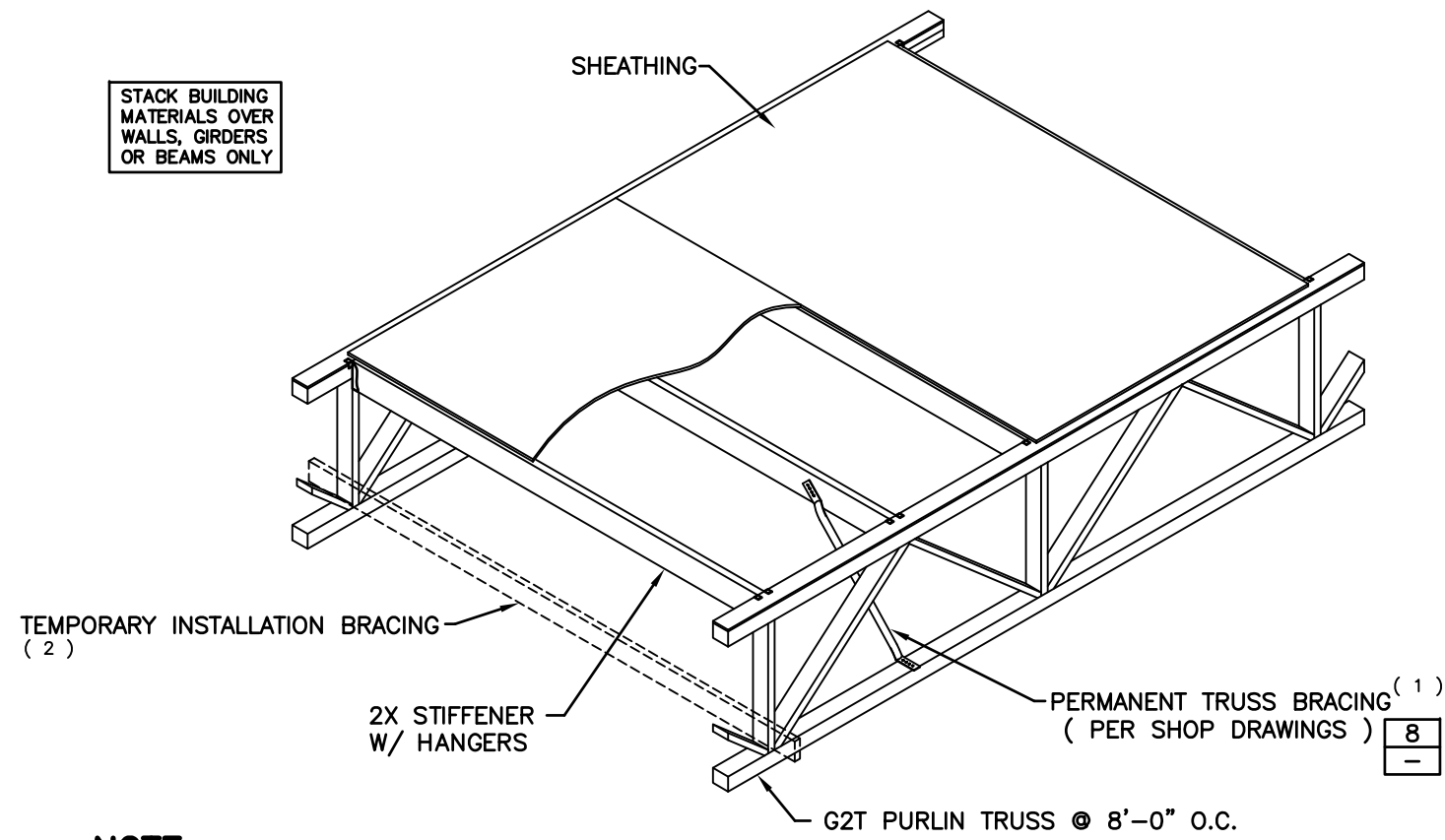


## ATTENTION

NO ONE SHOULD BE ALLOWED ON ANY G2T TRUSS UNTIL ALL HANGERS & CROSS BRIDGING, IF REQ'D, AND TEMPORARY BRACING ARE IN PLACE AND NAILED SECURELY. SERIOUS ACCIDENTS MAY OCCUR UNLESS CARE IS TAKEN TO PROPERLY BRACE DURING CONSTRUCTION. THIS DETAIL SHOULD BE USED AS A GUIDELINE FOR BRACING.

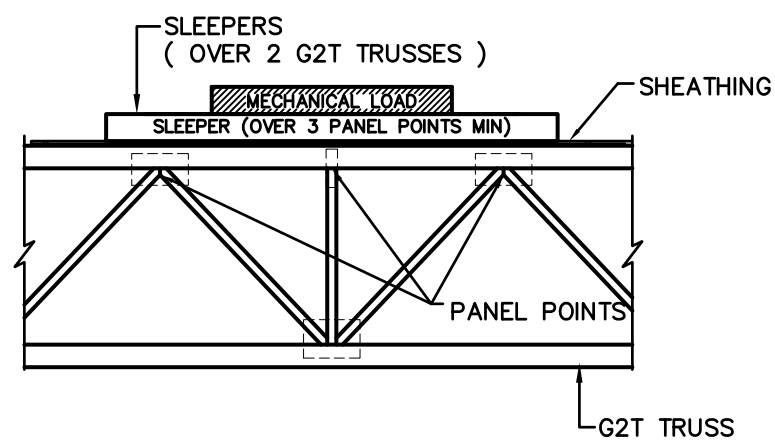
STACK BUILDING MATERIALS OVER WALLS, GIRDERS OR BEAMS ONLY



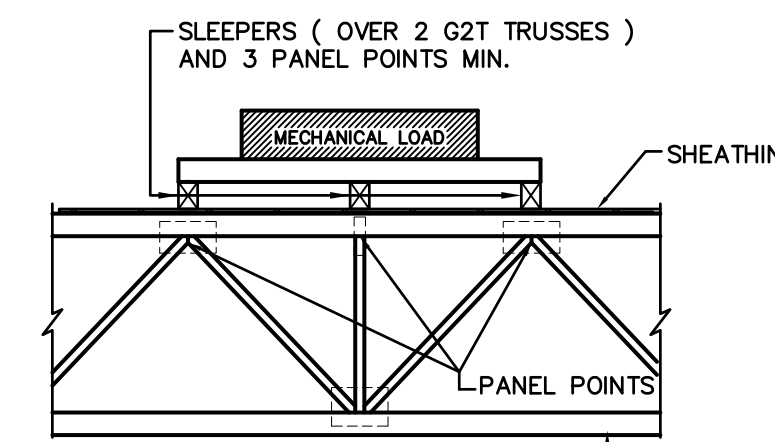
### NOTE:

- (1) PERMANENT BRACING SHALL BE PER FABRICATOR'S RECOMMENDATIONS. IF PERMANENT BRACING IS USED AS THE INSTALLATION BRACING, IT MUST BE INSTALLED AS EACH TRUSS IS PLACED. A MINIMUM OF TWO (2) INSTALLATION BRACES ARE REQUIRED AT ALL SPANS GREATER THAN 32'-0".
- (2) INSTALLATION BRACING IN ADDITION TO OR IN LEIU OF PERMANENT TRUSS BRACING TO BE DESIGNED AND INSTALLED BY THE INSTALLATION CONTRACTOR.

## 1 ERECTION BRACING



### PARALLEL CONDITION



### PERPENDICULAR CONDITION

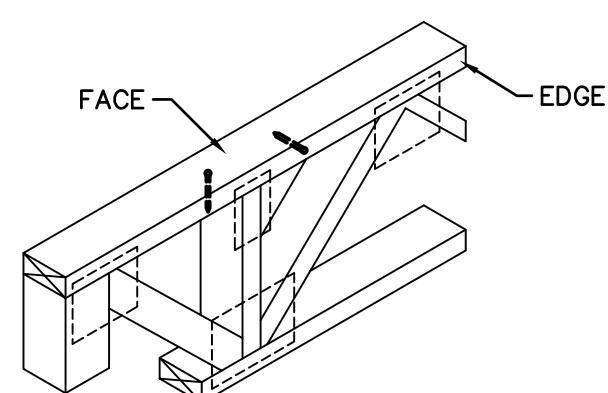
### NOTES

1. COORDINATE MECHANICAL LOCATIONS WITH LAYOUT AND G2T CALCULATIONS
2. SLEEPERS MUST BE LOCATED AT PANEL POINTS

## 2 MECHANICAL LOADS ON G2T TRUSSES

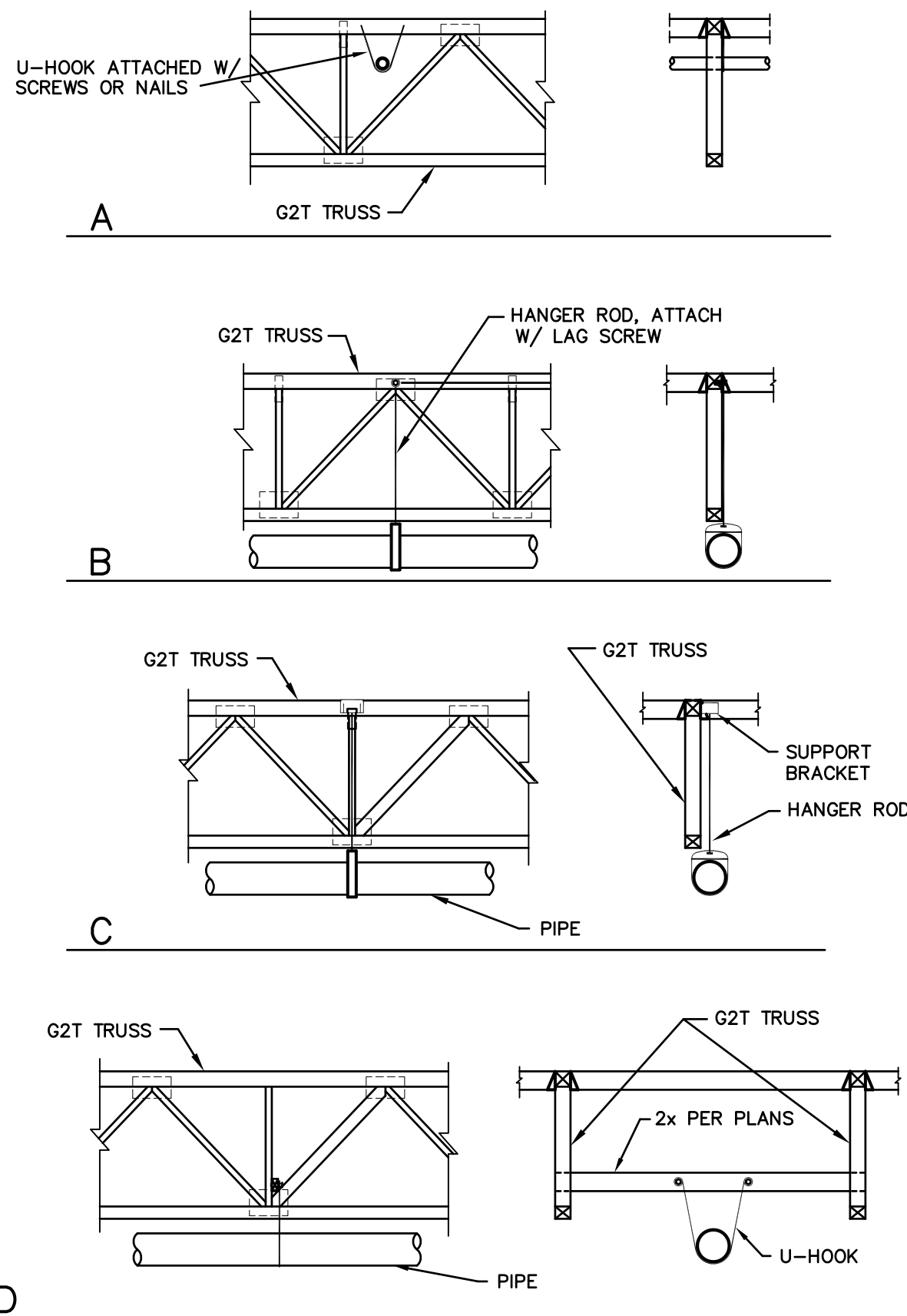
### G2T TRUSS NAILING CHART

NAIL TYPE		NAIL SIZE	MSR	
			FACE	EDGE
8d	BOX	0.113"x2 1/2"	2"	2"
	COMMON	0.131"x2 1/2"	2"	2"
10d	BOX	0.128"x3"	2"	2"
	COMMON	0.148"x3"	3"	4"
12d	BOX	0.128"x3 1/4"	3"	2"
	COMMON	0.148"x3 1/4"	3"	4"
16d	BOX	0.135"x3 1/2"	3"	3"
	SINKER	0.148"x3 1/4"	3"	4"
	COMMON	0.162"x3 1/2"	4"	6"



### G2T TRUSS

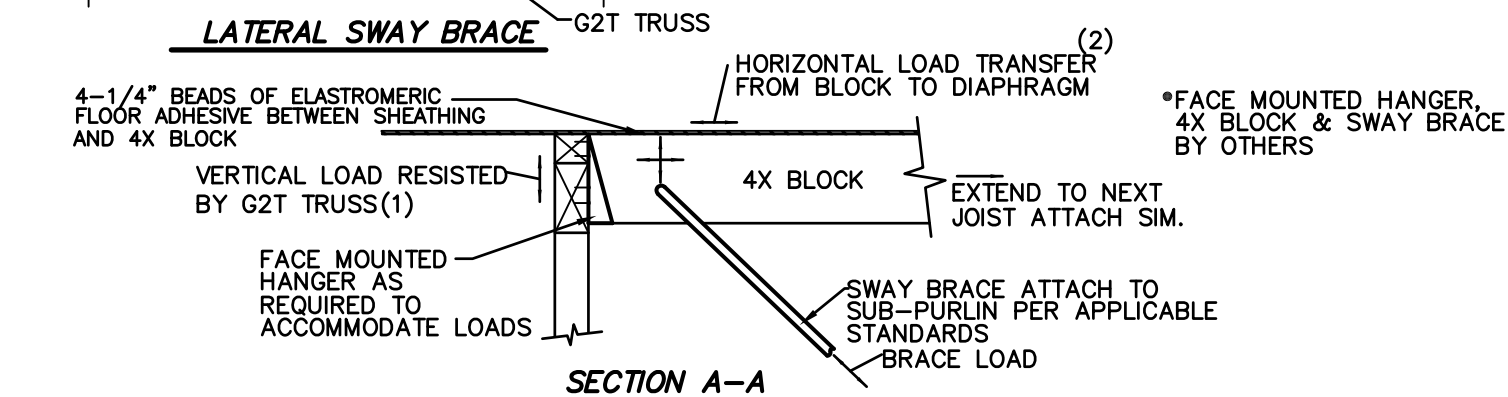
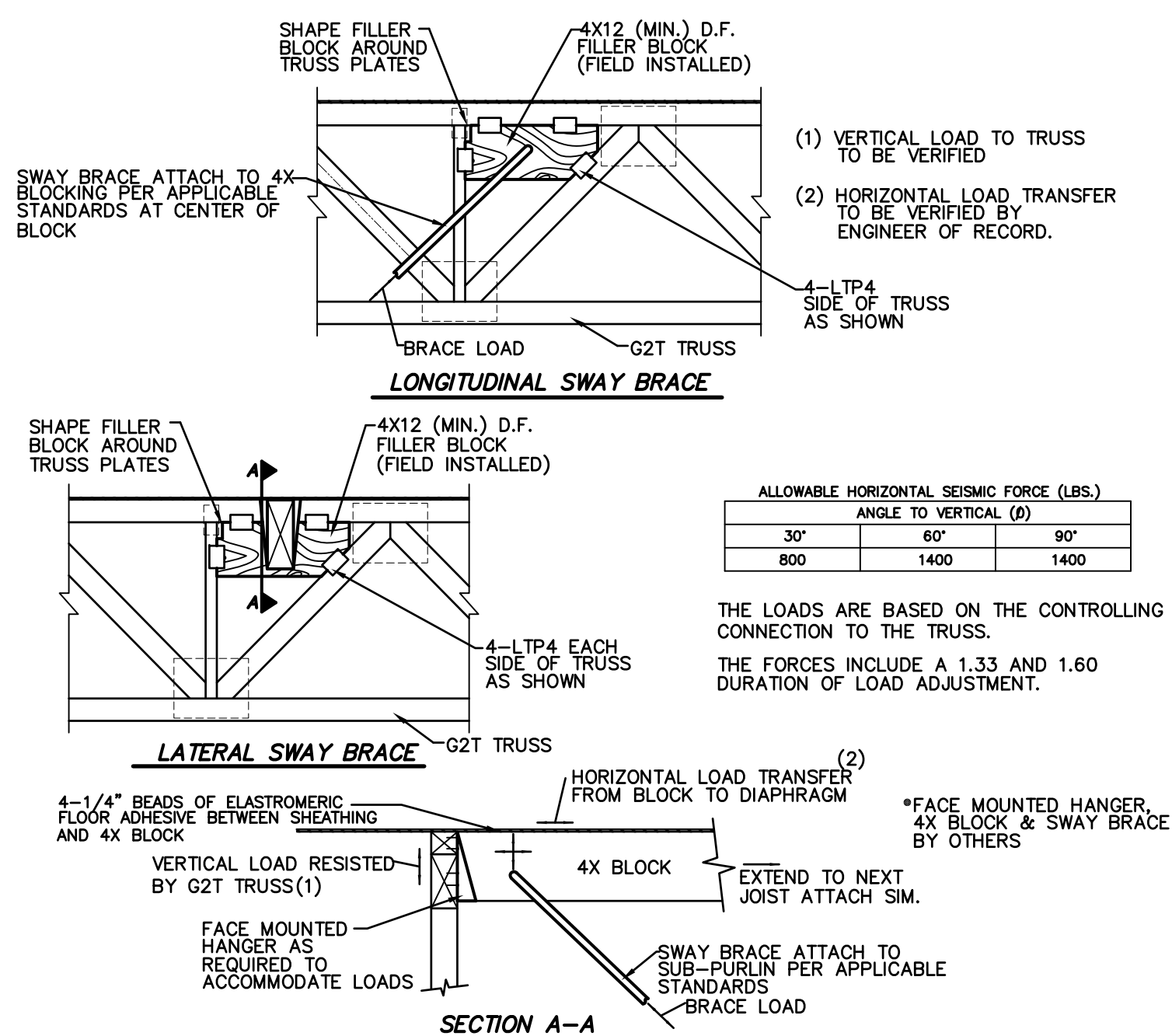
## 3 NAILING CHART



