

4146 SW CORBETT AV. DFS-01 COO4-094508

DFS 01 0004- 094508

T

MAY 19 2009
MICROFILMED

18

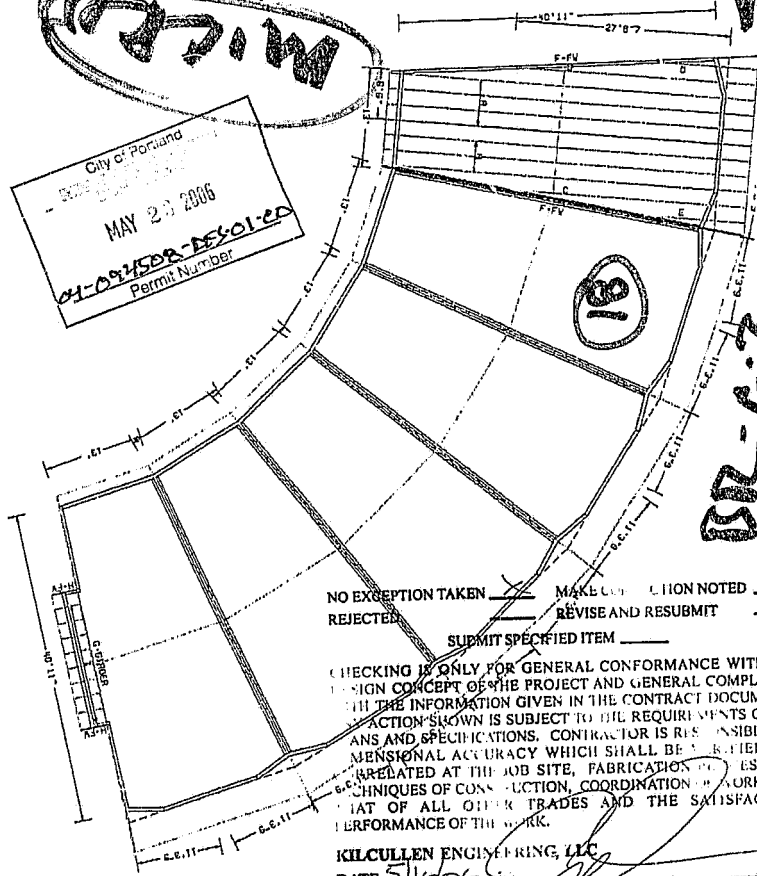
City of Portland
 503-228-3300

MAY 23 2006

04-094508-DES-01-20
 Permit Number

MICRO

2
 BR-C-3
 04-094508-DES-01-20
 04-094508-DES-01-20



NO EXCEPTION TAKEN _____ MAKE CORRECTION NOTED _____
 REJECTED _____ REVISE AND RESUBMIT _____

SUBMIT SPECIFIED ITEM _____

CHECKING IS ONLY FOR GENERAL CONFORMANCE WITH THE DESIGN CONCEPT OF THE PROJECT AND GENERAL COMPLIANCE WITH THE INFORMATION GIVEN IN THE CONTRACT DOCUMENTS. THE ACTION SHOWN IS SUBJECT TO THE REQUIREMENTS OF THE STANDARDS AND SPECIFICATIONS. CONTRACTOR IS RESPONSIBLE FOR DIMENSIONAL ACCURACY WHICH SHALL BE VERIFIED AND CORRECTED AT THE JOB SITE. FABRICATION METHODS AND TECHNIQUES OF CONSTRUCTION, COORDINATION OF WORK WITH THAT OF ALL OTHER TRADES AND THE SATISFACTORY PERFORMANCE OF THE WORK.

KILCULLEN ENGINEERING, LLC

DATE 5/1/06

JOB NO: 0405173A
 PAGE NO: 1 OF 1

Designed By: DAVE BURKHARD
 Description: CORBETT CRESCENT TOWNHOME
 Job Location: 4200 S.W. CORBETT ST.
 Customer: DEREK L. BROWN & ASSOCIAT

CORBETT CRESCENT
 BLDG #5

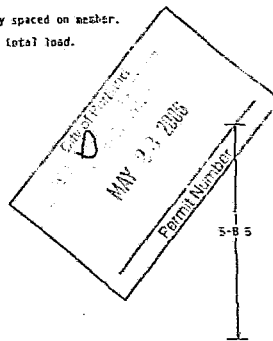
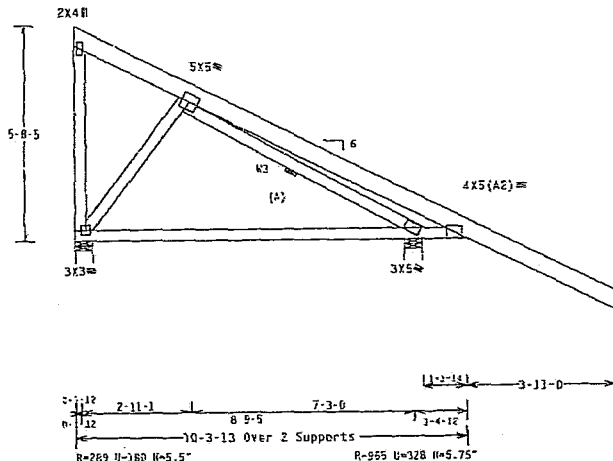
04-094508

THIS WAS PREPARED FROM EXHIBIT INVEST CLIPS & DIRECTIONS; IDENTIFIED BY TRUSS CAR.

