

North Parking Perspective

SCALE: 1/8" = 1'-0"

LAYOUT	ID	VIEW	LAST UPDATED
All Visible and Unlocked	1	All Visible and Unlocked	12/9/19, 4:06 PM
A-101 Foundation Plan	2	Foundation plan	12/10/19, 7:24 AM
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A-103 Second Floor Plan	1	Second Floor Unit Plan	12/10/19, 7:24 AM
A-104 Third Floor Plan	1	Third Floor Wall Layout - no finishes	12/10/19, 10:11 AM
A-105 Code Review	1	Code Information	12/10/19, 8:13 AM
A-105 Code Review	2	FFL 1	12/10/19, 10:11 AM
A-105 Code Review	3	FFL 2	12/10/19, 10:11 AM
A-105 Code Review	4	FFL 3	12/10/19, 10:11 AM
A-106 First Floor RCP	1	Ground Floor	12/10/19, 10:11 AM
A-106 First Floor RCP	2	Second Floor RCP	12/10/19, 10:11 AM
A-106 First Floor RCP	3	Third Floor RCP	12/10/19, 10:11 AM
A-108 Ground Floor Framing Plan	1	Ground Floor Wall Layout - no finishes	12/10/19, 10:12 AM
A-109 Framing Plan - Second Level	1	Second Floor Framing Plan	12/10/19, 10:12 AM
A-110 Framing Plan - Third Level	1	Third Floor Framing Plan	12/10/19, 10:19 AM
A-111 Roof Plan	1	Roof Plan	12/10/19, 10:04 AM
A-112 6. ROOF Framing Plan	1	ROOF Framing Plan	12/10/19, 10:04 AM
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A-201 Exterior Elevations	2	North Elevation	12/10/19, 10:05 AM
A-201 Exterior Elevations	3	West Elevation	12/10/19, 10:05 AM
A-202 Exterior Elevations	1	South Elevation	12/10/19, 7:24 AM
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A-301 Building Sections	3	Building Section - view East	12/10/19, 10:20 AM
A-302 Building Sections	1	Building Section - view South	12/10/19, 10:20 AM
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Front Corner Perspective

SCALE: 1/8" = 1'-0"

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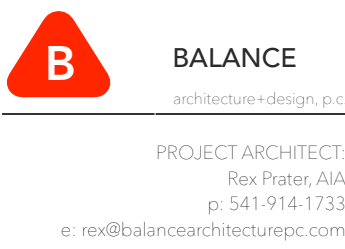
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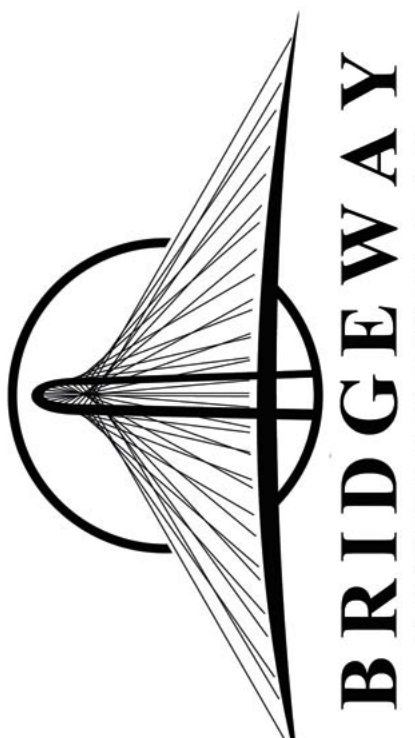


PROJECT ARCHITECT  
Rex Prater, AIA  
p: 541-914-1733  
e: rex@balancearchitect.com



REV	CHG	Change Name	Date
01	N		12/10/19

One North Shore Drive  
Bridgeway Contracting, LLC  
100 North Moss Lowell OR 97452



drawing name  
Cover Sheet

drawing number  
G-001

SET 1 - PRELIM  
print date : 12/10/19



OCCUPANCY & OCCUPANT LOAD SCHEDULE						
OCCUPANCY	ZONE NUMBER	ZONE NAME	MEASURED AREA	SPACE FUNCTION	OCCUPANT LOAD	OCCUPANTS

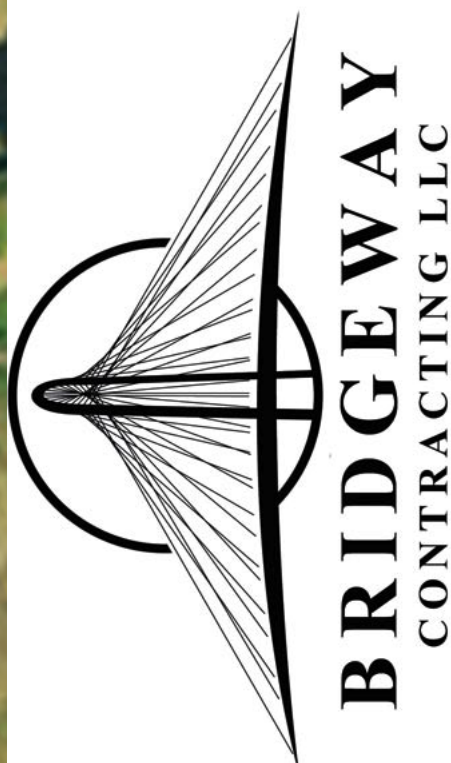
ROOM AREAS SCHEDULE		
FLOOR	ROOM	AREA



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01	X		12/10/19



One North Shore Drive  
 Bridgeway Contracting, LLC  
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drawing name Site

