



THE TORTURED ROOF DETAIL

Draftsmen seldom seem to know where to stop in detailing and noting the familiar roof-to-parapet condition.

The confusion starts with the feeling that roofing begins with 5 plies, somehow spliced into a piece of metal flashing or several plies of composition flashing.

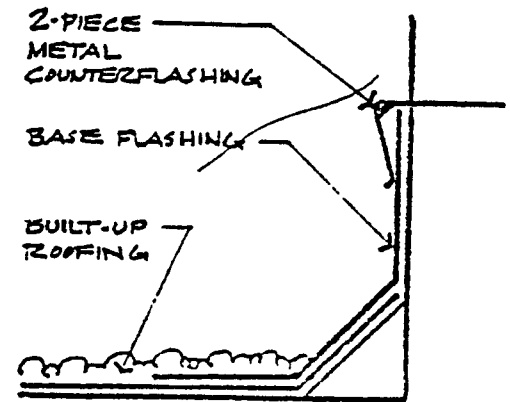
Another source of confusion is the failure of many to distinguish the difference between asphalt and pitch. Both are black and sticky, but the resemblance ends there. In flow, availability and cost they are significantly different. At any rate, the draftsman is ill-advised to try to spell out the number of plies and materials, a choice more safely reserved for the specification writer.

The best note (pointing to the roof surface) is probably: "Built-up roofing", or "Bituminous built-up roofing with gravel". Any further description of plies, type of bitumen, bonding or aggregate is likely to be contradicted by the specifications, as well as by other notes on the drawings.

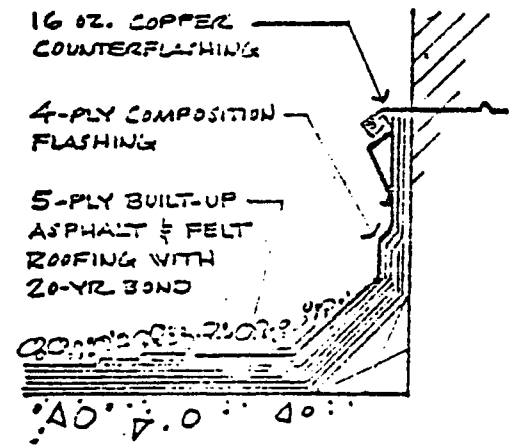
Roofing manufacturers and trade associations are unanimous in warning against placing metal within the roof plies in the typical roof-to-parapet condition (although this can be carried off, if carefully done, at a gravel stop). The cant is used to limit the strain and flexing of roofing and flashing membranes as they stiffen with age and move back and forth in the daily and seasonal cycles of heat and chill.

For long life, slope your "flat" roof. Read the AIA's "Manual of Built-up Roof Systems".

A last note to the wise: Water is often impounded on a roof, even with roof drains. 6 inches of water equal the code live load requirement. 12 inches could easily cause failure (62 PSF!) Do you have scuppers? Does your base flashing extend up at least 8 inches, preferably 12?



THIS DETAIL PREFERRED



NOT THIS