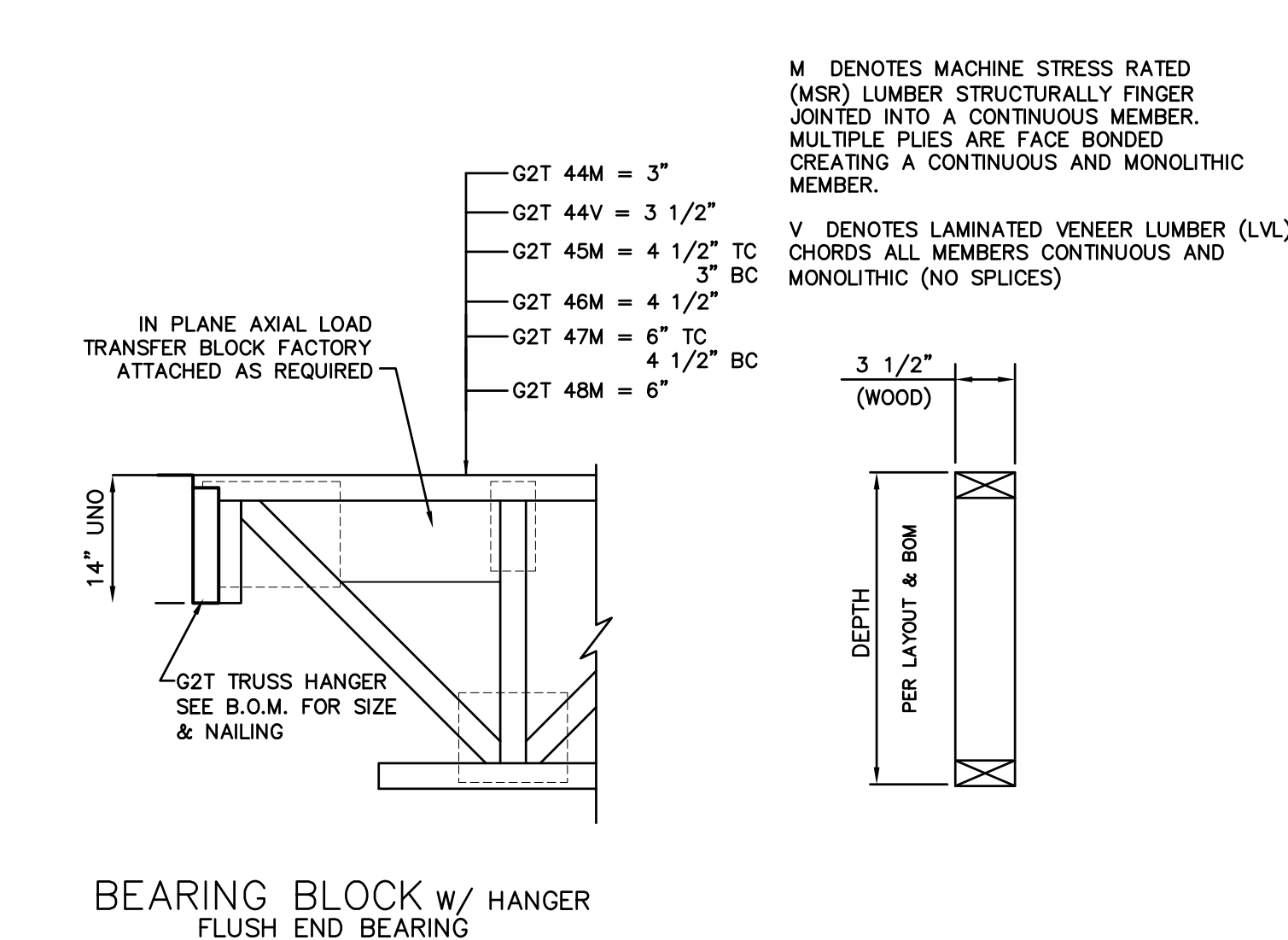
### NOTES:

1. WOOD SCREWS WITH A MAXIMUM DIAMETER OF 5/16" MAY BE USED ANYWHERE ON THE TOP CHORD OF THE G2T TRUSS WITHOUT PRE-DRILLING A PILOT HOLE, UNLESS NOTED OTHERWISE ON PLANS.
2. BOLTS OR LAG SCREWS HAVING A DIAMETER OF 3/8" OR GREATER MUST BE LOCATED IN THE CONNECTOR PLATE AT THE TOP CHORD OF THE G2T TRUSS.
3. BOLTS OR LAG SCREWS HAVING A DIAMETER OF 1/2" OR GREATER MUST HAVE PRE-DRILLED HOLES LOCATED IN THE CONNECTOR PLATE AT THE TOP CHORD OF THE G2T TRUSS.
4. DO NOT DRILL HOLES, DRIVE HEAVY SCREWS, OR USE LAG BOLTS IN THE BOTTOM CHORD OF G2T TRUSS.
5. COORDINATE ATTACHMENT OF SPRINKLER PIPE 4" DIAMETER AND LARGER WITH TRUSS LAYOUT AND CALCULATIONS.
6. BOLTS OR LAG SCREWS INTO THE TOP CHORD SHALL BE LIMITED TO A MAXIMUM DIAMETER AS FOLLOWS: 1/2" • G2T44; 7/8" • G2T46
7. NOTE: ALL CONNECTIONS, CLAMPS, HANGERS, RODS, OR SUPPORT ETC..... SHALL BE IN ACCORDANCE WITH NFPA 13

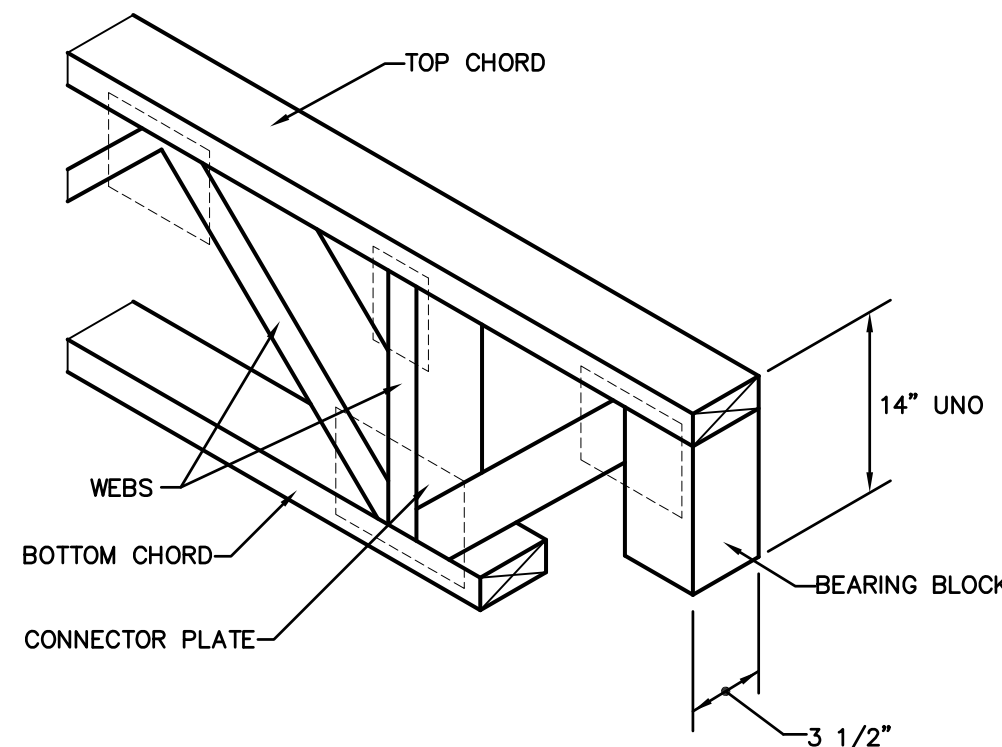
## 4 FIRE SPRINKLER ATTACHMENT DETAIL



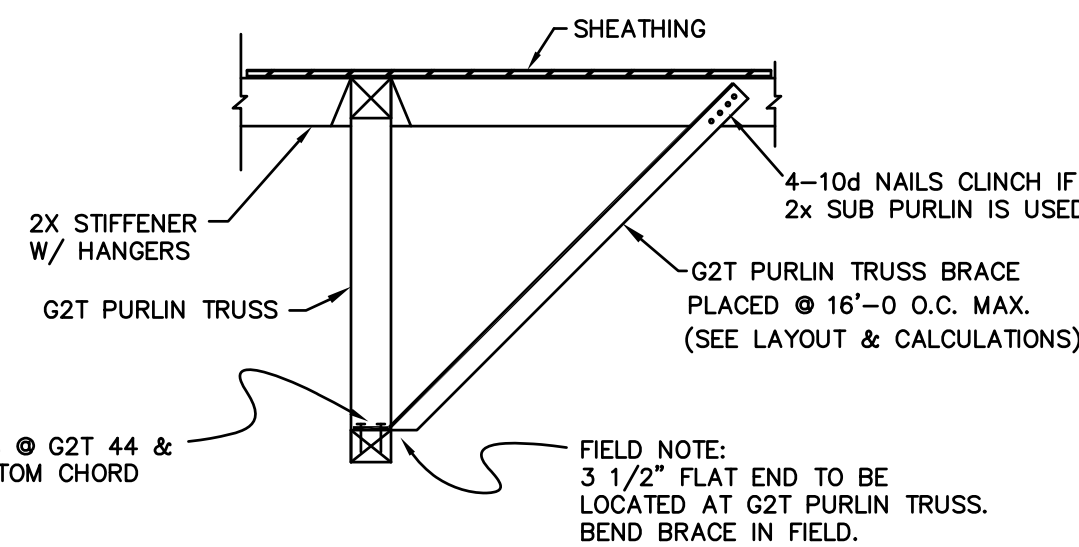
## 5A FIRE SPRINKLER SWAY BRACE DETAIL



## 6 G2T TRUSS GENERAL DIMENSIONS



## 7 G2T TRUSS W/ BEARING BLOCK



## 8 PERMANENT G2T ERECTION BRACE

## G2T PURLIN JOIST PRODUCT COVER SHEET

### JOB SITE HANDLING OF G2T OPEN WEB TRUSSES

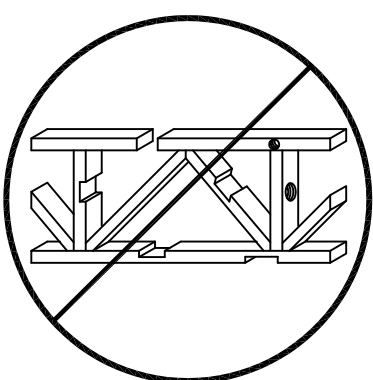
IT IS THE BUILDING CONTRACTOR'S RESPONSIBILITY TO UNLOAD THE G2T TRUSSES FROM THE TRUCK AND FOR ALL HANDLING THEREAFTER. THE G2T OPEN WEB TRUSS GUARANTEE ONLY APPLIES AS LONG AS THE PRODUCT IS NOT DAMAGED OR ALTERED IN ANY WAY, IS INSTALLED IN A WORKMANLIKE MANNER. G2T TRUSSES WILL BE DELIVERED TO THE JOBSITE IN BUNDLES Banded TOGETHER FOR HANDLING EASE. TO AVOID DAMAGE, TRUSSES SHOULD BE LEFT IN THESE BUNDLES UNTIL READY FOR INSTALLATION IN THE STRUCTURE. A CARELESS CRANE OR FORKLIFT OPERATOR CAN DAMAGE G2T TRUSSES. NEVER HANDLE G2T TRUSSES FLAT - KEEP IN AN UPRIGHT POSITION.

### STORAGE OF G2T OPEN WEB TRUSSES

DURING STORAGE AT THE JOBSITE, KEEP G2T TRUSSES IN AN UPRIGHT POSITION. THE BUNDLES SHOULD BE SUPPORTED ON LEVEL STICKERS TO KEEP THE G2T TRUSSES OUT OF THE MUD AND DIRT. STACKING OF BUNDLES IS PERMITTED IF AN ADEQUATE NUMBER OF STICKERS ARE PROVIDED TO PREVENT DAMAGE AND NORMAL SAG. PRECAUTIONS ARE FOLLOWED. ALL GLUE USED IN G2T TRUSSES IS WATER PROOF. HOWEVER, LONG EXPOSURE TO WATER AND SUN WILL CAUSE SOME DEGRADATION AND CHECKING OF WOOD. G2T TRUSSES SHOULD RECEIVE THE SAME PROTECTION FROM WEATHER AS OTHER WOOD PRODUCTS.

### TYPICAL G2T PROJECT NOTES:

1. FOR NOTES, DETAILS, AND DIMENSIONS NOT ON THESE SHOP DRAWINGS, REFER TO PROJECT PLANS.
2. SEE BILLS OF MATERIAL FOR ITEMS FURNISHED.
3. ALL CLOUDED NOTES, DIMENSIONS, ETC. REQUIRE VERIFICATION AND MUST BE MARKED EITHER "OK" OR THE CORRECT INFORMATION PROVIDED BY CUSTOMER PRIOR TO BEING RETURNED FOR FABRICATION.
4. PLEASE BE AWARE THAT ANY CLOUDED ITEMS NOT ACKNOWLEDGED WILL REQUIRE CONTACT WITH RESPONSIBLE PARTIES AND MAY CAUSE DELAY IN THE PROCESSING OF YOUR ORDER.
5. PLEASE VERIFY THAT ALL INFORMATION PROVIDED HEREWITH REFLECTS THE LATEST AVAILABLE PROJECT INFORMATION AND THAT ALL G2T TRUSS LENGTHS CORRESPOND WITH ACTUAL FIELD DIMENSIONS PRIOR TO BEING RETURNED FOR FABRICATION.
6. ALL BRACING SHOWN IS INTEGRAL TO THE G2T OPEN WEB TRUSS SYSTEM AND IS NOT TEMPORARY OR ERECTION BRACING. THE G2T OPEN WEB TRUSS WILL NOT SAFELY SUPPORT LOADS UNTIL FULLY BRACED. FULLY ATTACHED TO BEARING WALLS OR BEAMS, AND SHEATHING, BY OTHERS IS PROPERLY INSTALLED (SEE LAYOUTS AND DETAILS).
7. POINT LOADS THAT EXCEED 100 LBS. AS INDICATED ON THE LAYOUT HEREIN.
8. INSTALLATION OF G2T OPEN WEB TRUSSES MUST FOLLOW ANY ADDITIONAL REQUIREMENTS INDICATED ON THE LAYOUTS AND IN THE CALCULATIONS.
9. ALL G2T OPEN WEB TRUSSES ARE DESIGNED FOR UNIFORM LOADS AND CONCENTRATED LOADS NOTED ON THESE DRAWINGS AND CALCULATIONS. TEMPORARY CONSTRUCTION LOADS WHICH CAUSE STRESSES BEYOND DESIGN CRITERIA ARE NOT PERMITTED.
10. ALL 2X, 4X, 6X ETC. FRAMING TO BE SUPPLIED BY OTHERS, UNO. (FMBO).
11. METAL STRAPS AND/OR TIES USED FOR SEISMIC PURPOSES THAT ARE NAILED TO THE TOP OF THE TOP CHORD ARE TO USE 10d NAILING AT NO LESS THAN 3" oc IN A ROW. ACCEPTABLE STRAPS FOR G2T TOP CHORDS ARE LTTI, LSTI, MSTI AND PAI.
12. G2T OPEN WEB TRUSS ARE NOT DESIGNED TO SUPPORT ANY FIRE SPRINKLER AND/OR MECHANICAL LOADS OTHER THAN WHAT IS SHOWN ON THESE SHOP DRAWINGS, AND OR WHAT HAS BEEN PROVIDED IN THE DESIGN DEAD LOAD(S).
13. THE PLACEMENT OF THE MECHANICAL UNITS AND SPRINKLER MAINS ARE TO BE AS NOTED ON THESE SHOP DRAWINGS. THE SUPPORTING TRUSSES HAVE BEEN SPECIFICALLY DESIGNED TO ACCOMMODATE THESE ITEMS. ALL COMPONENTS TRANSFERRING LOADS TO THE TRUSSES SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH THE DETAILS CONTAINED WITHIN THESE DRAWINGS.
14. G2T TRUSS DESIGNS ARE IN ACCORDANCE WITH THE CURRENT ADOPTED EDITION OF THE IBC, CBC, AND NATIONAL DESIGN SPECIFICATION, AND CONFORM TO CURRENT ICC-ES REPORT.