drawing number

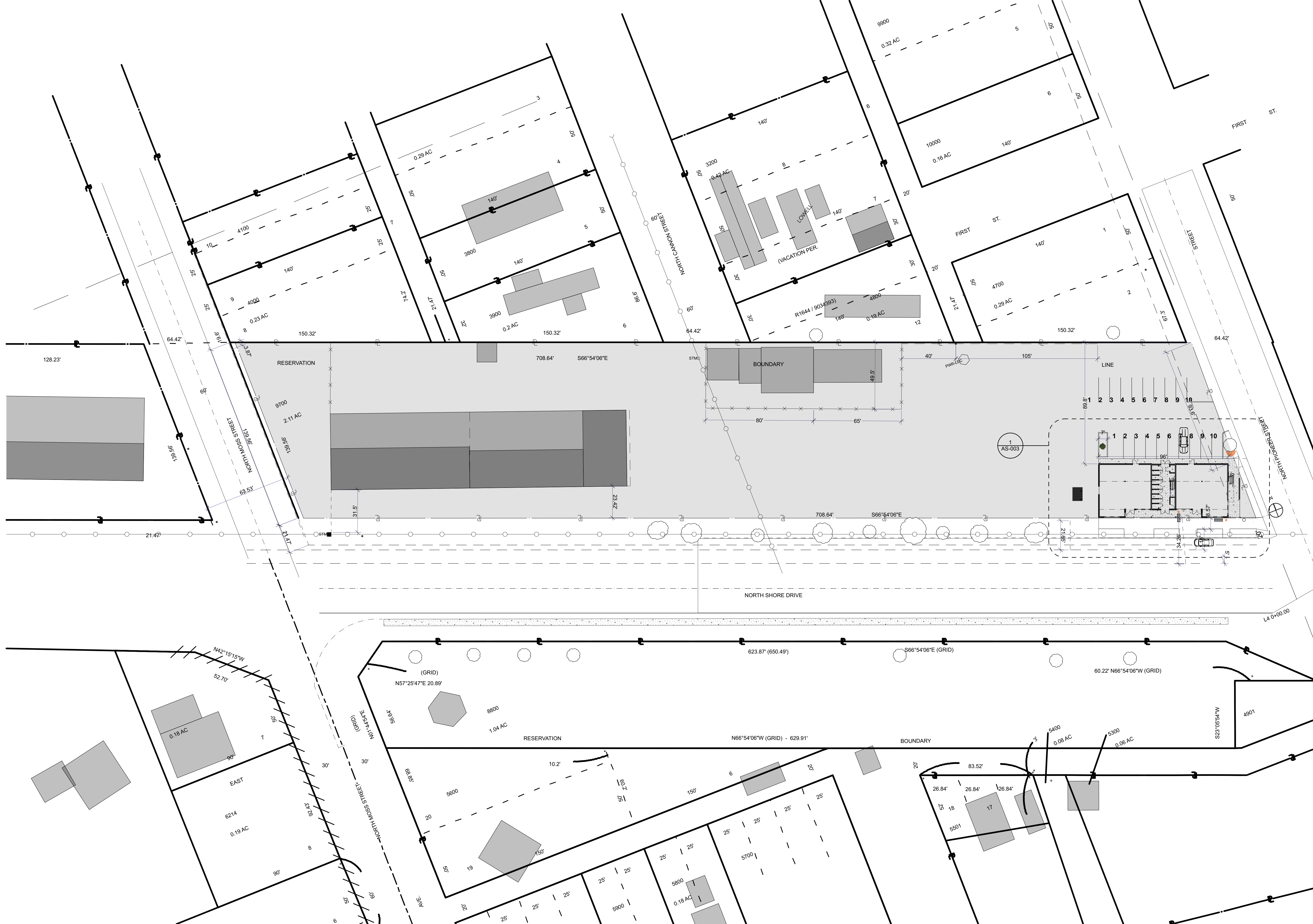
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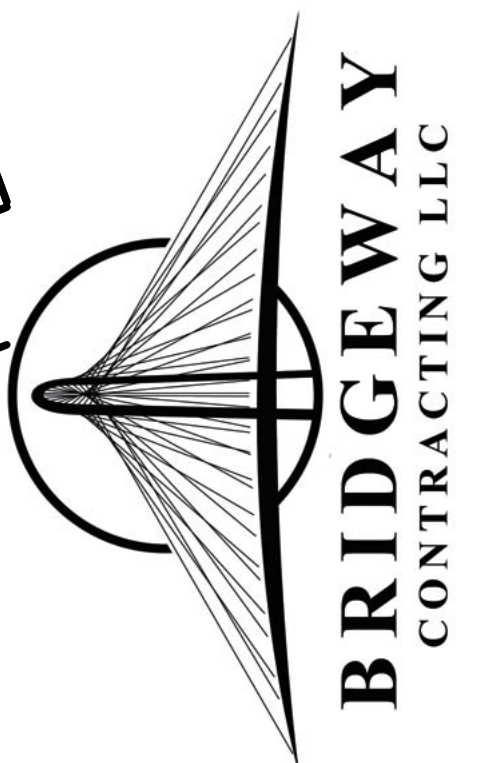
Map View Photo  
 SCALE: 1" = 40'



