREATED TO ESTABLISH TRUSS PLACEMENT ONLY. IT IS THE RESPONSIBILITY OF THE BUILDER TO PROVIDE ADEQUATE SUPPORT FOR ALL THE ELEMENTS SHOWN IN THIS DRAWING.

Job 71019263	Truss A1	Truss Type Truss	Qty 2	Ply 1	Tyndall Garage Job Reference (optional)
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UFP Mid Atlantic LLC, 5631 S. NC 62, Burlington, NC, Hannah Hill Run: 8.43 S Jan 4 2021 Print: 8.430 S Jan 4 2021 MiTek Industries, Inc. Mon Jul 12 11:58:36 Page: 1
 ID: oTKtrASU52N6VT8rzzCYYyyqkb-aMOcWw3EcqbXMXHJ8qTTvHOVYqfbdgF7zpjwYSyyqTJ

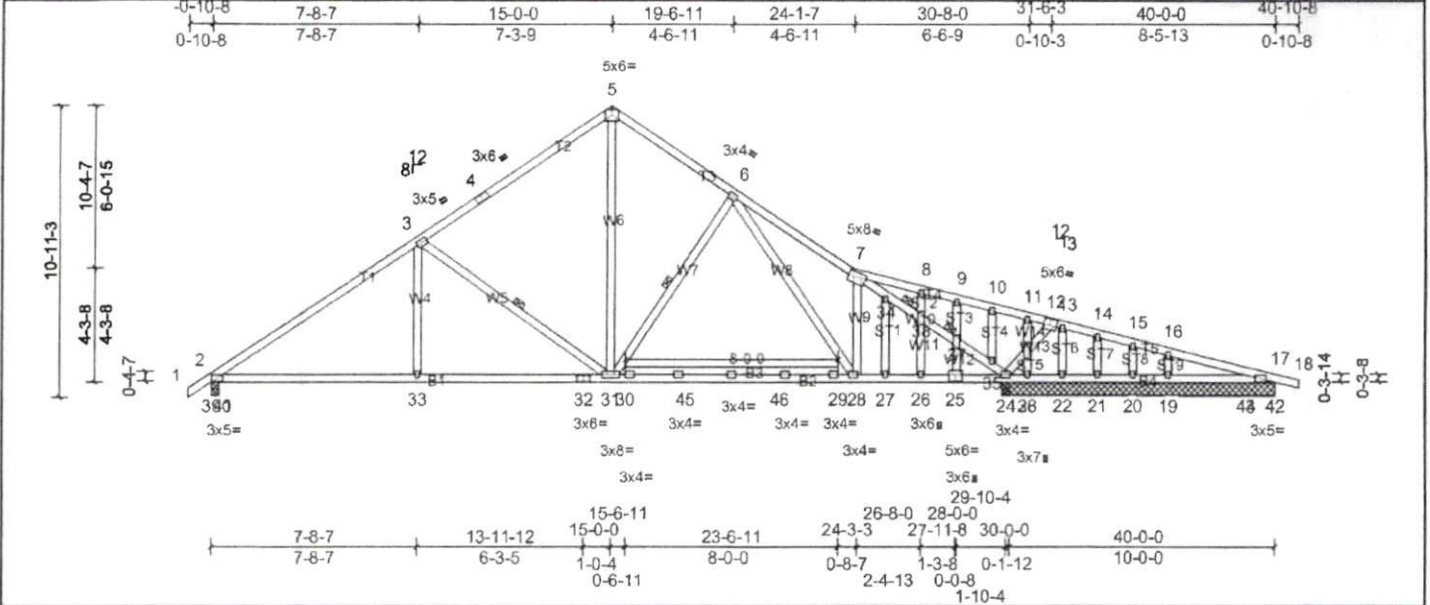


Plate Offsets (X, Y): [2:0-2-9.0-1-8], [7:0-2-8,0-2-8], [12:0-3-0,0-3-0], [25:0-3-0,0-3-0]

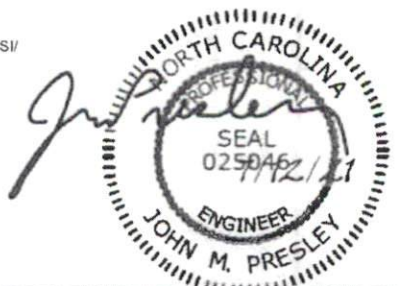
Loading	(psf)	Spacing	2-0-0	CSI	DEFL	in	(oc)	l/def	L/d	PLATES	GRIP	
TCLL (roof)	20.0	Plate Grip DOL	1.15	TC	0.77	Vert(LL)	0.17	33-41	>999	240	MT20	244/190
TCDL	10.0	Lumber DOL	1.15	BC	0.70	Vert(CT)	-0.24	33-41	>999	180		
BCLL	0.0*	Rep Stress Incr	YES	WB	0.76	Horz(CT)	0.05	24	n/a	n/a		
BCDL	10.0	Code	IRC2015/TPI2014	Matrix-MSH							Weight: 246 lb	FT = 20%

