

BLDG. "A"

Width

Length

Line K Height

Line A Height

Line K Roof Pitch

Line A Roof Pitch

Downspout Drops Line K

Downspout Drops Line A

250'-0"

200'-0"

28'-0"

28'-0"

0.4375:12

0.4375:12

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DETAILS

GENERAL DETAILS

Line A

Line 1

BUILDING 'A'

Line 8

Line K

KEY PLAN

Roof Panel:

Type: MSC

Gage: 24

Color: Galvalume (GM)

Ordered Options:

Base Condition: Base Angle-Base Trim /Drip Edge

Base Trim Color: Emerald Green (EG)

Wall Mastic: No

UL Rating: Yes, UL90

Sidewall Eave Trim Type: Eave Trim

Eave Trim Color: Emerald Green (EG)

Gable Trim Color: Emerald Green (EG)

Downspout Type: N/A

Downspout Color: N/A

Elbows at Bottom of Drops: N/A

Corner Trim Color: Emerald Green (EG)

Framed Opening Trim Color: Emerald Green (EG)

Light Transmitting Panels: Roof =None

Wall = None

Accessories

8 3070 Pre-Assembled Solid Walkdoor

8 Door Closer for Pre-Assembled Door

Wall Openings

See drawings for additional info.

QUAN

DESCRIPTION

120'-0" W x 14'-0" H High Lift Overhead Door

120'-0" W x 16'-0" H High Lift Overhead Door

48'-0" W x 9'-0" H Overhead Door

83'-4" W x 7'-2" H Walkdoor

Wall Panel:

Type: AP

Gage: 26

Color: Std.PVDF-FEVE Finish

CHIEF STANDARD COLD FORM SECTIONS

B

D

B

DESIGNATION

D

B

8168.003.00

8148.003.00

8128.003.00

101410.003.50

101210.003.50

B

D

B

DESIGNATION

D

B

8168.002.50

8148.002.50

8128.002.50

101410.002.75

101210.002.75

Framing:

Purlin Type: ZEE

Girt Type: ZEE CEE

CHIEF BUILDINGS DETAILS GUIDE: V5.2

STANDING SEAM ROOF PANEL ERECTION MANUAL: MSC V7

CHIEF STANDARD PROFILES

STEEL LINE

STC Panel

STEEL LINE

AP Panel

STEEL LINE

MSC Panel

STEEL LINE

CS Panel

STEEL LINE

MVF/MVP-PANEL

STEEL LINE

FSP-PANEL

NOTE: COLOR SELECTIONS ARE YET TO BE DETERMINED

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 set forth Chiefs Interpretation of the building requirements as represented by the Agreement To Purchase. Changes must be marked clearly in red ink. These accepted drawings take precedence over the Agreement To Purchase Chief will provide only those items shown on these drawings.

Buyer's Signature

Date

REVISIONS

4

3

2

1

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.

Chief Buildings  
P.O. Box 2078, Grand Island, NE 68802-2078  
(308) 389-7269 cs@chiefind.com

STATE OF NEW YORK

MICHELLE HOF

10 119

LICENSED PROFESSIONAL ENGINEER

10/12/2023

Drawing

COVER PAGE

Buyer

Franco Construction Services, LLC

Customer

Pat Oare  
Fultonville, NY 12016

Project Name

DAIM Logistics

CHIEF BUILDINGS

DRAWN

ACS

10/12/23

CHECK

xxx

xx/xx/xx

ORDER NO.

B3023738

C1

C1

IAS

ACCREDITED

Metal Building Systems

AP 472

Chief Buildings, a Division of Chief Industries, Inc., is certified as an Approved Fabricator recognized under section 1704.2.5.1 of the 2015, 2018, and 2021 IBC, section 1704.2.5.2 of the 2012 IBC and section 1704.2.2 of earlier code editions in accordance with the International Accreditation Service, Inc., Accreditation Criteria for Inspection Programs, AC472 (Certificates of Accreditation: MB-123 & MB-124).



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 fifty 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 followed by the Builder, or if the correction work is started prior to receipt by Builder of Chief's written "Authorization of Corrective Work". 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 that 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 contact Chief:

Please have the following information ready before you call, or provided in an e-mail.

- 1. Chief's order number for your project. This information is available from the drawings or the Shipping Papers.
- 2. Page numbers and detail callouts from the drawings.
- 3. Part marks.
- 4. Line numbers.
- 5. Contact Information (Name, Company, return Phone Number and e-mail address):

Questions?  
Our Customer Service  
team is here to help!  
Contact us at 308-389-7289

You can also contact us via e-mail at  
**cs@chiefind.com**  
or use the QR code to start an e-mail.

Tim Dykes

Lyle Miller

Brett Nellson

Rusti Register



Shortage and Damage Claims

Chief personnel checks off all components on the order prior to shipment. However, it is imperative that the Builder checks each shipment against the Shipment Delivery Note to ensure that the shipment is complete and no damage has occurred. A Shipment Delivery Note and Bill of Lading will be provided with each load.

A full set of Shipping Papers, Erection Drawings, CHIEF BUILDINGS *DETAILS GUIDE*, Safety Data Sheets (SDSs) and other important documents that will aid you in erecting your project are located in a Resale Box that says "DOCUMENTS ENCLOSED".

Checking the Shipment Delivery Note:

The Shipment Delivery Note will contain the contents of each load delivered to the jobsite. Each individual item or bundle should be checked against the Shipment Delivery Note. Each bundle will have a packing list or bundle tag that lists the mark numbers, quantities and weight of the bundle. The packing list should remain with each bundle to identify individual pieces.

- Columns, rafters, posts, beams and other structural members are individually marked.
- Angle flange braces are individually marked and bundled with a packing list. The part description on the Shipping Papers contains the size and length of the angle along with the bolt-up standard for that piece mark.
- Sag angles are individually marked and bundled with a packing list. If there is a bundle of the all the same mark number, only the top angles are marked and common piece marks are color coded on one end. The part description on the Shipping Papers contains the angle size and length in inches.
- Cable and Rod bracing are individually marked (CB) and bundled with a packing list. The part description on the Shipping Papers contains the cable or rod diameter and length in inches.
- Girts and purlins are individually marked and bundled with a packing list. The part description on the Shipping Papers contains the member size and length in inches.
- Panel is only identified with a packing list. The piece mark on the packing list includes the length of the panels in inches. The part description on the Shipping Papers contains the color and panel type - "CS" or "AP".
- Bolting clips are individually marked and packaged in boxes with a packing list. Standard bolting clips can also be identified with dimensioned drawings found in the "Building Components" section of the CHIEF BUILDINGS *DETAILS GUIDE*. Special plates will have a part drawing included with the erection drawings.
- Trims are individually marked and packaged in boxes with a packing list. Standard Trims can also be identified with dimensioned drawings found in the "Building Components" section of the CHIEF BUILDINGS *DETAILS GUIDE*. Special Trims will with have a part drawing included with the erection drawings. The part description on the Shipping Papers contains the length and colors of trim pieces.
- Bolts, nuts, screws, mastics and other miscellaneous items are packaged in resale boxes. A packing list is attached to each box that describes the contents.

Shortage and Damage Claims (Continued)

Missing or Damaged Parts:

Any missing or damaged items are to be noted on the carrier's Bill of Lading. Chief is to be notified immediately.

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      Seven or more load job = 8 weeks  
Two load job = 3 weeks      Five load job = 6 weeks  
Three load job = 4 weeks      Six load job = 7 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 Customer Service Department of the 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 at no cost. 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. Failure to note the damage on the Bill Of Lading will result in the Builder having to file the freight claim and Chief may charge the Builder for the replacement material.

White Rust:

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

Chief bundles and/or boxes of components are 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 "Unloading Procedures" in the General Information section of the CHIEF BUILDINGS *DETAILS GUIDE*.

Primer:

Chief's shop primer is a rust inhibiting gray modified acrylic primer. This primer 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 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 may be used on different members.

Ice and snow melt chemicals that DOTs use are extremely corrosive to the steel and should be cleaned off the earliest convenience.

Panel Bundles:

Chief's standing seam panels will be sent at a maximum length of 52' unless otherwise directed. Any bundle over 30' in length MUST be unloaded with a spreader bar. Additional handling and storage recommendations are included in the erection manuals.

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

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Builder's Signature

Date

Authorization for Returning Merchandise

The authorization must be obtained from Chief's Customer Service Department 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 Customer Service Department 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.

Field Modifications

Notification of Field Problems:

The initial claim must be made promptly by either written or verbal notification to Chief's Customer Service Department. 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 Customer 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.**

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:
  - Cost set forth in the initial report and subsequent "Authorization for Field Modification", or
  - 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.

Looking For Jobsite Resources?

Erector's Toolbox




Snap QR code above  
or  
use web address below

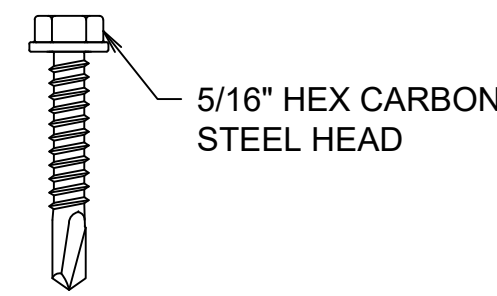
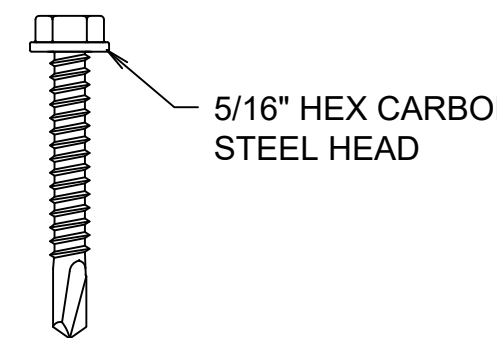
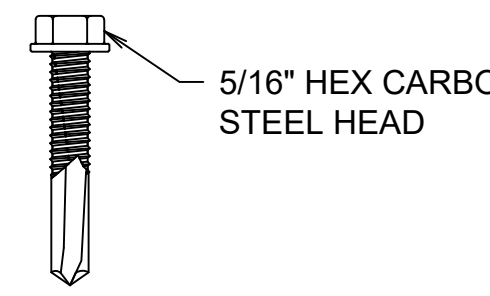
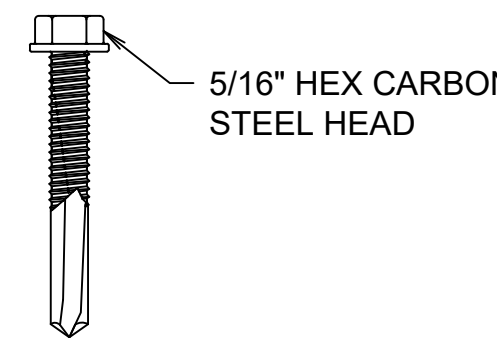
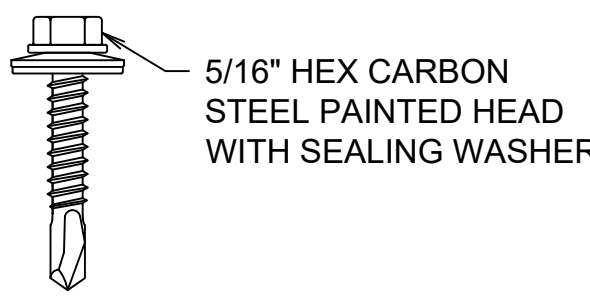
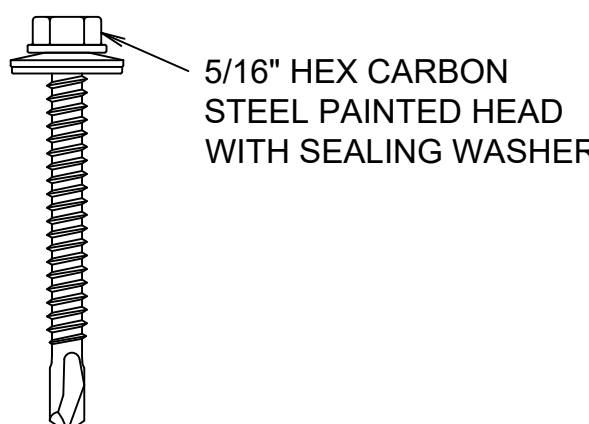
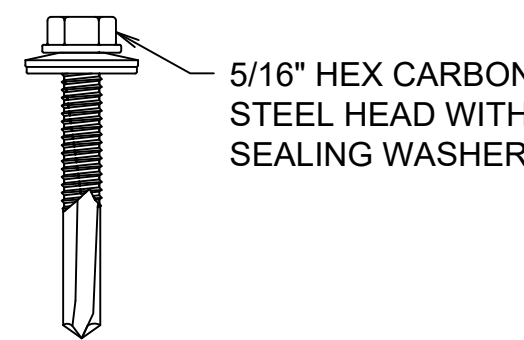

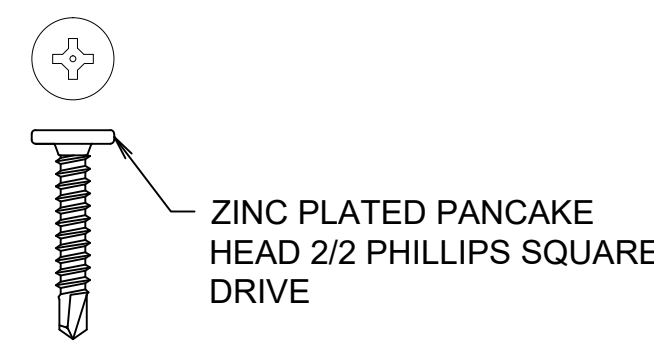
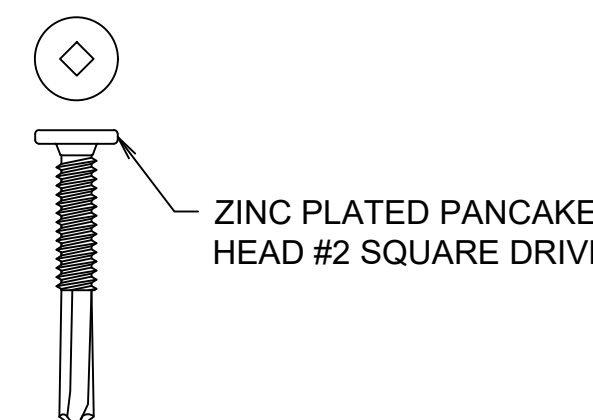
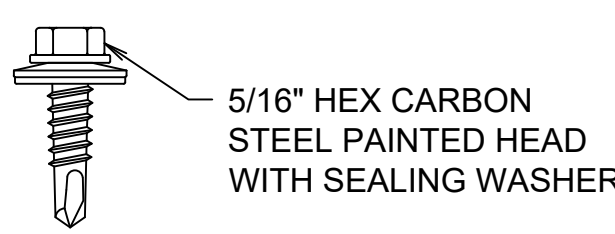
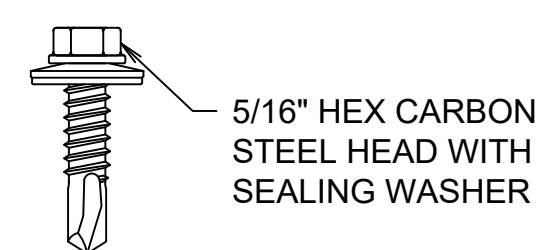
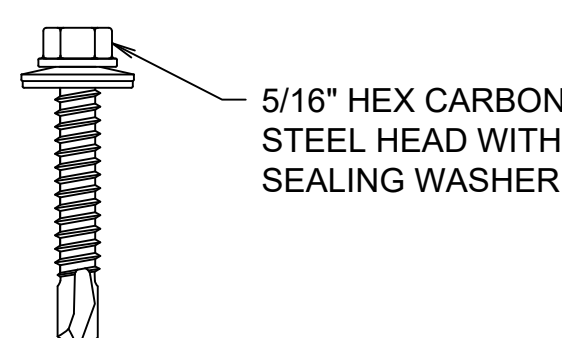
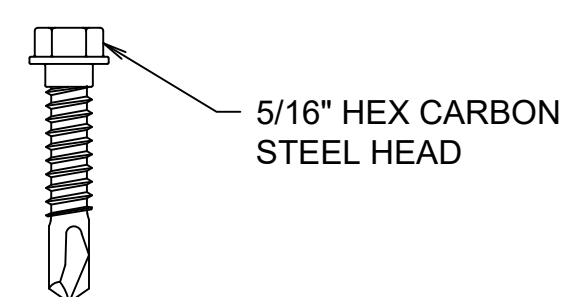
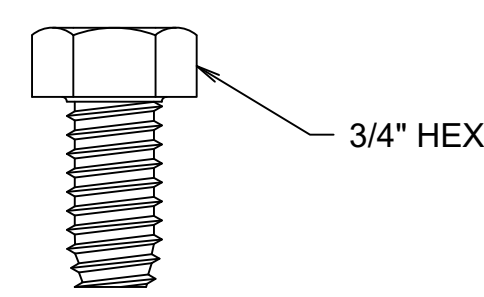
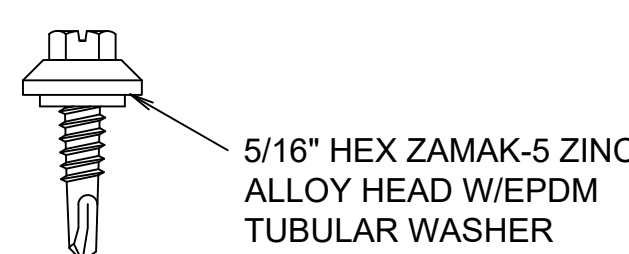
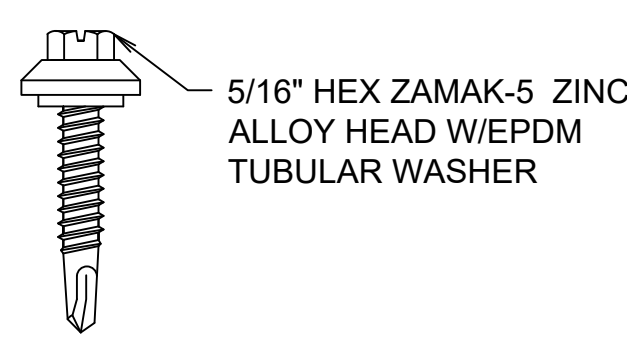
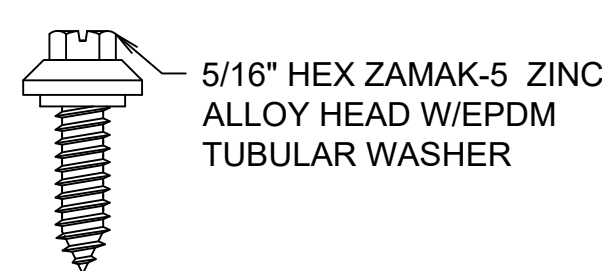
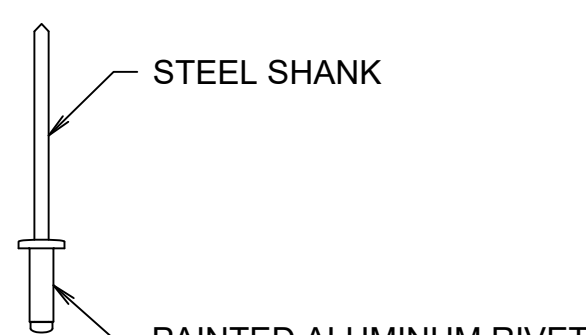
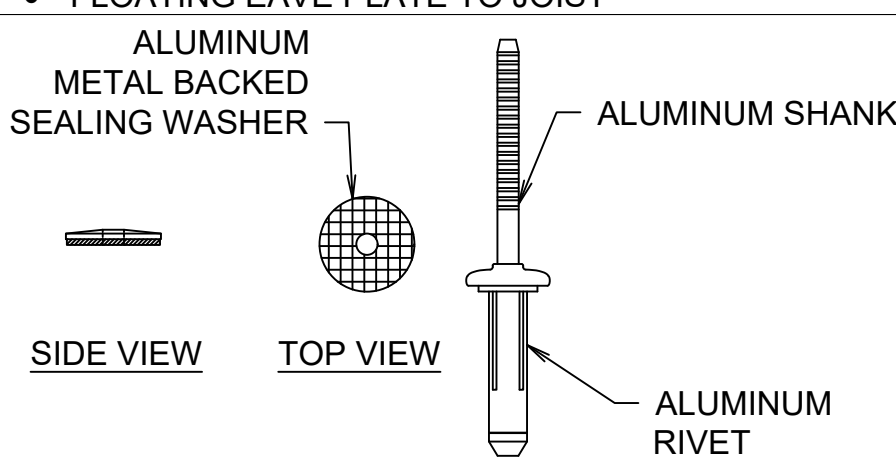
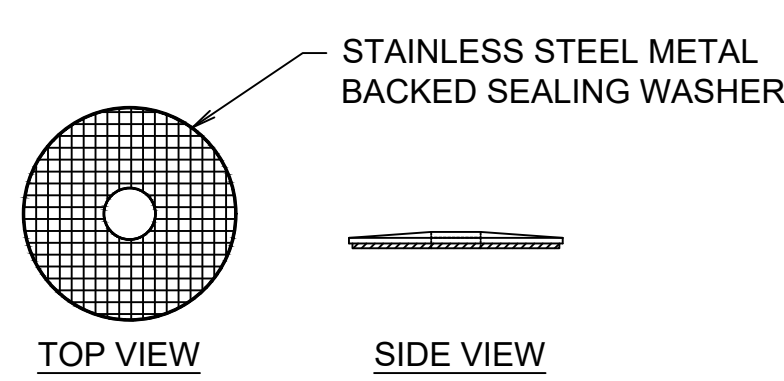