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Architectural Site Plan

SCALE: 1" = 30'

drawing name  
 Architectural Site Plan

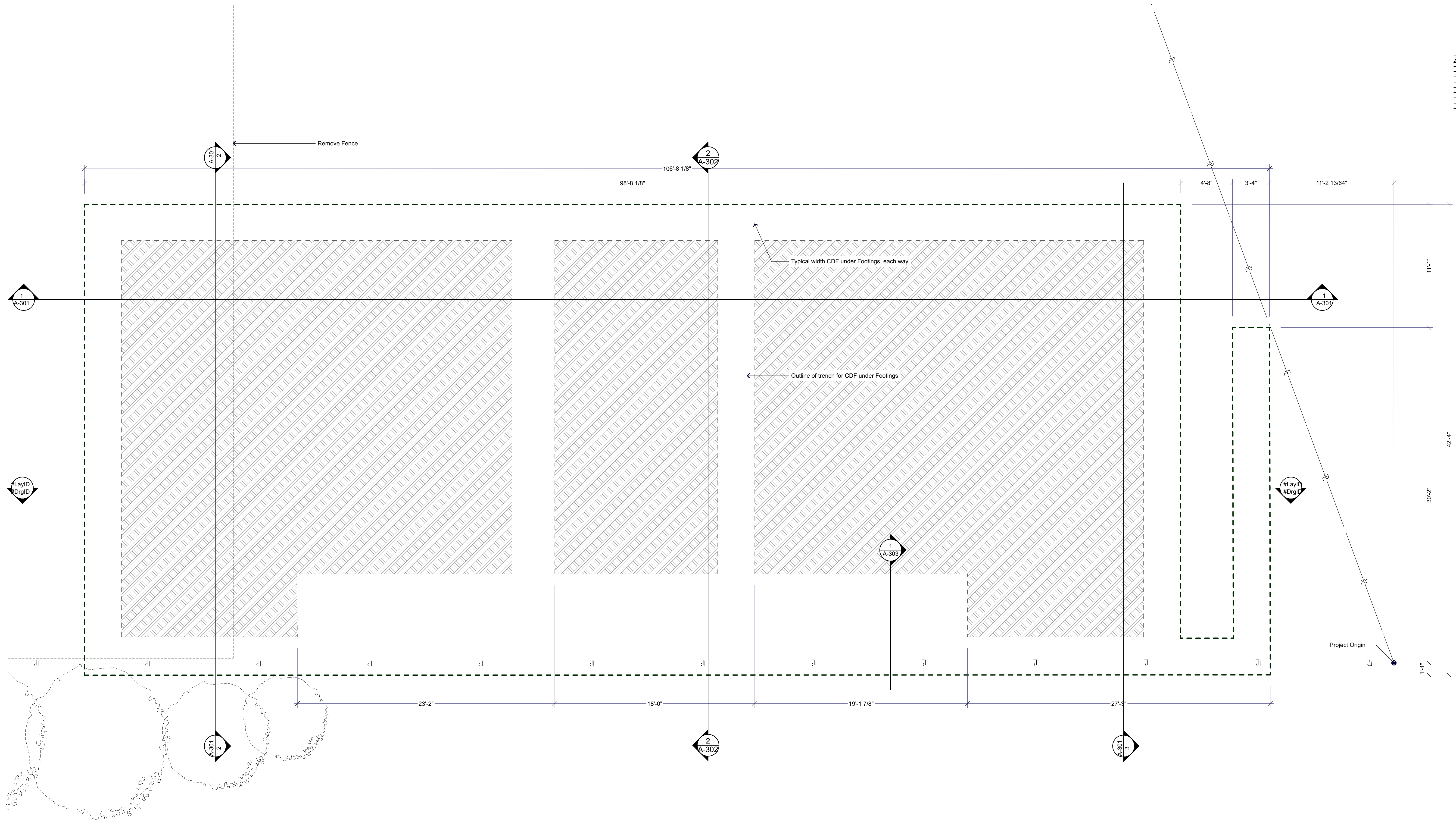
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**AS-002**

