(1) LOCATION PER SEALED DRAWING

SIGNATURE AND RAISED SEAL OR DIGITAL SEAL. VALID FOR **200 FT** OF RAILING AT

EXTRUSION TOLERANCES TO BE PER

INDUSTRY STANDARDS. VALUES IN INCHES

PE SEAL REOUIRED

DESIGN NOTES

- 1. THIS SYSTEM HAS BEEN DESIGNED AND SHALL BE FABRICATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE FLORIDA BUILDING CODE SEVENTH EDITION (2020). ALSO APPLICABLE FOR THE INTERNATIONAL BUILDING CODE (2018) AS WELL AS CURRENT VERSIONS OF THE MN. NC. N1. NY. OH. SC. & VA BUILDING CODES AS APPLICABLE. CODE ENFORCED COMPLIES WITH STATE OF SEAL AND IF MULTIPLE VERSIONS ARE LISTED
- 2 THIS RAILING IS DESIGNED TO MEET SECTIONS OF THE CODE GOVERNING FLEVATED BALCONIES AND STRUCTURAL RATIINGS (2001B POINT LOAD IN ANY DIRECTION @ TOP RAIL, 50PLF TOPCAP LOAD, 50LB POINT LOAD UPON 1SE OF INFILL, RAILING DESIGNED FOR WIND LOADING PER CHAP 16 HVHZ NON-HVHZ & THE PROVISIONS OF ASCE 7-16. Vult = 180 MPH. Vasd = 140 MPH, EXPOSURE 'D', AS A 70% OPEN SIGN USING "ASD" METHODOLOGY.
- 3. INSTALLATION HEIGHT <= 60 FEET FLAT GROUND TO TOP OF RAIL.
- 4. ALL FLOOR FINISHES SHALL BE BY OTHERS AND SHALL NOT EXCEED 1/2 MAXIMUM & STRUCTURALLY ADHERED, OTHERWISE THEY SHALL BE SEPARATELY CERTIFIED TO TRANSFER ALL LOADING TO THE PROJECT SUPERSTRUCTURE. DIMENSIONS ARE POST-FLOOR FINISHES.

- 5. ALL FASTENERS TO BE #12 X 34" OR GREATER SERIES 300 NON-MAGNETIC STAINLESS STEEL, OR CADMIUM PLATED OR OTHERWISE CORROSION
- 7. ALUMINUM CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE TOLERANCES, QUALITY AND METHODS OF CONSTRUCTION AS SET FORTH IN THE 2015 ALUMINUM DESIGN MANUAL PER CODE REQUIREMENTS.
- 2xDIAMETER END DISTANCE AND 2.5xDIAMETER MIN SPACING TO ADJACENT ANCHORS SHALL BE SPACED WITH 3xDIAMETER MIN. SPACING TO ADJACENT

- 6005-T5 OR BETTER, UNLESS NOTED OTHERWISE.
- COMPRESSIVE STRENGTH OF 3000 PSI U.N.O. AND SHALL BE MINIMUM 1.5X
- THE CONCRETE AND SHALL BE IRON-FREE, NON-SHRINK AND NON-REACTIVE
- DISSIMILAR MATERIALS TO PREVENT ELECTROLYSIS.
- 14. ELECTRICAL GROUND, WHEN REQUIRED, TO BE DESIGNED & INSTALLED BY