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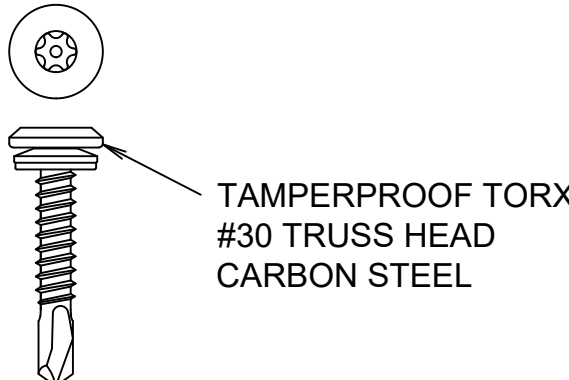
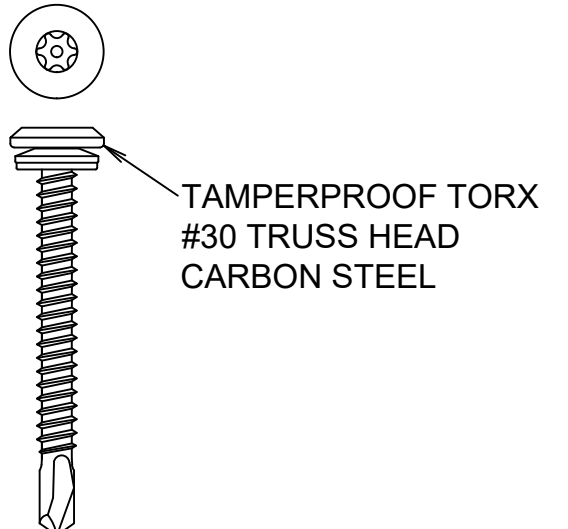
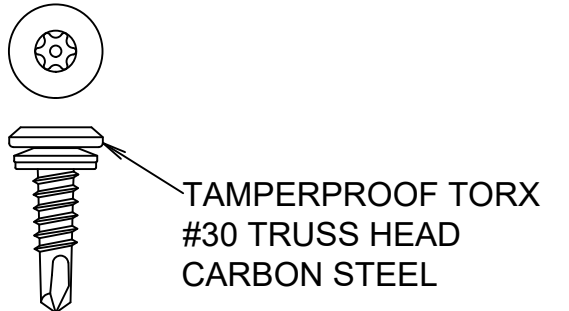
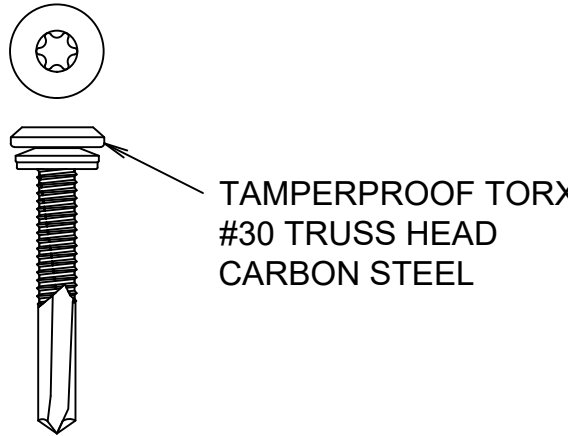
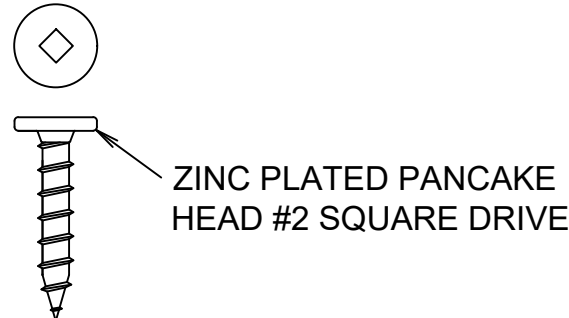
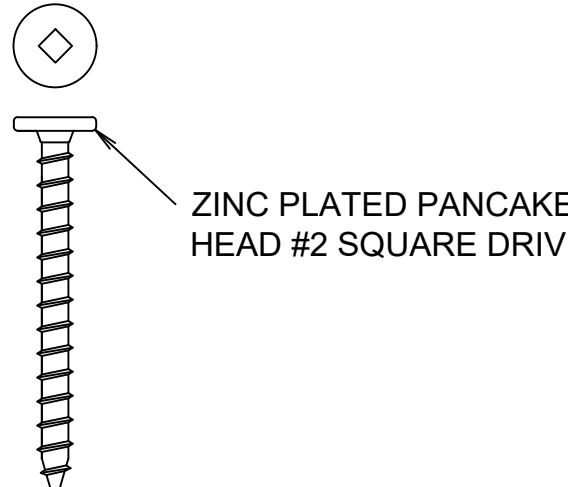
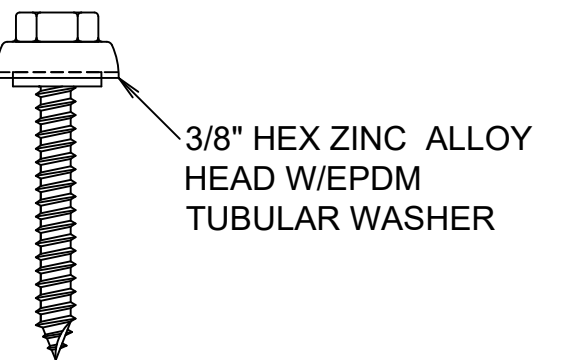
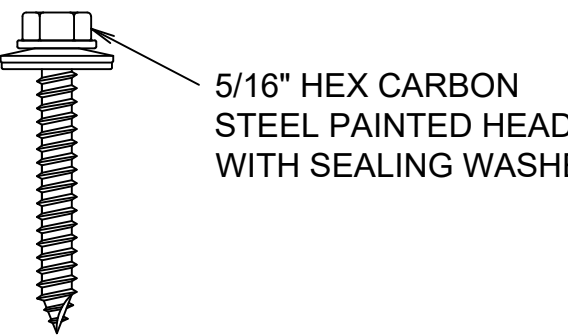






Username: **information@chiefind.com**  
Password: **gbr2021**

FOR REFERENCE ONLY

Drawing	QUALITY ASSURANCE POLICY				
Buyer	Franco Construction Services, LLC				
Customer	Pat Oare Fultonville, NY 12016				
Project Name	DAIM Logistics				
	DRAWN	CHECK	ORDER NO.	G1	
	ACS	xxx	B3023738		
	10/12/2023	xx/xx/xx		G4	