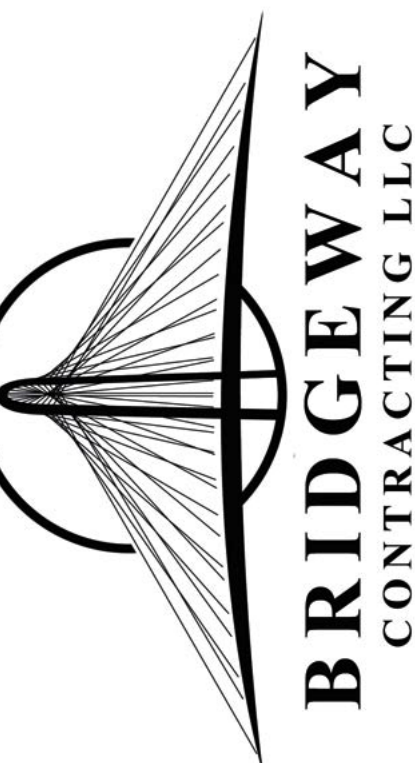
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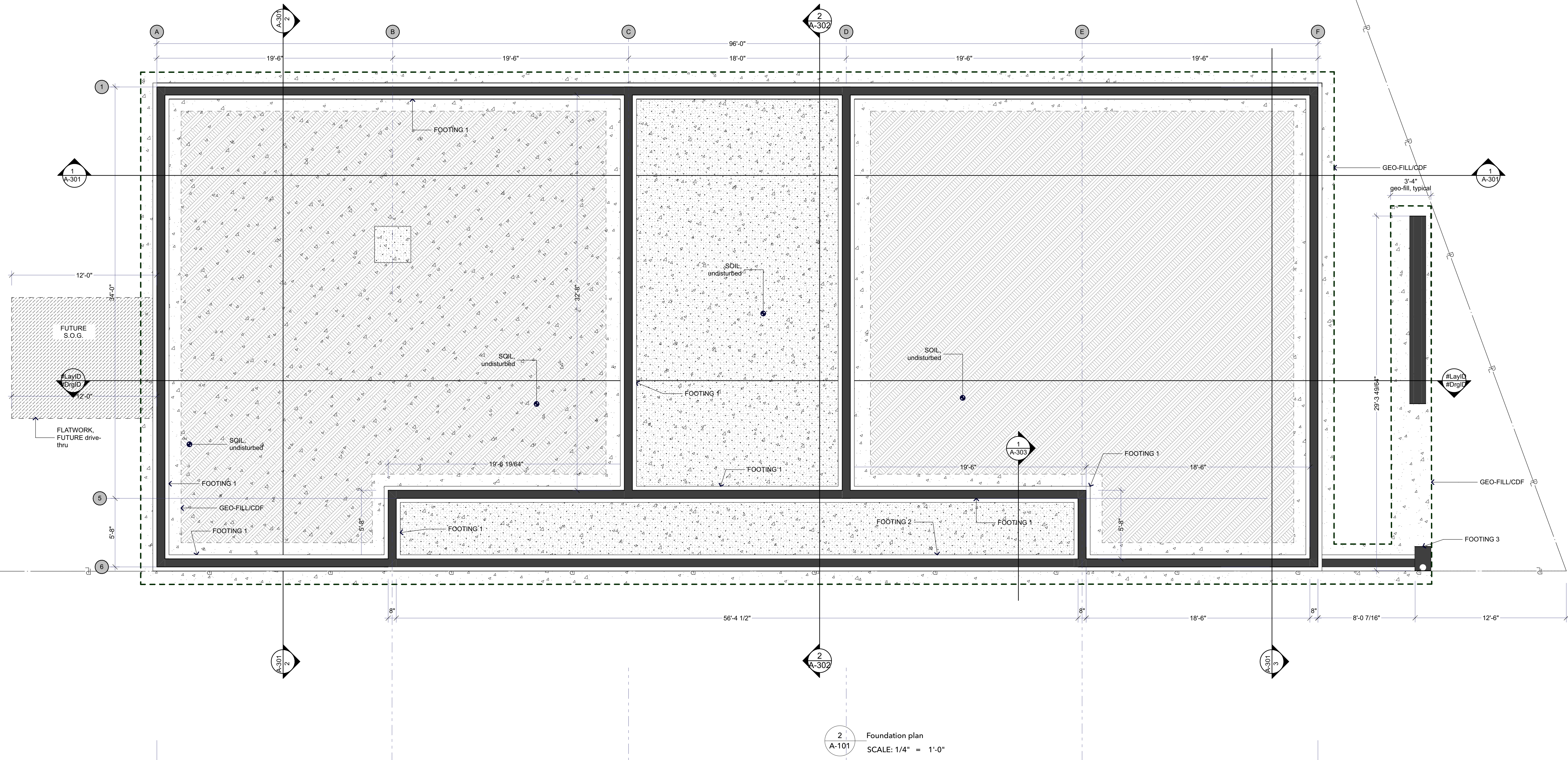




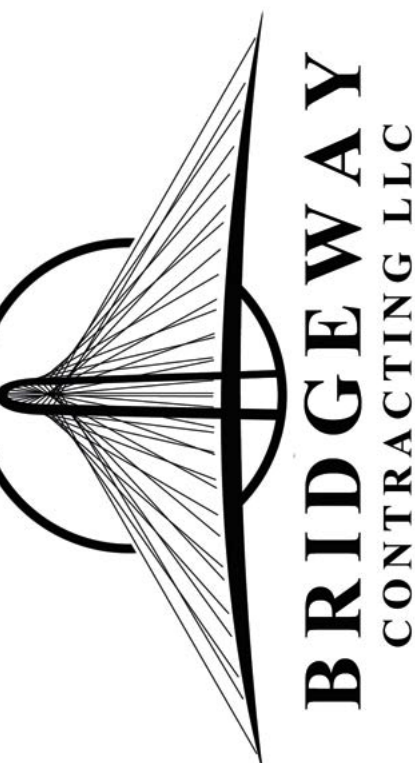
REV	CHG	CHANGE NAME	DATE
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FOOTING SCHEDULE		
MATERIAL	VOLUME	Component Cross Section Area
Concrete - Footing + Stem Wall	982.00	35.19
	982.00 cu ft	

**FOOTING data**  
 SCALE: 1" = 1'-0"



One North Shore Drive  
 Bridgeway Contracting, LLC  
 100 North Moss Lowell OR 97452