## 9 G2T TRUSS NOTES

### WARNING:

Drilling, sawing, sanding or machining wood products generates wood dust and other substances known to be a cause of cancer. Avoid inhaling dust generated from wood products or use a dust mask or other safeguards for personal protection.

Wood products emit chemicals known to cause birth defects or other reproductive harm.

### LEGEND / ABBREVIATIONS

SEE PROJECT PLANS FOR OTHER ABBREVIATIONS AND SYMBOLS USED.

- DETAIL (ON SHOP DRAWINGS)
- PROJECT PLAN DETAIL (PER PLANS)
- START G2T TRUSS LAYOUT @ o/c SPACING
- STRONGBACK LOCATION
- DIRECTION OF ROOF SLOPE

### FMBO = FRAMING MATERIAL BY OTHERS

- VF = VERIFY IN FIELD
- NC = NOT IN CONTRACT
- UNO = UNLESS NOTED OTHERWISE
- FSML = FIRE SPRINKLER MAIN LINE
- FTF = FACE TO FACE (CLEAR SPAN OF TRUSS)
- MTL = MANUFACTURED TRUSS LENGTH
- OTOL = OVERALL TOP CHORD LENGTH (SLOPE LENGTH)
- LBS = POUNDS
- PSF = POUNDS PER SQUARE FOOT
- PLF = POUNDS PER LINEAL FOOT
- MFR = MANUFACTURER
- > = GREATER THAN (< = LESS THAN)
- o/c, o.c. = ON CENTER (SPACING)
- BOM = BILL(S) OF MATERIAL (8 1/2 x 11 SHEETS)
- DBL = DOUBLE MEMBER (TPL = TRIPLE MEMBER)

REVISIONS

FRENCH VALLEY AIRPORT CENTER (G)

WEALTH ST. @ LEON RD.

TEMECULA, CA

ENGINEER ANDERSON STUBBS

ARCHITECT 949-470-2322

ARCHITECTS ORANGE 714-639-8660

CUSTOMER M.R. SOMERS CONSTRUCTION 909-355-0850

G2 NATIONAL

Evolution in Wood-Framed Structure.®

G2 NATIONAL, LLC. 2185 GREEN VISTA DRIVE # 212 SPARKS, NEVADA 89431.

05/26/2017

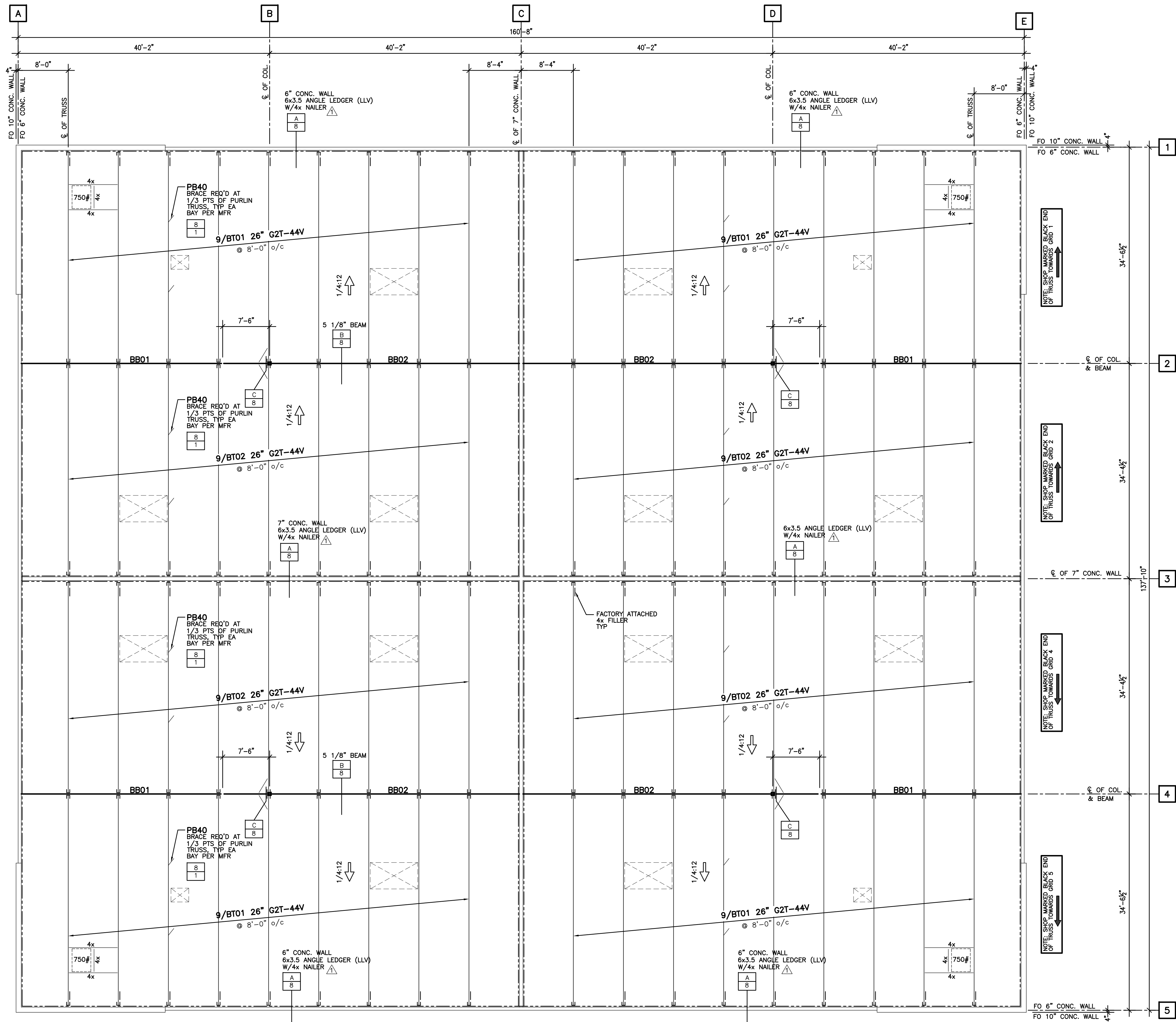
PN-12718

SHEET

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PROJECT PLANS USED :		
SHEETS	DATE	
ARCHITECTURAL DRAWINGS		
A0.0 THRU A6.0	04/20/16	Δ
STRUCTURAL DRAWINGS		
SN1 THRU SD5	07/27/16	Δ
MECHANICAL DRAWINGS		
M0.1 THRU P2.2	06/26/14	Δ

DESIGN LOADS		
	ROOF	
LIVE LOAD	20	PSF
PART LOAD	-	PSF
DEAD LOAD	16	PSF
TOTAL LOAD	36	PSF

DESIGN DEFLECTION:  
 $\Delta_{LL} \leq L/240$   $\Delta_{TL} \leq L/180$

LOAD DURATION FACTOR = 1.25  
DESIGN CODE: CBC 2013  
DEAD LOAD BREAKDOWN: 14 PSF TC, 2 PSF BC  
110 MPH WIND, EXP. C

— ROOF LIVE LOAD REDUCIBLE PER CODE.  
— ADDITIONAL 500# MISC. POINT LOAD OCCURRING AT ANY ONE TOP CHORD PANEL POINT ALONG THE SPAN, CONCURRENT WITH UNIFORM DEAD LOAD AND LIVE LOAD ONLY.  
— SOLAR ZONE ALLOWANCE IS INCLUDED IN THE DESIGN CRITERIA  
— MAXIMUM AXIAL LOAD: 7000 LBS

NOTE: SPRINKLER LINES GREATER THAN 4\"/>

26F-V5 INDUSTRIAL APPEARANCE UNO 12% MOISTURE CONTENT					
QTY	MARK	WIDTH	DEPTH	LENGTH	CAMBER
4	BB01	5 1/8	28 1/2	32'-6"	1"
4	BB02	5 1/8	30	47'-6"	7.5/1"

G2T TRUSS LIST						
MARK	QTY	CLR SPAN	MFR LENGTH	DEPTH	HANGER (BLACK END)	HANGER (OTHER END)
BT01	36	33'-6 7/16"	33'-5 11/16"	26" G2T-44V	BHV413X	BHV413X
BT02	36	33'-6 15/16"	33'-6 3/16"	26" G2T-44V	BHV413X	BHV413X

1-4x FILLER

KC METALS CONNECTORS ESR-2929					
QTY	MARK	DESCRIPTION	NAILING		
			HEADER	JOIST	REMARKS
144	BH01	BHV413X,H=14" W=3 5/8", B=3"	10-N16	6-N16	SINGLE

MISC. MATERIAL LIST		
ITEM	QTY	USE
PB40	144	STD G2T B/C BRACING (SEE DETAIL 8/1)

REVISIONS	
Δ	8-10-17 Per reviewed drawings & G2 review
Δ	
Δ	
Δ	
Δ	

FRENCH VALLEY AIRPORT CENTER (G)  
WEALTH ST. @ LEON RD.  
TEMECULA, CA

ENGINEER ANDERSON ST 949-470-2322	ARCHITECT ARCHITECTS ORANGE 714-639-8860	CUSTOMER M.R. SOMERS CONSTRUCTION 909-355-0850
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2105 GREEN VISTA DRIVE # 212 SPARKS, NEVADA 89431.

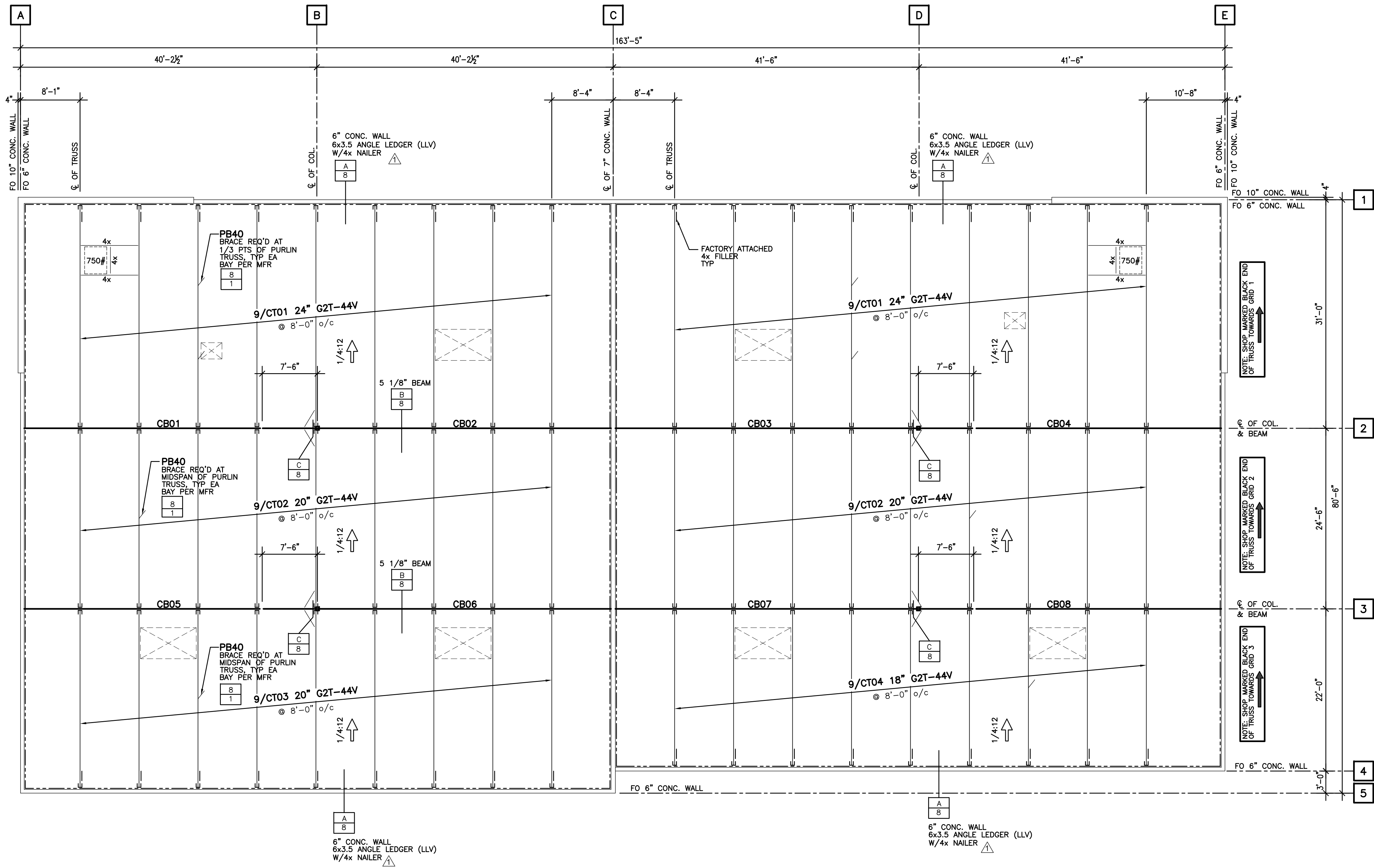
05/26/2017
PN-12718
SHEET
3 OF 8

ROOF PRODUCT PLACEMENT PLAN  
BUILDING 1-2, 1-3, 1-6, 1-7

(REF: S2.4)  
SCALE: 1/8" = 1'-0"

REVISED FOR CONSTRUCTION





PROJECT PLANS USED :		
SHEETS	DATE	
ARCHITECTURAL DRAWINGS		
A0.0 THRU A6.0	04/20/16	△
STRUCTURAL DRAWINGS		
SN1 THRU SD5	07/27/16	△
MECHANICAL DRAWINGS		
M0.1 THRU P2.2	06/26/14	△

DESIGN LOADS		
	ROOF	
LIVE LOAD	20	PSF
PART LOAD	-	PSF
DEAD LOAD	16	PSF
TOTAL LOAD	36	PSF

DESIGN DEFLECTION:  
 $\Delta_{LL} \leq L/240$   $\Delta_{TL} \leq L/180$

LOAD DURATION FACTOR = 1.25  
DESIGN CODE: CBC 2013  
DEAD LOAD BREAKDOWN: 14 PSF TC 2 PSF BC  
110 MPH WIND, EXP. C

— ROOF LIVE LOAD REDUCIBLE PER CODE.  
— ADDITIONAL 500# MISC. POINT LOAD OCCURRING AT ANY ONE TOP CHORD PANEL POINT ALONG THE SPAN, CONCURRENT WITH UNIFORM DEAD LOAD AND LIVE LOAD ONLY.  
— SOLAR ZONE ALLOWANCE IS INCLUDED IN THE DESIGN CRITERIA  
— MAXIMUM AXIAL LOAD: 7000 LBS