<div><p>5/16" HEX CARBON STEEL HEAD</p></div> <div>#12 - 14 X 1 1/4" W/O</div> <div><ul style="list-style-type: none"><li>MVF/MVP CLIP TO PURLIN WITH UP TO 4" THICK INSULATION</li><li>SUPPORT PLATE TO PURLINS AT HIP OR VALLEY CONDITIONS-MVF / MVP ROOF</li></ul></div>	<div><p>5/16" HEX CARBON STEEL HEAD</p></div> <div>#12 - 14 X 1 1/2" W/O</div> <div><ul style="list-style-type: none"><li>MVF/MVP CLIP TO PURLIN WITH OVER 4" THICK INSULATION</li><li>SUPPORT PLATE TO PURLINS AT HIP OR VALLEY CONDITIONS-MVF / MVP ROOF</li></ul></div>	<div><p>5/16" HEX CARBON STEEL HEAD</p></div> <div>#12 - 24 X 1 1/4" W/O</div> <div><ul style="list-style-type: none"><li>MVF/MVP CLIP TO BAR JOIST WITH UP TO 4" THICK INSULATION.</li><li>MEZZANINE DECKING TO BAR JOIST.</li></ul></div>	<div><p>5/16" HEX CARBON STEEL HEAD</p></div> <div>#12 - 24 X 1 1/2" W/O</div> <div><ul style="list-style-type: none"><li>MVF/MVP CLIP TO BAR JOIST WITH OVER 4" THICK INSULATION</li></ul></div>																															
<div><p>5/16" HEX CARBON STEEL PAINTED HEAD WITH SEALING WASHER</p></div> <div>#12 - 14 X 1 1/4"</div> <div><ul style="list-style-type: none"><li>WALL PANEL TO STEEL</li><li>CS / AP SOFFIT PANEL TO STEEL</li><li>DECKING TO PURLIN</li><li>RAKE ANGLE TO PURLINS-MVF/MVP/CS ROOF</li></ul></div>	<div><p>5/16" HEX CARBON STEEL PAINTED HEAD WITH SEALING WASHER</p></div> <div>#12 - 14 X 2"</div> <div><ul style="list-style-type: none"><li>FASTENER USED IN BUILDINGS WITH BLANKET INSULATION OVER WALL GIRTS GREATER THAN 4 INCHES. THIS FASTENER REPLACES THE #12-14 X 1 1/4" FASTENER SHOWN IN THE ERECTION DRAWINGS AND SECTIONS.</li></ul></div>	<div><p>5/16" HEX CARBON STEEL HEAD WITH SEALING WASHER</p></div> <div>#12 - 24 x 1 1/2"</div> <div><ul style="list-style-type: none"><li>WALL PANEL TO STEEL GREATER THAN 12 GAGE</li><li>TRIM TO STEEL GREATER THAN 12 GAGE</li><li>MSC/STC CLIP SCREW FOR BAR JOIST</li><li>DECKING ATTACHMENT TO BAR JOIST AND BEAMS</li></ul></div>	<div><p>5/16" HEX CARBON STEEL PAINTED HEAD WITH SEALING WASHER</p></div> <div>#12 - 24 X 2"</div> <div><ul style="list-style-type: none"><li>WALL PANEL TO STEEL GREATER THAN 12 GAGE. FASTENER USED IN BUILDINGS WITH BLANKET INSULATION OVER WALL GIRTS GREATER THAN 4 INCHES. THIS FASTENER REPLACES THE #12-14 X 1 1/4" FASTENER SHOWN IN THE ERECTION DRAWINGS AND SECTIONS.</li></ul></div>	<div><p>ZINC PLATED PANCAKE HEAD 2/2 PHILLIPS SQUARE DRIVE</p></div> <div>#12-14 X 1" PANCAKE HEAD</div> <div><ul style="list-style-type: none"><li>RAKE ANGLE TO PURLINS - MSC/STC ROOF</li><li>CORNER ANGLE TO GIRTS</li><li>FLAT STRAPS TO PURLINS</li><li>FLAT SOFFIT TO SUPPORTS</li><li>SUPPORT PLATE TO PURLINS AT HIP OR VALLEY CONDITIONS - CS ROOF</li></ul></div>	<div><p>ZINC PLATED PANCAKE HEAD #2 SQUARE DRIVE</p></div> <div>#12-24 X 1 1/2" PANCAKE HEAD</div> <div><ul style="list-style-type: none"><li>RAKE ANGLE TO PURLINS &gt; 12ga. - MSC/STC ROOF</li><li>CORNER ANGLE TO GIRTS &gt; 12ga.</li><li>FLAT STRAPS TO PURLINS &gt; 12ga.</li><li>FLAT SOFFIT TO SUPPORTS &gt; 12ga.</li><li>SUPPORT PLATE TO PURLINS &gt;12ga. AT HIP OR VALLEY CONDITIONS - CS ROOF</li></ul></div>																													
<div><p>5/16" HEX CARBON STEEL PAINTED HEAD WITH SEALING WASHER</p></div> <div>1/4 - 14 X 7/8"</div> <div><ul style="list-style-type: none"><li>WALL OR SOFFIT PANEL: TRIM TO PANEL OR PANEL TO PANEL</li><li>TO PANEL</li><li>MEZZANINE DECKING AT SIDE LAPS.</li><li>WALL OR SOFFIT PANEL: TRIM TO TRIM</li></ul></div>	<div><p>5/16" HEX CARBON STEEL HEAD WITH SEALING WASHER</p></div> <div>1/4 - 14 X 1"</div> <div><ul style="list-style-type: none"><li>MSC-STC-CLIP TO PURLIN (WITH UP TO 4" THICK INSULATION)</li><li>EAVE PLATE TO PURLIN</li><li>INSIDE CLOSURE TO EAVE PLATE OR EAVE STRUT</li><li>SUPPORT PLATE TO PURLINS AT HIP OR VALLEY CONDITIONS-MSC / STC ROOF</li></ul></div>	<div><p>5/16" HEX CARBON STEEL HEAD WITH SEALING WASHER</p></div> <div>1/4 - 14 X 1 1/2"</div> <div><ul style="list-style-type: none"><li>MSC/STC-CLIP TO PURLIN WITH OVER 4" THICK INSULATION</li><li>SUPPORT PLATE TO PURLINS AT HIP OR VALLEY CONDITIONS-MSC / STC ROOF</li></ul></div>	<div><div>Documents For Approval Not To Be Used For Construction<ul style="list-style-type: none"><li>Approved for Production With No Changes</li><li>Approved for Production With Changes</li><li>Resubmit For Approval With Changes</li></ul><p>These documents set forth Chiefs Interpretation of the building requirements as represented by the Agreement To Purchase. Changes must be marked clearly in red ink. These accepted drawings take precedence over the Agreement To Purchase Chief will provide only those items shown on these drawings.</p><div>Buyer's SignatureDate</div></div></div> <div><p>5/16" HEX CARBON STEEL HEAD</p></div> <div>1/4 - 14 X 1 1/4" SHOULDER</div> <div><ul style="list-style-type: none"><li>MSC/STC-RAKE SUPPORT TO RAKE ANGLE</li><li>FLOATING EAVE PLATE TO EAVE STRUT</li><li>FLOATING EAVE PLATE TO JOIST</li></ul></div>	<div><p>3/4" HEX</p></div> <div>1/2" X 1" SELF-TAPPING</div> <div><ul style="list-style-type: none"><li>LIP-TO-LIP MEMBER CONNECTIONS</li></ul></div>																														
<div><p>5/16" HEX ZAMAK-5 ZINC ALLOY HEAD W/EPDM TUBULAR WASHER</p></div> <div>1/4 - 14 X 7/8" WT</div> <div><ul style="list-style-type: none"><li>ROOF: SHEETING TO SHEETING, TRIM TO SHEETING AND RIDGE FLASHING TO RIDGE CLOSURE</li></ul></div>	<div><p>5/16" HEX ZAMAK-5 ZINC ALLOY HEAD W/EPDM TUBULAR WASHER</p></div> <div>1/4 - 14 X 1 1/4" WT</div> <div><ul style="list-style-type: none"><li>ROOF PANEL TO STEEL</li><li>BACK-UP PANEL TO STEEL</li><li>ROOF TRIM TO STEEL</li></ul></div>	<div><p>5/16" HEX ZAMAK-5 ZINC ALLOY HEAD W/EPDM TUBULAR WASHER</p></div> <div>#17 X 1" WT</div> <div><ul style="list-style-type: none"><li>"STRIP OUT" REPLACEMENT FASTENER FOR ROOF, WALLS, BACK-UP PANEL AND TRIM</li></ul></div>	<div><p>STEEL SHANK PAINTED ALUMINUM RIVET</p></div> <div>1/8" X 3/8" BLIND RIVET</div> <div><ul style="list-style-type: none"><li>MSC / STC / MVF / MVP OUTSIDE CLOSURE TO BACK-UP ANGLE AT HIP CONDITION</li><li>TRIM TO TRIM</li><li>TRIM TO STEEL</li></ul></div>	<div><p>ALUMINUM METAL BACKED SEALING WASHER ALUMINUM SHANK ALUMINUM RIVET</p><p>SIDE VIEW TOP VIEW</p></div> <div>3/16" BULBTITE RIVET AND WASHER</div> <div><ul style="list-style-type: none"><li>LIGHT TRANSMITTING PANEL TO LIGHT TRANSMITTING PANEL SIDE LAP</li><li>WINDOWS BY CHIEF TO WINDOW JAMBS</li></ul></div>	<div><p>STAINLESS STEEL METAL BACKED SEALING WASHER</p><p>TOP VIEW SIDE VIEW</p></div> <div>#14 X 1 1/8" BONDED WASHER</div> <div><ul style="list-style-type: none"><li>MSC/STC-LOW SIDE OF LIGHT TRANSMITTING PANELS</li></ul></div>																													
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<div></div> <div>#12 - 14 X 1 1/4" TAMPERPROOF</div> <div><ul style="list-style-type: none"><li>PANEL TO STEEL</li><li>TRIM TO STEEL</li></ul></div>	<div></div> <div>#12 - 14 X 2" TAMPERPROOF</div> <div><ul style="list-style-type: none"><li>GREATER THAN 4" INSULATION</li><li>PANEL TO STEEL</li><li>TRIM TO STEEL</li></ul></div>	<div>BOLT TIGHTENING INFORMATION</div> <div>Snug Tight</div> <div>1. Snug Tightened Joints are used. Tightening of bolts shall be in accordance with the "SPECIFICATION FOR STRUCTURAL JOINTS USING HIGH STRENGTH BOLTS" latest edition published by Research Council on Structural Connections (RCSC).<ul style="list-style-type: none"><li>All bolt holes shall be aligned to permit insertion of the bolts without undue damage to the threads.</li><li>Bolts shall be placed in all holes and nuts threaded to complete the assembly.</li><li>Compacting the joint to the snug-tight condition shall progress systematically from the most rigid part of the joint. Snug tight is the condition that exists when all of the plies in a connection have been pulled into firm contact by the bolts in the joint and all of the bolts in the joint have been tightened sufficiently to prevent the removal of the nuts without the use of a wrench.</li><li>The snug tightened condition is typically achieved with a few impacts of an impact wrench or the full effort of a worker on an ordinary spud wrench. More than one cycle through the bolt pattern may be required to achieve the snug tightened joint.</li></ul></div> <div>2. Special Inspection - Inspection that installation achieved snug tightened condition is after bolt installation. Unless local authorities require otherwise, inspection before or during bolt installation/tightening is not required.</div> <div>3. Fastener components shall be protected from dirt and moisture in closed containers at the site of installation. Only as many fastener components as are anticipated to be installed during the work shift shall be taken from protected storage. Fastener components that are not incorporated into the work shall be returned to protected storage at the end of the work shift.</div>																																			
<div></div> <div>1/4 - 14 X 7/8" TAMPERPROOF</div> <div><ul style="list-style-type: none"><li>TRIM TO TRIM</li><li>TRIM TO PANEL</li><li>PANEL TO PANEL</li></ul></div>	<div></div> <div>#12 - 24 X 1 1/2" TORX DRIVE</div> <div><ul style="list-style-type: none"><li>PANEL TO STEEL GREATER THAN 12 GAGE</li><li>TRIM TO STEEL GREATER THAN 12 GAGE</li></ul></div>																																				
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<div></div> <div>1/4 - 14 X 1 1/2" WT TYPE AB MILLED POINT</div> <div><ul style="list-style-type: none"><li>STANDING SEAM ROOF AT EAVE TO WOOD</li><li>CS ROOF TO WOOD</li><li>TRIM ON ROOF TO WOOD</li></ul></div>	<div></div> <div>#14 X 1 1/2" TYPE A MILLED POINT</div> <div><ul style="list-style-type: none"><li>STANDING SEAM ROOF CLIP TO WOOD</li><li>PANEL TO WOOD</li><li>TRIM TO WOOD</li></ul></div>	<div>Documents For Approval Not To Be Used For Construction</div> <div><input type="checkbox"/> Approved for Production With No Changes</div> <div><input type="checkbox"/> Approved for Production With Changes</div> <div><input type="checkbox"/> Resubmit For Approval With Changes</div> <div>These documents set forth Chiefs Interpretation of the building requirements as represented by the Agreement To Purchase. Changes must be marked clearly in red ink. These accepted drawings take precedence over the Agreement To Purchase Chief will provide only those items shown on these drawings.</div> <div>Buyer's Signature _____ Date _____</div>																																			
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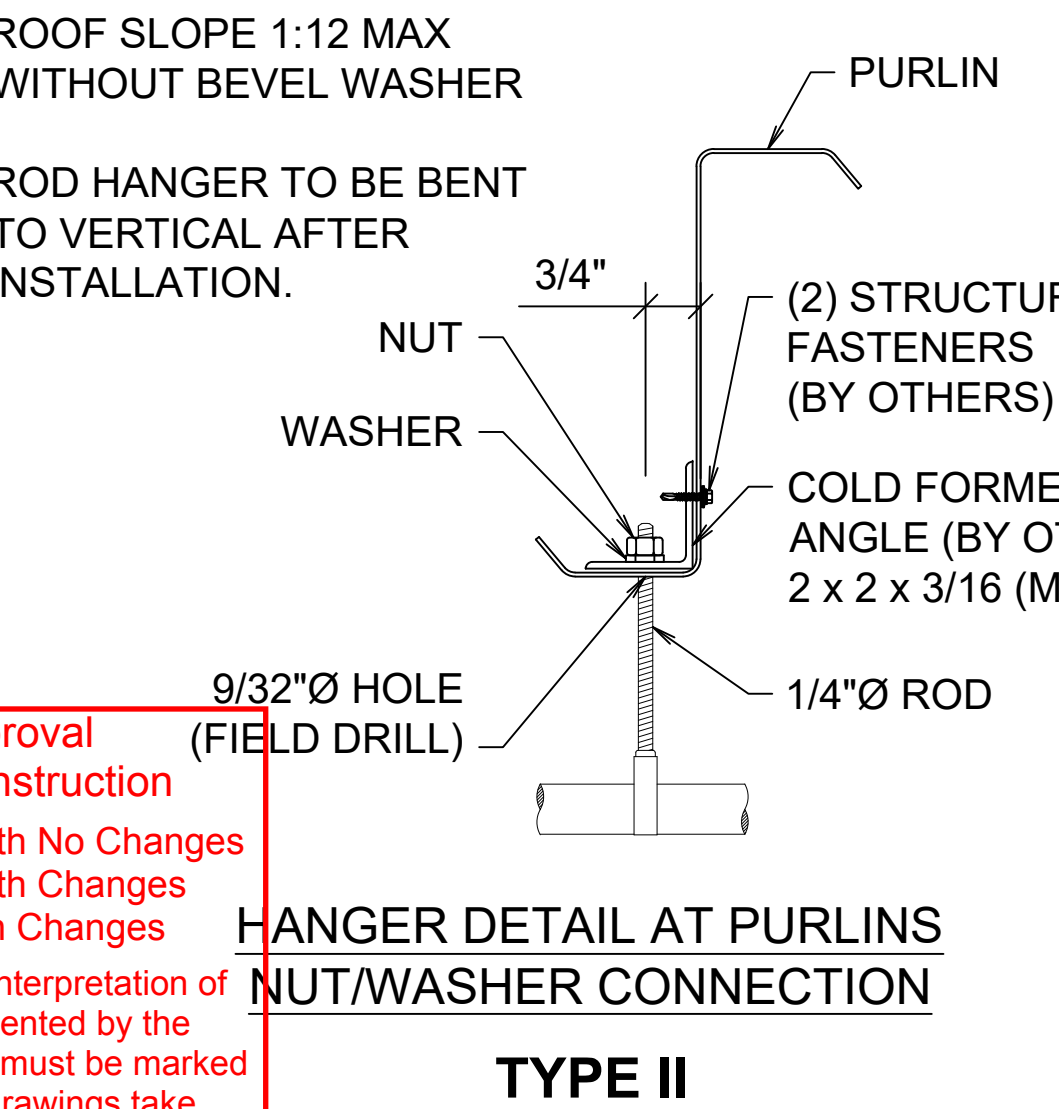
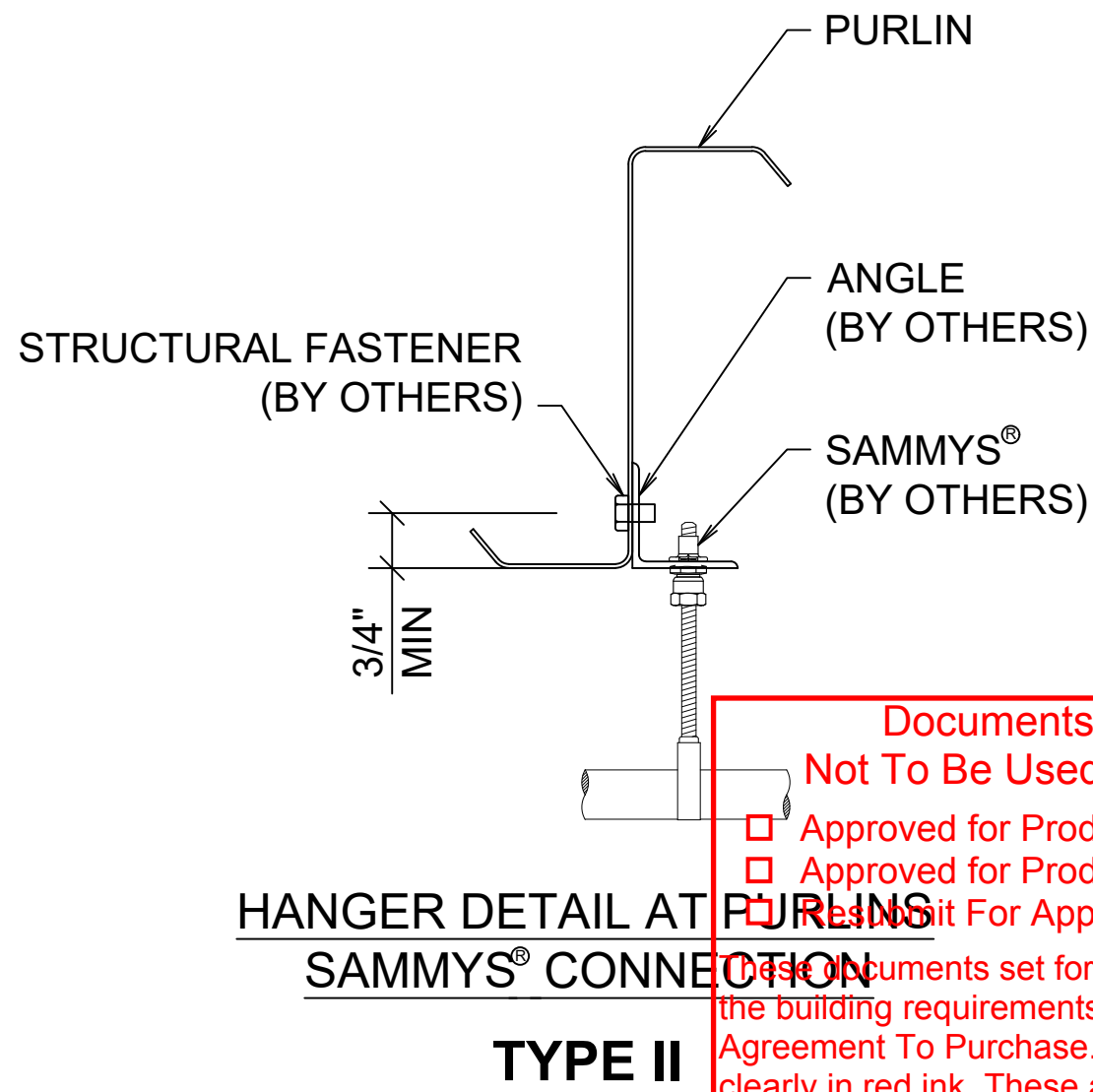
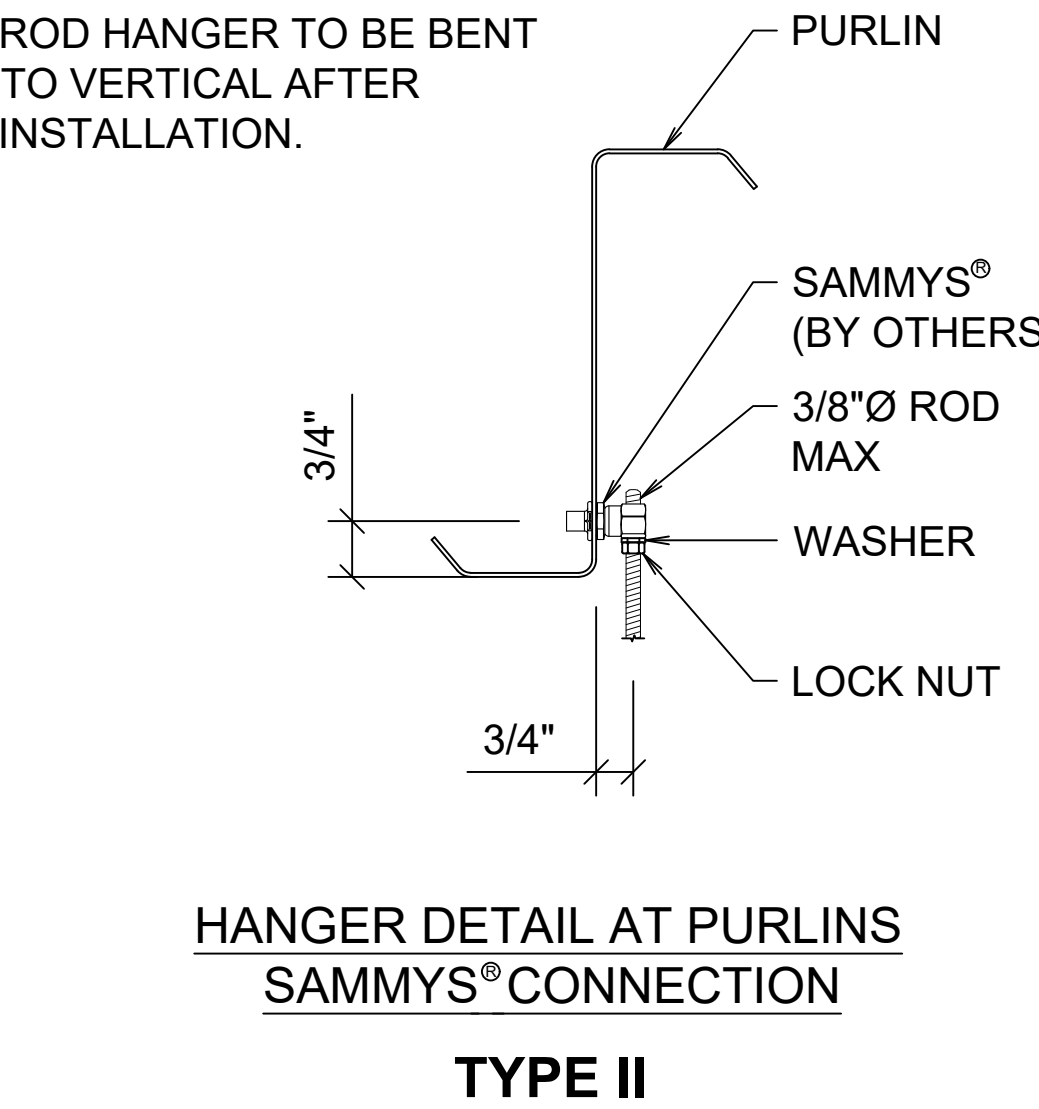
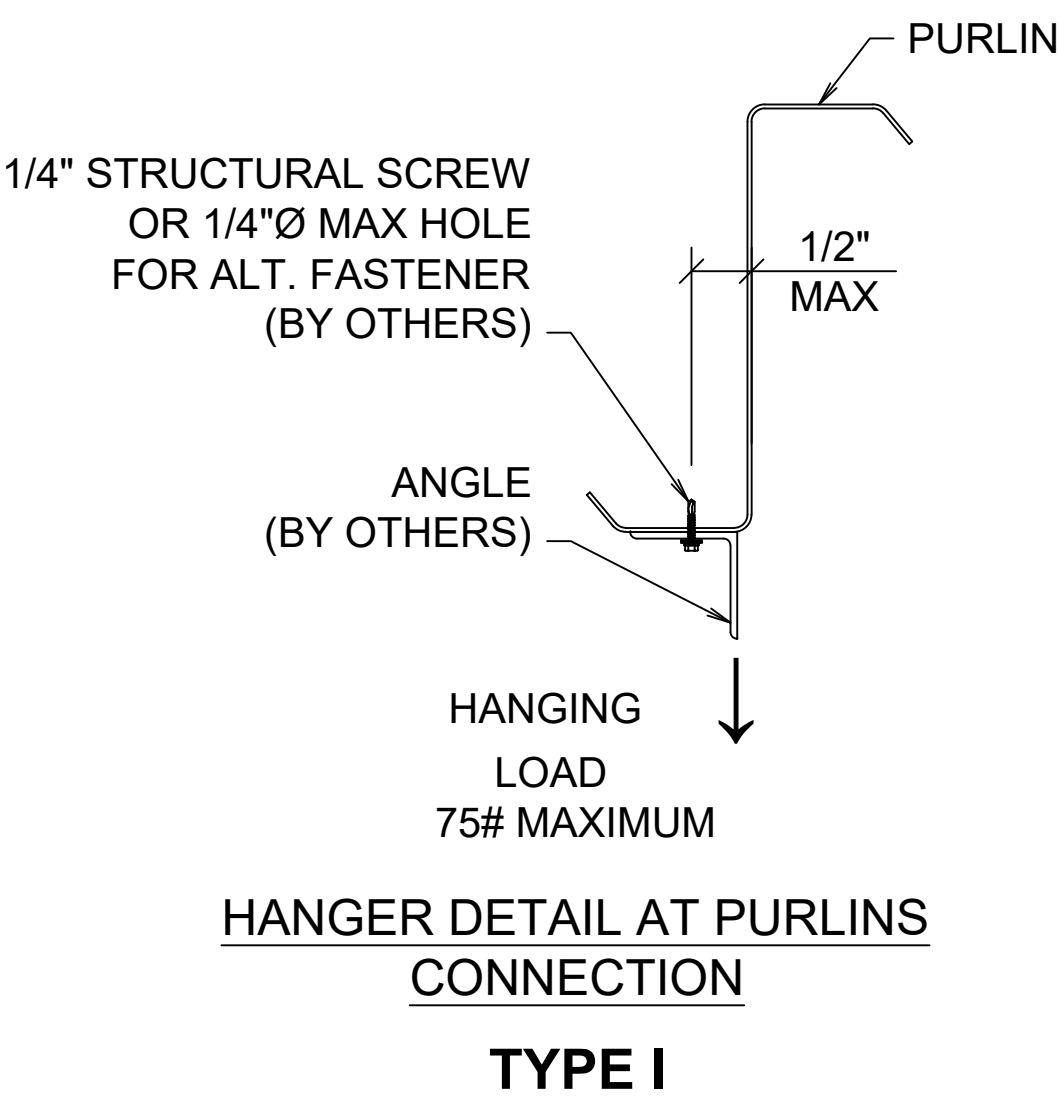
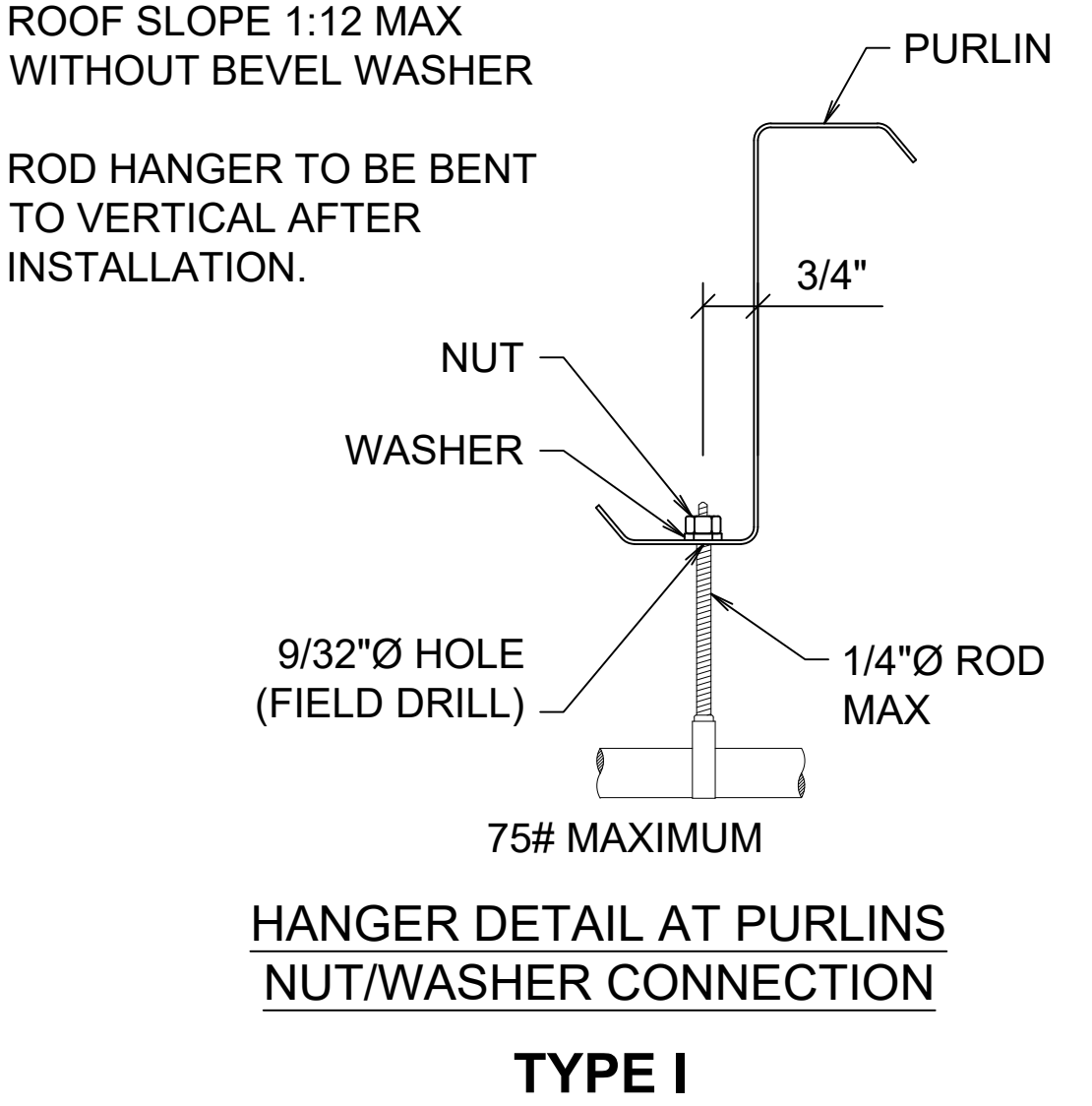
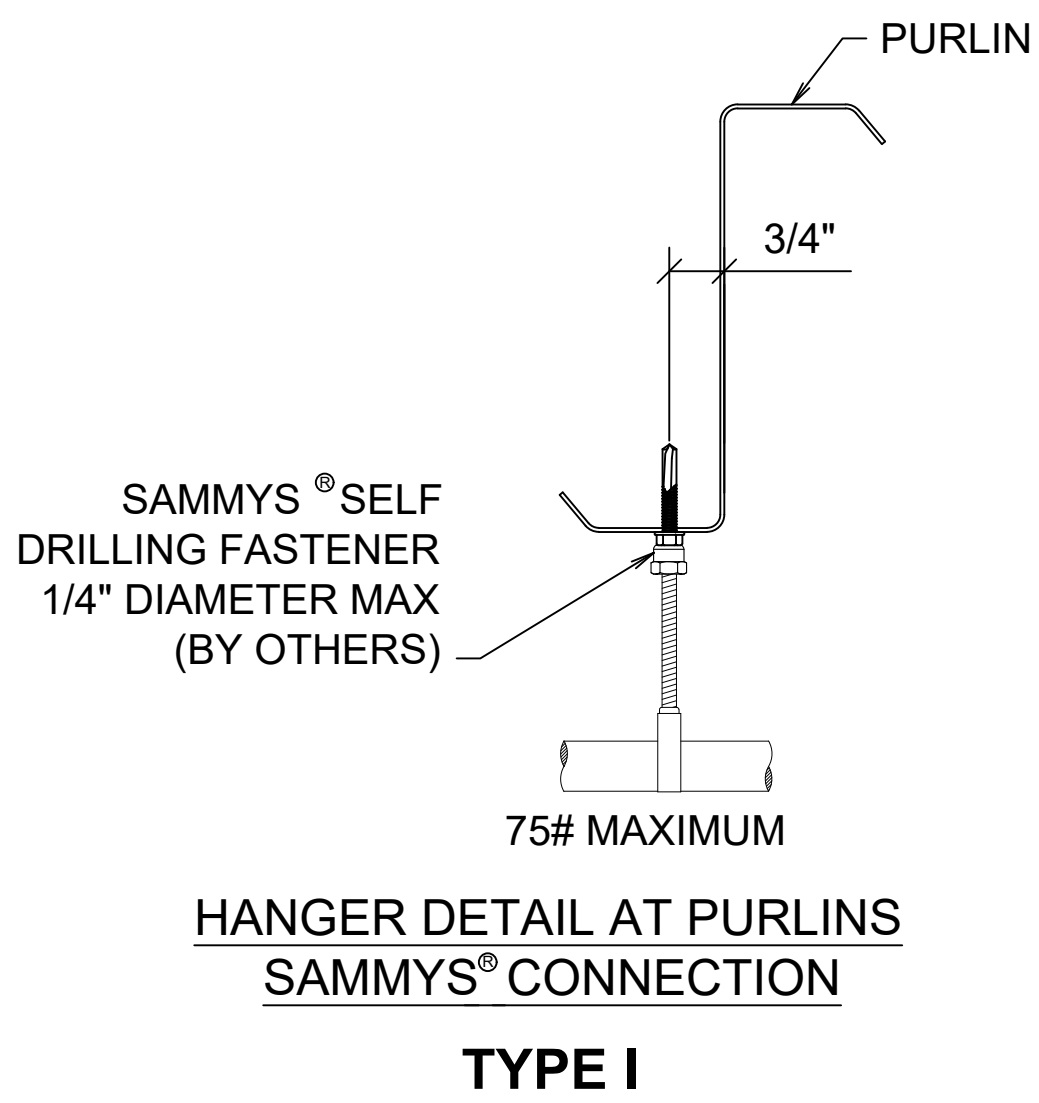
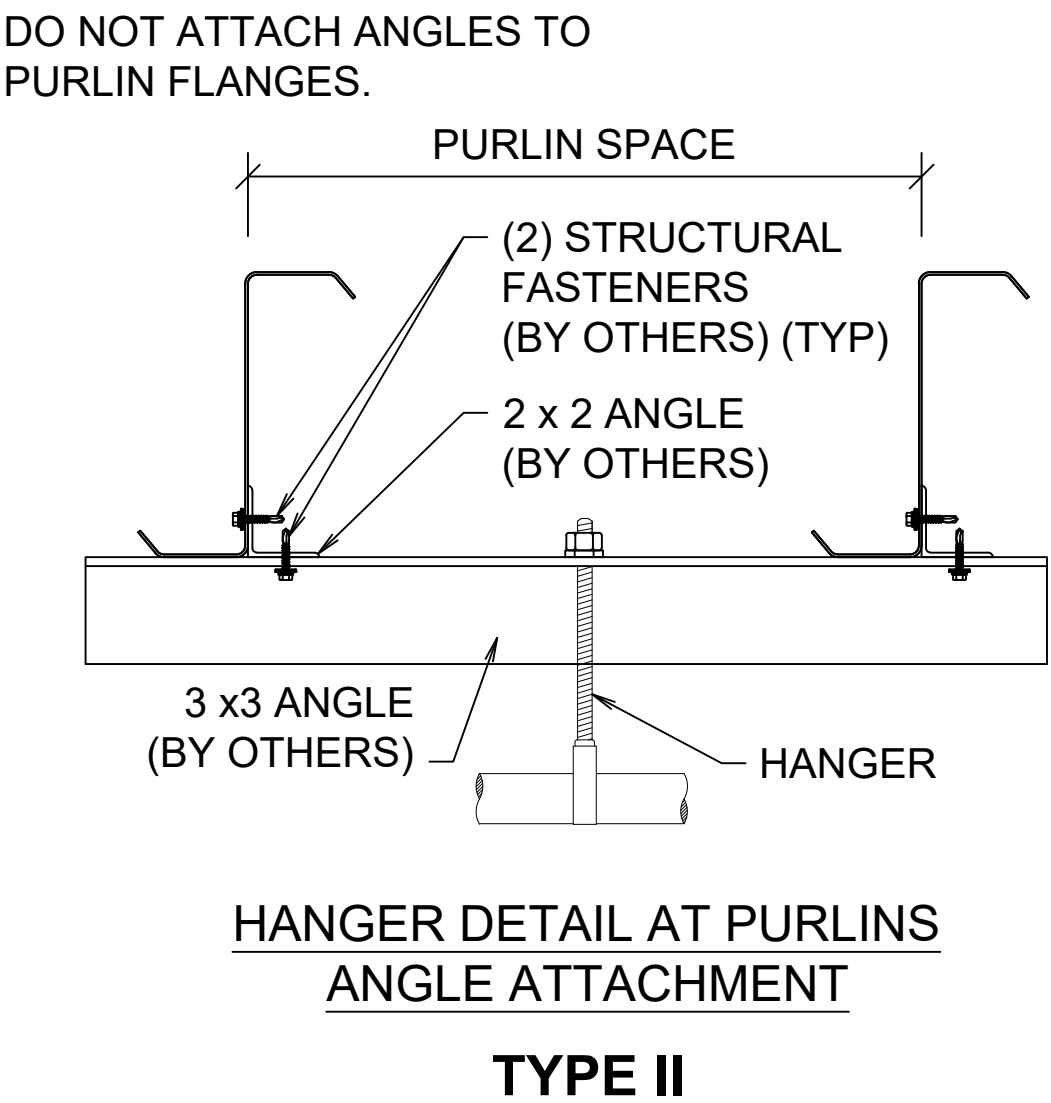
**COLLATERAL LOADS (see Building Design Criteria):**  
*Chief Buildings neither assumes nor accepts any responsibility for the design of hangers, bracing of suspended members, transverse support members, nor connections to roof purlins to support collateral loads. It is the responsibility of the Buyer/Contractor and/or End Owner to have this design performed by a registered design professional. All loads suspended from purlins shall have the load introduced through the web and not the flange of the purlin other than what is shown on this page. Loads can not be supported from the lip at the edge of the flange.*

TYPE 1: Lightweight loads with individual point load not exceeding 75 pounds may be hung from bottom flange ONLY as shown on this page.  
TYPE 2: Loads exceeding 75 pounds attach to web utilizing on of the methods shown on this drawing or provided by Registered Design Professional.  
Guide to converting uniform collateral load (psf) to individual point loads (pounds).