drawing name Foundation Plan

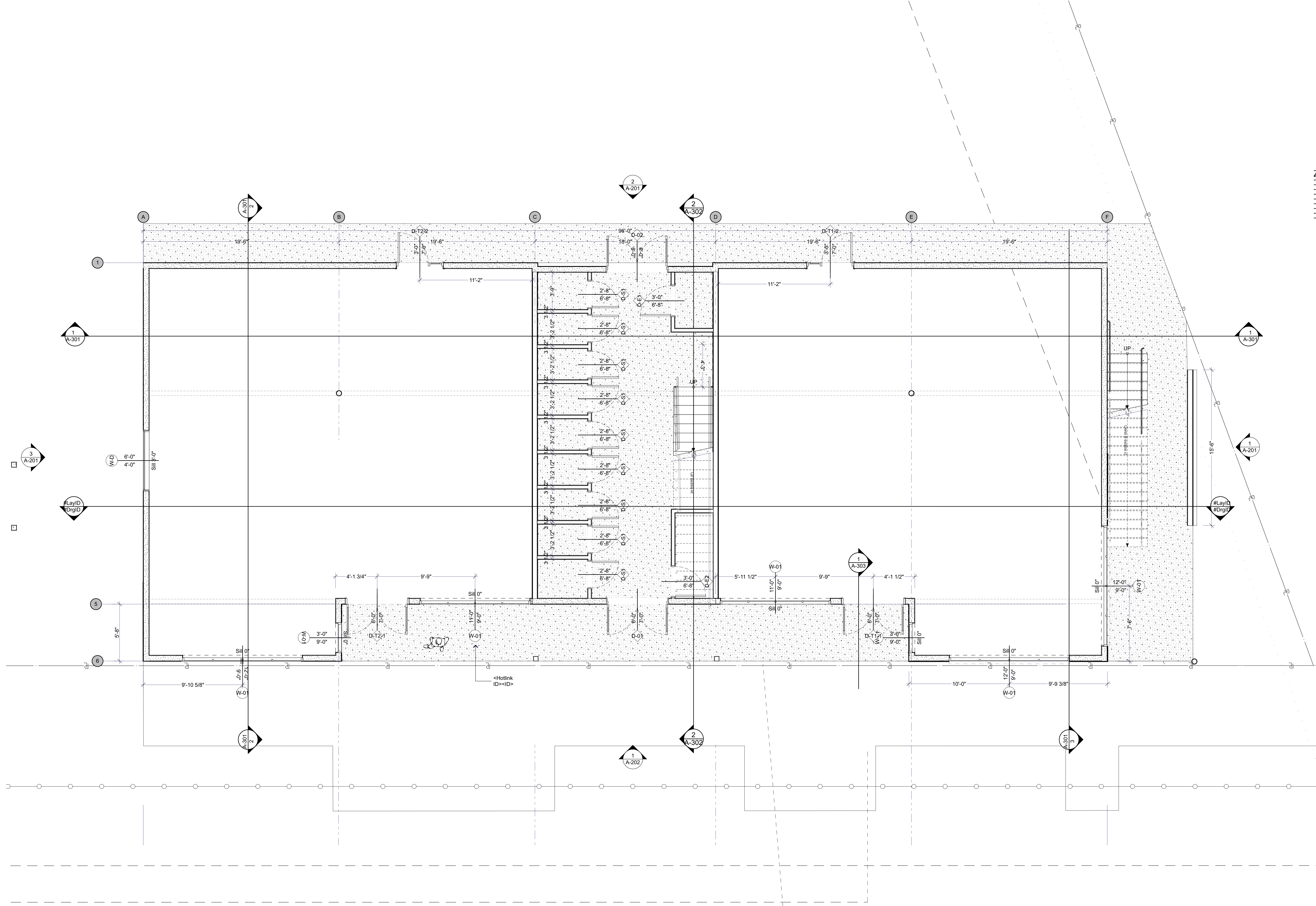
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**A-101**

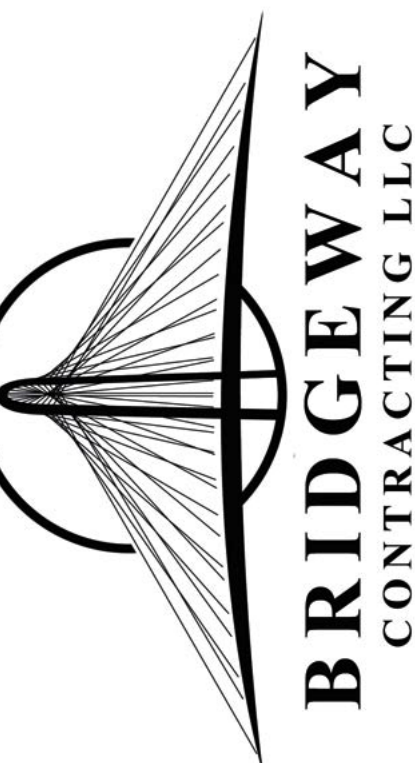
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 print date : 12/10/19



NO.	CHG	CHANGE NAME	DATE
1			12/10/19



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Ground Floor Unit Plan

SCALE: 1/4" = 1'-0"