NOTE: SPRINKLER LINES GREATER THAN 4" DIAMETER HAVE NOT BEEN CONSIDERED IN THE TRUSS DESIGNS

## ROOF PRODUCT PLACEMENT PLAN

### BUILDING 1-4, 1-8

(REF: S2.6)  
SCALE: 1/8" = 1'-0"

26F-V5 INDUSTRIAL APPEARANCE UNO 12% MOISTURE CONTENT					
QTY	MARK	WIDTH	DEPTH	LENGTH	CAMBER
1	CB01	5 1/8	25 1/2	32'-6"	1"
1	CB02	5 1/8	28 1/2	47'-6"	7.5' 1"
1	CB03	5 1/8	28 1/2	49'-0"	1" 7.5'
1	CB04	5 1/8	25 1/2	33'-6"	1"
1	CB05	5 1/8	24	32'-6"	1"
1	CB06	5 1/8	27	47'-6"	7.5' 1"
1	CB07	5 1/8	27	49'-0"	1" 7.5'
1	CB08	5 1/8	24	33'-6"	1"

G2T TRUSS LIST					
MARK	QTY	CLR SPAN	MFR LENGTH	DEPTH	HANGER (BLACK END) HANGER (OTHER END)
CT01	18	29'-11 15/16"	29'-11 3/16"	24" G2T-44V	BHV413X BHV413X
CT02	18	24'-0 7/8"	24'-0 1/8"	20" G2T-44V	BHV413X BHV413X
CT03	9	23'-11 15/16"	23'-11 3/16"	20" G2T-44V	BHV413X BHV413X
CT04	9	20'-11 15/16"	20'-11 3/16"	18" G2T-44V	BHV413X BHV413X

1-4x FILLER  
1-4x FILLER  
1-4x FILLER

KC METALS CONNECTORS ESR-2929					
QTY	MARK	DESCRIPTION	NAILING		REMARKS
			HEADER	JOIST	
108	CH01	BHV413X,H=14" W=3 5/8", B=3"	10-N16	6-N16	SINGLE

MISC. MATERIAL LIST		
ITEM	QTY	USE
PB40	72	STD G2T B/C BRACING (SEE DETAIL 8/1)

REVISIONS

△	8-10-17	Per reviewed drawings & G2 review
△		
△		
△		
△		

**FRENCH VALLEY AIRPORT CENTER (G)**  
WEALTH ST. @ LEON RD.  
TEMECULA, CA

ENGINEER  
ANDERSON STUBBS  
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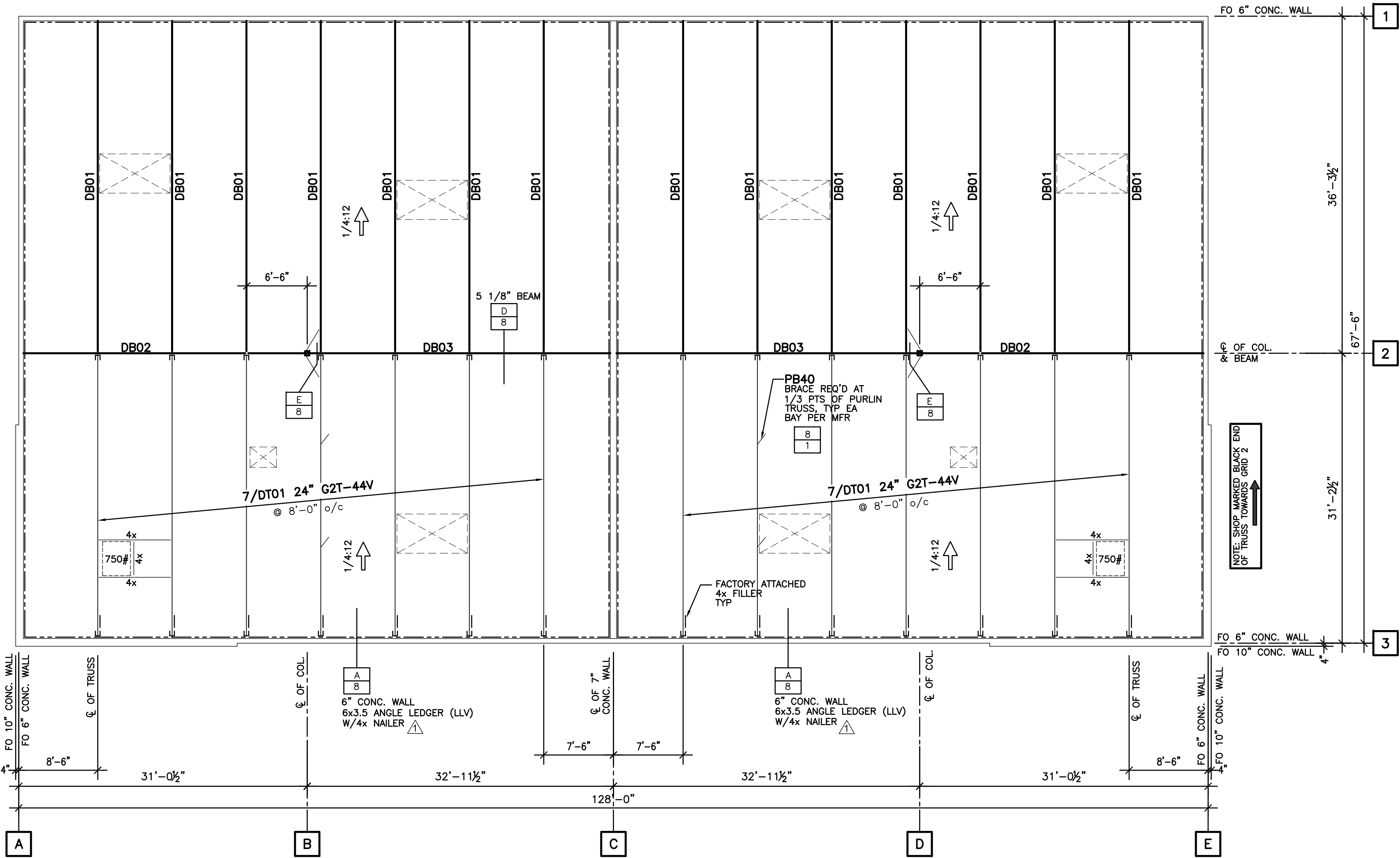
ARCHITECT  
ARCHITECTS ORANGE  
714-639-8860

CUSTOMER  
M.R. SOMERS CONSTRUCTION  
909-355-0850

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2105 GREEN VISTA DRIVE # 212 SPARKS, NEVADA 89431.

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4 OF 8

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ROOF PRODUCT PLACEMENT PLAN  
BUILDING 1-9, 1-13

(REF: S2.8)  
SCALE: 1/8" = 1'-0"

PROJECT PLANS USED :		
SHEETS	DATE	
ARCHITECTURAL DRAWINGS		
A0.0 THRU A6.0	04/20/16	Δ
STRUCTURAL DRAWINGS		
SN1 THRU SD5	07/27/16	Δ
MECHANICAL DRAWINGS		
M0.1 THRU P2.2	06/26/14	Δ

DESIGN LOADS		
	ROOF	
LIVE LOAD	20	PSF
PART LOAD	-	PSF
DEAD LOAD	16	PSF
TOTAL LOAD	36	PSF

DESIGN DEFLECTION:  
 $\Delta_{LL} \leq L/240$   $\Delta_{TL} \leq L/180$

LOAD DURATION FACTOR = 1.25  
DESIGN CODE: CBC 2013  
DEAD LOAD BREAKDOWN: 14 PSF TC  
110 MPH WIND, EXP. C 2 PSF BC

— ROOF LIVE LOAD REDUCIBLE PER CODE.  
— ADDITIONAL 500# MISC. POINT LOAD OCCURRING AT ANY ONE TOP CHORD PANEL POINT ALONG THE SPAN, CONCURRENT WITH UNIFORM DEAD LOAD AND LIVE LOAD ONLY.  
— SOLAR ZONE ALLOWANCE IS INCLUDED IN THE DESIGN CRITERIA  
— MAXIMUM AXIAL LOAD: 7000 LBS

NOTE: SPRINKLER LINES GREATER THAN 4" DIAMETER HAVE NOT BEEN CONSIDERED IN THE TRUSS DESIGNS

26F-V5 INDUSTRIAL APPEARANCE UNO 12% MOISTURE CONTENT					
QTY	MARK	WIDTH	DEPTH	LENGTH	CAMBER
14	DB01	3 1/2	22 1/2	36'-0"	3500'
2	DB02	5 1/8	22 1/2	24'-6"	1"
2	DB03	5 1/8	24	39'-6"	6.5'/1"

G2T TRUSS LIST						
MARK	QTY	CLR SPAN	MFR LENGTH	DEPTH	HANGER (BLACK END)	HANGER (OTHER END)
DT01	14	30'-2 7/16"	30'-1 11/16"	24" G2T-44V	BHV413X	BVH413X

1-4x FILLER

KC METALS CONNECTORS ESR-2929					
QTY	MARK	DESCRIPTION	NAILING		REMARKS
			HEADER	JOIST	
28	DH01	BHV413X,H=14" W=3 5/8", B=3"	10-N16	6-N16	SINGLE

MISC. MATERIAL LIST		
ITEM	QTY	USE
PB40	28	STD G2T B/C BRACING (SEE DETAIL 8/1)

REVISIONS

Δ	8-10-17	Per reviewed drawings & G2 review
Δ		
Δ		
Δ		
Δ		

FRENCH VALLEY AIRPORT CENTER (G)

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2165 GREEN VISTA DRIVE # 212 SPARKS, NEVADA 89431.

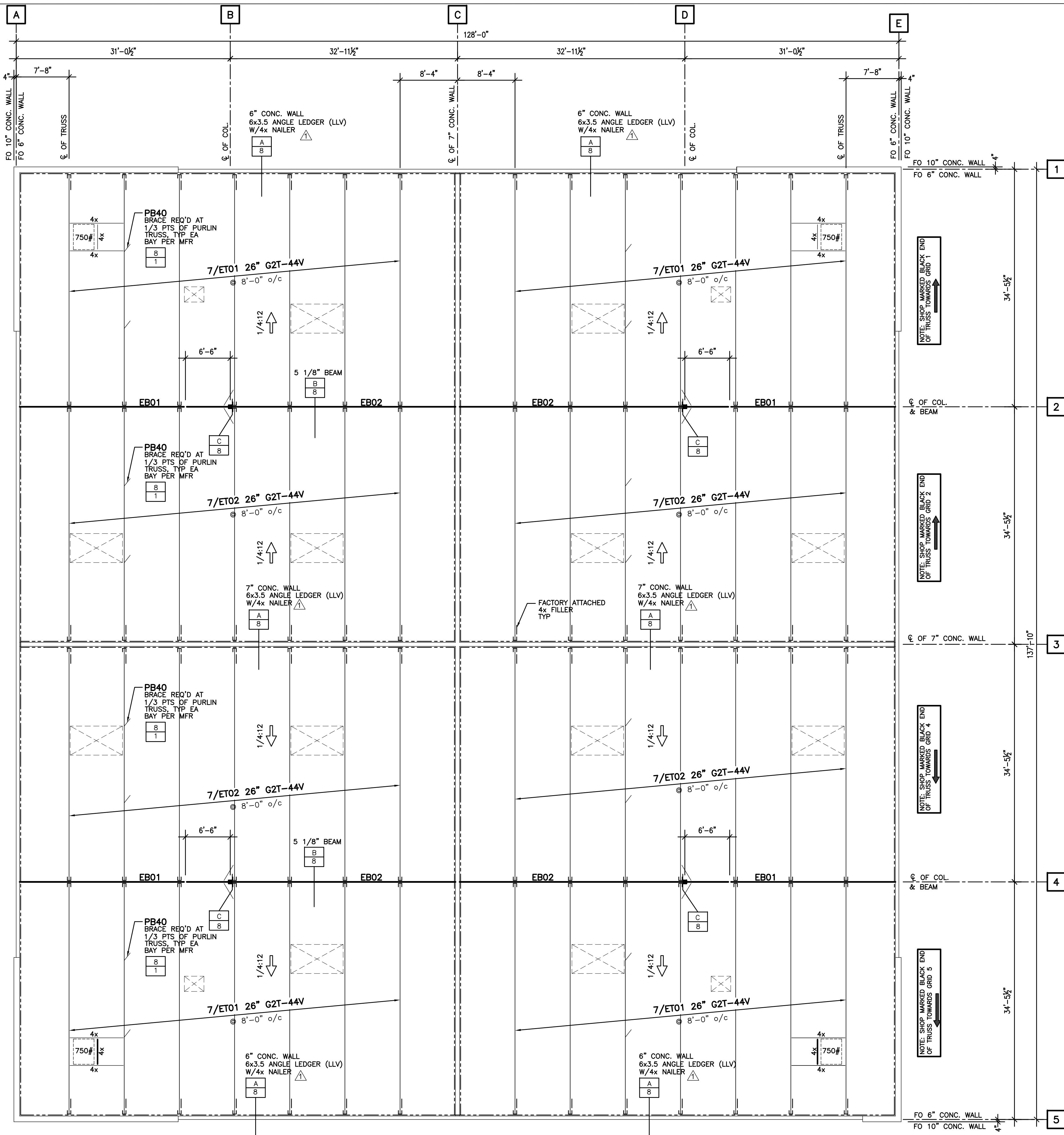
05/26/2017

PN-12718

SHEET

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ROOF PRODUCT PLACEMENT PLAN  
BUILDING I-10, I-11, I-14, I-15

(REF: S2.10)  
SCALE: 1/8" = 1'-0"

PROJECT PLANS USED :	
SHEETS	DATE
ARCHITECTURAL DRAWINGS A0.0 THRU A6.0	04/20/16
STRUCTURAL DRAWINGS S01 THRU S05	07/27/16
MECHANICAL DRAWINGS M0.1 THRU P2.2	06/26/14

DESIGN LOADS	
	ROOF
LIVE LOAD	20 PSF
PART LOAD	- PSF
DEAD LOAD	16 PSF
TOTAL LOAD	36 PSF

DESIGN DEFLECTION:  
 $\Delta_{LL} \leq L/240$   $\Delta_{TL} \leq L/180$

LOAD DURATION FACTOR = 1.25  
DESIGN CODE: CBC 2013  
DEAD LOAD BREAKDOWN: 14 PSF TC  
110 MPH WIND, EXP. C

ROOF LIVE LOAD REDUCIBLE PER CODE.

ADDITIONAL 500# MISC. POINT LOAD OCCURRING AT ANY ONE TOP CHORD PANEL POINT ALONG THE SPAN, CONCURRENT WITH UNIFORM DEAD AND LIVE LOAD ONLY.

SOLAR ZONE ALLOWANCE IS INCLUDED IN THE DESIGN CRITERIA

MAXIMUM AXIAL LOAD: 7000 LBS

NOTE: SPRINKLER LINES GREATER THAN 4" DIAMETER HAVE NOT BEEN CONSIDERED IN THE TRUSS DESIGNS

26F-V5 INDUSTRIAL APPEARANCE UNO 12% MOISTURE CONTENT					
QTY	MARK	WIDTH	DEPTH	LENGTH	CAMBER
4	EB01	5 1/8	22 1/2	24'-6"	1"
4	EB02	5 1/8	25 1/2	39'-6"	6.5" 1"

G2T TRUSS LIST					
MARK	QTY	CLR SPAN	MFR LENGTH	DEPTH	HANGER (BLACK END) HANGER (OTHER END)
ET01	28	33'-5 7/16"	33'-4 11/16"	26" G2T-44V	BHV413X BHV413X
ET02	28	33'-7 15/16"	33'-7 3/16"	26" G2T-44V	BHV413X BHV413X

1-4x FILLER  
1-4x FILLER

KC METALS CONNECTORS ESR-2929					
QTY	MARK	DESCRIPTION	NAILING		
			HEADER	JOIST	REMARKS
112	EH01	BHV413X,H=14" W=3 5/8", B=3"	10-N54	6-16d	SINGLE

MISC. MATERIAL LIST		
ITEM	QTY	USE
PB40	112	STD G2T B/C BRACING (SEE DETAIL 8/1)

REVISIONS

1	8-10-17	Per reviewed drawings & G2 review
2		
3		
4		
5		

FRENCH VALLEY AIRPORT CENTER (G)

WEALTH ST. @ LEON RD.