LUMBER	TOP CHORD	2x4 SP No.2	BRACING	TOP CHORD	Structural wood sheathing directly applied or 3-4-2 oc purlins.
	BOT CHORD <td>2x4 SP No.2</td> <td></td> <td>BOT CHORD <td>Rigid ceiling directly applied or 6-0-0 oc bracing.</td> </td>	2x4 SP No.2		BOT CHORD <td>Rigid ceiling directly applied or 6-0-0 oc bracing.</td>	Rigid ceiling directly applied or 6-0-0 oc bracing.
	WEBS <td>2x4 SP No.3</td> <td></td> <td>WEBS <td>1 Row at midpt 3-31, 6-31, 7-37</td> </td>	2x4 SP No.3		WEBS <td>1 Row at midpt 3-31, 6-31, 7-37</td>	1 Row at midpt 3-31, 6-31, 7-37
	OTHERS <td>2x4 SP No.3</td> <td></td> <td>JOINTS <td>1 Brace at Jt(s): 37</td> </td>	2x4 SP No.3		JOINTS <td>1 Brace at Jt(s): 37</td>	1 Brace at Jt(s): 37

REACTIONS
 All bearings 10-3-8, except 2=0-3-8
 (lb) - Max Horiz 2=-382 (LC 8)
 Max Uplift All uplift 100 (lb) or less at joint(s) 17, 20, 21, 23, 42 except 2=-353 (LC 10), 19=-141 (LC 11), 22=-178 (LC 1), 24=-599 (LC 11)
 Max Grav All reactions 250 (lb) or less at joint(s) 17, 20, 21, 22, 23, 42 except 2=1206 (LC 1), 19=335 (LC 1), 24=1708 (LC 1)

FORCES (lb) - Max. Comp./Max. Ten. - All forces 250 (lb) or less except when shown.
 TOP CHORD 2-40=-567/73, 3-40=-1715/609, 3-4=-1224/502, 4-5=-1177/546, 5-6=-1233/577, 6-7=-1481/680, 7-8=-142/510, 8-9=-162/494, 9-10=-186/504, 10-11=-213/520, 11-12=-209/471, 12-13=-111/308, 13-14=-82/250, 14-15=-111/263, 15-16=-122/256, 16-43=-168/288
 BOT CHORD 39-41=-231/583, 33-41=-459/1530, 32-33=-459/1530, 31-32=-459/1530, 30-31=-160/1064, 30-45=-160/1064, 45-46=-160/1064, 29-46=-160/1064, 28-29=-160/1064, 27-28=-216/1159, 26-27=-216/1159, 25-26=-216/1159, 24-25=-217/1155, 23-24=-277/216, 22-23=-277/216, 21-22=-277/216, 20-21=-277/216, 19-20=-277/216, 19-44=-277/216
 WEBS 3-33=0/319, 3-31=-800/449, 5-31=-390/988, 6-31=-433/350, 6-28=-181/298, 7-34=-1948/701, 34-38=-1878/676, 37-38=-1954/715, 35-37=-2084/748, 24-35=-2170/813, 24-36=-380/234, 12-36=-445/271, 2-39=-683/316, 40-41=-555/513, 39-40=-544/121, 2-41=-215/541

- NOTES**
- Unbalanced roof live loads have been considered for this design.
 - Wind: ASCE 7-10; Vult=155mph (3-second gust) Vasd=123mph; TCCL=6.0psf; BCDL=6.0psf; h=25ft; Cat. II, Exp B; Enclosed; MWFRS (envelope) exterior zone and C-C Exterior (2) zone; cantilever left and right exposed; end vertical left and right exposed; C-C for members and forces & MWFRS for reactions shown; Lumber DOL=1.60 plate grip DOL=1.60
 - Truss designed for wind loads in the plane of the truss only.
 - All plates are 2x3 MT20 unless otherwise indicated.
 - Gable studs spaced at 1-4-0 oc.
 - This truss has been designed for a 10.0 psf bottom chord live load nonconcurrent with any other live loads.
 - * This truss has been designed for a live load of 20.0psf on the bottom chord in all areas where a rectangle 3-06-00 tall by 2-00-00 wide will fit between the bottom chord and any other members, with BCDL = 10.0psf.
 - Provide mechanical connection (by others) of truss to bearing plate capable of withstanding 100 lb uplift at joint(s) 17, 23, 21, 20, 17 except (jt=lb) 2=352, 22=177, 19=141, 24=599.
 - This truss is designed in accordance with the 2015 International Residential Code sections R502.11.1 and R802.10.2 and referenced standard ANSI/TPI 1.



This design is based upon parameters shown, and is for an individual building component to be installed and loaded vertically. Applicability of design parameters and proper incorporation of component is responsibility of the Building Designer. Building Designer shall verify all design information on this sheet for conformance with conditions and requirements of the specific building and governing codes and ordinances. Building Designer accepts responsibility for the correctness or accuracy of the design information as it may relate to a specific building. Certification is valid only when truss is fabricated by a UFPI plant. Bracing shown is for lateral support of truss members only and does not replace erection and permanent bracing. Refer to Building Component Safety Information (BCSI) for general guidance regarding storage, erection and bracing available from SBCA and Truss Plate Institute.