Equations to calculate maximum load (weight) based on collateral load, purlin spacing, and bay spacing		
Load Type	Max Point Load [pounds]	Loading Diagram
Single Load at Center of Bay	0.40 x Collateral Load [psf] x Purlin Spacing [ft] x Bay Spacing [ft]	
Two Loads at Third Points	0.30 x Collateral Load [psf] x Purlin Spacing [ft] x Bay Spacing [ft]	
Three Loads at Quarter Points	0.20 x Collateral Load [psf] x Purlin Spacing [ft] x Bay Spacing [ft]	
3'-0 Spacing	Collateral Load [psf] x Purlin Spacing [ft] x 3.0'	
2'-0 Spacing	Collateral Load [psf] x Purlin Spacing [ft] x 2.0'	

Examples  
3 psf collateral load, 4'-6" [4.5'] purlin spacing, 25'-0" bay spacing

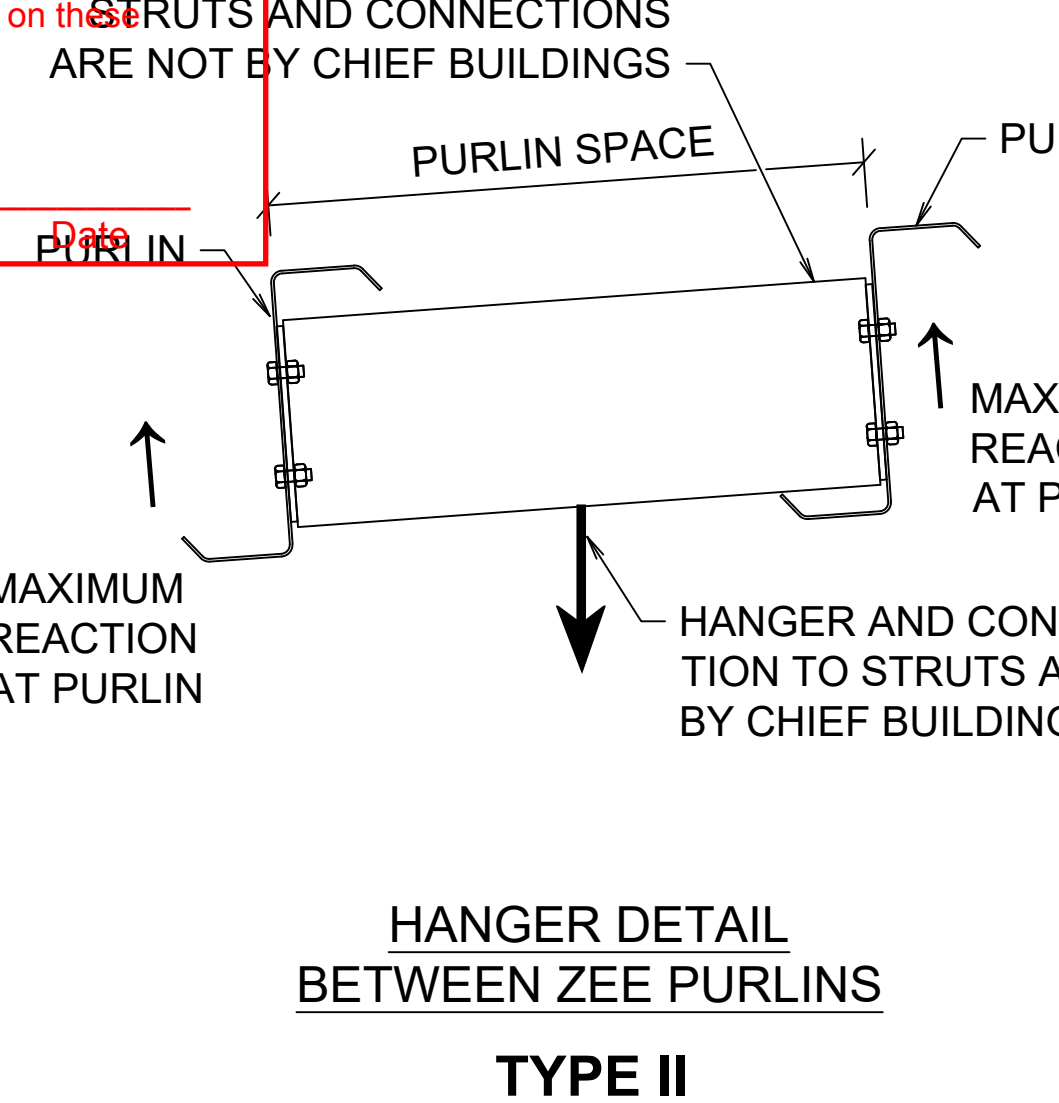
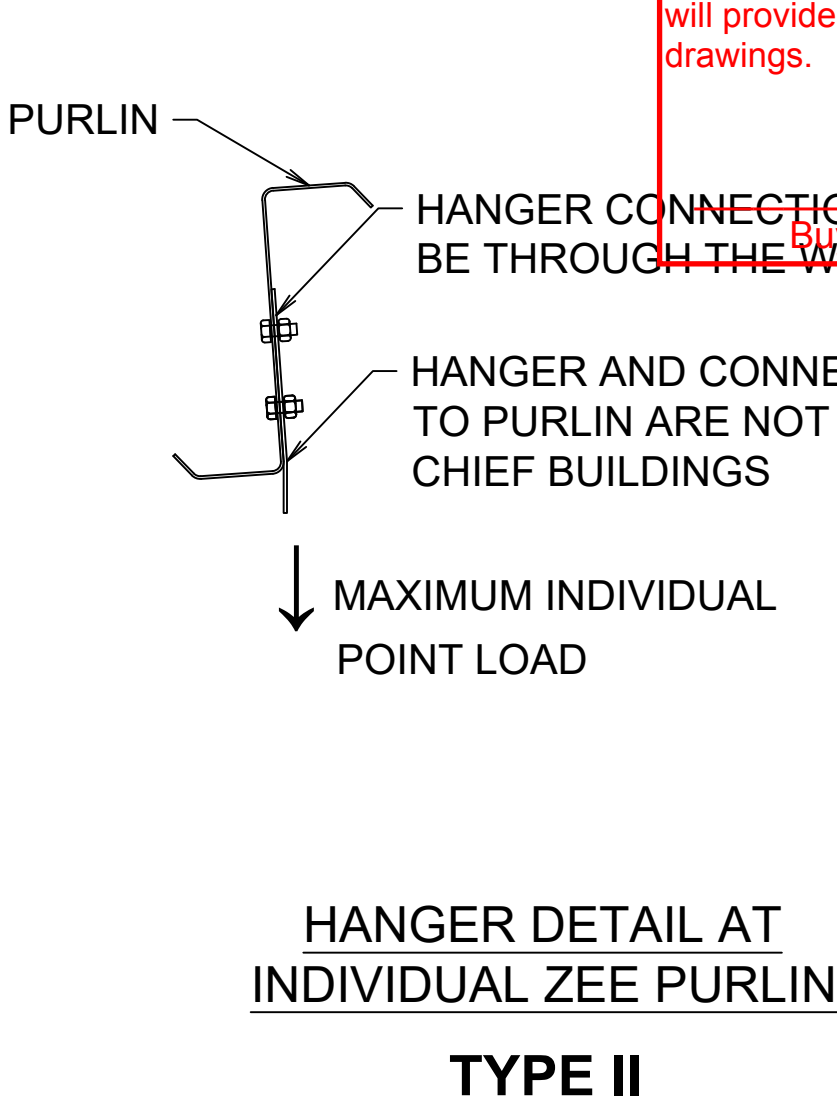
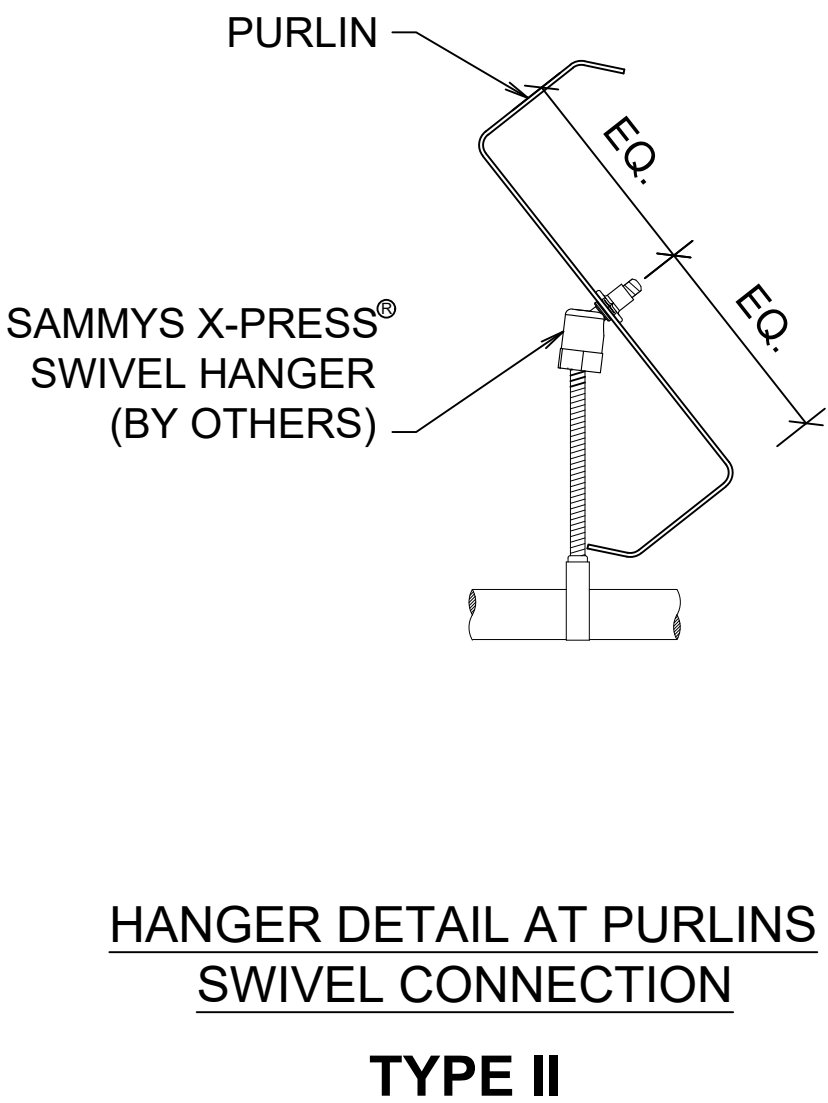
Max Point Loads:  
Single Load at Center of Bay = 135 pounds at each load  
Two Loads at Third Points = 101 pounds at each load  
Three Loads at Quarter Points = 68 pounds at each load  
3'-0" Spacing = 41 pounds at each load  
2'-0" Spacing = 27 pounds at each load



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**NOTE:**  
CHIEF BUILDINGS IS NOT RESPONSIBLE FOR THE DESIGN OR ADEQUACY OF THE ROD OR ANGLE AND ITS ATTACHMENTS.

RELEASED	07-13-22
SUPERSEDES	09-28-20


REVISIONS	
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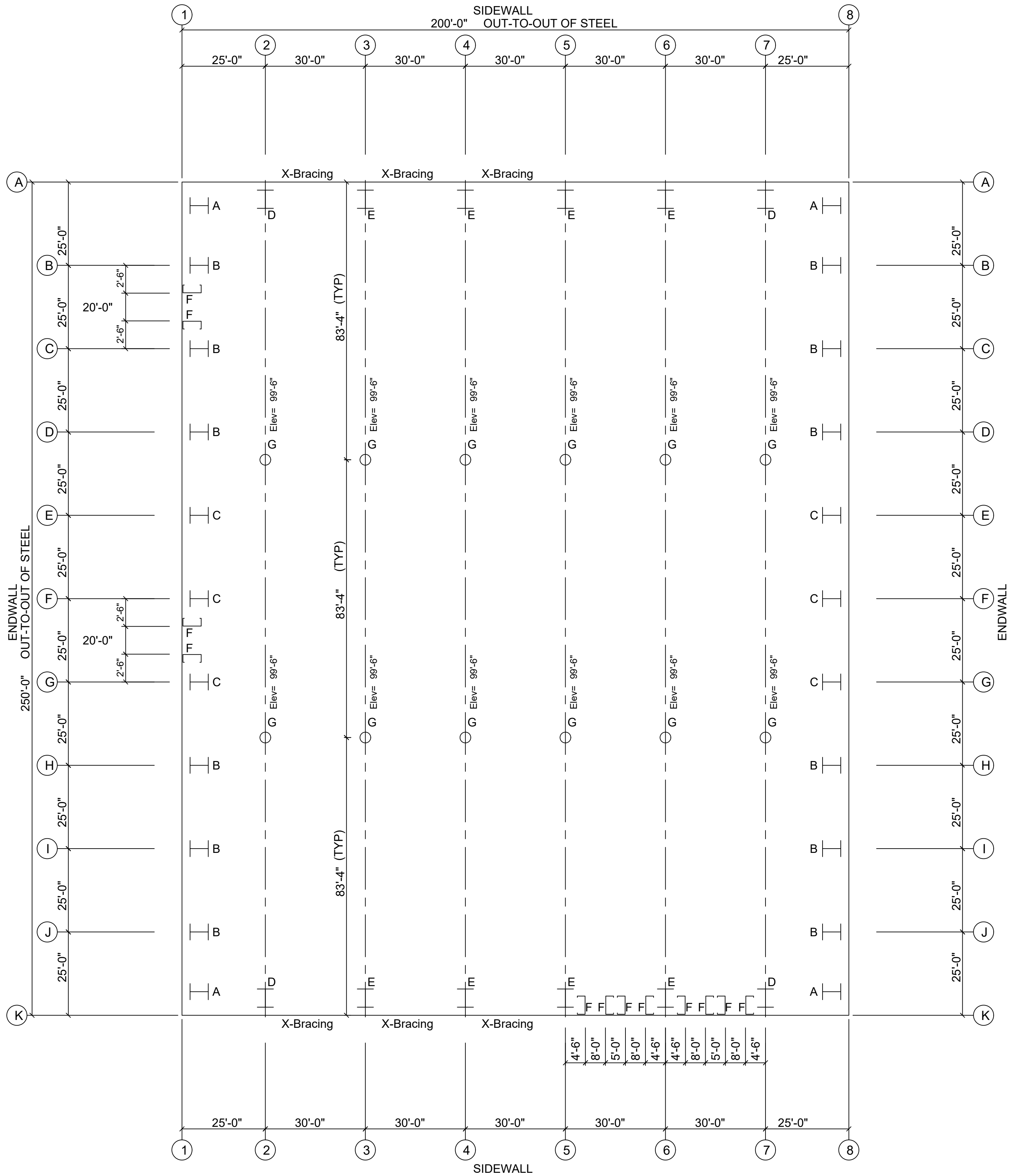
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10/12/2023

Drawing	COLLATERAL LOADING AND ATTACHMENTS			
Buyer	Franco Construction Services, LLC			
Customer	Pat Oare Fultonville, NY 12016			
Project Name	DAIM Logistics			
	DRAWN	CHECK	ORDER NO.	G4
	ACS	xxx	B3023738	G4
	10/12/2023	xx/xx/xx		





REFERENCE NOTES:

1. All Anchor Rods including nuts and washers for same are not furnished by CHIEF BUILDINGS.
2. Anchor Rod material shall conform to ASTM F1554 having a yield of 36 KSI or greater.
3. Rod projections are recommended minimums based on the base plate bearing directly on the concrete pier. If the base plate is to bear on grout, the rod projection must be increased accordingly.
4. Concrete shall have a minimum strength of 3000 PSI.
5. ALL DRAWINGS ARE NOT TO SCALE.
6. Anchor Rod Summary Table
  - o Quantity includes all buildings, all phases.
  - o However anchor rods for Partitions and Smart Canopies are found on separate pages (when applicable).

NOTE: Finish Floor @ 100'-0"

ANCHOR ROD SUMMARY

Qty	Locate	Dia (in)	Type	Proj (in)
24	Jamb	1/2"	F1554	1.50
88	Endwall	3/4"	F1554	2.00
120	Frame	3/4"	F1554	2.00

ANCHOR ROD PLAN

NOTE: All Base Plates @ 100'-0" (U.N.)

REVISIONS	
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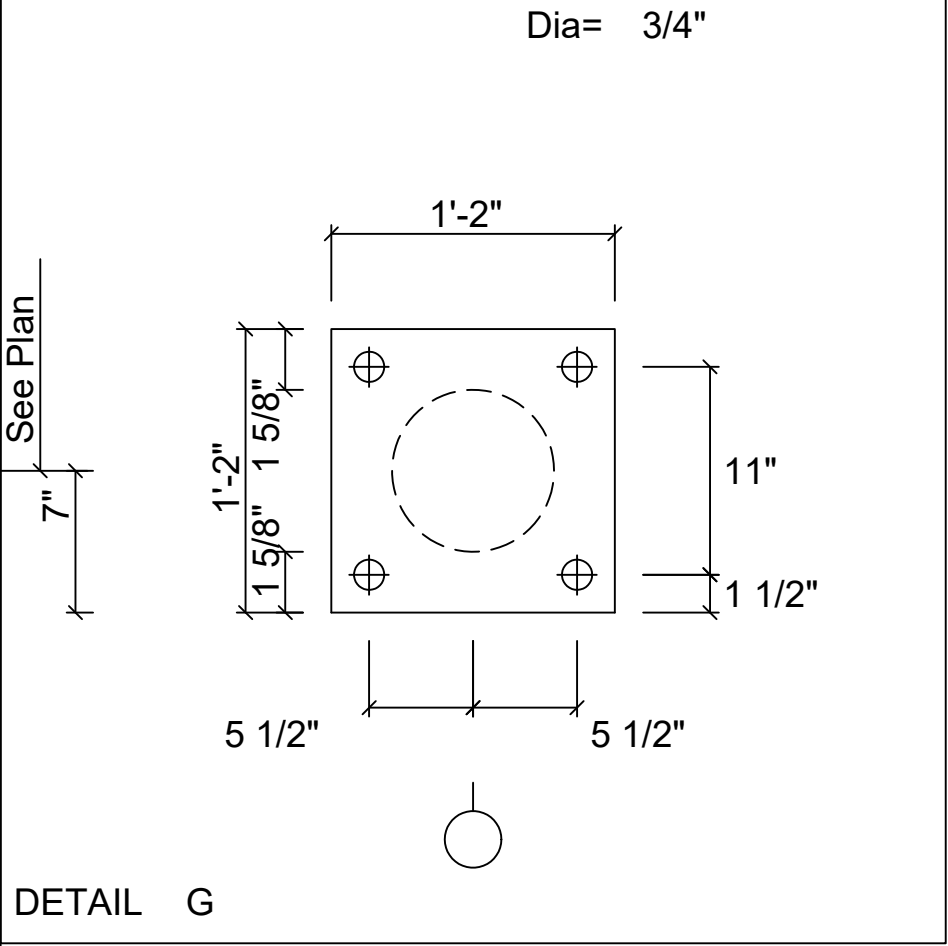
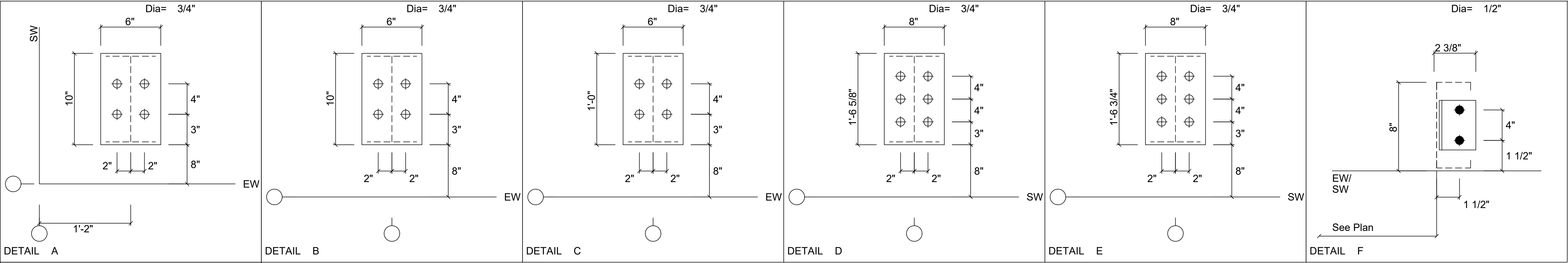
These documents set forth Chiefs Interpretation of the building requirements as represented by the Agreement To Purchase. Changes must be marked clearly in red ink. These accepted drawings take precedence over the Agreement To Purchase Chief will provide only those items shown on these drawings.

\_\_\_\_\_  
Buyer's Signature

\_\_\_\_\_  
Date

Drawing	ANCHOR ROD			
Buyer	Franco Construction Services, LLC			
Customer	Pat Oare Fultonville, NY 12016			
Project Name	DAIM Logistics			
	DRAWN	CHECK	ORDER NO.	A1
	ACS	DAR	B3023738	A4
	10/12/23	10/12/23		





BASE ANCHORAGE SPACING FOR STANDARD BASE ANGLE, BASE CEE OR ONE PIECE BASE WITH CS OR AP WALLS		
FASTENER TYPE & DIAMETER	MINIMUM EMBEDMENT	MAXIMUM SPACING
1/4" WEDGE ANCHOR ①	1 1/4"	1 @ 3'-0"
1/4" SCREW TYPE ANCHOR ②	1 1/2"	1 @ 3'-0"
3/8" CAST-IN ANCHOR	4" WITH HOOK OR HEAD	1 @ 3'-0"
1/4" HAMMER-IN ③	1 3/8"	1 @ 2'-0"
0.14 POWDER ACTUATED ④	1 1/4"	1 @ 1'-6"

① HILTI KWIK BOLT®, RAMSET TRUBOLT®, POWERS POWERSTUD®, OR EQUAL

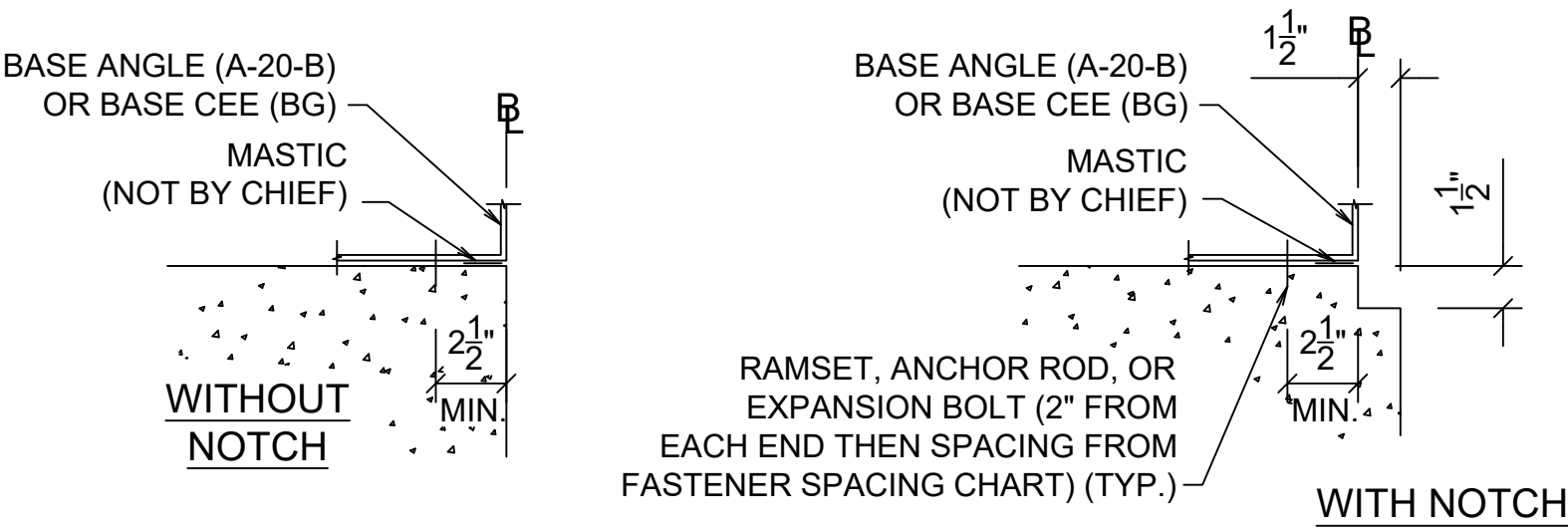
② CFS TAPCON®, HILTI KWIK-CON II®, POWERS WEDGE-BOLT®, OR EQUAL

③ POWERS ZAMAC HAMMER SCREW®, HILTI METAL HIT ANCHOR®, OR EQUAL

④ POWERS BALLISTIC POINT PIN, RAMSET 1500/1600 SERIES, HILTI UNIVERSAL NAIL OR EQUAL

FASTENER SPACING CHART

REFERENCE NOTES:  
1. ACTUAL BASE PLATE DIMENSIONS MAY BE SMALLER THAN BASE PLATE DIMENSIONS SHOWN.



BASE MEMBER DETAILS

CONTRACTOR IS RESPONSIBLE FOR ANCHORING BASE MEMBER TO CONCRETE.

REVISIONS	
4	
3	
2	
1	

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.

Chief Buildings  
PO Box 2078, Grand Island, NE 68802-2078  
(308) 389-7289 cs@chiefind.com



10/12/2023

Drawing	ANCHOR ROD			
Buyer	Franco Construction Services, LLC			
Customer	Pat Oare Fultonville, NY 12016			
Project Name	DAIM Logistics			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.	A2
	ACS	DAR	B3023738	A4
	10/12/23	10/12/23		

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 set forth Chiefs Interpretation of the building requirements as represented by the Agreement To Purchase. Changes must be marked clearly in red ink. These accepted drawings take precedence over the Agreement To Purchase Chief will provide only those items shown on these drawings.

\_\_\_\_\_  
Buyer's Signature

\_\_\_\_\_  
Date



1. Column footings and piers must be designed to withstand horizontal and vertical reactions as shown on the Anchor Rod Plan. Chief Buildings is not responsible for design of concrete foundation. Chief Buildings recommends that the services of a qualified engineer be obtained by the contractor/builder to design the foundations for the indicated reactions.
2. Reactions are given in kips. (1 kip = 1000 lbs.) moments, if any, are given in kip-ft.
3. Anchor Rod design is based on shear, tension, and combined tension and shear. Chief Buildings is not responsible for anchor rod size recommendations when anchor rod configuration places the rods in a bending mode. When the column base plate bears on grout, the contractor/builder or foundation engineer shall investigate bending in the anchor rods and provide a shear key for the column base to the pier when the anchor rods are not adequate in bending about the pier.