TEMECULA, CA

ENGINEER  
ANDERSON STUBBS  
949-470-2322

ARCHITECT  
ARCHITECTS ORANGE  
714-639-8660

CUSTOMER  
M.R. SOMERS CONSTRUCTION  
909-355-0850

G2 NATIONAL

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05/26/2017

PN-12718

SHEET

6 OF 8

2165 GREEN VISTA DRIVE # 212 SPARKS, NEVADA 89431.

REVISED FOR CONSTRUCTION





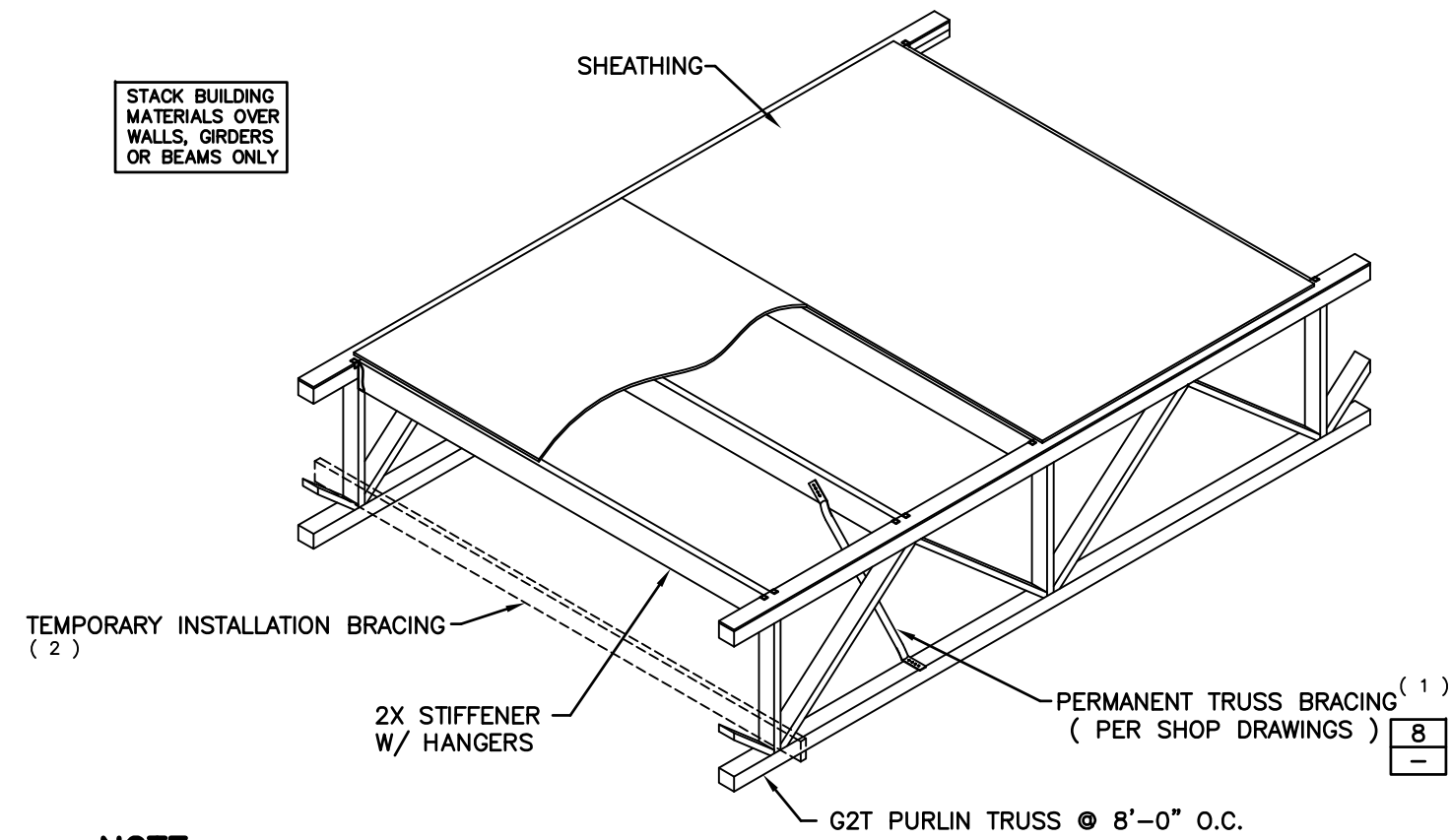




## ATTENTION

NO ONE SHOULD BE ALLOWED ON ANY G2T TRUSS UNTIL ALL HANGERS & CROSS BRIDGING, IF REQ'D, AND TEMPORARY BRACING ARE IN PLACE AND NAILED SECURELY. SERIOUS ACCIDENTS MAY OCCUR UNLESS CARE IS TAKEN TO PROPERLY BRACE DURING CONSTRUCTION. THIS DETAIL SHOULD BE USED AS A GUIDELINE FOR BRACING.

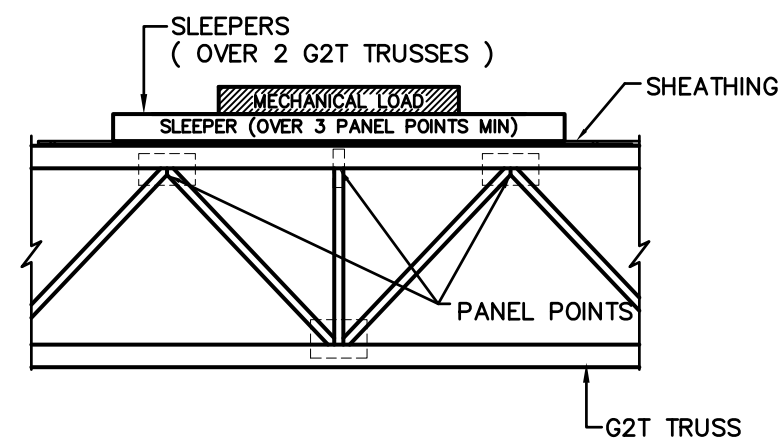
STACK BUILDING MATERIALS OVER WALLS, GIRDERS OR BEAMS ONLY



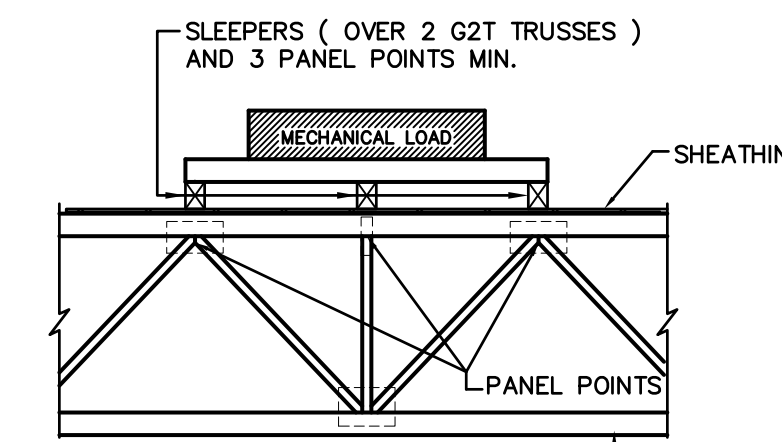
### NOTE:

- (1) PERMANENT BRACING SHALL BE PER FABRICATOR'S RECOMMENDATIONS. IF PERMANENT BRACING IS USED AS THE INSTALLATION BRACING, IT MUST BE INSTALLED AS EACH TRUSS IS PLACED. A MINIMUM OF TWO (2) INSTALLATION BRACES ARE REQUIRED AT ALL SPANS GREATER THAN 32'-0".
- (2) INSTALLATION BRACING IN ADDITION TO OR IN LEIU OF PERMANENT TRUSS BRACING TO BE DESIGNED AND INSTALLED BY THE INSTALLATION CONTRACTOR.

## 1 ERECTION BRACING



### PARALLEL CONDITION



### PERPENDICULAR CONDITION

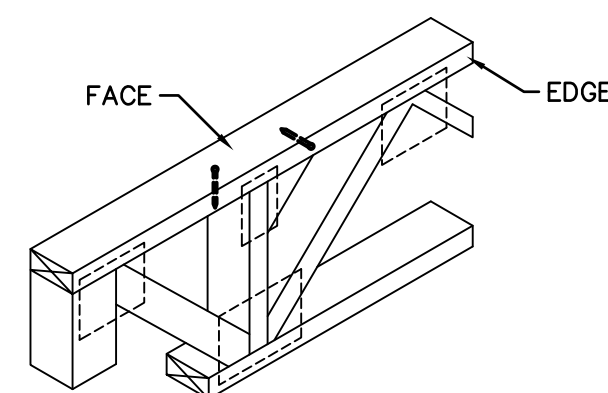
### NOTES

1. COORDINATE MECHANICAL LOCATIONS WITH LAYOUT AND G2T CALCULATIONS
2. SLEEPERS MUST BE LOCATED AT PANEL POINTS

## 2 MECHANICAL LOADS ON G2T TRUSSES

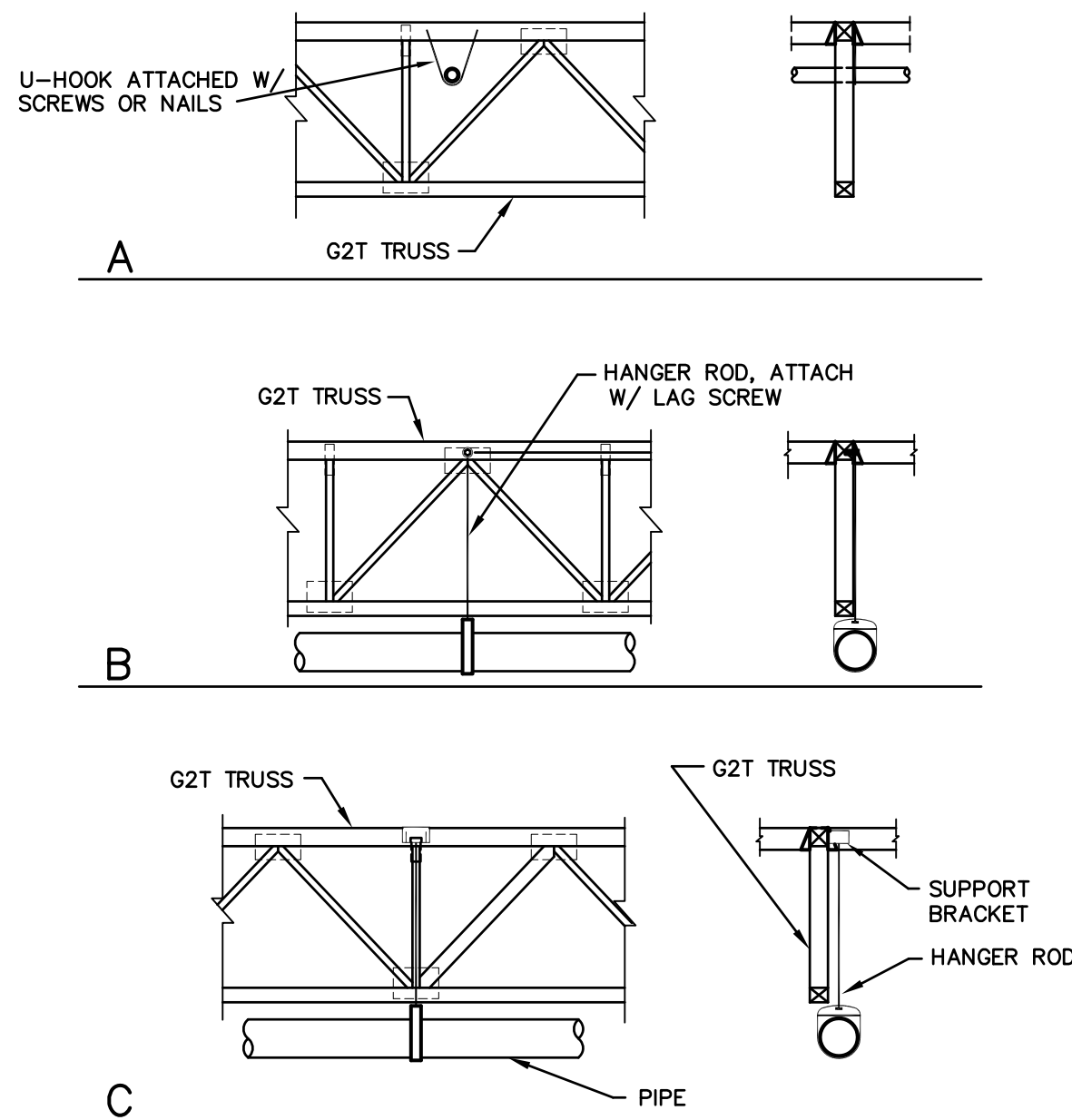
### G2T TRUSS NAILING CHART

NAIL TYPE	NAIL SIZE	MSR
		FACE EDGE
8d	BOX 0.113"x2 1/2"	2" 2"
	COMMON 0.131"x2 1/2"	2" 2"
10d	BOX 0.128"x3"	2" 2"
	COMMON 0.148"x3"	3" 4"
12d	BOX 0.128"x3 1/4"	3" 2"
	COMMON 0.148"x3 1/4"	3" 4"
16d	BOX 0.135"x3 1/2"	3" 3"
	SINKER 0.148"x3 1/4"	3" 4"
	COMMON 0.162"x3 1/2"	4" 6"