drawing name  
 Ground Floor Plan

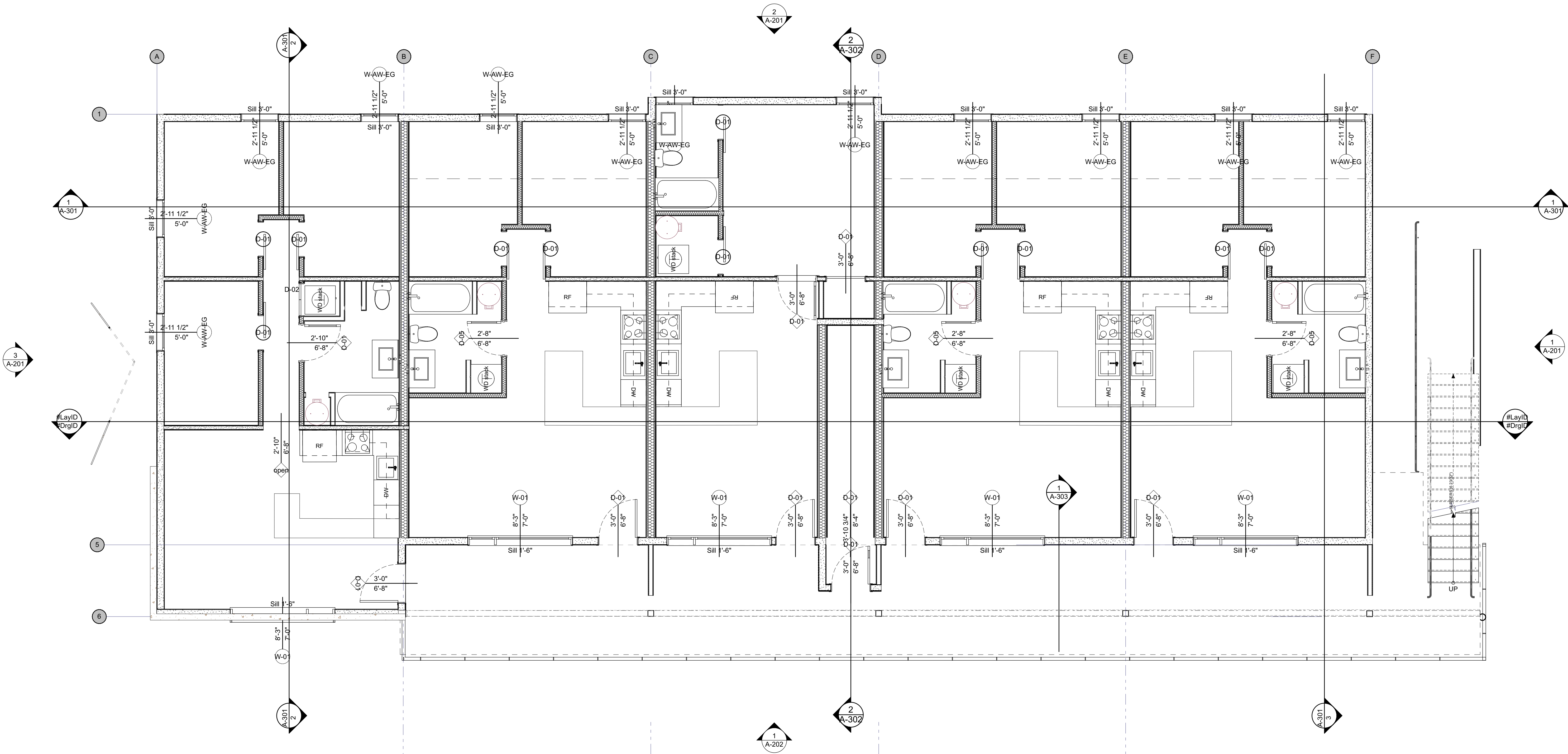
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**A-102**

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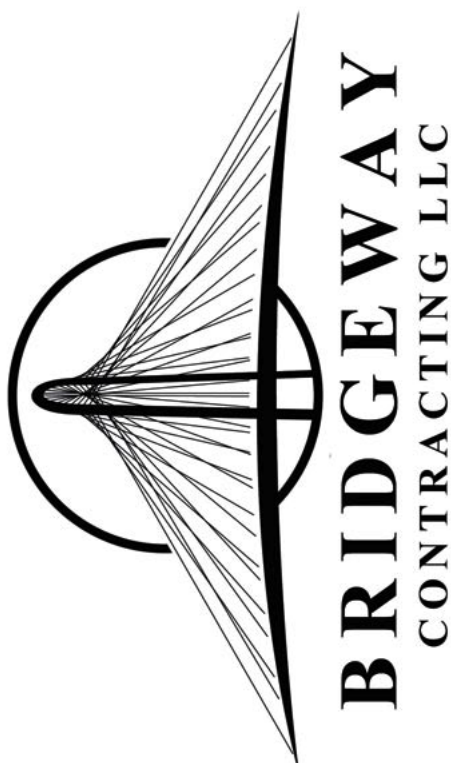


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Second Floor Unit Plan  
 SCALE: 1/4" = 1'-0"

One North Shore Drive  
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drawing name  
 Second Floor Plan