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

Frame Line	Column Line	----Dead----		--Collateral--		----Live----		----Snow----		--Wind_Left1--		-Wind_Right1-	
		Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert
3*	A	2.2	6.8	2.2	5.8	8.9	23.2	15.6	40.7	-16.4	-30.4	-1.1	-17.9
3*	K	-2.2	6.9	-2.2	5.8	-8.9	23.2	-15.6	40.7	1.2	-18.0	16.4	-30.4
3*	@83.3	0.0	13.3	0.0	13.0	0.0	51.8	0.0	90.6	0.0	-45.5	0.0	-37.8
3*	@166.7	0.0	13.4	0.0	12.9	0.0	51.7	0.0	90.5	0.0	-37.8	0.0	-45.5

Frame Line	Column Line	--Wind_Left2-		-Wind_Right2-		--Wind_Long1-		--Wind_Long2-		-Seismic_Left		Seismic_Right	
		Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert
3*	A	-15.2	-18.5	0.1	-5.9	-2.6	-38.6	-3.7	-30.2	-4.6	-1.9	4.6	1.9
3*	K	-0.1	-6.0	15.1	-18.4	3.8	-30.2	2.5	-38.5	-4.7	1.9	4.7	-1.9
3*	@83.3	0.0	-20.4	0.0	-12.7	0.0	-61.5	0.0	-37.7	0.0	2.7	0.0	-2.7
3*	@166.7	0.0	-12.7	0.0	-20.4	0.0	-37.6	0.0	-61.5	0.0	-2.8	0.0	2.8

Frame Line	Column Line	-Seismic_Long		-MIN_SNOW--		F1PAT_SL_1-		F1PAT_SL_2-		F1PAT_SL_3-		F1PAT_SL_4-	
		Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert
3*	A	0.0	-9.0	8.9	23.2	6.5	22.4	6.4	3.8	1.4	16.5	1.3	-2.1
3*	K	0.0	-9.0	-8.9	23.2	-6.6	3.9	-6.4	22.4	-1.4	-2.0	-1.3	16.5
3*	@83.3	0.0	0.0	0.0	51.8	0.0	25.0	0.0	-7.5	0.0	52.8	0.0	20.3
3*	@166.7	0.0	0.0	0.0	51.7	0.0	-7.5	0.0	25.0	0.0	20.3	0.0	52.8

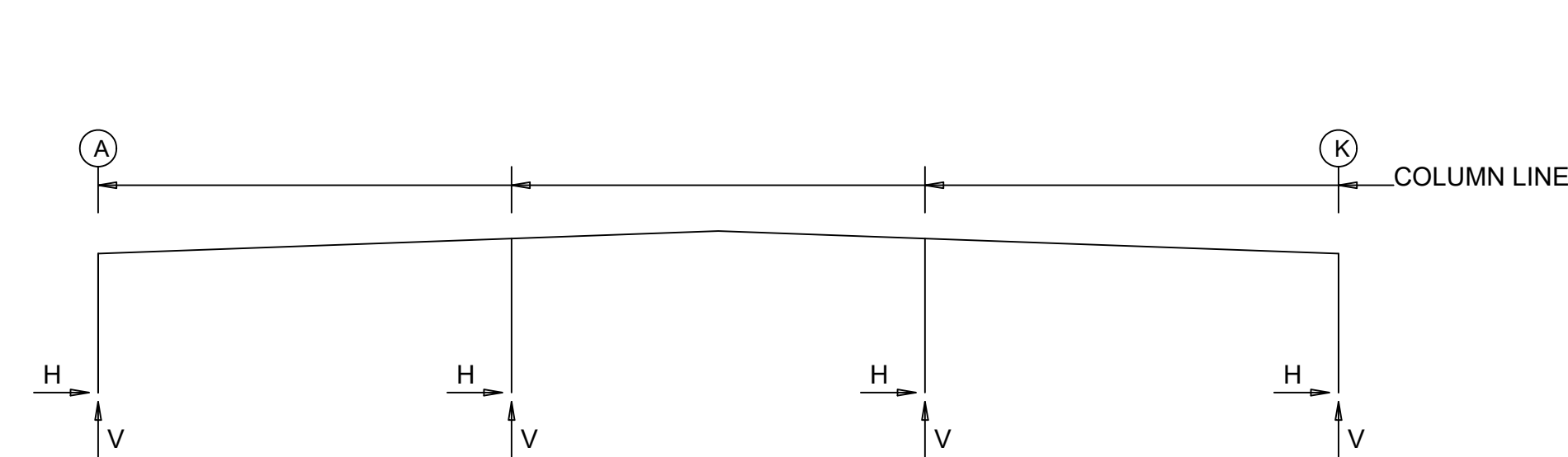
Frame Line	Column Line	----Dead----		--Collateral--		----Live----		----Snow----		--Wind_Left1--		-Wind_Right1-	
		Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert
2*	A	2.0	6.3	2.0	5.3	8.0	21.2	14.0	37.2	-18.1	-33.4	-1.1	-18.6
2*	K	-2.0	6.3	-2.0	5.3	-8.0	21.2	-14.0	37.2	1.1	-18.6	18.0	-33.3
2*	@83.3	0.0	12.5	0.0	11.9	0.0	47.5	0.0	83.2	0.0	-48.4	0.0	-38.9
2*	@166.7	0.0	12.5	0.0	11.9	0.0	47.5	0.0	83.2	0.0	-38.9	0.0	-48.4

Frame Line	Column Line	--Wind_Left2-		-Wind_Right2-		--Wind_Long1-		--Wind_Long2-		-Seismic_Left		Seismic_Right	
		Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert
2*	A	-17.0	-22.4	0.0	-7.6	-2.2	-36.2	-3.3	-28.5	-4.3	-1.7	4.3	1.7
2*	K	0.1	-7.6	17.0	-22.4	3.3	-28.5	2.2	-36.2	-4.3	1.7	4.3	-1.7
2*	@83.3	0.0	-25.4	0.0	-15.9	0.0	-56.3	0.0	-34.7	0.0	2.4	0.0	-2.4
2*	@166.7	0.0	-15.9	0.0	-25.4	0.0	-34.7	0.0	-56.3	0.0	-2.4	0.0	2.4

Frame Line	Column Line	-Seismic_Long		-MIN_SNOW--		F2PAT_SL_1-		F2PAT_SL_2-		F2PAT_SL_3-		F2PAT_SL_4-	
		Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert	Horiz	Vert
2*	A	0.0	-9.0	8.0	21.2	5.8	20.6	5.8	3.4	1.2	15.2	1.2	-2.0
2*	K	0.0	-9.0	-8.0	21.2	-5.8	3.4	-5.8	20.6	-1.2	-2.0	-1.2	15.2
2*	@83.3	0.0	0.0	0.0	47.5	0.0	22.6	0.0	-6.5	0.0	48.1	0.0	19.0
2*	@166.7	0.0	0.0	0.0	47.5	0.0	-6.5	0.0	22.6	0.0	19.0	0.0	48.1

3\* Frame lines: 3 4 5 6  
2\* Frame lines: 2 7

FRAME LINES: 2 3 4 5 6 7



### RIGID FRAME: MAXIMUM REACTIONS

Frm Line	Col Line	Column_Reactions(k)					
		Load Id	Hmax H	V Vmax	Load Id	Hmin H	V Vmin
2*	A	1	18.0	48.8	2	-9.6	-16.2
		10	16.8	50.8	4	-0.1	-17.9
2*	K	3	9.6	-16.2	1	-18.0	48.8
		11	-16.8	50.8	6	0.1	-17.9
2*	@83.3	5	0.0	-26.3	5	0.0	-26.3
		13	0.0	114.0			
2*	@166.7	7	0.0	-26.3	7	0.0	-26.3
		13	0.0	114.0			
2*	Frame lines:	2	7				

### RIGID FRAME: MAXIMUM REACTIONS

Frm Line	Col Line	Column_Reactions(k)					
		Load Id	Hmax H	V Vmax	Load Id	Hmin H	V Vmin
3*	A	1	20.1	53.3	2	-8.5	-14.2
		8	18.8	55.4	4	-0.2	-19.0
3*	K	3	8.5	-14.1	1	-20.1	53.4
		9	-18.7	55.4	6	0.2	-19.0
3*	@83.3	5	0.0	-28.9	5	0.0	-28.9
		12	0.0	124.3			
3*	@166.7	7	0.0	-28.9	7	0.0	-28.9
		12	0.0	124.4			
3*	Frame lines:	3	4	5	6		

### BUILDING BRACING REACTIONS

Wall Loc	Col Line	Line	Reactions(k )				Panel_Shear (lb/ft)	
			Horz	Vert	Horz	Vert	Wind	Seis
L_EW F_SW	K	2,3	12.5	10.8	10.4	9.0	23	19
		3,4	12.5	10.8	10.4	9.0		
		4,5	12.5	10.8	10.4	9.0		
R_EW B_SW	A	5,4	12.5	10.8	10.4	9.0	19	16
		4,3	12.5	10.8	10.4	9.0		
		3,2	12.5	10.8	10.4	9.0		

Reactions for seismic represent shear force, Eh

#### Building Code

IBC Risk Category  
Roof Live Load  
Tributary Area Reduction Allowed  
Collateral Load  
Ground Snow Load (Pg)  
Exposure Factor (Ce)  
Thermal Factor (Ct)  
Importance Factor (I)  
Flat Roof Snow Load (Pf)  
Minimum Roof Snow Load (Pm)

Drift Surcharge Load, Pd and Snow Drift Width, w

Building Enclosure  
Ultimate Design Wind Speed (Vult)  
Nominal Design Wind Speed (Vasd)

Exposure Category  
Elevation Factor Ke  
Wind Pressure (q)

#### Seismic

Spectral Response Short Periods (Ss)  
Spectral Response 1 s Period (S1)  
Seismic Importance Factor  
Seismic Design Category  
Site Class

Seismic Resisting System  
Longitudinal Direction  
Lateral Direction

Seismic Response Coefficient (Cs)  
Spectral Response Parameter Short Period (SDS)  
Spectral Response Parameter 1 s Period (SD1)  
Analysis Procedure:

Base Shear

Other Loads:

#### New York Building Code 2020

II - Standard Buildings  
20 psf  
No  
5 psf  
50 psf  
1.0  
1.0  
1.00  
35.00 psf  
20 psf - Not used with drift, sliding, unbalanced, or partial loads.  
None  
Enclosed  
115 mph (GCpi ± 0.18)  
89 mph  
C  
0.99 based on elev. 295 ft  
27.4 psf

Steel System (R=3.00)  
Steel System (R=3.00)

0.072

0.215

0.118

ELF

62.21 kips

None

DESCRIPTIONS OF REACTION ABBREVIATIONS	
ABBREVIATION	DESCRIPTION
CL OR COLL	COLLATERAL
LL	LIVE
DE	DEAD
DRIFT	SNOW DRIFT
ELC	TO EXISTING
WIND LEFT	WIND 1 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 1 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 2 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 2 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 3 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 3 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 4 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 4 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 5 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 5 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 6 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 6 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 7 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 7 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 8 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 8 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 9 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 9 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 10 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 10 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 11 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 11 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 12 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 12 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 13 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 13 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 14 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 14 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 15 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 15 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 16 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 16 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 17 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 17 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 18 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 18 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 19 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 19 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 20 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 20 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 21 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 21 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 22 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 22 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 23 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 23 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 24 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 24 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 25 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 25 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 26 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 26 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 27 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 27 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 28 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 28 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 29 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 29 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 30 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 30 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 31 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 31 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 32 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 32 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 33 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 33 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 34 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 34 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 35 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 35 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 36 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 36 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 37 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 37 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 38 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 38 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 39 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 39 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 40 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 40 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 41 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 41 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 42 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 42 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 43 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 43 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 44 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 44 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 45 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 45 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 46 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 46 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 47 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 47 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 48 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 48 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 49 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 49 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 50 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 50 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 51 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 51 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 52 LEFT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 52 RIGHT (WITH NEGATIVE INTERNAL PRESSURE, -GCPI)
WIND LEFT	WIND 53 LEFT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)
WIND RIGHT	WIND 53 RIGHT (WITH POSITIVE INTERNAL PRESSURE, -GCPI)



CONTROLLING LOAD CASES

1	Dead+Collateral+Snow+Slide_Snow
2	0.6Dead+0.6Wind_Left1
3	0.6Dead+0.6Wind_Right1
4	0.6Dead+0.6Wind_Long1L
5	0.6Dead+0.6Wind_Long1R
6	0.6Dead+0.6Wind_Long2L
7	0.6Dead+0.6Wind_Long2R
8	Dead+Collateral+Snow/2+F1PAT_SL_1
9	Dead+Collateral+Snow/2+F1PAT_SL_2
10	Dead+Collateral+Snow/2+F2PAT_SL_1
11	Dead+Collateral+Snow/2+F2PAT_SL_2
12	Dead+Collateral+Snow/2
13	Dead+Collateral+Snow
14	Dead+Collateral+Snow/2+E1PAT_SL_1
15	0.6Dead+0.6Wind_Suction+0.6Wind_Long1L
16	0.6Dead+0.6Wind_Pressure+0.6Wind_Long1L
17	Dead+Collateral+Snow/2+E1PAT_SL_3
18	0.6Dead+0.6Wind_Left1+0.6Wind_Suction
19	Dead+Collateral+Snow/2+E1PAT_SL_4
20	Dead+Collateral+Snow/2+E1PAT_SL_5
21	Dead+Collateral+Snow/2+E1PAT_SL_6
22	0.6Dead+0.6Wind_Suction+0.6Wind_Long2L
23	0.6Dead+0.6Wind_Pressure+0.6Wind_Long2L
24	Dead+Collateral+Snow/2+E1PAT_SL_7
25	Dead+Collateral+Snow/2+E1PAT_SL_8
26	Dead+Collateral+Snow/2+E1PAT_SL_9
27	0.6Dead+0.6Wind_Right1+0.6Wind_Suction
28	Dead+Collateral+Snow/2+E1PAT_SL10
29	Dead+Collateral+Snow/2+E1PAT_SL11
30	Dead+Collateral+Snow/2+E1PAT_SL_2
31	Dead+Collateral+Snow/2+E2PAT_SL_1
32	Dead+Collateral+Snow/2+E2PAT_SL_3
33	Dead+Collateral+Snow/2+E2PAT_SL_4
34	Dead+Collateral+Snow/2+E2PAT_SL_5
35	Dead+Collateral+Snow/2+E2PAT_SL_6
36	Dead+Collateral+Snow/2+E2PAT_SL_7
37	Dead+Collateral+Snow/2+E2PAT_SL_8
38	Dead+Collateral+Snow/2+E2PAT_SL_9
39	Dead+Collateral+Snow/2+E2PAT_SL10
40	Dead+Collateral+Snow/2+E2PAT_SL11
41	Dead+Collateral+Snow/2+E2PAT_SL_2

ENDWALL COLUMN:

MAXIMUM REACTIONS

Frm Line	Col Line	Column_Reactions(k )					
		Load Id	Hmax H	V Vmax	Load Id	Hmin H	V Vmin
1	A	4	0.0	-2.2	4	0.0	-2.2
		14	0.0	6.3			
1	B	15	5.3	-6.2	16	-4.8	-6.2
		17	0.0	16.3	15	5.3	-6.2
1	C	18	5.6	-5.5	16	-5.1	-5.3
		19	0.0	14.9	18	5.6	-5.5
1	D	15	5.8	-5.5	16	-5.2	-5.5
		20	0.0	15.2	15	5.8	-5.5
1	E	15	5.9	-5.7	16	-5.4	-5.7
		21	0.0	15.2	15	5.9	-5.7
1	F	22	6.1	-3.9	23	-5.6	-3.9
		24	0.0	15.2	22	6.1	-3.9
1	G	22	5.9	-5.7	23	-5.4	-5.7
		25	0.0	15.2	22	5.9	-5.7
1	H	22	5.8	-5.5	23	-5.2	-5.5
		26	0.0	15.2	22	5.8	-5.5
1	I	27	5.6	-5.5	23	-5.1	-5.3
		28	0.0	14.9	27	5.6	-5.5
1	J	22	5.3	-6.2	23	-4.8	-6.2
		29	0.0	16.3	22	5.3	-6.2
1	K	6	0.0	-2.2	6	0.0	-2.2
		30	0.0	6.3			
8	K	4	0.0	-2.2	4	0.0	-2.2
		31	0.0	6.3			
8	J	15	5.3	-6.2	16	-4.8	-6.2
		32	0.0	16.3	15	5.3	-6.2
8	I	18	5.6	-5.5	16	-5.1	-5.3
		33	0.0	14.9	18	5.6	-5.5
8	H	15	5.8	-5.5	16	-5.2	-5.5
		34	0.0	15.2	15	5.8	-5.5
8	G	15	5.9	-5.7	16	-5.4	-5.7
		35	0.0	15.2	15	5.9	-5.7
8	F	22	6.1	-3.9	23	-5.6	-3.9
		36	0.0	15.2	22	6.1	-3.9
8	E	22	5.9	-5.7	23	-5.4	-5.7
		37	0.0	15.2	22	5.9	-5.7
8	D	22	5.8	-5.5	23	-5.2	-5.5
		38	0.0	15.2	22	5.8	-5.5
8	C	27	5.6	-5.5	23	-5.1	-5.3
		39	0.0	14.9	27	5.6	-5.5
8	B	22	5.3	-6.2	23	-4.8	-6.2
		40	0.0	16.3	22	5.3	-6.2
8	A	6	0.0	-2.2	6	0.0	-2.2
		41	0.0	6.3			

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

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\_\_\_\_\_  
Buyer's Signature                      Date

ENDWALL COLUMN: BASIC COLUMN REACTIONS (k )

Frm Line	Col Line	Dead Vert	Collat Vert	Live Vert	Snow Vert	Wind Left1 Vert	Wind Right1 Vert	Wind Left2 Vert	Wind Right2 Vert	Wind Press Horz	Wind Suct Horz	Wind Long1 Vert	Wind Long2 Vert
1	A	0.9	0.6	2.6	4.5	-4.4	-2.5	-3.0	-1.1	0.0	0.0	-4.5	-2.6
1	B	1.8	1.8	7.1	12.4	-12.1	-6.9	-8.6	-3.4	-8.1	8.9	-12.1	-6.9
1	C	1.7	1.5	6.1	10.8	-10.8	-6.0	-7.7	-3.0	-8.4	9.3	-10.6	-6.0
1	D	1.7	1.6	6.4	11.2	-7.7	-6.2	-4.5	-3.1	-8.7	9.6	-10.9	-6.3
1	E	1.8	1.6	6.3	11.1	-5.9	-6.1	-2.8	-3.0	-9.0	9.9	-11.2	-5.9
1	F	1.8	1.6	6.4	11.1	-6.3	-6.3	-3.3	-3.3	-9.3	10.2	-8.2	-8.2
1	G	1.8	1.6	6.3	11.1	-6.1	-5.9	-3.0	-2.8	-9.0	9.9	-5.9	-11.2
1	H	1.7	1.6	6.4	11.2	-6.2	-7.7	-3.1	-4.5	-8.7	9.6	-6.3	-10.9
1	I	1.7	1.5	6.1	10.8	-6.0	-10.8	-3.0	-7.7	-8.4	9.3	-6.0	-10.6
1	J	1.8	1.8	7.1	12.4	-6.9	-12.1	-3.4	-8.6	-8.1	8.9	-6.9	-12.1
1	K	0.9	0.6	2.6	4.5	-2.5	-4.4	-1.1	-3.0	0.0	0.0	-2.6	-4.5

Frm Line	Col Line	Seis Left Vert	Seis Right Vert	Seis Long Horz	-MIN_SNOW-- Horz	E1PAT_SL_1- Vert	E1PAT_SL_2- Vert	E1PAT_SL_3- Vert	E1PAT_SL_4- Vert
1	A	0.0	0.1	0.0	0.0	2.6	0.0	2.5	0.0
1	B	0.0	0.0	0.0	0.0	7.1	0.0	3.5	0.0
1	C	0.0	0.0	0.1	0.0	6.1	0.0	-0.6	0.0
1	D	0.0	0.0	0.1	0.0	6.4	0.0	0.1	0.0
1	E	0.0	0.0	0.1	0.0	6.3	0.0	0.0	0.0
1	F	-0.1	-0.1	0.1	0.0	6.4	0.0	0.0	0.0
1	G	0.0	0.0	0.1	0.0	6.3	0.0	0.0	0.0
1	H	0.0	0.0	0.1	0.0	6.4	0.0	0.1	0.0
1	I	0.0	0.0	0.1	0.0	6.1	0.0	0.0	0.0
1	J	0.0	0.0	0.0	0.0	7.1	0.0	3.5	0.0
1	K	0.1	0.0	0.0	0.0	2.6	0.0	2.5	0.0

Frm Line	Col Line	E1PAT_SL_5- Horz	E1PAT_SL_6- Vert	E1PAT_SL_7- Vert	E1PAT_SL_8- Vert	E1PAT_SL_9- Vert	E1PAT_SL10- Vert	E1PAT_SL11- Vert
1	A	0.0	0.1	0.0	0.0	0.0	0.0	0.0
1	B	0.0	-0.3	0.0	0.1	0.0	0.0	0.0
1	C	0.0	2.7	0.0	-0.3	0.0	0.0	0.0
1	D	0.0	6.3	0.0	2.7	0.0	0.1	0.0
1	E	0.0	2.7	0.0	6.3	0.0	0.0	0.0
1	F	0.0	-0.3	0.0	2.7	0.0	-0.3	0.0
1	G	0.0	0.1	0.0	-0.3	0.0	2.7	0.0
1	H	0.0	0.0	0.1	0.0	-0.3	0.0	2.7
1	I	0.0	0.0	0.0	0.0	0.1	0.0	-0.3
1	J	0.0	0.0	0.0	0.0	0.0	0.1	0.0
1	K	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Frm Line	Col Line	Dead Vert	Collat Vert	Live Vert	Snow Vert	Wind Left1 Vert	Wind Right1 Vert	Wind Left2 Vert	Wind Right2 Vert	Wind Press Horz	Wind Suct Horz	Wind Long1 Vert	Wind Long2 Vert
8	K	0.9	0.6	2.6	4.5	-4.4	-2.5	-3.0	-1.1	0.0	0.0	-4.5	-2.6
8	J	1.8	1.8	7.1	12.4	-12.1	-6.9	-8.6	-3.4	-8.1	8.9	-12.1	-6.9
8	I	1.7	1.5	6.1	10.8	-10.8	-6.0	-7.7	-3.0	-8.4	9.3	-10.6	-6.0
8	H	1.7	1.6	6.4	11.2	-7.7	-6.2	-4.5	-3.1	-8.7	9.6	-10.9	-6.3
8	G	1.8	1.6	6.3	11.1	-5.9	-6.1	-2.8	-3.0	-9.0	9.9	-11.2	-5.9
8	F	1.8	1.6	6.4	11.1	-6.3	-6.3	-3.3	-3.3	-9.3	10.2	-8.2	-8.2
8	E	1.8	1.6	6.3	11.1	-6.1	-5.9	-3.0	-2.8	-9.0	9.9	-5.9	-11.2
8	D	1.7	1.6	6.4	11.2	-6.2	-7.7	-3.1	-4.5	-8.7	9.6	-6.3	-10.9
8	C	1.7	1.5	6.1	10.8	-6.0	-10.8	-3.0	-7.7	-8.4	9.3	-6.0	-10.6
8	B	1.8	1.8	7.1	12.4	-6.9	-12.1	-3.4	-8.6	-8.1	8.9	-6.9	-12.1
8	A	0.9	0.6	2.6	4.5	-2.5	-4.4	-1.1	-3.0	0.0	0.0	-2.6	-4.5

Frm Line	Col Line	Seis Left Vert	Seis Right Vert	Seis Long Horz	-MIN_SNOW-- Horz	E2PAT_SL_1- Vert	E2PAT_SL_2- Vert	E2PAT_SL_3- Vert	E2PAT_SL_4- Vert
8	K	0.0	0.1	0.0	0.0	2.6	0.0	2.5	0.0
8	J	0.0	0.0	0.0	0.0	7.1	0.0	3.5	0.0
8	I	0.0	0.0	0.1	0.0	6.1	0.0	-0.6	0.0
8	H	0.0	0.0	0.1	0.0	6.4	0.0	0.1	0.0
8	G	0.0	0.0	0.1	0.0	6.3	0.0	0.0	0.0
8	F	-0.1	-0.1	0.1	0.0	6.4	0.0	0.0	0.0
8	E	0.0	0.0	0.1	0.0	6.3	0.0	0.0	0.0
8	D	0.0	0.0	0.1	0.0	6.4	0.0	0.0	0.0
8	C	0.0	0.0	0.1	0.0	6.1	0.0	0.0	0.0
8	B	0.0	0.0	0.0	0.0	7.1	0.0	3.5	0.0
8	A	0.1	0.0	0.0	0.0	2.6	0.0	2.5	0.0

Frm Line	Col Line	E2PAT_SL_5- Horz	E2PAT_SL_6- Vert	E2PAT_SL_7- Vert	E2PAT_SL_8- Vert	E2PAT_SL_9- Vert	E2PAT_SL10- Vert	E2PAT_SL11- Vert
8	K	0.0	0.1	0.0	0.0	0.0	0.0	0.0
8	J	0.0	-0.3	0.0	0.1	0.0	0.0	0.0
8	I	0.0	2.7	0.0	-0.3	0.0	0.0	0.0
8	H	0.0	6.3	0.0	2.7	0.0	0.1	0.0
8	G	0.0	2.7	0.0	6.3	0.0	0.0	0.0
8	F	0.0	-0.3	0.0	2.7	0.0	-0.3	0.0
8	E	0.0	0.1	0.0	-0.3	0.0	2.7	0.0
8	D	0.0	0.0	0.0	0.1	0.0	6.3	0.0
8	C	0.0	0.0	0.0	0.0	0.1	0.0	2.7
8	B	0.0	0.0	0.0	0.0	0.1	0.0	2.6
8	A	0.0	0.0	0.0	0.0	0.0	0.1	0.0

REVISIONS

- 4  
3  
2  
1

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.