G2T TRUSS

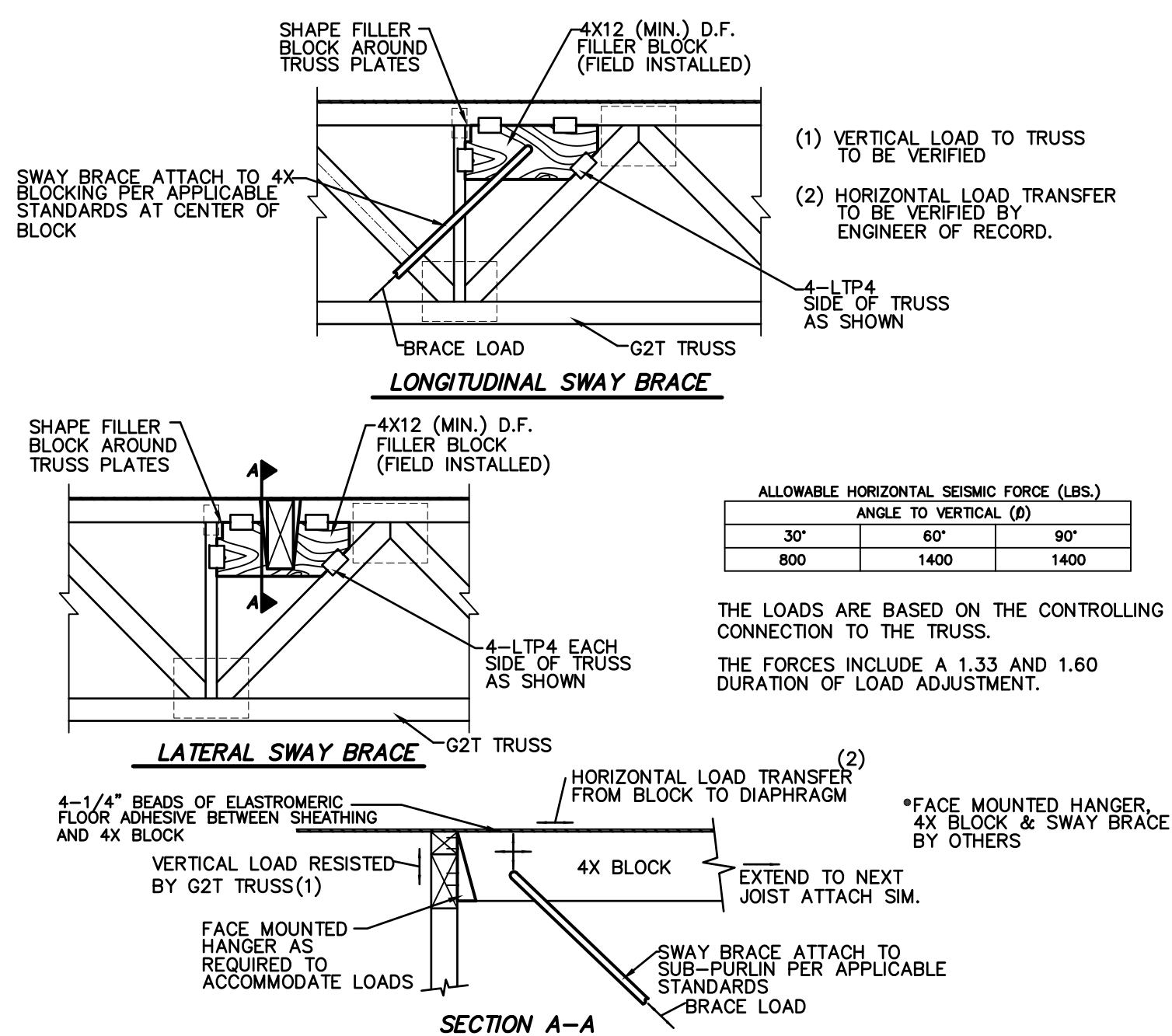
## 3 NAILING CHART



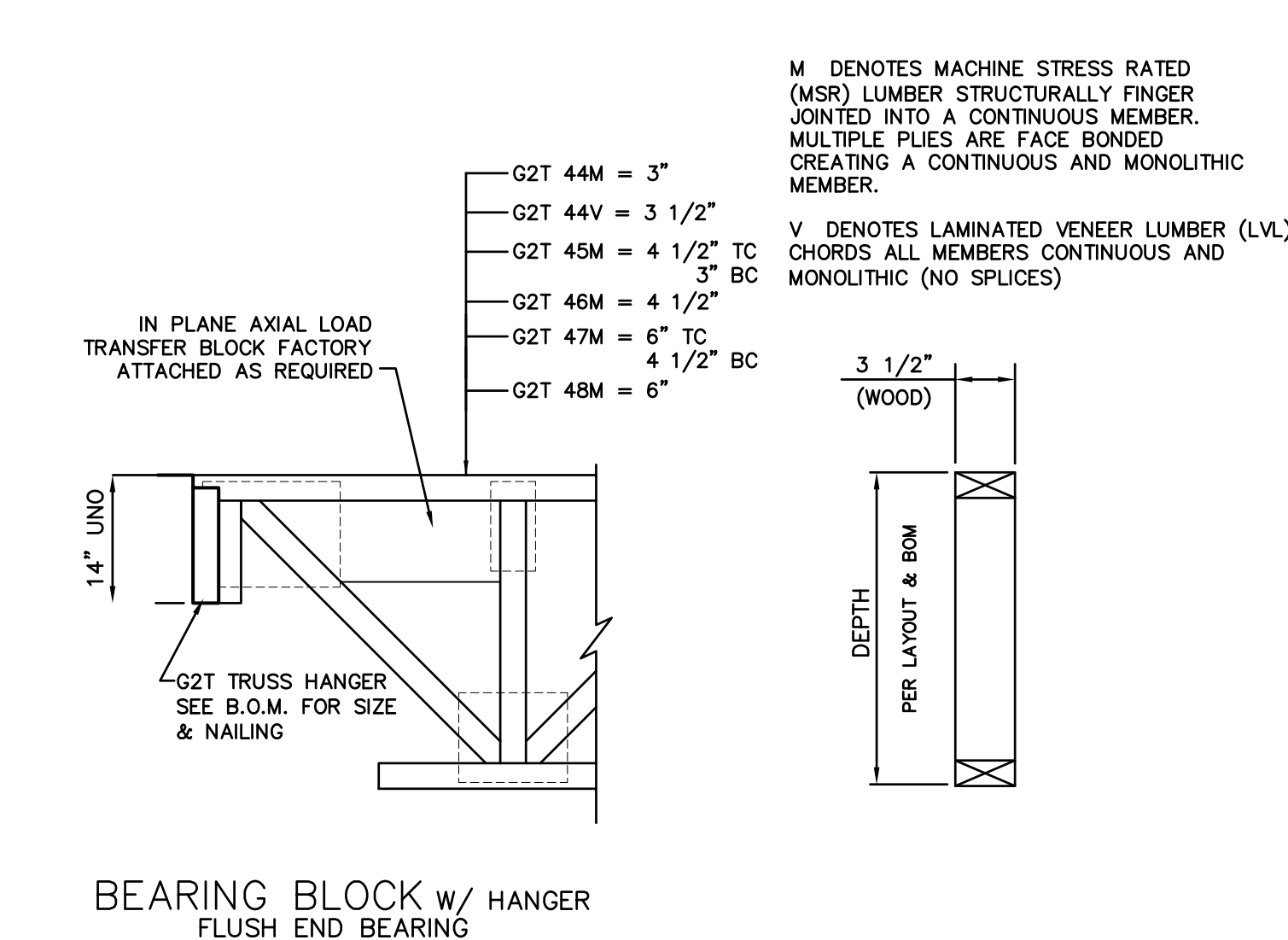
### NOTES:

1. WOOD SCREWS WITH A MAXIMUM DIAMETER OF 5/16" MAY BE USED ANYWHERE ON THE TOP CHORD OF THE G2T TRUSS WITHOUT PRE-DRILLING A PILOT HOLE, UNLESS NOTED OTHERWISE ON PLANS.
2. BOLTS OR LAG SCREWS HAVING A DIAMETER OF 3/8" OR GREATER MUST BE LOCATED IN THE CONNECTOR PLATE AT THE TOP CHORD OF THE G2T TRUSS.
3. BOLTS OR LAG SCREWS HAVING A DIAMETER OF 1/2" OR GREATER MUST HAVE PRE-DRILLED HOLES LOCATED IN THE CONNECTOR PLATE AT THE TOP CHORD OF THE G2T TRUSS.
4. DO NOT DRILL HOLES, DRIVE HEAVY SCREWS, OR USE LAG BOLTS IN THE BOTTOM CHORD OF G2T TRUSS.
5. COORDINATE ATTACHMENT OF SPRINKLER PIPE 4" DIAMETER AND LARGER WITH TRUSS LAYOUT AND CALCULATIONS.
6. BOLTS OR LAG SCREWS INTO THE TOP CHORD SHALL BE LIMITED TO A MAXIMUM DIAMETER AS FOLLOWS: 1/2" @ G2T44; 7/8" @ G2T46
7. NOTE: ALL CONNECTIONS, CLAMPS, HANGERS, RODS, OR SUPPORT ETC..... SHALL BE IN ACCORDANCE WITH NFPA 13

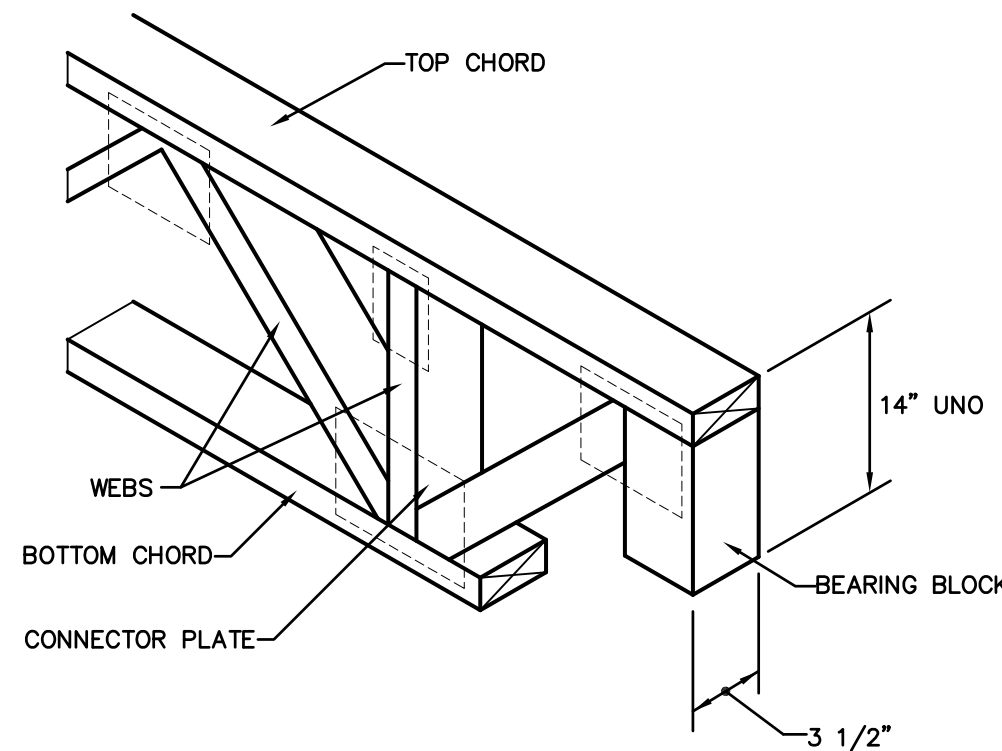
## 4 FIRE SPRINKLER ATTACHMENT DETAIL



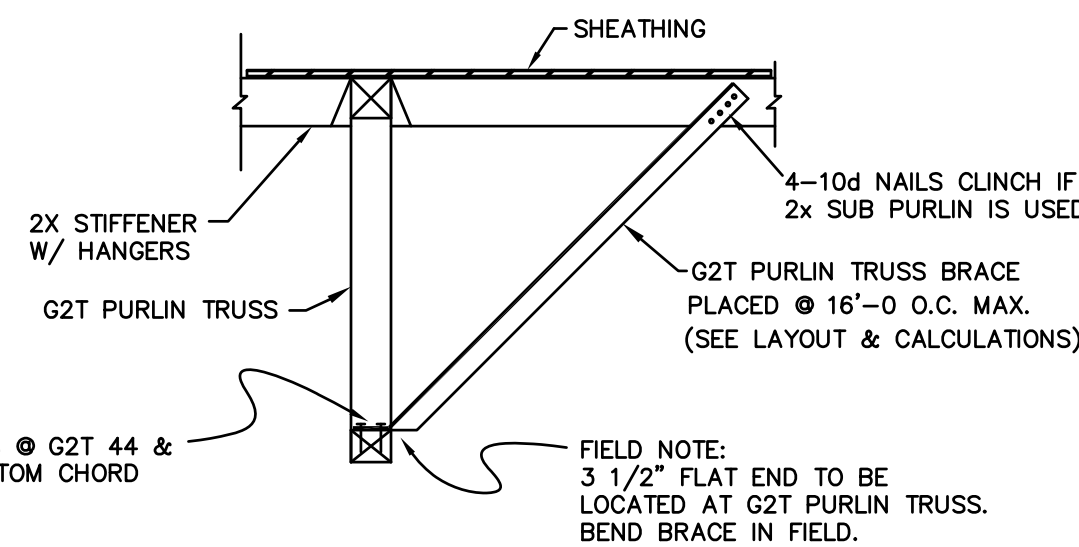
## 5A FIRE SPRINKLER SWAY BRACE DETAIL



## 6 G2T TRUSS GENERAL DIMENSIONS



## 7 G2T TRUSS W/ BEARING BLOCK



## 8 PERMANENT G2T ERECTION BRACE

## G2T PURLIN JOIST PRODUCT COVER SHEET

### JOB SITE HANDLING OF G2T OPEN WEB TRUSSES

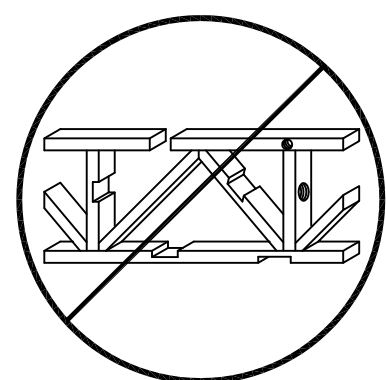
IT IS THE BUILDING CONTRACTOR'S RESPONSIBILITY TO UNLOAD THE G2T TRUSSES FROM THE TRUCK AND FOR ALL HANDLING THEREAFTER. THE G2T OPEN WEB TRUSS GUARANTEE ONLY APPLIES AS LONG AS THE PRODUCT IS NOT DAMAGED OR ALTERED IN ANY WAY, IS INSTALLED IN A WORKMANLIKE MANNER. G2T TRUSSES WILL BE DELIVERED TO THE JOBSITE IN BUNDLES BANDED TOGETHER FOR HANDLING EASE. TO AVOID DAMAGE, TRUSSES SHOULD BE LEFT IN THESE BUNDLES UNTIL READY FOR INSTALLATION IN THE STRUCTURE. A CARELESS CRANE OR FORKLIFT OPERATOR CAN DAMAGE G2T TRUSSES. NEVER HANDLE G2T TRUSSES FLAT - KEEP IN AN UPRIGHT POSITION.

### STORAGE OF G2T OPEN WEB TRUSSES

DURING STORAGE AT THE JOBSITE, KEEP G2T TRUSSES IN AN UPRIGHT POSITION. THE BUNDLES SHOULD BE SUPPORTED ON LEVEL STICKERS TO KEEP THE G2T TRUSSES OUT OF THE MUD AND DIRT. STACKING OF BUNDLES IS PERMITTED IF AN ADEQUATE NUMBER OF STICKERS ARE PROVIDED TO PREVENT DAMAGE AND NORMAL SAG. PRECAUTIONS ARE FOLLOWED. ALL GLUE USED IN G2T TRUSSES IS WATER PROOF. HOWEVER, LONG EXPOSURE TO WATER AND SUN WILL CAUSE SOME DEGRADATION AND CHECKING OF WOOD. G2T TRUSSES SHOULD RECEIVE THE SAME PROTECTION FROM WEATHER AS OTHER WOOD PRODUCTS.

### TYPICAL G2T PROJECT NOTES:

1. FOR NOTES, DETAILS, AND DIMENSIONS NOT ON THESE SHOP DRAWINGS, REFER TO PROJECT PLANS.
2. SEE BILLS OF MATERIAL FOR ITEMS FURNISHED.
3. ALL CLOUDED NOTES, DIMENSIONS, ETC. REQUIRE VERIFICATION AND MUST BE MARKED EITHER 'OK' OR THE CORRECT INFORMATION PROVIDED BY CUSTOMER, PRIOR TO RETURN TO BEING RETURNED FOR FABRICATION.
4. PLEASE BE AWARE THAT ANY CLOUDED ITEMS NOT ACKNOWLEDGED WILL REQUIRE CONTACT WITH RESPONSIBLE PARTIES AND MAY CAUSE DELAY IN THE PROCESSING OF YOUR ORDER.
5. PLEASE VERIFY THAT ALL INFORMATION PROVIDED HEREWITH REFLECTS THE LATEST AVAILABLE PROJECT INFORMATION AND THAT ALL G2T TRUSS LENGTHS CORRESPOND WITH ACTUAL FIELD DIMENSIONS PRIOR TO BEING RETURNED FOR FABRICATION.
6. ALL BRACING SHOWN IS INTEGRAL TO THE G2T OPEN WEB TRUSS SYSTEM AND THESE SHOP DRAWINGS. TEMPORARY BRACING: THE G2T OPEN WEB TRUSS WILL NOT SAFELY SUPPORT LOADS UNTIL FULLY BRACED. FULLY ATTACHED TO BEARING WALLS OR BEAMS, AND SHEATHING, BY OTHERS IS PROPERLY INSTALLED (SEE LAYOUTS AND DETAILS).
7. POINT LOADS THAT EXCEED 100 LBS. AS INDICATED ON THE LAYOUT HEREIN.
8. INSTALLATION OF G2T OPEN WEB TRUSSES MUST FOLLOW ANY ADDITIONAL REQUIREMENTS INDICATED ON THE LAYOUTS AND IN THE CALCULATIONS.
9. ALL G2T OPEN WEB TRUSSES ARE DESIGNED FOR UNIFORM LOADS AND CONCENTRATED LOADS NOTED ON THESE DRAWINGS AND CALCULATIONS. TEMPORARY CONSTRUCTION LOADS WHICH CAUSE STRESSES BEYOND DESIGN CRITERIA ARE NOT PERMITTED.
10. ALL 2X, 4X, 6X ETC. FRAMING TO BE SUPPLIED BY OTHERS, UNO. (FMBO).
11. METAL STRAPS AND/OR TIES USED FOR SEISMIC PURPOSES THAT ARE NAILED TO THE TOP OF THE TOP CHORD ARE TO USE 10d NAILING AT NO LESS THAN 3" @ IN A ROW. ACCEPTABLE STRAPS FOR G2T TOP CHORDS ARE LTTI, LSTI, MSTI AND PAL.
12. G2T OPEN WEB TRUSS ARE NOT DESIGNED TO SUPPORT ANY FIRE SPRINKLER AND/OR MECHANICAL LOADS OTHER THAN WHAT IS SHOWN ON THESE SHOP DRAWINGS, AND OR WHAT HAS BEEN PROVIDED IN THE DESIGN DEAD LOAD(S).
13. THE PLACEMENT OF THE MECHANICAL UNITS AND SPRINKLER MAINS ARE TO BE AS NOTED ON THESE SHOP DRAWINGS. THE SUPPORTING TRUSSES HAVE BEEN SPECIFICALLY DESIGNED TO ACCOMMODATE THESE ITEMS. ALL COMPONENTS TRANSFERRING LOADS TO THE TRUSSES SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH THE DETAILS CONTAINED WITHIN THESE DRAWINGS.
14. G2T TRUSS DESIGNS ARE IN ACCORDANCE WITH THE CURRENT ADOPTED EDITION OF THE IBC, CBC, AND NATIONAL DESIGN SPECIFICATION, AND CONFORM TO CURRENT ICC-ES REPORT.