Jeanann Dawson

From: DJ Tyndall <dgtyndalljr@gmail.com>
Sent: Wednesday, August 4, 2021 9:08 AM
To: Jeanann Dawson
Subject: Re: Detached garage
Attachments: SKM_30821080409110.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Headers over garage will be 11 7/8" double lvl
Header for lean to will be double 9 1/4" lvl

Please let me know if we need anything additional. Brad can call me at 9108903402 if he has any questions

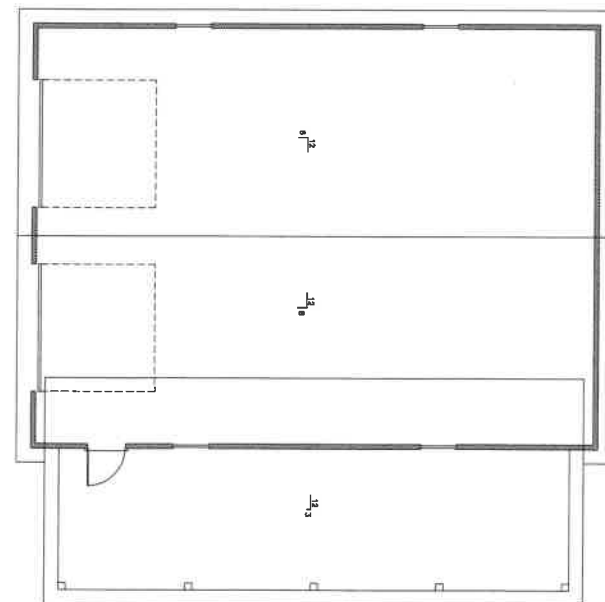
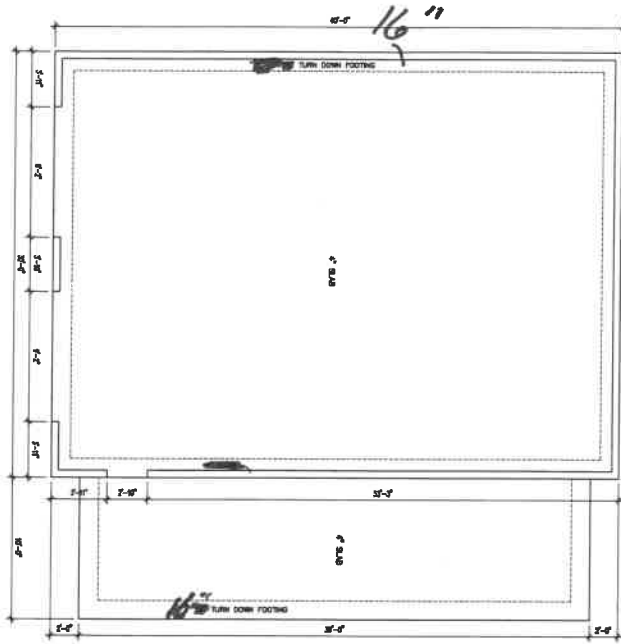
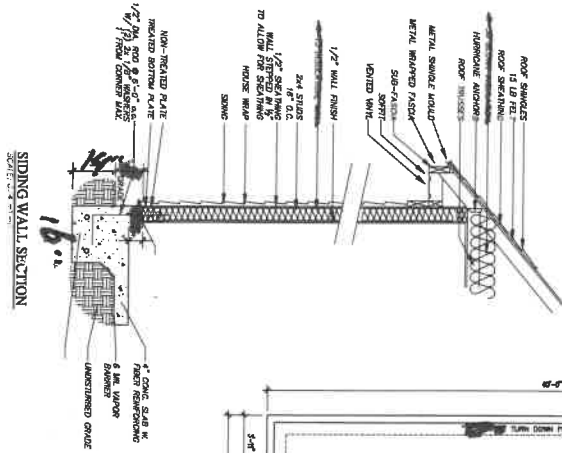
Sent from my iPhone

On Aug 3, 2021, at 2:03 PM, Jeanann Dawson <jdawson@harnett.org> wrote:

Plans disapproved: Here are remarks from Brad

<image001.png>

Jeanann Dawson
Central Permitting Technician
Department of Development Services
Central Permitting Division
420 McKinney Pkwy
Lillington, NC 27546
Phone: 910-893-7525
Direct: 910-814-6421
Fax: 910-893-2793
jdawson@harnett.org



SIDING WALL SECTION

FOUNDATION PLAN
1/4" = 1'-0"

ROOF PLAN
12" OVERHANGS UNTO.
1/4" = 1'-0"

A1

SCALE: 1/4" = 1'-0"
DATE: FEB. 2001

**TYNDALL
GARAGE**



J Lee Designs
Dream. Create. Live.

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