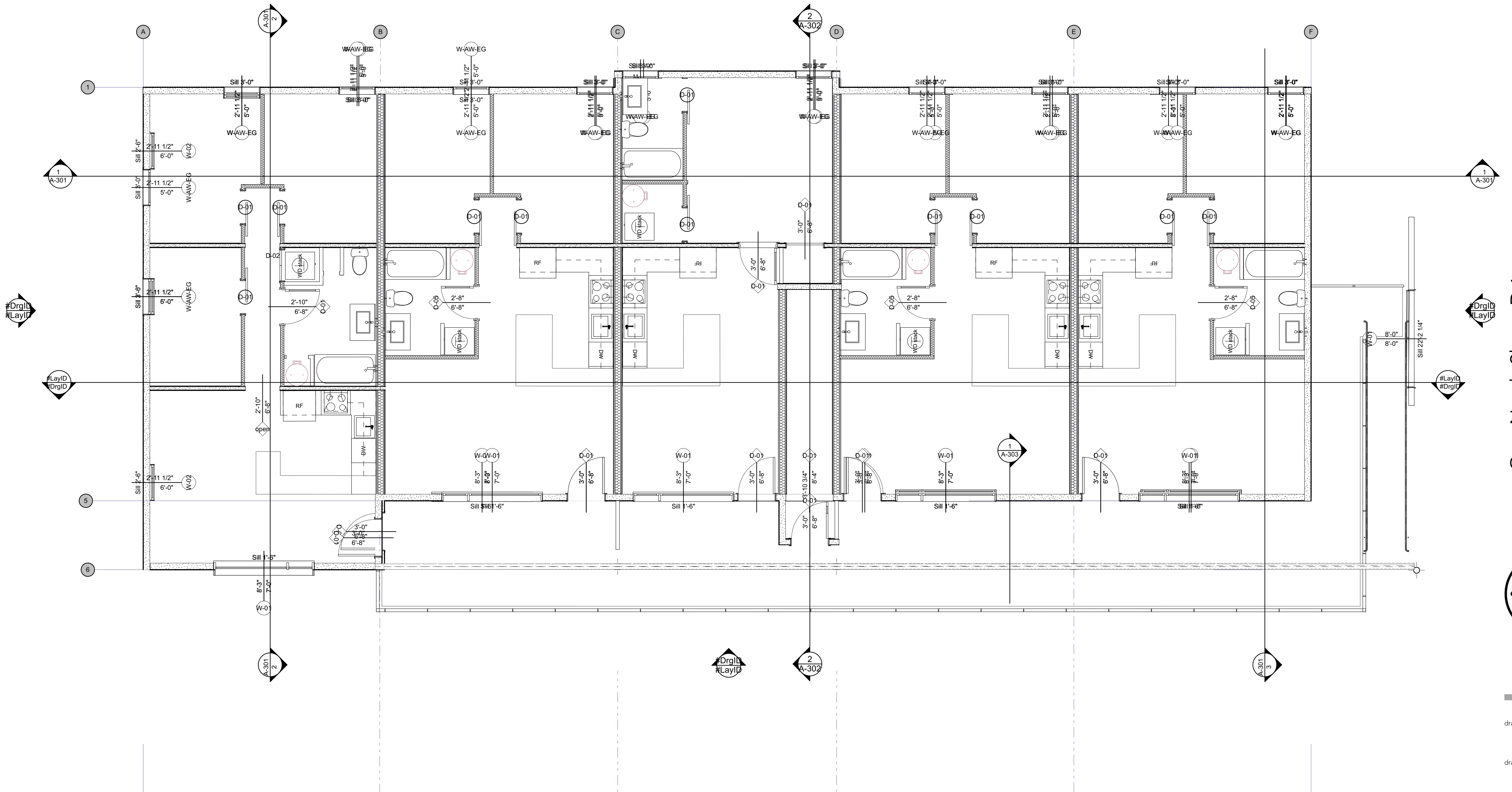
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**A-103**

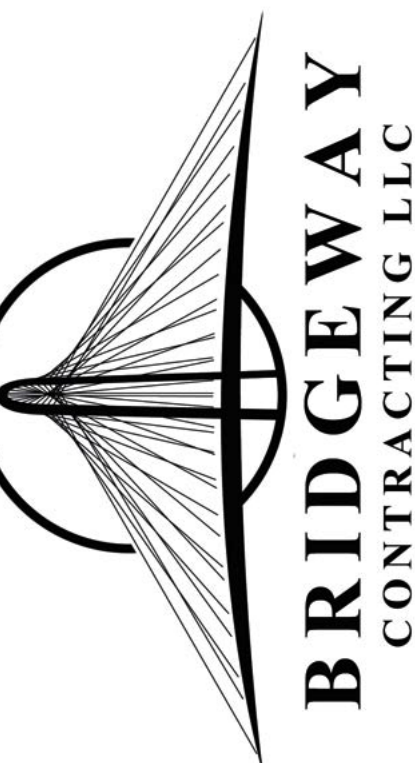
SET 1 - PRELIM  
 print date : 12/10/19



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01			12/10/19



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Third Floor Wall Layout - no finishes

SCALE: 1/4" = 1'-0"