DO NOT CUT, DRILL OR NOTCH CHORDS AND WEB MEMBERS

## 9 G2T TRUSS NOTES

### WARNING:

Drilling, sawing, sanding or machining wood products generates wood dust and other substances known to be to cause cancer. Avoid inhaling dust generated from wood products or use a dust mask or other safeguards for personal protection.

Wood products emit chemicals known to cause birth defects or other reproductive harm.

### LEGEND / ABBREVIATIONS

SEE PROJECT PLANS FOR OTHER ABBREVIATIONS AND SYMBOLS USED.

- DETAIL (ON SHOP DRAWINGS)
- PROJECT PLAN DETAIL (PER PLANS)
- START G2T TRUSS LAYOUT @ o/c SPACING
- STRONGBACK LOCATION
- DIRECTION OF ROOF SLOPE

FMBO = FRAMING MATERIAL BY OTHERS  
VF = VERIFY IN FIELD  
UNC = NOT IN CONTRACT  
UNO = UNLESS NOTED OTHERWISE  
FSML = FIRE SPRINKLER MAIN LINE  
FTF = FACE TO FACE (CLEAR SPAN OF TRUSS)  
MTL = MANUFACTURED TRUSS LENGTH  
OTCL = OVERALL TOP CHORD LENGTH (SLOPE LENGTH)  
LBS = POUNDS  
PSF = POUNDS PER SQUARE FOOT  
PLF = POUNDS PER LINEAL FOOT  
MFR = MANUFACTURER  
> = GREATER THAN (< = LESS THAN)  
o/c = ON CENTER (SPACING)  
BOM = BILL(S) OF MATERIAL (8 1/2 x 11 SHEETS)  
DBL = DOUBLE MEMBER (TPL = TRIPLE MEMBER)

REVISIONS

FRENCH VALLEY AIRPORT CENTER PHASE 2  
WEALTH ST. @ LEON RD.  
TEMECULA, CA

ENGINEER ANDERSON STUBBS  
ARCHITECT  
ARCHITECTS ORANGE  
714-669-3660  
CUSTOMER M.R. SOMERS CONSTRUCTION  
909-355-0850

G2 NATIONAL  
Evolution in Wood-Framed Structure.  
G2 NATIONAL LLC  
2165 GREEN VISTA DRIVE # 212 SPARKS, NEVADA 89431

05/26/2017  
PN-12718  
SHEET  
1 OF 6



PROJECT PLANS USED :	
SHEETS	DATE
ARCHITECTURAL DRAWINGS	
A0.0 THRU A6.0	03/09/17
STRUCTURAL DRAWINGS	
SN1 THRU SD5	05/19/17
MECHANICAL DRAWINGS	
M0.1 THRU P2.2	06/26/14

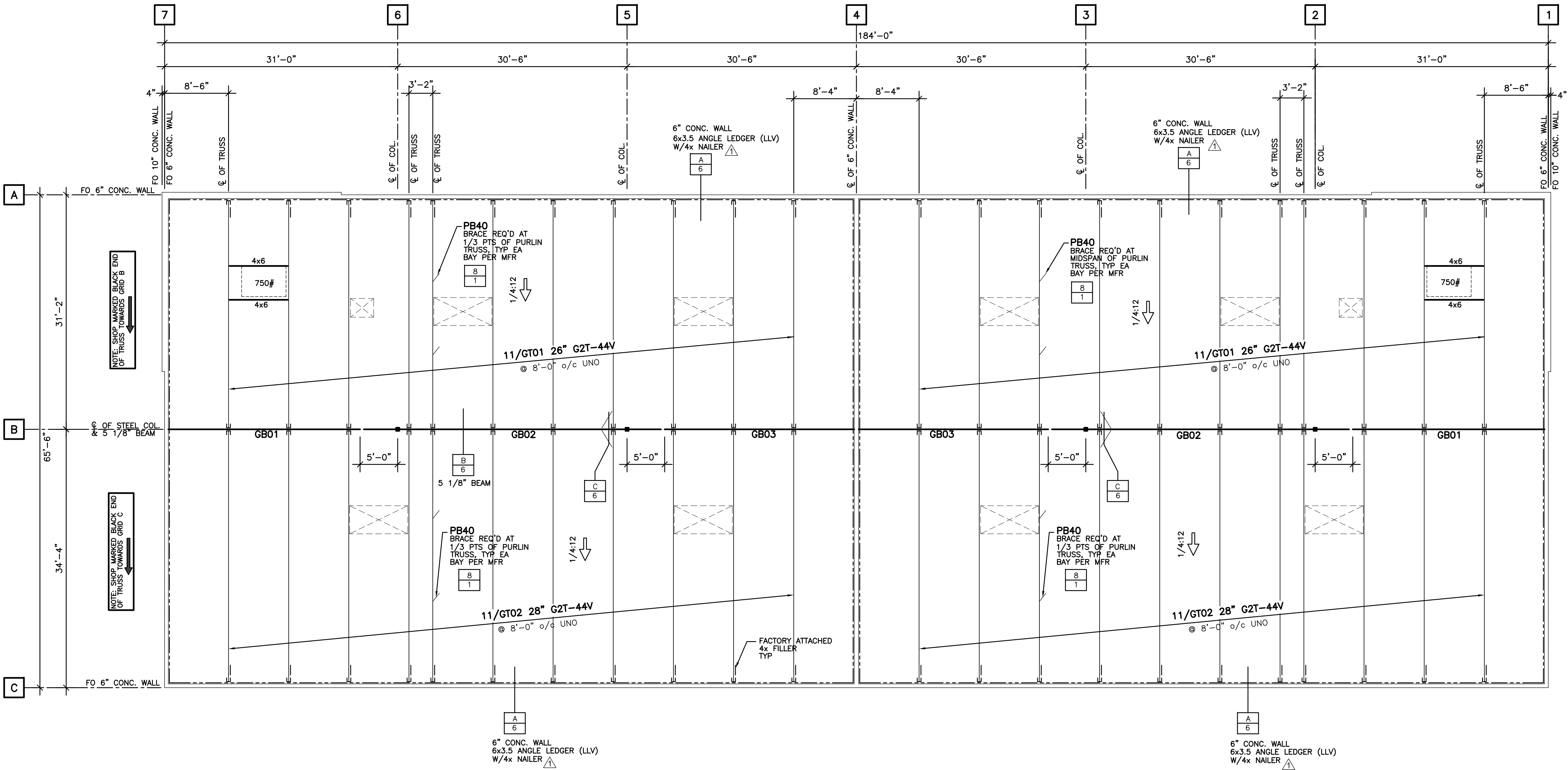
DESIGN LOADS		
	ROOF	
LIVE LOAD	20	PSF
PART LOAD	-	PSF
DEAD LOAD	16	PSF
TOTAL LOAD	36	PSF

DESIGN DEFLECTION:  
 $\Delta_{LL} \leq L/240$   $\Delta_{TL} \leq L/180$

LOAD DURATION FACTOR = 1.25  
DESIGN CODE: CBC 2013  
DEAD LOAD BREAKDOWN: 14 PSF TC  
110 MPH WIND, EXP. C  
2 PSF BC

~ ROOF LIVE LOAD REDUCIBLE PER CODE.  
~ ADDITIONAL 500# MISC. POINT LOAD OCCURRING AT ANY ONE TOP CHORD PANEL POINT ALONG THE SPAN, CONCURRENT WITH UNIFORM DEAD LOAD AND LIVE LOAD ONLY.  
~ SOLAR ZONE ALLOWANCE IS INCLUDED IN THE DESIGN CRITERIA  
~ MAXIMUM AXIAL LOAD: 7000 LBS

NOTE: SPRINKLER LINES GREATER THAN 4" DIAMETER HAVE NOT BEEN CONSIDERED IN THE TRUSS DESIGNS



ROOF PRODUCT PLACEMENT PLAN  
BUILDING G

(REF: S2.1)  
SCALE: 1/8" = 1'-0"

26F-V5 INDUSTRIAL APPEARANCE UNO 12% MOISTURE CONTENT					
QTY	MARK	WIDTH	DEPTH	LENGTH	CAMBER
2	GB01	5 1/8"	21"	26'-0"	1"
2	GB02	5 1/8"	22 1/2"	40'-6"	5'0/10.5" 5'0"
2	GB03	5 1/8"	21"	25'-6"	1"

G2T TRUSS LIST					
MARK	QTY	CLR SPAN	MFR LENGTH	DEPTH	HANGER (BLACK END) HANGER (OTHER END)
GT01	22	30'-1 15/16"	30'-1 3/16"	26" G2T-44V	BHV413X BHV413X
GT02	22	33'-3 15/16"	33'-3 3/16"	28" G2T-44V	BHV413X BHV413X

1-4x FILLER  
1-4x FILLER

KC METALS CONNECTORS ESR-2929					
QTY	MARK	DESCRIPTION	NAILING		REMARKS
			HEADER	JOIST	
88	GH01	BHV413X, H=14" W=3 5/8", B=3"	10-16dx2 1/2"	6-16dx2 1/2"	SINGLE

MISC. MATERIAL LIST		
ITEM	QTY	REMARKS
PB40	88	STD G2T B/C BRACING (SEE DETAIL 8/1)

REVISIONS	
	9-14-17 Per Approval and C2 Review

FRENCH VALLEY AIRPORT CENTER PHASE 2  
WEALTH ST. @ LEON RD.  
TEMECULA, CA

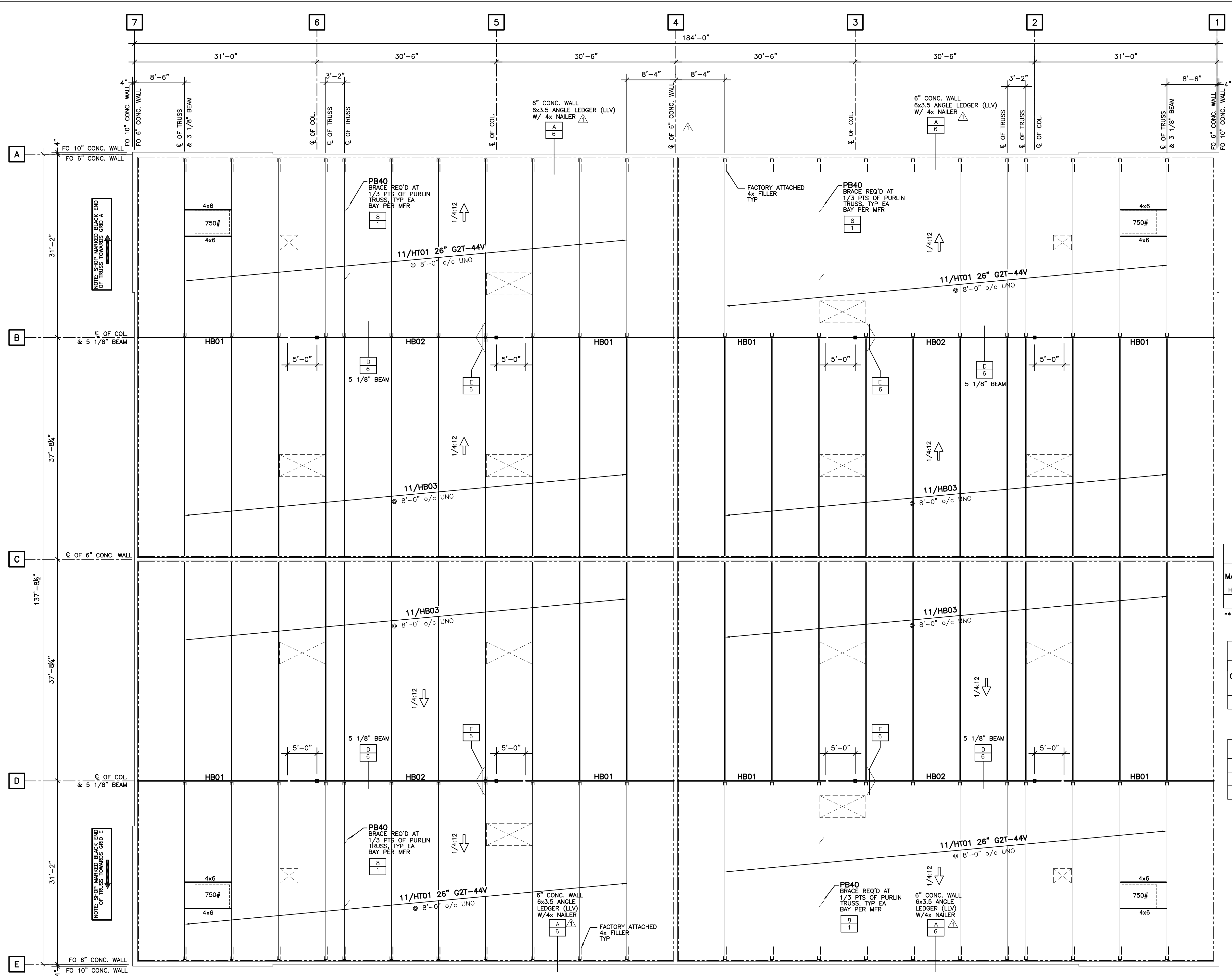
ENGINEER ANDERSON STUBBS PAC4710-2023	ARCHITECT ARCHITECTS ORANGE 714-669-3660	CUSTOMER M.R. SOMERS CONSTRUCTION 909-355-0850
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**G2 NATIONAL**  
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G2 NATIONAL LLC  
2165 GREEN VISTA DRIVE # 212 SPARKS, NEVADA 89431.

05/26/2017
PN-12718
SHEET
2 OF 6

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DESIGN LOADS		
	ROOF	
LIVE LOAD	20	PSF
PART LOAD	-	PSF
DEAD LOAD	16	PSF
TOTAL LOAD	36	PSF

DESIGN DEFLECTION:  
 $\Delta_{LL} \leq L/240$   $\Delta_{TL} \leq L/180$

LOAD DURATION FACTOR = 1.25  
DESIGN CODE: CBC 2013  
DEAD LOAD BREAKDOWN: 14 PSF TC 2 PSF BC  
110 MPH WIND, EXP. C

- ROOF LIVE LOAD REDUCIBLE PER CODE.  
- ADDITIONAL 500# MISC. POINT LOAD OCCURRING AT ANY ONE TOP CHORD PANEL POINT ALONG THE SPAN. CONCURRENT WITH UNIFORM DEAD LOAD AND LIVE LOAD ONLY.  
- SOLAR ZONE ALLOWANCE IS INCLUDED IN THE DESIGN CRITERIA  
- MAXIMUM AXIAL LOAD: 7000 LBS

PROJECT PLANS USED:	
SHEETS	DATE
ARCHITECTURAL DRAWINGS	
A0.0 THRU A6.0	03/09/17
STRUCTURAL DRAWINGS	
SN1 THRU SD5	05/19/17
MECHANICAL DRAWINGS	
M0.1 THRU P2.2	06/26/14

NOTE: SPRINKLER LINES GREATER THAN 4" DIAMETER HAVE NOT BEEN CONSIDERED IN THE TRUSS DESIGNS

26F-V5 INDUSTRIAL APPEARANCE UNO 12% MOISTURE CONTENT					
QTY	MARK	WIDTH	DEPTH	LENGTH	CAMBER
8	HB01	5 1/8	22 1/2	26'-0"	1"
4	HB02	5 1/8	24	40'-6"	5'0" 1" 5'0"
44	HB03	3 1/8	22 1/2	37'-6"	1 1/2"

G2T TRUSS LIST						
MARK	QTY	CLR SPAN	MFR LENGTH	DEPTH	HANGER (BLACK END)	HANGER (OTHER END)
HT01	44	30'-1 15/16"	30'-1 3/16"	26"G2T-44V	BHV413X	BHV413X

\*\* FACTORY ATTACHED 1-4x FILLER

KC METALS CONNECTORS ESR-2929				
QTY	MARK	DESCRIPTION	NAILING	
			HEADER	JOIST
88	HH01	BHV413X, H=14" W=3 5/8"	10-16dx2 1/2"	6-16dx2 1/2"
				SINGLE

MISC. MATERIAL LIST		
ITEM	QTY	REMARKS
PB40	88	STD G2T B/C BRACING (SEE DETAIL 8/1)

ROOF PRODUCT PLACEMENT PLAN  
BUILDING H

(REF: S2.3)  
SCALE: 1/8" = 1'-0"

REVISED FOR CONSTRUCTION

REVISIONS

9-14-17	Per Approval and C2 Review

FRENCH VALLEY AIRPORT CENTER PHASE 2

WEALTH ST. @ LEON RD.