Chief Buildings  
PO box 2078, Grand Island, NE 68802-2078  
(308) 389-7289 cs@chiefind.com



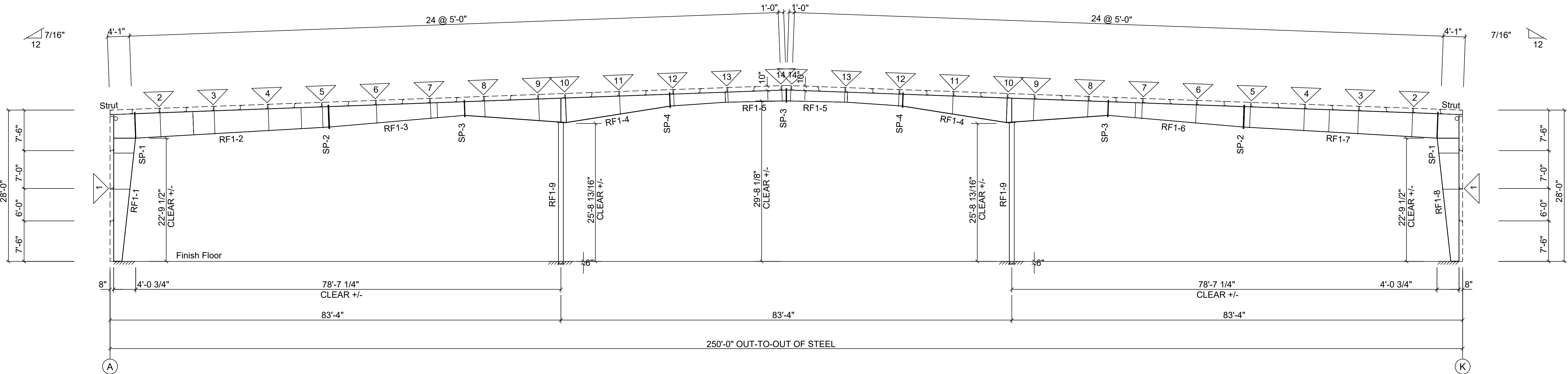
10/12/2023

Drawing	ANCHOR ROD			
Buyer	Franco Construction Services, LLC			
Customer	Pat Oare Fultonville, NY 12016			
Project Name	DAIM Logistics			
	DRAWN	CHECK	ORDER NO.	A4
	ACS	DAR	B3023738	
	10/12/23	10/12/23		A4

DESCRIPTIONS OF REACTION ABBREVIATIONS	
DEAD	DEAD
COLL	COLLATERAL
LL	LOAD
DRIFT	DRIFT
SL	SLIDE
WIND	WIND
WIND 1	WIND 1 (WITH POSITIVE INTERNAL PRESSURE - +GFI)
WIND 2	WIND 2 (WITH POSITIVE INTERNAL PRESSURE - +GFI)
WIND 3	WIND 3 (WITH POSITIVE INTERNAL PRESSURE - +GFI)
WIND 4	WIND 4 (WITH POSITIVE INTERNAL PRESSURE - +GFI)
WIND 5	WIND 5 (WITH POSITIVE INTERNAL PRESSURE - +GFI)
WIND 6	WIND

SPLICE BOLT TABLE							CAP PLATE BOLTS				
Mark	Qty Top	Bot	Int	Type	Dia	Length	Mark	Qty	Type	Dia	Length
SP-1	4	2	2	A325	3/4"	2 1/2"	RF1-9	4	A325	3/4"	2 1/2"
SP-2	4	4	2	A325	1"	3 1/4"					
SP-3	4	4	0	A325	1"	2 1/2"					
SP-4	4	4	0	A325	3/4"	2 1/2"					

FLANGE BRACE TABLE						
FRAME LINE 3 4 5 6						
▽ ID	# SIDES	MARK	BRACE DIST.	DETAIL	CLIP 1	CLIP 2
1	1	FB12	2'-0"	1-1	XFBP8 XFBP8	
2	1	FB24	3'-0"	1-1		
3	1	FB22	3'-0"	1-1		
4	1	FB20	3'-0"	1-1		
5	1	FB19	3'-0"	1-1		
6	1	FB16	3'-0"	1-1		
7	1	FB10	2'-0"	1-1		
8	1	FB11	2'-0"	1-1		
9	1	FB17	4'-0"	5-8		
10	1	FB25	5'-0"	5-8		
11	1	FB15	3'-0"	1-1		
12	1	FB8	2'-0"	1-1		
13	1	FB3	2'-0"	1-1		
14	1	FB5	2'-0"	1-1		



RIGID FRAME ELEVATION: FRAME LINE 3 4 5 6

Documents For Approval  
Not To Be Used For Construction


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☐ Approved for Production With Changes  
☐ Resubmit For Approval With Changes


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\_\_\_\_\_  
Buyer's Signature

\_\_\_\_\_  
Date

- REFERENCE NOTES:
- Snug Tight:** Snug Tightened Joints are used. See General Information Snug Tight Sheet for bolt tightening information.
  - Storage:** Fastener components shall be protected from dirt and moisture in closed containers at the site of installation. Only as many fastener components as are anticipated to be installed during the work shift shall be taken from protected storage. Fastener components that are not incorporated into the work shall be returned to protected storage at the end of the work shift.
  - Bolt and Nut Specifications:** Bolts are high strength bolts conforming to ASTM F3125 Grade A325 or Grade A490. Nuts are high strength nuts conforming to ASTM A194 Grade 2 or 2H or ASTM A563 Grade C, D, or DH nut specifications. Substitution of mild steel bolts or nuts is not allowed and any field substitution will void the design warranty.
  - Eave Height:** Eave height dimension is not always to the top of the eave strut. Due to thermal block situations, eave height dimension and top girt space dimension may be to the intersection of the top of the purlins. Refer to the eave details for more information.

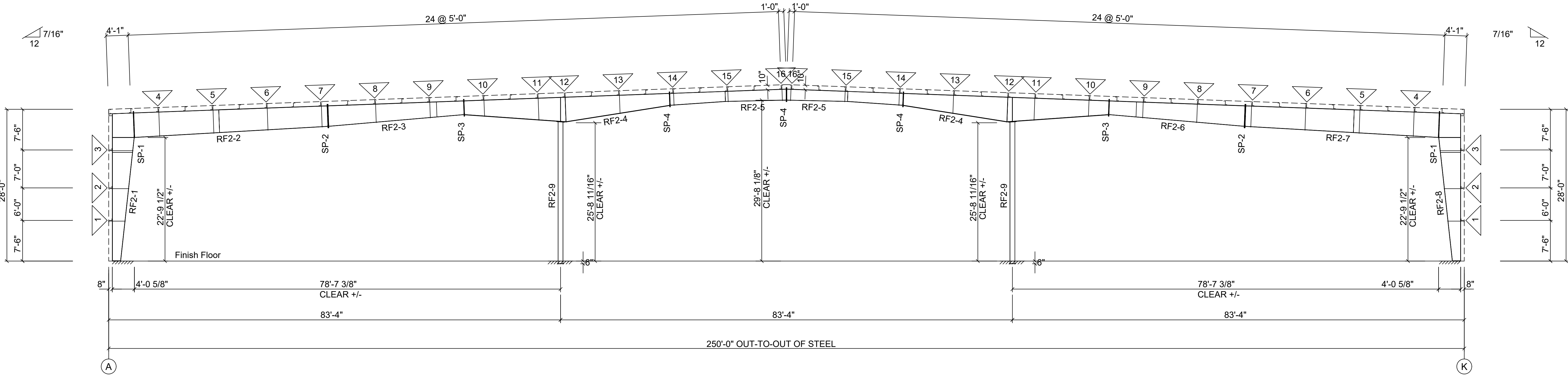
REVISIONS		<div>Notwithstanding the adjacent seal, neither the Engineer named nor Chief Buildings is acting as The Engineer of Record. The Engineer named and Chief Buildings responsibility is limited to the structural performance of the pre-engineered components designed by Chief Buildings.</div> <div><div>10/12/2023</div></div>
4		
3		
2		
1		

Drawing	CROSS SECTION				
Buyer	Franco Construction Services, LLC				
Customer	Pat Oare Fultonville, NY 12016				
Project Name	DAIM Logistics				
	DRAWN	CHECK	ORDER NO.	CS1	
	ACS	xxx	B3023738		
	10/12/23	xx/xx/xx			
				CS2	



SPLICE BOLT TABLE							CAP PLATE BOLTS				
Mark	Qty Top	Qty Bot	Int	Type	Dia	Length	Mark	Qty	Type	Dia	Length
SP-1	4	2	2	A325	3/4"	2 1/2"	RF2-9	4	A325	3/4"	2 1/2"
SP-2	4	4	2	A325	1"	3 1/4"					
SP-3	4	4	0	A325	1"	2 1/2"					
SP-4	4	4	0	A325	3/4"	2 1/2"					

FLANGE BRACE TABLE						
FRAME LINE 2 7						
▽ ID	# SIDES	MARK	BRACE DIST.	DETAIL	CLIP 1	CLIP 2
1	1	FB9	2'-0"	1-1		
2	1	FB12	2'-0"	1-1		
3	1	FB18	3'-0"	1-1		
4	1	FB23	3'-0"	1-1		
5	1	FB21	3'-0"	1-1		
6	1	FB20	3'-0"	1-1		
7	1	FB19	3'-0"	1-1		
8	1	FB16	3'-0"	1-1		
9	1	FB10	2'-0"	1-1		
10	1	FB13	3'-0"	4-1		
11	1	FB17	4'-0"	5-8	XFBP8	
12	1	FB25	5'-0"	5-8	XFBP8	
13	1	FB14	3'-0"	4-1		
14	1	FB7	2'-0"	1-1		
15	1	FB4	2'-0"	1-1		
16	1	FB6	2'-0"	1-1		



RIGID FRAME ELEVATION: FRAME LINE 2 7

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Buyer's Signature

\_\_\_\_\_  
Date

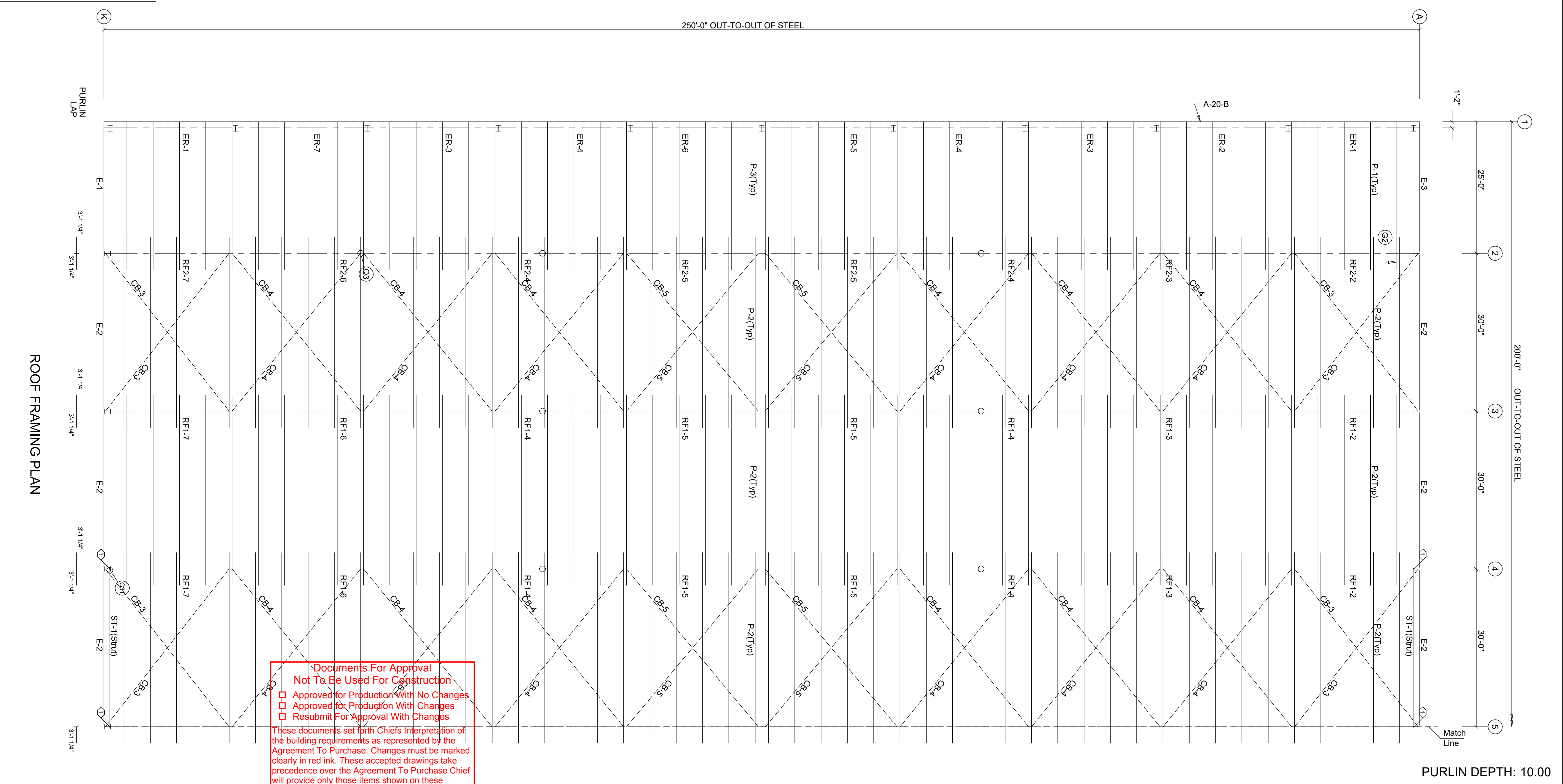
- REFERENCE NOTES:
- Snug Tight:** Snug Tightened Joints are used. See General Information Snug Tight Sheet for bolt tightening information.
  - Storage:** Fastener components shall be protected from dirt and moisture in closed containers at the site of installation. Only as many fastener components as are anticipated to be installed during the work shift shall be taken from protected storage. Fastener components that are not incorporated into the work shall be returned to protected storage at the end of the work shift.
  - Bolt and Nut Specifications:** Bolts are high strength bolts conforming to ASTM F3125 Grade A325 or Grade A490. Nuts are high strength nuts conforming to ASTM A194 Grade 2 or 2H or ASTM A563 Grade C, D, or DH nut specifications. Substitution of mild steel bolts or nuts is not allowed and any field substitution will void the design warranty.
  - Eave Height:** Eave height dimension is not always to the top of the eave strut. Due to thermal block situations, eave height dimension and top girt space dimension may be to the intersection of the top of the purlins. Refer to the eave details for more information.

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4			
3			
2			
1			

Drawing	CROSS SECTION				
Buyer	Franco Construction Services, LLC				
Customer	Pat Oare Fultonville, NY 12016				
Project Name	DAIM Logistics				
	DRAWN	CHECK	ORDER NO.	CS2	
	ACS	xxx	B3023738		
	10/12/23	xx/xx/xx			
				CS2	

- Details Order (D# Pages)
- Flange Brace/Sag Angles Details
  - Typical Project Details
  - Steel Specific Info, (X#-labels)
  - Panel Specific Info, (Y#-labels)
  - Mezzanine Info, (Z#-labels)
  - Panel/Trim Details
  - Opening Flashing Details

SPECIAL BOLTS					
ROOF PLAN					
○ ID	QUAN	TYPE	DIA	LENGTH	WASH
1	2	A325	1"	3 1/4"	0





REFERENCE NOTES:  
SAG ANGLE NOMENCLATURE  
• "T" = TOP SAG ANGLE ROW.  
• "B" = BOTTOM SAG ANGLE ROW.

Documents For Approval  
Not To Be Used For Construction

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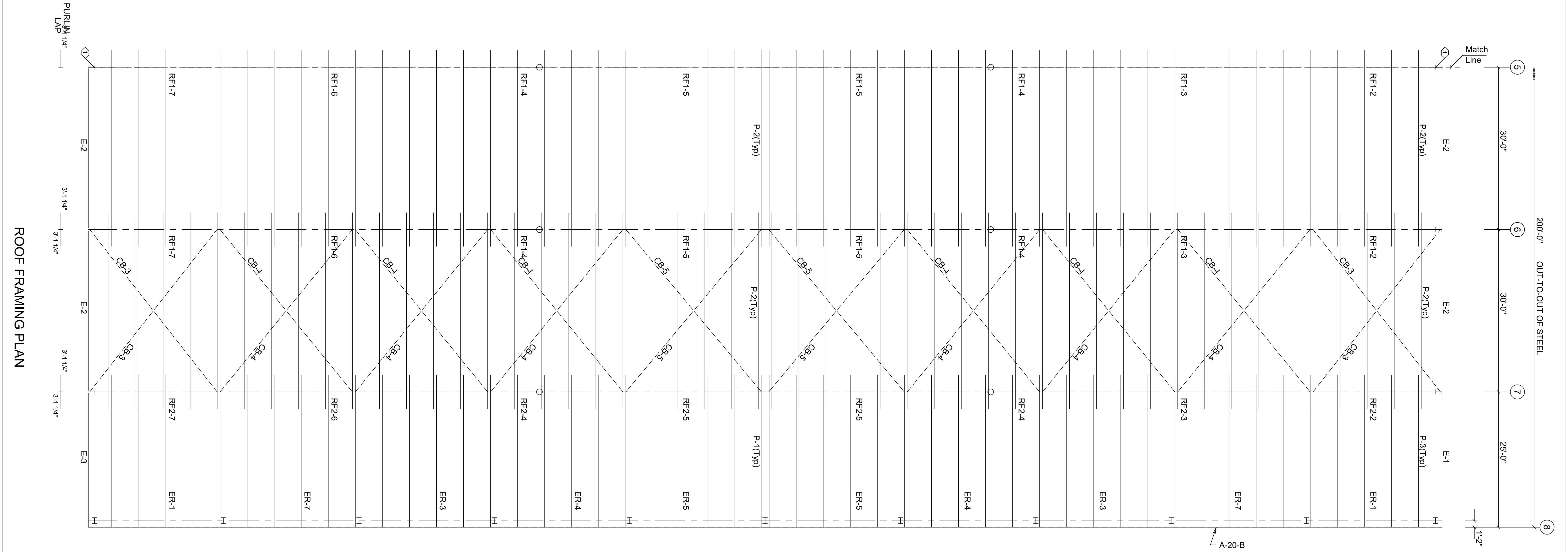
Buyer's Signature \_\_\_\_\_ Date \_\_\_\_\_

REVISIONS		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.  Chief Buildings PO Box 2078, Grand Island, NE 68802-2078 (308) 389-7289    cs@chiefind.com	 10/12/2023	Drawing	ROOF FRAMING			
4				Buyer	Franco Construction Services, LLC			
3				Customer	Pat Oare Fultonville, NY 12016			
2				Project Name	DAIM Logistics			
1						DRAWN	CHECK	ORDER NO.
		ACS	xxx			B3023738		
		10/12/23	xx/xx/xx					



- Flange Brace/Sag Angles Details
- Typical Project Details
- Steel Specific Info, (X#-labels)
- Panel Specific Info, (Y#-labels)
- Mezzanine Info, (Z#-labels)
- Panel/Trim Details
- Opening Flashing Details


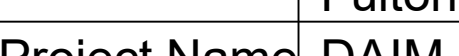
SPECIAL BOLTS					
ROOF PLAN					
○ ID	QUAN	TYPE	DIA	LENGTH	WASH
1	2	A325	1"	3 1/4"	0



Documents For Approval Not To Be Used For Construction	
<input type="checkbox"/>	Approved for Production With No Changes
<input type="checkbox"/>	Approved for Production With Changes
<input type="checkbox"/>	Resubmit For Approval With Changes
<p>These documents set forth Chiefs Interpretation of the building requirements as represented by the Agreement To Purchase. Changes must be marked clearly in red ink. These accepted drawings take precedence over the Agreement To Purchase. Chief will provide only those items shown on these drawings.</p>	
_____ Buyer's Signature	_____ Date

**REFERENCE NOTES:**  
SAG ANGLE NOMENCLATURE

- "T" = TOP SAG ANGLE ROW.
- "B" = BOTTOM SAG ANGLE ROW.