120 mph wind, 30.75 ft mean hgt. ASCE 7-98, CLOSED bldg, located anywhere in roof, CAT II, EXP C, wind TC DL=7.0 psf, wind BC DL=7.0 psf.

(A) Continuous lateral bracing equally spaced on member.

Deflection meets L/240 live and L/180 total load.

[illegible]

NUV-U4-2005 FK1 U8:5U A17 :KISS COMPONENTS

FILE NO. 0033585242

13.

ALTERNATIVE BRACING SPECIFIED IN CHART BELOW MAY BE CONSERVATIVE.
FOR MINIMUM ALTERNATIVE BRACING, RE-RUN DESIGN WITH APPROPRIATE
BRACING.

**T-BRACING
OR
I.-BRACING:**

APPLY TO EITHER SIDE OF WEB
NARROW FACE

ATTACH WITH 16d NAILS AT 6" O.C.
BRACE IS A MINIMUM 80% OF WEB
MEMBER LENGTH

**T-BRACE
OR
L-BRACE**

T-BRACE

L-BRACE

SCAB BRACING:

APPLY SCAB(S) TO WIDE FACE OF WEB.
NO MORE THAN (1) SCAB PER FACE.
ATTACH WITH 10d OR .120"x3" GUN
NAILS AT 6" O.C. BRACE IS A MINIMUM
80% OF WEB MEMBER LENGTH

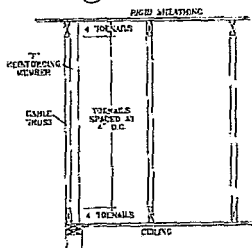
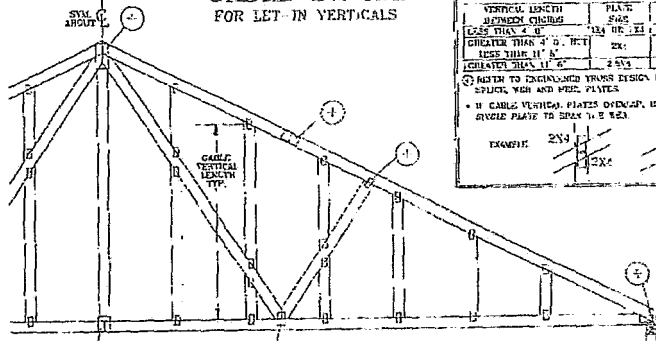
SCAB BRACE

(*) CENTER SCAB ON WIDE FACE OF WEB. APPLY (1) SCAB TO EACH FACE OF WEB.

[illegible]

TC 1L	PSF	REF	CLB SUBST.
TC DL	PSF	DATE	11/28/03
BC DL	PSF	DRWG	BRCLESUBJ103
BC 1L	PSF	-ENG	MLH/KAR
TOT. LD	PSF		
DUR. FAC.			
SPACING			

GABLE DETAIL FOR LET-IN VERTICALS



PROVIDE CONNECTION FOR LENGTH SPECIFIED ON THE ENGINEERED TRUSS DESIGN

ATTACH EACH "T" REINFORCING MEMBER WITH

LEAD TIE-IN NAILS

100 TURN-IN TOWERS AT 4' 0" C PLUS (1) 100 COMMON TOWERS AT 10'

AND BOTTOM CHORD

DOWN DRINKS NAILS = 0.125" X 3"

TOWERS AT 4' 0" C PLUS (1) TOWERS IN TOP AND BOTTOM CHORDS

THIS DETAIL TO BE USED WITH THE APPROPRIATE SPINE CABLE DETAIL FOR ASSE

ON TOP AND 11' 0"

ASCE 7-90 CABLE DETAIL DRAWINGS

ALUMINUM: A1000000, A1000000000, A1000000000, A1000000000, A1000000000, A1000000000

A1000000000, A1000000000, A1000000000, A1000000000, A1000000000, A1000000000

ASCE 7-90 CABLE DETAIL DRAWINGS

A1000000000, A1000000000, A1000000000, A1000000000, A1000000000, A1000000000

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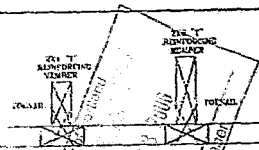
CABLE VERTICAL PLATE SIZE