TEMECULA, CA

ENGINEER  
ANDERSON STRONG  
ARCHITECT  
ARCHITECTS ORANGE  
714-693-3860  
CUSTOMER  
M.R. SOMERS CONSTRUCTION  
909-355-0860

G2 NATIONAL

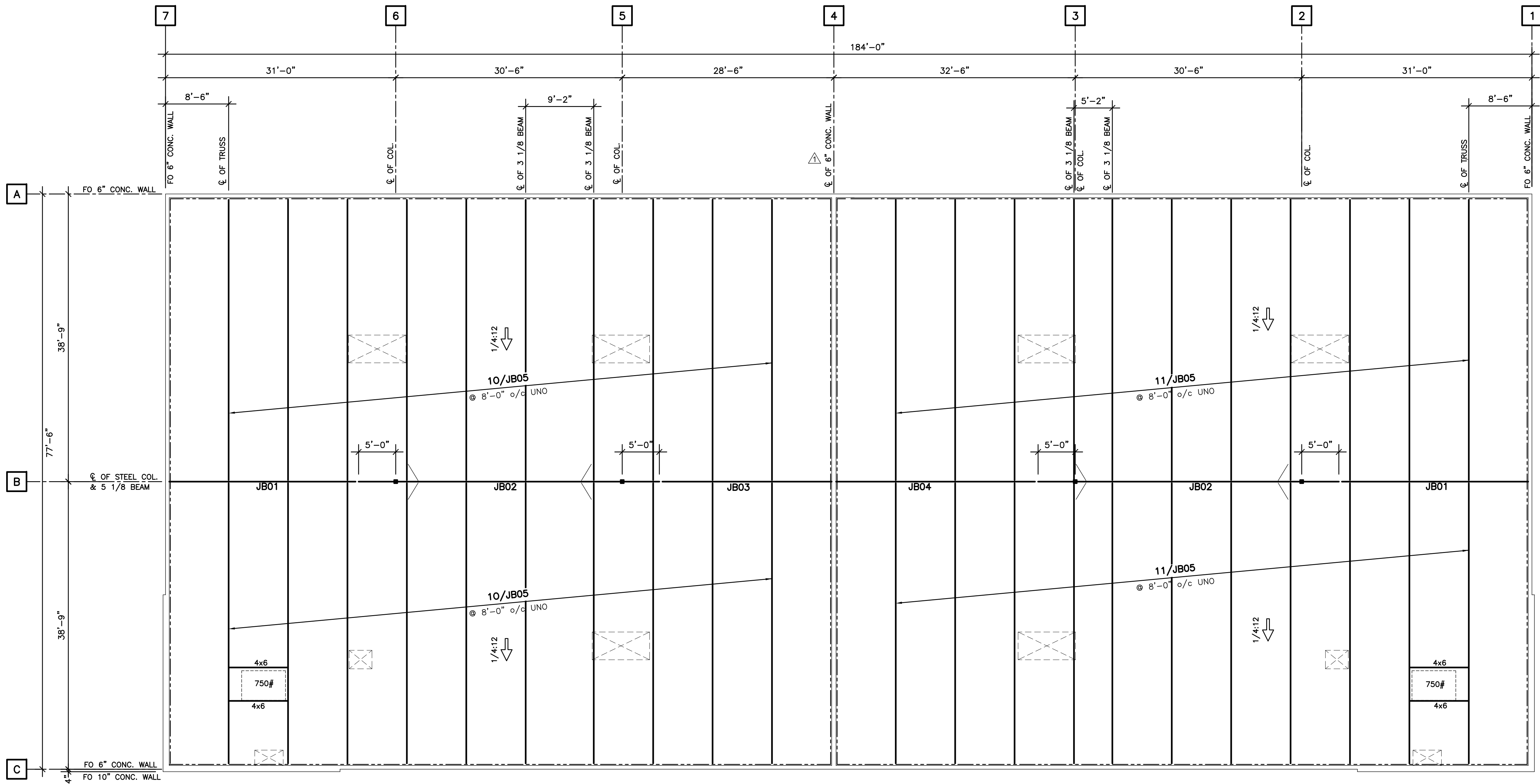
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G2 NATIONAL LLC  
2165 GREEN VISTA DRIVE # 212 SPARKS, NEVADA 89431

05/26/2017

PN-12718

SHEET  
3 OF 6



PROJECT PLANS USED :	
SHEETS	DATE
ARCHITECTURAL DRAWINGS	
A0.0 THRU A6.0	03/09/17
STRUCTURAL DRAWINGS	
SN1 THRU SD5	05/19/17
MECHANICAL DRAWINGS	
M0.1 THRU P2.2	06/26/14

26F-V5 INDUSTRIAL APPEARANCE UNO 12% MOISTURE CONTENT					
QTY	MARK	WIDTH	DEPTH	LENGTH	CAMBER
2	JB01	5 1/8	24	26'-0"	1"
2	JB02	5 1/8	25 1/2	40'-6"	5'0" 5'0"
1	JB03	5 1/8	24	23'-6"	1"
1	JB04	5 1/8	25 1/2	27'-6"	1"
42	JB05	3 1/8	22 1/2	38'-0"	1 1/2"

ROOF PRODUCT PLACEMENT PLAN  
BUILDING J

(REF: S2.4)  
SCALE: 1/8" = 1'-0"

REVISED FOR CONSTRUCTION

REVISIONS	
9-14-17	Per Approval and C2 Review

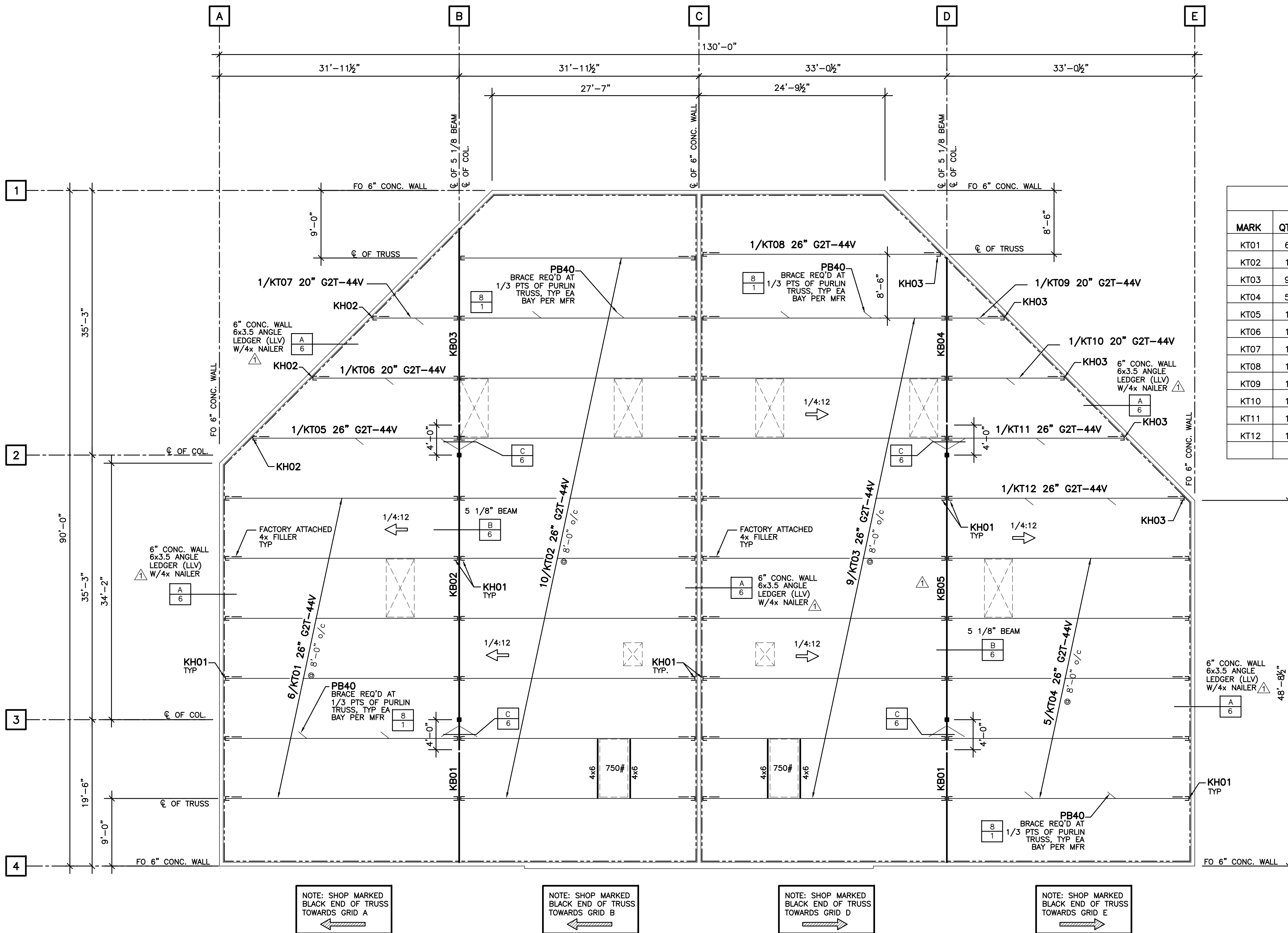
FRENCH VALLEY AIRPORT CENTER PHASE 2  
WEALTH ST. @ LEON RD.  
TEMECULA, CA

ENGINEER	ARCHITECT	CUSTOMER
ANDERSON STUBBS ENGINEERING	ARCHITECTS ORANGE	M.R. SOMERS CONSTRUCTION
804710-2023	714-869-3660	909-355-0860

**G2 NATIONAL**  
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2165 GREEN VISTA DRIVE # 212 SPARKS, NEVADA 89431.

05/26/2017
PN-12718
SHEET
4 OF 6





ROOF PRODUCT PLACEMENT PLAN  
BUILDING K

(REF: S2.6)  
SCALE: 1/8" = 1'-0"

PROJECT PLANS USED :		
SHEETS	DATE	
ARCHITECTURAL DRAWINGS		
A0.0 THRU A6.0	03/09/17	△
STRUCTURAL DRAWINGS		
SN1 THRU SD5	05/19/17	△
MECHANICAL DRAWINGS		
M0.1 THRU P2.2	06/26/14	△

NOTE: SPRINKLER LINES GREATER THAN 4" DIAMETER HAVE NOT BEEN CONSIDERED IN THE TRUSS DESIGNS

DESIGN LOADS		
	ROOF	
LIVE LOAD	20	PSF
PART LOAD	-	PSF
DEAD LOAD	16	PSF
TOTAL LOAD	36	PSF

DESIGN DEFLECTION:  
 $\Delta_{LL} \leq L/240$   $\Delta_{TL} \leq L/180$

LOAD DURATION FACTOR = 1.25  
DESIGN CODE: CBC 2013  
DEAD LOAD BREAKDOWN: 14 PSF TC 2 PSF BC  
110 MPH WIND, EXP. C

~ ROOF LIVE LOAD REDUCIBLE PER CODE.  
~ ADDITIONAL 500# MISC. POINT LOAD OCCURRING AT ANY ONE TOP CHORD PANEL POINT ALONG THE SPAN, CONCURRENT WITH UNIFORM DEAD LOAD AND LIVE LOAD ONLY.  
~ SOLAR ZONE ALLOWANCE IS INCLUDED IN THE DESIGN CRITERIA  
~ MAXIMUM AXIAL LOAD: 7000 LBS

G2T TRUSS LIST							
MARK	QTY	CLR SPAN @ CL	MFR LENGTH	DEPTH	HANGER (BLACK END)	HANGER (OTHER END)	
KT01	6	30'-11 7/16"	30'-10 11/16"	26" G2T-44V	BHV413X	BHV413X	1-4x FILLER
KT02	10	31'-2 7/16"	31'-1 11/16"	26" G2T-44V	BHV413X	BHV413X	1-4x FILLER
KT03	9	32'-3 7/16"	32'-2 11/16"	26" G2T-44V	BHV413X	BHV413X	1-4x FILLER
KT04	5	32'-0 7/16"	31'-11 11/16"	26" G2T-44V	BHV413X	BHV413X	1-4x FILLER
KT05	1	27'-3 1/2"	27'-1"	26" G2T-44V	BHV413X SK R 45°	BHV413X	1-4x FILLER
KT06	1	19'-3 1/2"	19'-1"	20" G2T-44V	BHV413X SK R 45°	BHV413X	1-4x FILLER
KT07	1	11'-3 1/2"	11'-1"	20" G2T-44V	BHV4X SK R 45°	BHV413X	1-4x FILLER
KT08	1	31'-7 9/16"	31'-5 1/16"	26" G2T-44V	BHV413X SK L 45°	BHV413X	2-4x FILLER
KT09	1	7'-5"	7'-2 1/2"	20" G2T-44V	BHV413X SK L 45°	BHV413X	1-4x FILLER
KT10	1	15'-5"	15'-2 1/2"	20" G2T-44V	BHV413X SK L 45°	BHV413X	1-4x FILLER
KT11	1	23'-5"	23'-2 1/2"	26" G2T-44V	BHV413X SK L 45°	BHV413X	1-4x FILLER
KT12	1	31'-5"	31'-2 1/2"	26" G2T-44V	BHV413X SK L 45°	BHV413X	1-4x FILLER

26F-V5 INDUSTRIAL APPEARANCE UNO 12% MOISTURE CONTENT					
QTY	MARK	WIDTH	DEPTH	LENGTH	CAMBER
2	KB01	5 1/8"	18	15'-6"	1"
1	KB02	5 1/8"	28 1/2"	43'-6"	4'0" 5/8" 4'0"
1	KB03	5 1/8"	18	27'-0"	1"
1	KB04	5 1/8"	24	23'-0"	1"
1	KB05	5 1/8"	28 1/2"	43'-6"	4'0" 1" 4'0"

KC METALS CONNECTORS ESR-2929					
QTY	MARK	DESCRIPTION	NAILING		REMARKS
			HEADER	JOIST	
68	KH01	BHV413X, H=14" W=3 5/8", B=3"	10-16dx2½"	6-16dx2½"	SINGLE
3	KH02	BHV413X SK R 45°, H=14" W=3 5/8", B=3" TYPE B SKEW	10-16dx2½"	6-16dx2½"	SINGLE
5	KH03	BHV413X SK L 45°, H=14" W=3 5/8", B=3" TYPE B SKEW	10-16dx2½"	6-16dx2½"	SINGLE

MISC. MATERIAL LIST		
ITEM	QTY	REMARKS
PB40	72	STD G2T B/C BRACING (SEE DETAIL 8/1)

REVISIONS

9-14-17

Per Approval and G2 Review

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FRENCH VALLEY AIRPORT CENTER PHASE 2

WEALTH ST. @ LEON RD.

TEMECULA, CA

ENGINEER

ANDERSON'S ENGINEERING

ARCHITECT

ARCHITECTS ORANGE

714-869-3860

CUSTOMER

M.R. SOMERS CONSTRUCTION

909-355-0850

G2 NATIONAL

Evolution in Wood-Framed Structure.®

G2 NATIONAL LLC

2165 GREEN VISTA DRIVE # 212 SPARKS, NEVADA 89431.

05/26/2017

PN-12718

SHEET

5 OF 6

REVISED FOR CONSTRUCTION

				<div>REVISIONS</div> <table><tr><td>Δ</td><td>9-14-17</td><td>Per Approval and G2 Review</td></tr><tr><td>Δ</td><td>-</td><td>-</td></tr><tr><td>Δ</td><td>-</td><td>-</td></tr><tr><td>Δ</td><td>-</td><td>-</td></tr><tr><td>Δ</td><td>-</td><td>-</td></tr></table>	Δ	9-14-17	Per Approval and G2 Review	Δ	-	-	Δ	-	-	Δ	-	-	Δ	-	-
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				<div><b>FRENCH VALLEY AIRPORT CENTER PHASE 2</b> WEALTH ST. @ LEON RD. TEMECULA, CA</div> <table><tr><td>ENGINEER</td><td>ANDERSON STRUCTURAL ENGINEERING</td></tr><tr><td>ARCHITECT</td><td>ARCHITECTS ORANGE</td></tr><tr><td>CUSTOMER</td><td>M.R. SOMERS CONSTRUCTION</td></tr></table>	ENGINEER	ANDERSON STRUCTURAL ENGINEERING	ARCHITECT	ARCHITECTS ORANGE	CUSTOMER	M.R. SOMERS CONSTRUCTION									
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