REVISIONS		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.		 10/12/2023	Drawing	ROOF FRAMING			
4 _____		Chief Buildings PO Box 2078, Grand Island, NE 68802-2078 (308) 389-7289 cs@chiefind.com			Buyer	Franco Construction Services, LLC			
3 _____					Customer	Pat Oare Fultonville, NY 12016			
2 _____					Project Name	DAIM Logistics			
1 _____						DRAWN	CHECK	ORDER NO.	RF2
				ACS		xxx	B3023738	RF4	
				10/12/23		xx/xx/xx			



- Details Order (D# Pages)
- Flange Brace/Sag Angles Details

· Typical Project Details

· Steel Specific Info, (X#-labels)

· Panel Specific Info, (Y#-labels)

· Mezzanine Info, (Z#-labels)

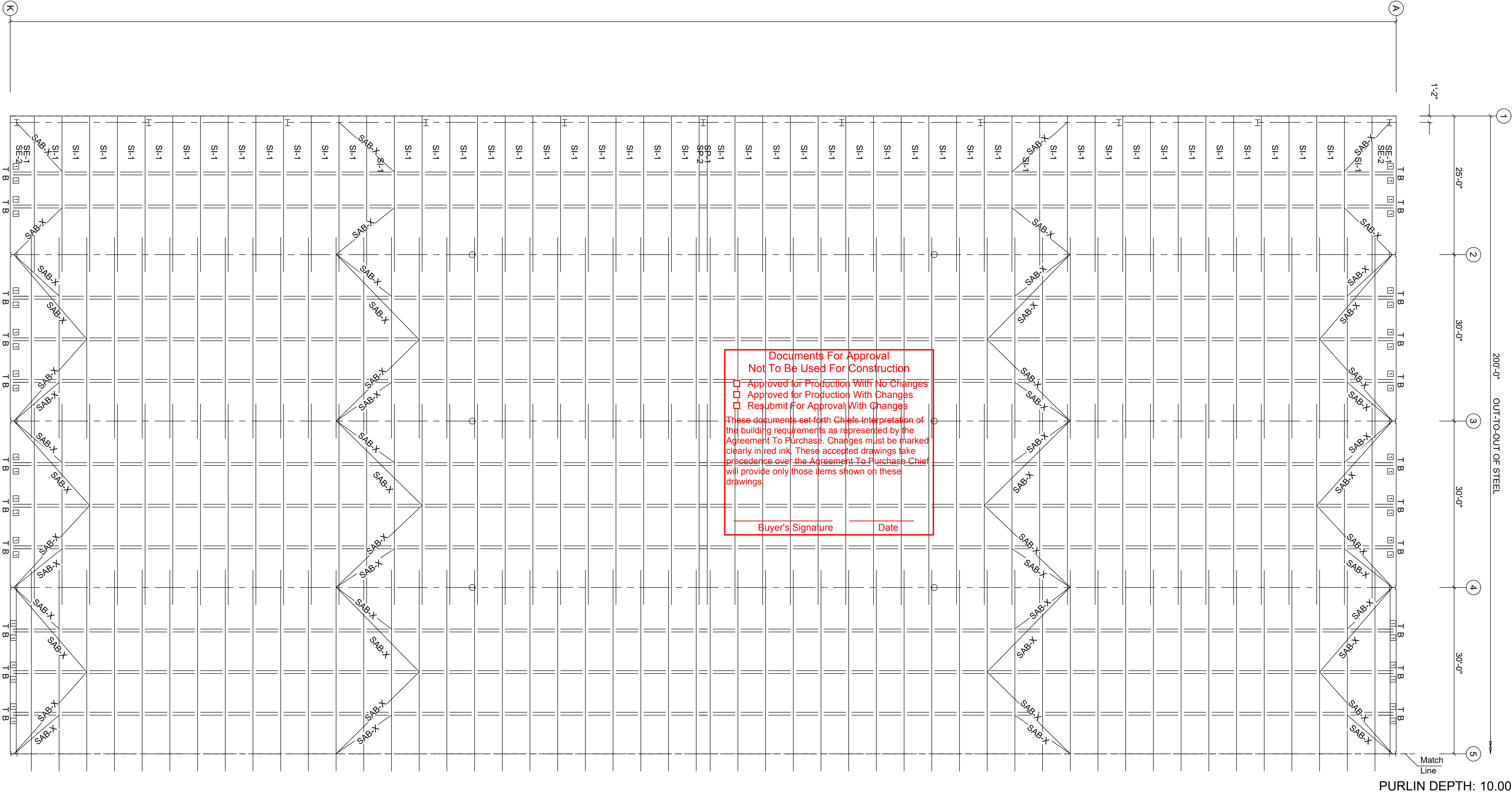
· Panel/Trim Details

· Opening Flashing Details

CONNECTION PLATES		
ID	QUAN	MARK/PART
1	-	XBC1

250'-0" OUT-TO-OUT OF STEEL

ROOF FRAMING PLAN



REFERENCE NOTES:  
SAG ANGLE NOMENCLATURE  
• "T" = TOP SAG ANGLE ROW.  
• "B" = BOTTOM SAG ANGLE ROW.

REVISIONS		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.	
4			
3			
2			
1			

10/12/23

11/16/23

Chief Buildings  
PO Box 2078, Grand Island, NE 68802-2078  
(308) 389-7269 cs@chiefind.com

STATE OF NEW YORK  
MICHELLE L. HOFF  
10 1119  
LICENSED PROFESSIONAL ENGINEER

10/12/2023

Drawing	ROOF FRAMING		
Buyer	Franco Construction Services, LLC		
Customer	Pat Oare Fultonville, NY 12016		
Project Name	DAIM Logistics		
<div>CHIEF BUILDINGS</div>	DRAWN	CHECK	ORDER NO.
	ACS	xxx	B3023738
	10/12/23	xx/xx/xx	
			RF3
			RF4



- Details Order (D# Pages)
- Flange Brace/Sag Angles Details

· Typical Project Details

· Steel Specific Info, (X#-labels)

· Panel Specific Info, (Y#-labels)

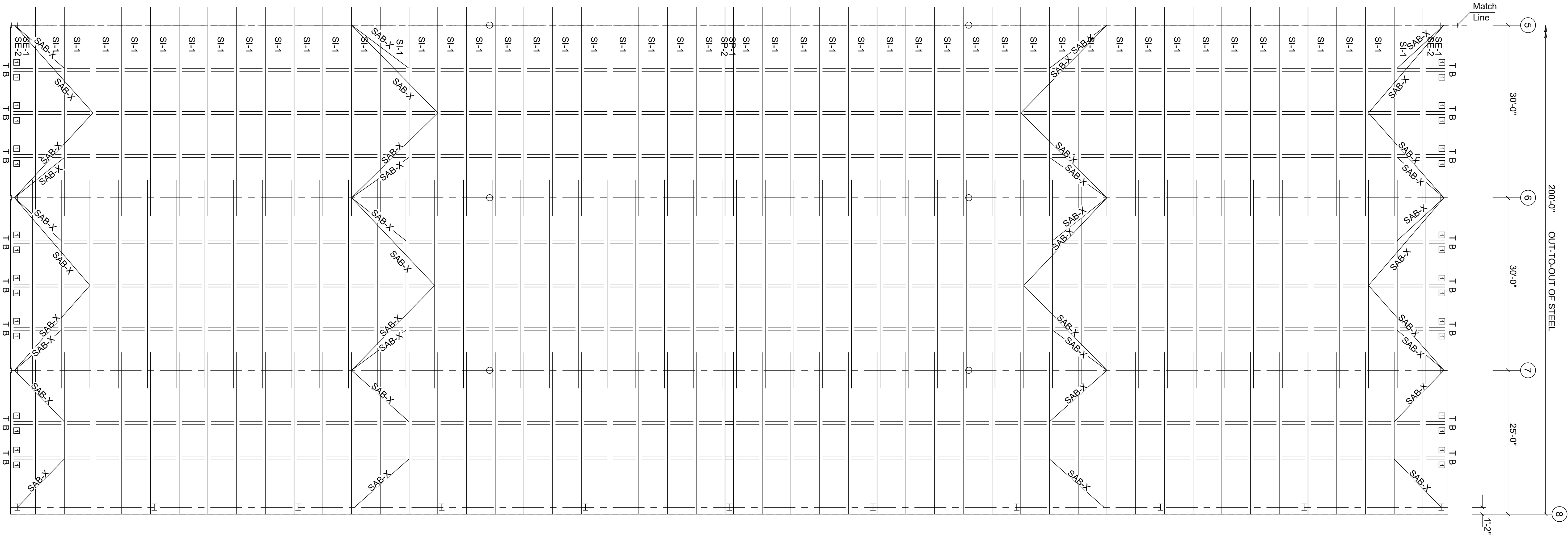
· Mezzanine Info, (Z#-labels)

· Panel/Trim Details

· Opening Flashing Details

CONNECTION PLATES		
ID	QUAN	MARK/PART
1	-	XBC1

ROOF FRAMING PLAN



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 set forth Chiefs Interpretation of the building requirements as represented by the Agreement To Purchase. Changes must be marked clearly in red ink. These accepted drawings take precedence over the Agreement To Purchase Chief will provide only those items shown on these drawings.

Buyer's Signature

Date

REFERENCE NOTES:  
SAG ANGLE NOMENCLATURE  
• "T" = TOP SAG ANGLE ROW.  
• "B" = BOTTOM SAG ANGLE ROW.

REVISIONS

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10/12/2023

Drawing

Buyer

Customer

Project Name

ROOF FRAMING

Franco Construction Services, LLC

Pat Oare  
Fultonville, NY 12016

DAIM Logistics

DRAWN

ACS

10/12/23

CHECK

xxx

xx/xx/xx

ORDER NO.

B3023738

RF4

RF4

PURLIN DEPTH: 10.00



- Details Order (D# Pages)
- Flange Brace/Sag Angles Details

· Typical Project Details

· Steel Specific Info, (X#-labels)

· Panel Specific Info, (Y#-labels)

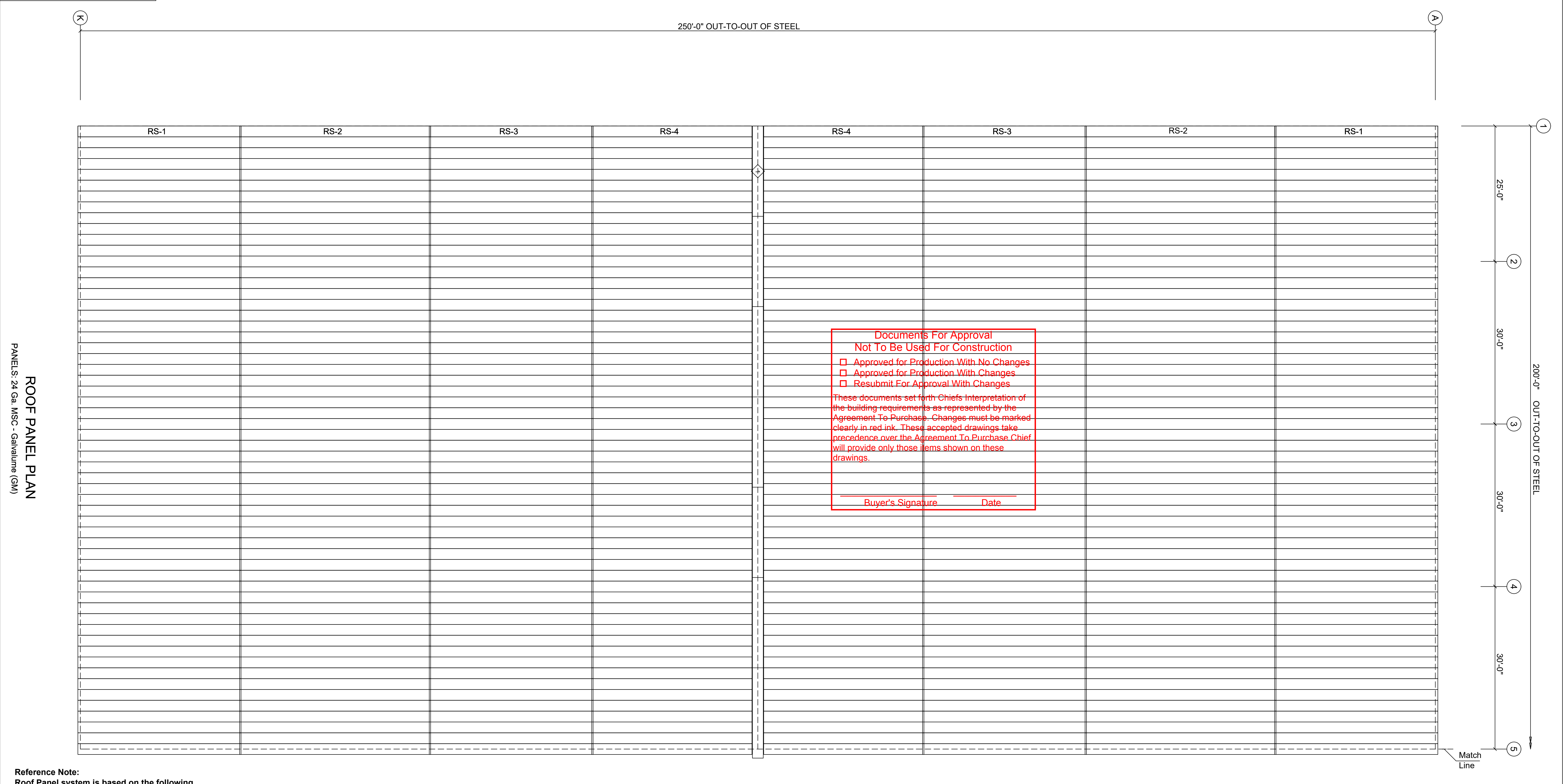
· Mezzanine Info, (Z#-labels)

· Panel/Trim Details

· Opening Flashing Details

PANEL TABLE ROOF PLAN		
QUAN	MARK	LENGTH
116	RS-1	361 1/2"
116	RS-2	423"
116	RS-3	363"
116	RS-4	364"

TRIM TABLE ROOF PLAN				
◇ID	QUAN.	PART	COLOR	LENGTH
1	12	RCL06A	GM	206"



Reference Note:

Roof Panel system is based on the following

1) MSC High system (Clip offset = 1 3/8"; Bottom of roof panel to top of purlin)

2) A clip MUST beinstalled on ALL purlins unless noted otherwise.

3) (2) 1/4-14 x 1" fasteners per clip unless otherwise noted.

4) 1" Thermal Spacers

Roof panel modularity must be maintained during installation in order to assure coverage with the panels supplied.

REVISIONS

4

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1

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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(308) 389-7289    cs@chiefind.com

STATE OF NEW YORK

MICHELLE L. HOFF

10 1119

10/12/2023

Drawing	ROOF PANEL			
Buyer	Franco Construction Services, LLC			
Customer	Pat Oare Fultonville, NY 12016			
Project Name	DAIM Logistics			
CHIEF BUILDINGS	DRAWN	CHECK	ORDER NO.	RP1
	ACS	xxx	B3023738	RP2
	10/12/23	xx/xx/xx		

- Details Order (D# Pages)
- Flange Brace/Sag Angles Details

· Typical Project Details

· Steel Specific Info, (X#-labels)

· Panel Specific Info, (Y#-labels)

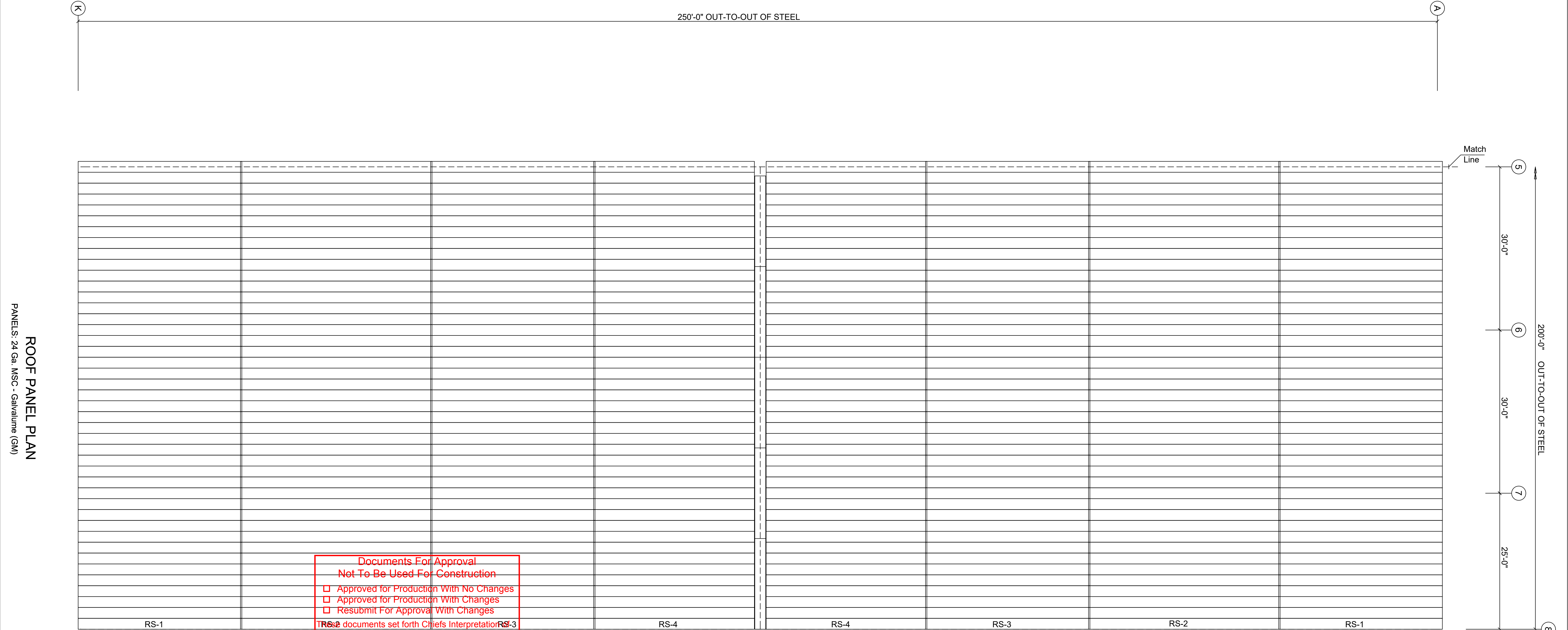
· Mezzanine Info, (Z#-labels)

· Panel/Trim Details

· Opening Flashing Details

TRIM TABLE ROOF PLAN				
◇ID	QUAN.	PART	COLOR	LENGTH
1	12	RCL06A	GM	206"

PANEL TABLE ROOF PLAN		
QUAN	MARK	LENGTH
86	RS-1	361 1/2"
86	RS-2	423"
86	RS-3	363"
86	RS-4	364"



Documents For Approval  
Not To Be Used For Construction

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☐ Resubmit For Approval With Changes

TR-2 documents set forth Chief's Interpretation of the building requirements as represented by the Agreement To Purchase. Changes must be marked clearly in red ink. These accepted drawings take precedence over the Agreement To Purchase Chief will provide only those items shown on these drawings.

\_\_\_\_\_  
Buyer's Signature

\_\_\_\_\_  
Date

Reference Note:  
Roof Panel system is based on the following

1) MSC High system (Clip offset = 1 3/8"; Bottom of roof panel to top of purlin)  
2) A clip MUST beinstalled on ALL purlins unless noted otherwise.  
3) (2) 1/4-14 x 1" fasteners per clip unless otherwise noted.  
4) 1" Thermal Spacers

Roof panel modularity must be maintained during installation in order to assure coverage with the panels supplied.

REVISIONS

4

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2

1

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(308) 389-7269    cs@chiefind.com

10/12/2023

Drawing	ROOF PANEL				
Buyer	Franco Construction Services, LLC				
Customer	Pat Oare Fultonville, NY 12016				
Project Name	DAIM Logistics				
	DRAWN	CHECK	ORDER NO.	RP2 RP2	
	ACS	xxx	B3023738		
	10/12/23	xx/xx/xx			





- Flange Brace/Sag Angles Details
- Typical Project Details
- Steel Specific Info, (X#-labels)
- Panel Specific Info, (Y#-labels)
- Mezzanine Info, (Z#-labels)
- Panel/Trim Details
- Opening Flashing Details



Documents For Approval	
Not To Be Used For Construction	
<input type="checkbox"/>	Approved for Production With No Changes
<input type="checkbox"/>	Approved for Production With Changes
<input type="checkbox"/>	Resubmit For Approval With Changes

These documents set forth Chiefs Interpretation of the building requirements as represented by the Agreement To Purchase. Changes must be marked clearly in red ink. These accepted drawings take precedence over the Agreement To Purchase. Chief will provide only those items shown on these drawings.

<hr/> <div>Buyer's Signature</div>	<hr/> <div>Date</div>
------------------------------------	-----------------------

REVISIONS		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.		 10/12/2023	Drawing	SIDEWALL DRAWING			
④ _____					Buyer	Franco Construction Services, LLC			
③ _____					Customer	Pat Oare Fultonville, NY 12016			
② _____					Project Name				DAIM Logistics
① _____		Chief Buildings PO Box 2076, Grand Island, NE 68802-2076 (308) 389-7289      cs@chiefind.com				DRAWN	CHECK	ORDER NO.	<div>S1</div> <div>S4</div>
				ACS		xxx	B3023738		
				10/12/23		xx/xx/xx			

- Details Order (D# Pages)
- Flange Brace/Sag Angles Details

· Typical Project Details

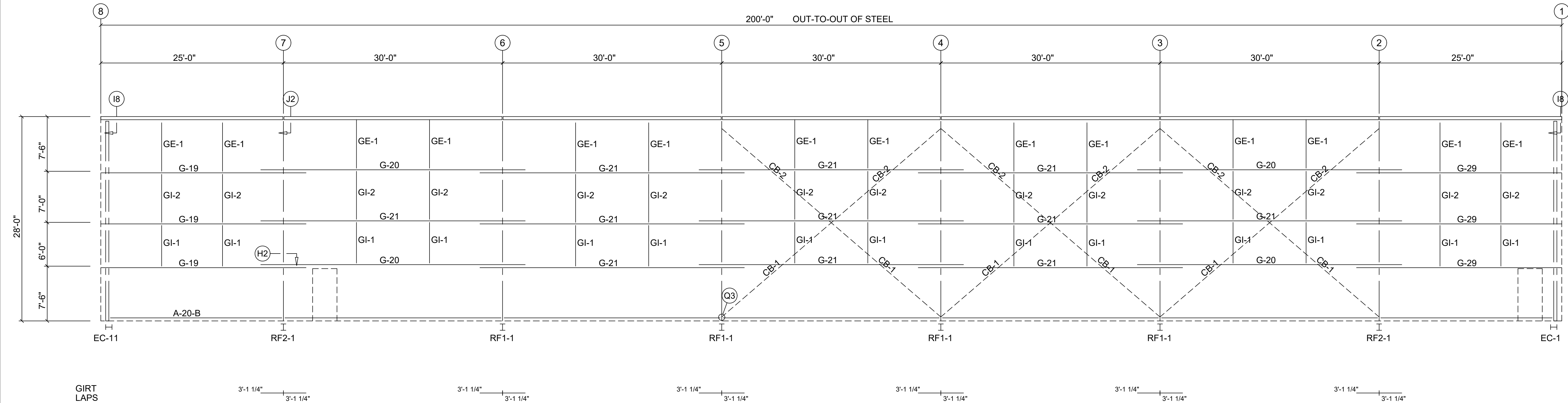
· Steel Specific Info, (X#-labels)

· Panel Specific Info, (Y#-labels)

· Mezzanine Info, (Z#-labels)

· Panel/Trim Details

· Opening Flashing Details



SIDEWALL FRAMING: FRAME LINE A

Documents For Approval

Not To Be Used For Construction

☐ Approved for Production With No Changes

☐ Approved for Production With Changes


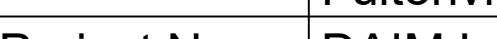
☐ Resubmit For Approval With Changes

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Buyer's Signature

Date

GIRT DEPTH: 8.00

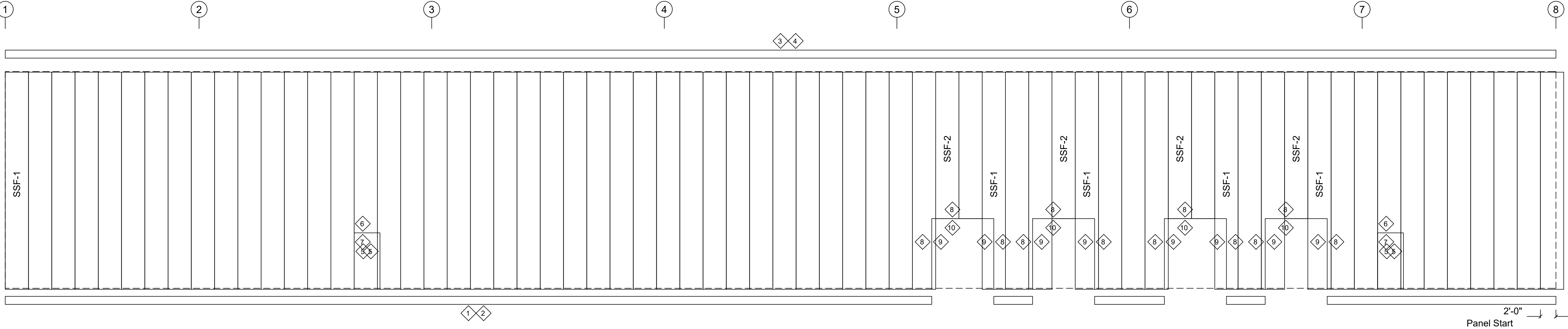
REVISIONS		Notwithstanding the adjacent seal, neither the Engineer named nor Chief Buildings is acting as The Engineer of Record. The Engineer named and Chief Buildings responsibility is limited to the structural performance of the pre-engineered components designed by Chief Buildings.					
4		 10/12/2023	Drawing		SIDEWALL DRAWING		
3			Buyer		Franco Construction Services, LLC		
2			Customer		Pat Oare Fultonville, NY 12016		
1			Project Name		DAIM Logistics		
Chief Buildings PO Box 2078, Grand Island, NE 68802-2078 (308) 389-7289 cs@chiefind.com				DRAWN	CHECK	ORDER NO.	S2
				ACS	xxx	B3023738	S4
				10/12/23	xx/xx/xx		