GENERAL NOTES

- SHOWN ONLY. USE OF THIS SPECIFICATION BY CONTRACTOR, et. al. INDEMNIFIES & SAVES HARMLESS THIS ENGINEER FOR ALL COST & DAMAGES INCLUDING LEGAL FEES & APPELLATE FEES RESULTING FROM MATERIAL FABRICATION, SYSTEM ERECTION, CONSTRUCTION PRACTICES BEYOND THAT WHICH IS CALLED FOR BY LOCAL, STATE, & FEDERAL CODES & FROM
- THIS DOCUMENT IS GENERIC AND DOES NOT PERTAIN TO ANY SPECIFIC PROJECT SITE. ENGINEERING EXPRESS SHALL NOT BE HELD RESPONSIBLE OR LIABLE IN ANY WAY FOR ERRONEOUS OR INACCURATE DATA OR
- DIMENSIONS ARE SHOWN TO ILLUSTRATE DESIGN FORCES AND OTHER DESIGN CRITERIA. THEY MAY VARY SLIGHTLY, BUT MUST REMAIN WITHIN THE LIMITATIONS SPECIFIED HEREIN. WORK SHALL BE FIELD VERIFIED BY
- 4. ENGINEERING EXPRESS SHALL BE NOTIFIED AND GIVEN AN OPPORTUNITY TO REEVALUATE OUR WORK UPON DISCOVERY OF ANY INACCURATE INFORMATION PRIOR TO MODIFICATION OF EXISTING FIELD CONDITIONS AND FABRICATION AND INSTALLATION OF MATERIALS. ALTERATIONS OR ADDITIONS TO THIS DOCUMENT ARE NOT PERMITTED AND
- INVALIDATE OUR CERTIFICATION. EXCEPT AS EXPRESSLY PROVIDED HEREIN, NO ADDITIONAL CERTIFICATIONS
- OR AFFIRMATIONS ARE INTENDED.

VISIT ECALC. IO/SAFEGUARDS

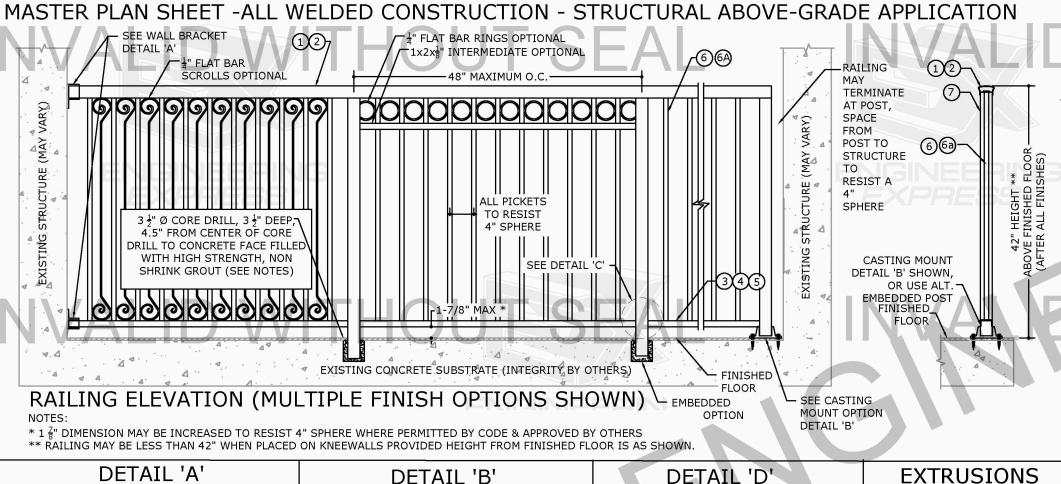
FOR CERTIFIED ORIGINALS FOR PERMIT, VARIATIONS & HELPFUL INFORMATION VISIT ENGINEERINGEXPRESS.COM/STORE

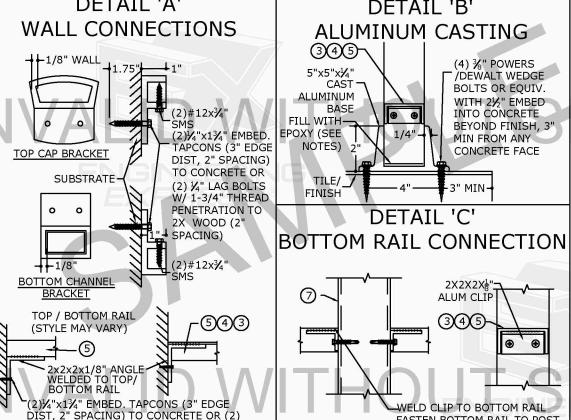
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SCALE: NTS UNLESS NOT





¼" LAG BOLTS W/ 1-3/4" THREAD

ALTERNATE RAIL CONNECTION DETAIL

PENETRATION TO 2X WOOD (2" SPACING)