VERTICAL LENGTH	PLATE	# PLATES
LESS THAN 4' 0"	2X4	1 (MINIMUM)
GREATER THAN 4' 0" BUT LESS THAN 11' 0"	2X6	2 (2)
GREATER THAN 11' 0"	2X8	2 (2)

NOTE: TO ENCLOSED TRUSS DESIGN FOR TACK STUDS WITH AND WITH PLATES

• IF CABLE VERTICAL PLATES OVERLAP, USE A SINGLE PLATE TO SPAN 1, 2 & 3

EXAMPLE: 2X4, 2X6, 2X8



TO: CONVERT FROM "T" TO "T" REINFORCING MEMBER, MULTIPLY "T" FACTOR BY LENGTH (BASED ON CABLE VERTICAL LENGTH GROUP AND SPACING) FOR (1) 2X4 T BRACE GROUP A. DETERMINED FROM THE APPLICATIONS ALONG CABLE DETAIL FOR CABLE OR CABLE AND LOAD

MAXIMUM SQUARE "T" REINFORCING CABLE VERTICAL LENGTH IS 14' FROM TOP TO BOTTOM CHORD

WHEN LENGTH INCREASE "T" BRACE

WIND SPEED AND MIN. MEMBER SIZE	BRACE	ASCE
110 MPH	2X4	10' X 10'
110 MPH	2X4	20' X 20'
110 MPH	2X4	30' X 30'
110 MPH	2X4	40' X 40'
110 MPH	2X4	50' X 50'
110 MPH	2X4	60' X 60'
110 MPH	2X4	70' X 70'
110 MPH	2X4	80' X 80'
110 MPH	2X4	90' X 90'
110 MPH	2X4	100' X 100'
110 MPH	2X4	110' X 110'
110 MPH	2X4	120' X 120'
110 MPH	2X4	130' X 130'
110 MPH	2X4	140' X 140'
110 MPH	2X4	150' X 150'
110 MPH	2X4	160' X 160'
110 MPH	2X4	170' X 170'
110 MPH	2X4	180' X 180'
110 MPH	2X4	190' X 190'
110 MPH	2X4	200' X 200'
110 MPH	2X4	210' X 210'
110 MPH	2X4	220' X 220'
110 MPH	2X4	230' X 230'
110 MPH	2X4	240' X 240'
110 MPH	2X4	250' X 250'
110 MPH	2X4	260' X 260'
110 MPH	2X4	270' X 270'
110 MPH	2X4	280' X 280'
110 MPH	2X4	290' X 290'
110 MPH	2X4	300' X 300'
110 MPH	2X4	310' X 310'
110 MPH	2X4	320' X 320'
110 MPH	2X4	330' X 330'
110 MPH	2X4	340' X 340'
110 MPH	2X4	350' X 350'
110 MPH	2X4	360' X 360'
110 MPH	2X4	370' X 370'
110 MPH	2X4	380' X 380'
110 MPH	2X4	390' X 390'
110 MPH	2X4	400' X 400'
110 MPH	2X4	410' X 410'
110 MPH	2X4	420' X 420'
110 MPH	2X4	430' X 430'
110 MPH	2X4	440' X 440'
110 MPH	2X4	450' X 450'
110 MPH	2X4	460' X 460'
110 MPH	2X4	470' X 470'
110 MPH	2X4	480' X 480'
110 MPH	2X4	490' X 490'
110 MPH	2X4	500' X 500'
110 MPH	2X4	510' X 510'
110 MPH	2X4	520' X 520'
110 MPH	2X4	530' X 530'
110 MPH	2X4	540' X 540'
110 MPH	2X4	550' X 550'
110 MPH	2X4	560' X 560'
110 MPH	2X4	570' X 570'
110 MPH	2X4	580' X 580'
110 MPH	2X4	590' X 590'
110 MPH	2X4	600' X 600'
110 MPH	2X4	610' X 610'
110 MPH	2X4	620' X 620'
110 MPH	2X4	630' X 630'
110 MPH	2X4	640' X 640'
110 MPH	2X4	650' X 650'
110 MPH	2X4	660' X 660'
110 MPH	2X4	670' X 670'
110 MPH	2X4	680' X 680'
110 MPH	2X4	690' X 690'
110 MPH	2X4	700' X 700'
110 MPH	2X4	710' X 710'
110 MPH	2X4	720' X 720'
110 MPH	2X4	730' X 730'
110 MPH	2X4	740' X 740'
110 MPH	2X4	750' X 750'
110 MPH	2X4	760' X 760'
110 MPH	2X4	770' X 770'
110 MPH	2X4	780' X 780'
110 MPH	2X4	790' X 790'
110 MPH	2X4	800' X 800'
110 MPH	2X4	810' X 810'
110 MPH	2X4	820' X 820'
110 MPH	2X4	830' X 830'
110 MPH	2X4	840' X 840'
110 MPH	2X4	850' X 850'
110 MPH	2X4	860' X 860'
110 MPH	2X4	870' X 870'
110 MPH	2X4	880' X 880'
110 MPH	2X4	890' X 890'
110 MPH	2X4	900' X 900'
110 MPH	2X4	910' X 910'
110 MPH	2X4	920' X 920'
110 MPH	2X4	930' X 930'
110 MPH	2X4	940' X 940'
110 MPH	2X4	950' X 950'
110 MPH	2X4	960' X 960'
110 MPH	2X4	970' X 970'
110 MPH	2X4	980' X 980'
110 MPH	2X4	990' X 990'
110 MPH	2X4	1000' X 1000'