- Details Order (D# Pages)
- Flange Brace/Sag Angles Details
  - Typical Project Details
  - Steel Specific Info, (X#-labels)
  - Panel Specific Info, (Y#-labels)
  - Mezzanine Info, (Z#-labels)
  - Panel/Trim Details
  - Opening Flashing Details

TRIM TABLE				
LINE: K				
ØID	QUAN.	MARK	COLOR	LENGTH
1	4	BTN6B	EG	146"
2	9	BTN6A	EG	206"
3	12	ETM16A	EG	206"
4	12	TCM6A	EG	206"
5	4	JTA6C	EG	90"
6	2	WL86B	CG	42"
7	2	HTT6D	EG	52"
8	12	DT86B	EG	146"
9	8	JTA6B	EG	146"
10	4	HTT6B	EG	146"

PANEL TABLE		
FRAME LINE K		
QUAN	MARK	LENGTH
61	SSF-1	336 1/2"
6	SSF-2	227"



SIDEWALL PANEL & TRIM: FRAME LINE K  
PANELS: 26 Ga. AP - Std.PVDF-FEVE Finish

Documents For Approval  
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\_\_\_\_\_  
Buyer's Signature

\_\_\_\_\_  
Date

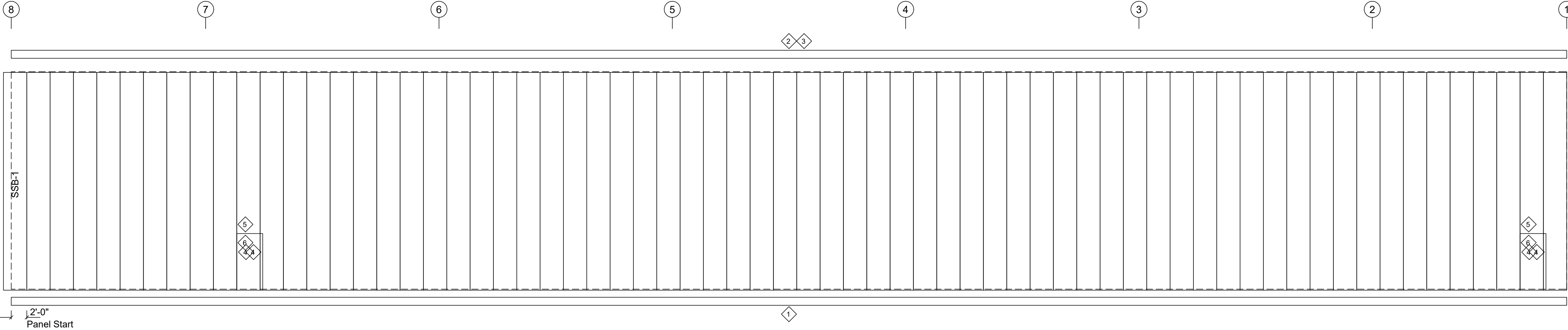
GENERAL NOTES:  
1. All trims to receive a 2" lap unless otherwise noted.

REVISIONS		<p>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.</p> <p>Chief Buildings PO Box 2078, Grand Island, NE 68802-2078 (308) 389-7269    cs@chiefind.com</p>		Drawing	SIDEWALL DRAWING			
4				Buyer	Franco Construction Services, LLC			
3				Customer	Pat Oare Fultonville, NY 12016			
2				Project Name	DAIM Logistics			
1						DRAWN	CHECK	ORDER NO.
		ACS	xxx			B3023738		
		10/12/23	xx/xx/xx				S4	

- Details Order (D# Pages)
- Flange Brace/Sag Angles Details
  - Typical Project Details
  - Steel Specific Info, (X#-labels)
  - Panel Specific Info, (Y#-labels)
  - Mezzanine Info, (Z#-labels)
  - Panel/Trim Details
  - Opening Flashing Details

TRIM TABLE				
LINE: A				
◇ID	QUAN.	MARK	COLOR	LENGTH
1	12	BTN6A	EG	206"
2	12	ETM16A	EG	206"
3	12	TCM6A	EG	206"
4	4	JTA6C	EG	90"
5	2	WL86B	CG	42"
6	2	HTT6D	EG	52"

PANEL TABLE		
FRAME LINE A		
QUAN	MARK	LENGTH
67	SSB-1	336 1/2"



SIDEWALL PANEL & TRIM: FRAME LINE A  
PANELS: 26 Ga. AP - Std.PVDF-FEVE Finish

Documents For Approval  
Not To Be Used For Construction


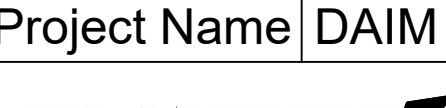
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☐ Approved for Production With Changes  
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Buyer's Signature

\_\_\_\_\_  
Date

GENERAL NOTES:  
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REVISIONS		<div>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.</div> <div>Chief Buildings PO Box 2078, Grand Island, NE 68802-2078 (308) 389-7289    cs@chiefind.com</div> <div>10/12/2023</div>	Drawing	SIDEWALL DRAWING								
▲4	_____		Buyer	Franco Construction Services, LLC								
▲3	_____		Customer	Pat Oare Fultonville, NY 12016								
▲2	_____		Project Name	DAIM Logistics								
▲1	_____				DRAWN	CHECK	ORDER NO.	S4 S4				
						ACS	xxx		B3023738			
						10/12/23	xx/xx/xx					

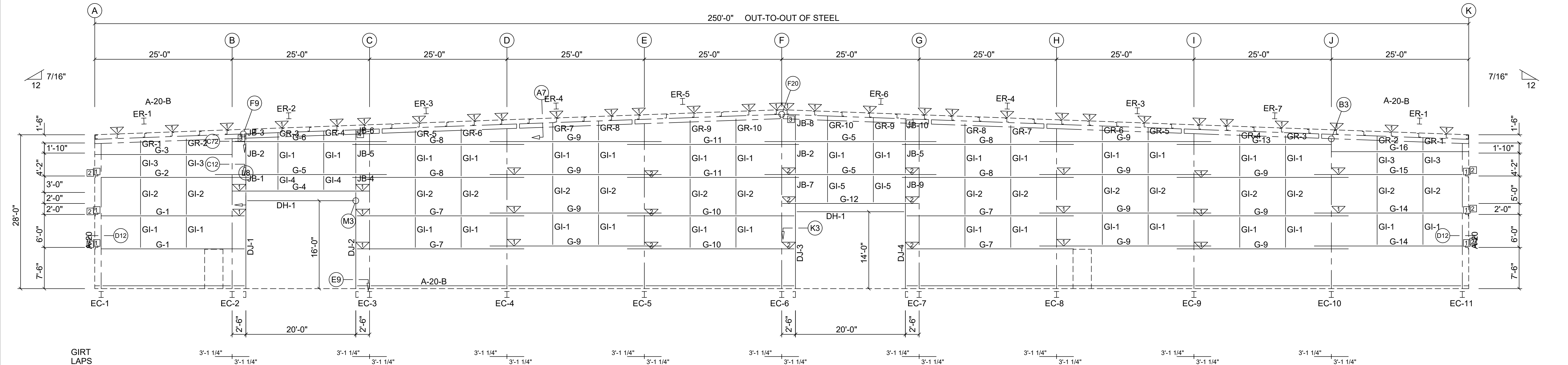


- Details Order (D# Pages)
- Flange Brace/Sag Angles Details
  - Typical Project Details
  - Steel Specific Info, (X#-labels)
  - Panel Specific Info, (Y#-labels)
  - Mezzanine Info, (Z#-labels)
  - Panel/Trim Details
  - Opening Flashing Details

FLANGE BRACE TABLE						
FRAME LINE 1						
▽ ID	#	MARK	BRACE DIST.	DETAIL	CLIP 1	CLIP 2
1	1	FB1	1'-0"	1-1		
2	1	FB2	1'-0"	1-1		

BOLT TABLE				
FRAME LINE 1				
LOCATION	QUAN	TYPE	DIA	LENGTH
ER-1/ER-2	8	A325	5/8"	2"
ER-2/ER-3	8	A325	5/8"	2"
ER-3/ER-4	8	A325	5/8"	2"
ER-4/ER-5	8	A325	5/8"	2"
ER-5/ER-6	6	A325	5/8"	2"
ER-4/ER-6	8	A325	5/8"	2"
ER-3/ER-7	8	A325	5/8"	2"
ER-1/ER-7	8	A325	5/8"	2"
Columns/Raf	4	A325	1/2"	1 1/4"

CONNECTION PLATES		
FRAME LINE 1		
□ ID	QUAN	MARK/PART
1	6	XBC38
2	6	XGA24
3	2	j1
4	2	j2



ENDWALL FRAMING: FRAME LINE 1

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

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\_\_\_\_\_  
Buyer's Signature

\_\_\_\_\_  
Date

GIRT DEPTH: 8.00

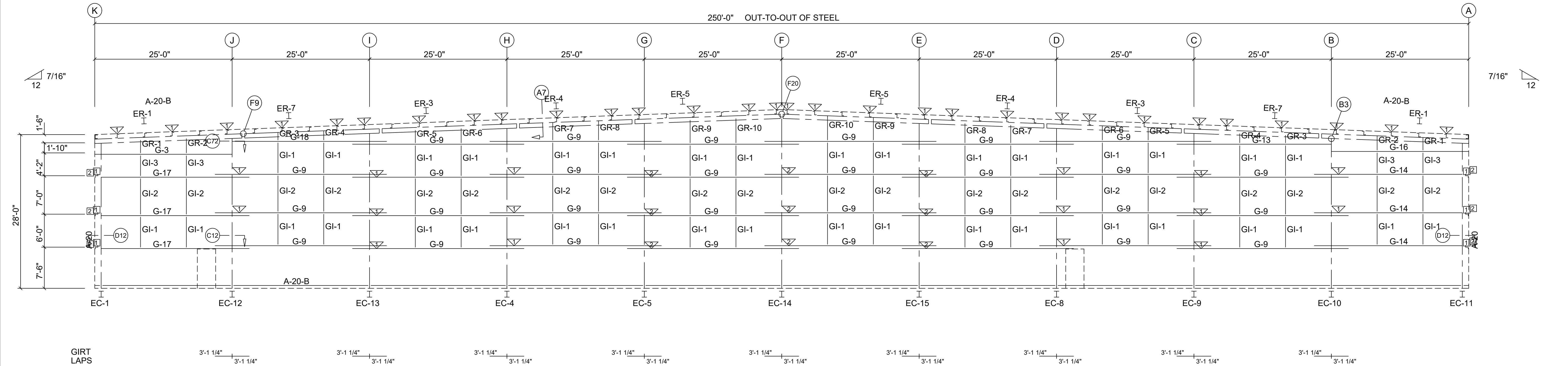
REVISIONS		Notwithstanding the adjacent seal, neither the Engineer named nor Chief Buildings is acting as The Engineer of Record. The Engineer named and Chief Buildings responsibility is limited to the structural performance of the pre-engineered components designed by Chief Buildings.					
4		<div><div><div>STATE OF NEW YORK</div><div>MICHELLE L. HOFF</div><div>10119</div><div>LICENSED PROFESSIONAL ENGINEER</div></div><div>10/12/2023</div></div>					
3							
2							
1							
		Chief Buildings PO Box 2078, Grand Island, NE 68802-2078 (308) 389-7289    cs@chiefind.com					
		Drawing	ENDWALL DRAWING				
		Buyer	Franco Construction Services, LLC				
		Customer	Pat Oare Fultonville, NY 12016				
		Project Name	DAIM Logistics				
		<div><div>CHIEF BUILDINGS</div><div></div></div>	DRAWN	CHECK	ORDER NO.	E1	
			ACS	xxx	B3023738	E4	
			10/12/23	xx/xx/xx			

- Details Order (D# Pages)
- Flange Brace/Sag Angles Details
  - Typical Project Details
  - Steel Specific Info, (X#-labels)
  - Panel Specific Info, (Y#-labels)
  - Mezzanine Info, (Z#-labels)
  - Panel/Trim Details
  - Opening Flashing Details

FLANGE BRACE TABLE							
FRAME LINE 8							
▽ ID	#	MARK	BRACE DIST.	DETAIL	CLIP 1	CLIP 2	PART
1	1	FB1	1'-0"	1-1			L15151/8
2	1	FB2	1'-0"	1-1			L15151/8

BOLT TABLE					
FRAME LINE 8					
LOCATION		QUAN	TYPE	DIA	LENGTH
ER-1/ER-7		8	A325	5/8"	2"
ER-3/ER-7		8	A325	5/8"	2"
ER-3/ER-4		8	A325	5/8"	2"
ER-4/ER-5		8	A325	5/8"	2"
ER-5/ER-5		6	A325	5/8"	2"
Columns/Raf		4	A325	1/2"	1 1/4"

CONNECTION PLATES			
FRAME LINE 8			
□ ID	QUAN	MARK/PART	
1	6	XBC38	
2	6	XGA24	



ENDWALL FRAMING: FRAME LINE 8

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

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\_\_\_\_\_  
Buyer's Signature

\_\_\_\_\_  
Date

GIRT DEPTH: 8.00

REVISIONS		<div> 10/12/2023</div>	Drawing	ENDWALL DRAWING			
<div><div>4</div></div>	_____		Buyer	Franco Construction Services, LLC			
<div><div>3</div></div>	_____		Customer	Pat Oare Fultonville, NY 12016			
<div><div>2</div></div>	_____		Project Name	DAIM Logistics			
<div><div>1</div></div>	_____		<div></div>	DRAWN	CHECK	ORDER NO.	E2
		ACS		xxx	B3023738	E4	
		10/12/23		xx/xx/xx			



- Details Order (D# Pages)
- Flange Brace/Sag Angles Details

· Typical Project Details

· Steel Specific Info, (X#-labels)

· Panel Specific Info, (Y#-labels)

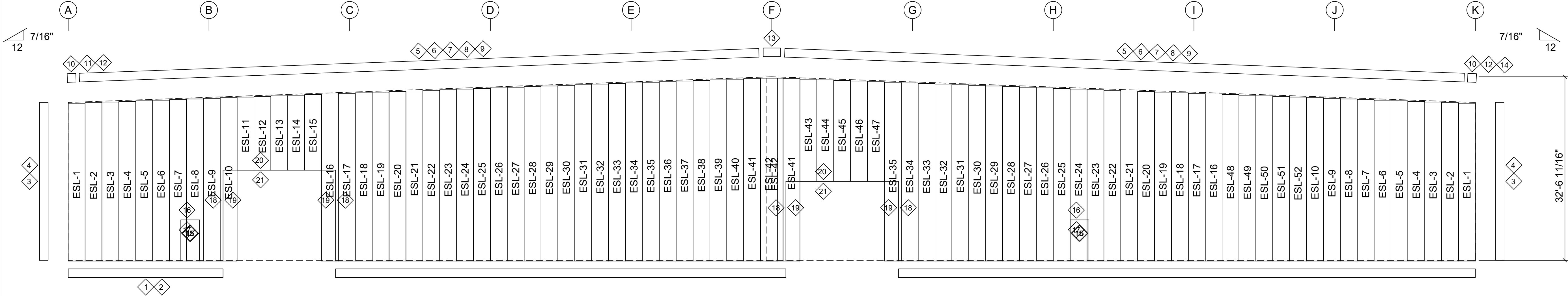
· Mezzanine Info, (Z#-labels)

· Panel/Trim Details

· Opening Flashing Details

TRIM TABLE				
LINE: 1				
◇ID	QUAN.	MARK	COLOR	LENGTH
1	2	BTN6B	EG	146"
2	12	BTN6A	EG	206"
3	2	CTA6B	EG	146"
4	2	CTA6A	EG	206"
5	2	GTM6B	EG	146"
6	14	GTM6A	EG	206"
7	2	GET6B	EG	146"
8	14	GET6A	EG	206"
9	26	GTS6A	FW	30"
10	2	GCTM6	EG	13"
11	1	TPLM6	EG	11"
12	4	GTS6A	FW	30"
13	1	GRTM6	EG	22 1/2"
14	1	TPRM6	EG	11"
15	4	JTA6C	EG	90"
16	2	WL86B	CG	42"
17	2	HTT6D	EG	52"
18	4	DT86A	EG	206"
19	4	JTA6A	EG	206"
20	4	DT86B	EG	146"
21	4	HTT6B	EG	146"

PANEL TABLE		
FRAME LINE 1		
QUAN	MARK	LENGTH
2	ESL-1	335 13/16"
2	ESL-2	337 1/8"
2	ESL-3	338 3/8"
2	ESL-4	339 13/16"
2	ESL-5	341 1/8"
2	ESL-6	342 3/8"
2	ESL-7	343 11/16"
2	ESL-8	345"
2	ESL-9	346 5/16"
2	ESL-10	347 5/8"
1	ESL-11	155 3/8"
1	ESL-12	156 13/16"
1	ESL-13	158 1/8"
1	ESL-14	159 3/8"
1	ESL-15	160 11/16"
2	ESL-16	355 1/2"
2	ESL-17	356 13/16"
2	ESL-18	358 1/8"
2	ESL-19	359 3/8"
2	ESL-20	360 13/16"
2	ESL-21	362 1/8"
2	ESL-22	363 3/8"
2	ESL-23	364 11/16"
2	ESL-24	366"
2	ESL-25	367 5/16"
2	ESL-26	368 5/8"
2	ESL-27	369 7/8"
2	ESL-28	371 5/16"
2	ESL-29	372 5/8"
2	ESL-30	373 7/8"
2	ESL-31	375 3/16"
2	ESL-32	376 1/2"
2	ESL-33	377 13/16"
2	ESL-34	379 1/8"
2	ESL-35	380 3/8"
1	ESL-36	381 13/16"
1	ESL-37	383 1/8"
1	ESL-38	384 3/8"
1	ESL-39	385 11/16"
1	ESL-40	387"
2	ESL-41	388 5/16"
2	ESL-42	389 3/16"
1	ESL-43	217 1/2"
1	ESL-44	216 3/16"
1	ESL-45	214 7/8"
1	ESL-46	213 5/8"
1	ESL-47	212 5/16"
1	ESL-48	354 3/16"
1	ESL-49	352 7/8"
1	ESL-50	351 5/8"
1	ESL-51	350 5/16"
1	ESL-52	348 7/8"



ENDWALL PANEL & TRIM: FRAME LINE 1

PANELS: 26 Ga. AP - Std.PVDF-FEVE Finish

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

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\_\_\_\_\_

Buyer's Signature

\_\_\_\_\_

Date

GENERAL NOTES:

1. All trims to receive a 2" lap unless otherwise noted.

REVISIONS

4

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1

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.

Chief Buildings

PO Box 2078, Grand Island, NE 68802-2078

(308) 389-7289    cs@chiefind.com

STATE OF NEW YORK

MICHELLE L. HOFF

10 1119

PROFESSIONAL ENGINEER

10/12/2023

Drawing	ENDWALL DRAWING			
Buyer	Franco Construction Services, LLC			
Customer	Pat Oare Fultonville, NY 12016			
Project Name	DAIM Logistics			
<b>CHIEF</b> BUILDINGS	DRAWN	CHECK	ORDER NO.	E3
	ACS	xxx	B3023738	E4
	10/12/23	xx/xx/xx		

- Details Order (D# Pages)
- Flange Brace/Sag Angles Details

· Typical Project Details

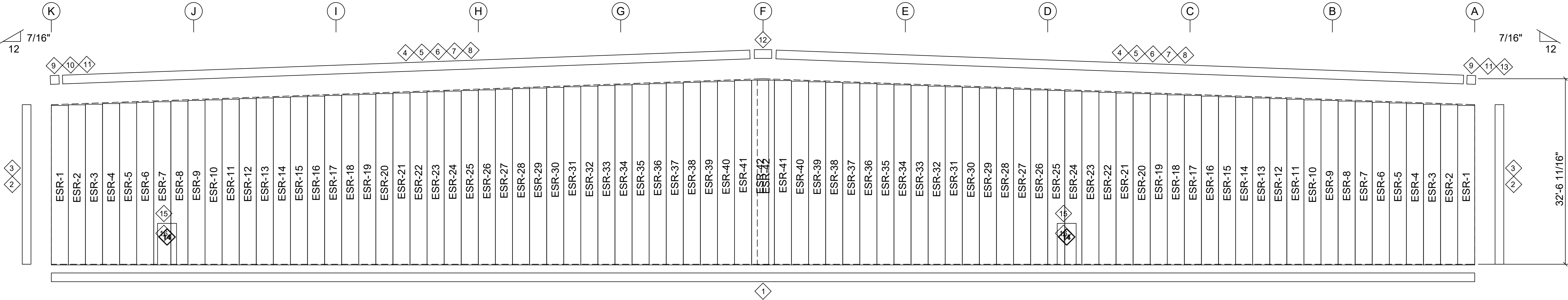
· Steel Specific Info, (X#-labels)

· Panel Specific Info, (Y#-labels)

· Mezzanine Info, (Z#-labels)

· Panel/Trim Details

· Opening Flashing Details



ENDWALL PANEL & TRIM: FRAME LINE 8

PANELS: 26 Ga. AP - Std.PVDF-FEVE Finish

TRIM TABLE				
LINE: 8				
◇ID	QUAN.	MARK	COLOR	LENGTH
1	15	BTN6A	EG	206"
2	2	CTA6B	EG	146"
3	2	CTA6A	EG	206"
4	2	GTM6B	EG	146"
5	14	GTM6A	EG	206"
6	2	GET6B	EG	146"
7	14	GET6A	EG	206"
8	26	GTS6A	FW	30"
9	2	GCTM6	EG	13"
10	1	TPLM6	EG	11"
11	4	GTS6A	FW	30"
12	1	GRTM6	EG	22 1/2"
13	1	TPRM6	EG	11"
14	4	JTA6C	EG	90"
15	2	WL86B	CG	42"
16	2	HTT6D	EG	52"

PANEL TABLE		
FRAME LINE 8		
QUAN	MARK	LENGTH
2	ESR-1	335 13/16"
2	ESR-2	337 1/8"
2	ESR-3	338 3/8"
2	ESR-4	339 13/16"
2	ESR-5	341 1/8"
2	ESR-6	342 3/8"
2	ESR-7	343 11/16"
2	ESR-8	345"
2	ESR-9	346 5/16"
2	ESR-10	347 5/8"
2	ESR-11	348 7/8"
2	ESR-12	350 5/16"
2	ESR-13	351 5/8"
2	ESR-14	352 7/8"
2	ESR-15	354 3/16"
2	ESR-16	355 1/2"
2	ESR-17	356 13/16"
2	ESR-18	358 1/8"
2	ESR-19	359 3/8"
2	ESR-20	360 13/16"
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2	ESR-24	366"
2	ESR-25	367 5/16"
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2	ESR-37	383 1/8"
2	ESR-38	384 3/8"
2	ESR-39	385 11/16"
2	ESR-40	387"
2	ESR-41	388 5/16"
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10/12/2023

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Buyer	Franco Construction Services, LLC			
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Project Name	DAIM Logistics			
<b>CHIEF</b> BUILDINGS	DRAWN	CHECK	ORDER NO.	E4
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