EXAMPLE: CABLE WITH SPACING = 100 MPH

WIND ROOF HEIGHT = 30 FT

CABLE VERTICAL = 24' 0" C 3"

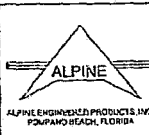
"T" REINFORCING MEMBER SIZE = 2X4

"T" BRACE INCREASE (FROM ABOVE) = 10X = 110

11 2X4 "T" BRACE LENGTH = 0' 0"

MAXIMUM "T" REINFORCING CABLE VERTICAL LENGTH

110 X 5' 0" = 5' 0"



ALPINE ENGINEERING PRODUCTS INC. FORT LAUDERDALE, FLORIDA



THIS DRAWING REPLACES DRAWINGS CABLES/11 878,719 & HCB0804035

REF LET-IN VERT

DATE 11/25/03

DRWG GBL11TN1103

-ENG DJL/KAR

MAX TOT. LD 60 PSF

DUR FAC. ANY

MAX SPACING 24.0"

ASCE 7-93 AND 7-98: EXPOSURE C COMMON RESIDENTIAL GABLE END WIND BRACING REQUIREMENTS - STIFFENERS

60 MPH FASTEST MILE WIND, 30 FT MEAN HGT. ASCE 7-93.
CLOSED BLDG, LOCATED ANYWHERE IN ROOF, I=1.05, CAT I.
EXP C, WIND TC DL=5.0 PSF, WIND BC DL=5.0 PSF.

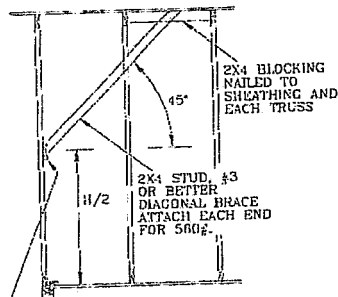
OR

100 MPH 3 SECOND GUST WIND, 30 FT MEAN HGT. ASCE 7-98.
CLOSED BLDG, LOCATED ANYWHERE IN ROOF, I=1.05, CAT II.
EXP C, WIND TC DL=5.0 PSF, WIND BC DL=5.0 PSF.

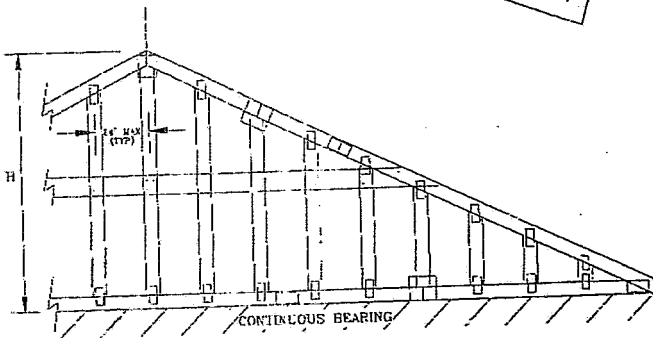
LATERAL CHORD BRACING REQUIREMENTS
TOP: CONTINUOUS ROOF SHEATHING
BOT: CONTINUOUS CEILING DIAPHRAGM

SEE ENGINEER'S SEALED DESIGN REFERENCE THIS DETAIL
FOR LUMBER PLATES, AND OTHER INFORMATION NOT SHOWN
ON THIS DETAIL.

NAILS 10d COMMON (0.148"x3")
OR 0.125"x3" GUN NAILS



2X6 #2 STIFFBACK
ATTACHED TO EACH
STUD W/ 4 NAILS

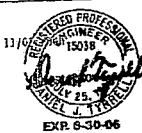


CONTINUOUS BEARING

THIS DRAWING REPLACES DRAWING 59468/GZ



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TC LL	PSF	REF	CE WHALER
TC DL	PSF	DATE	11/26/03
BC DL	PSF	DRWG	GBLRSTC1103
BC LL	PSF	-ENG	SJP/KAR
TOT. ID.	PSF		
DUR. FAC.			
MAX SPACING	24"		