drawing name Third Floor Plan

drawing number

**A-104**

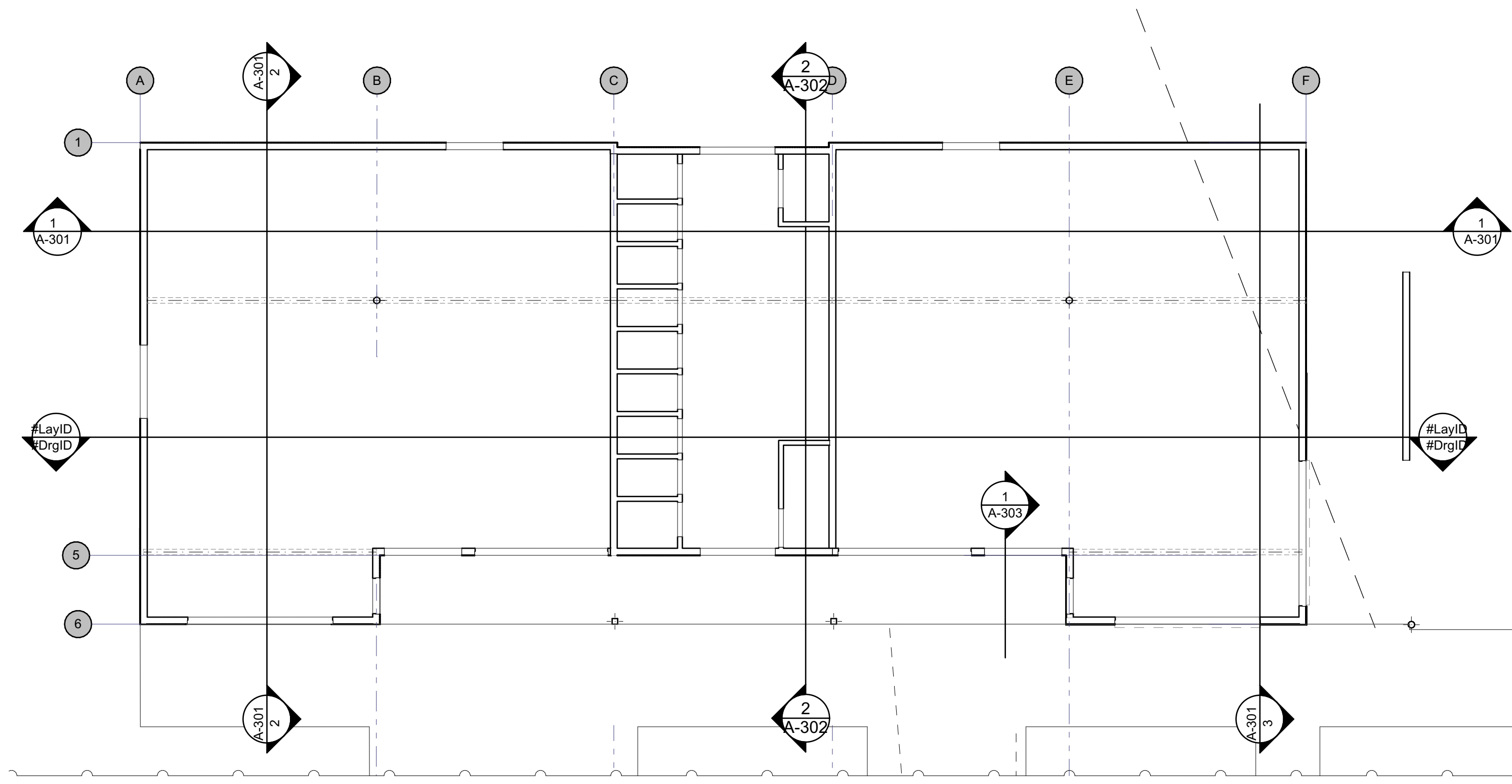
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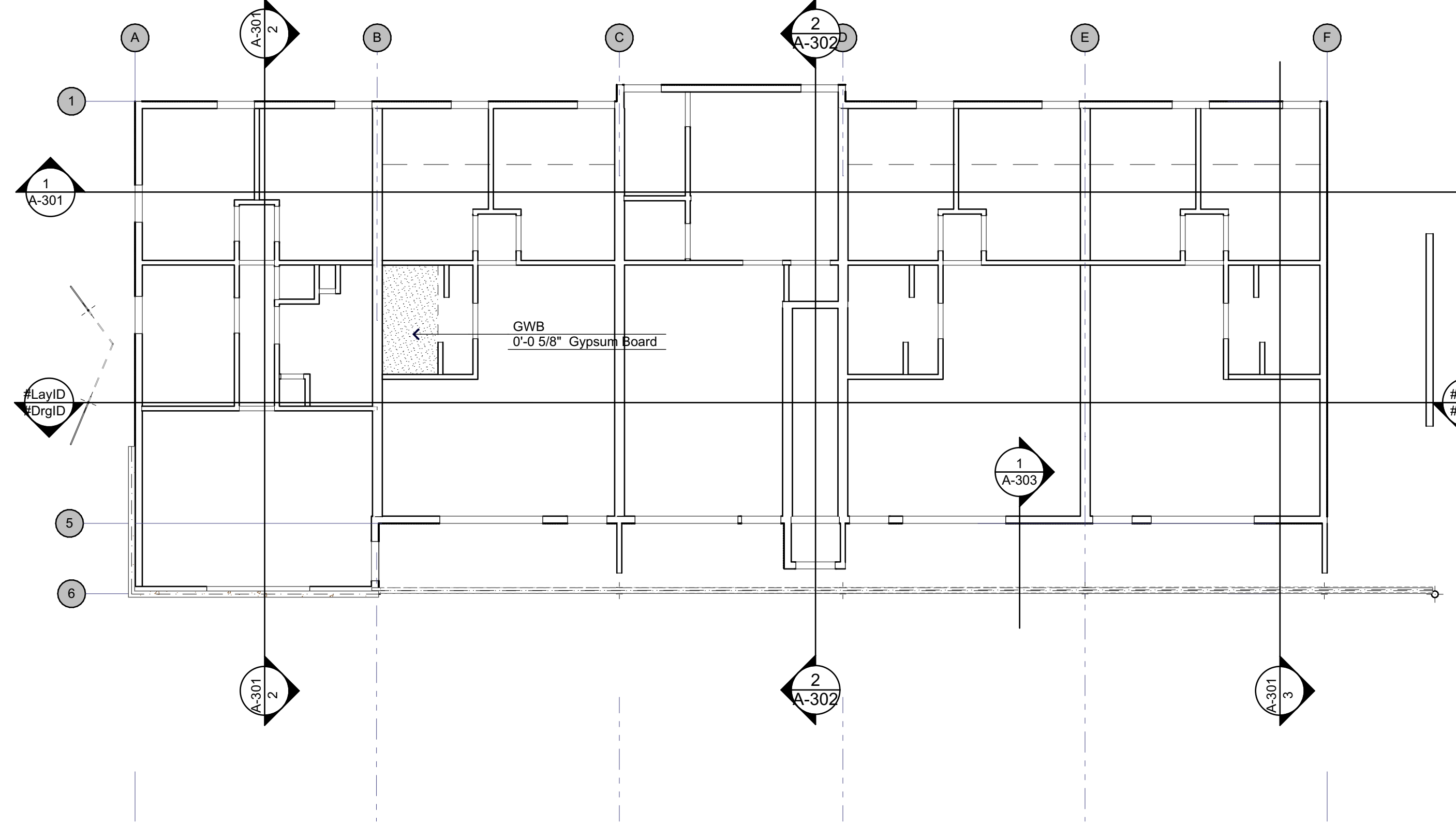


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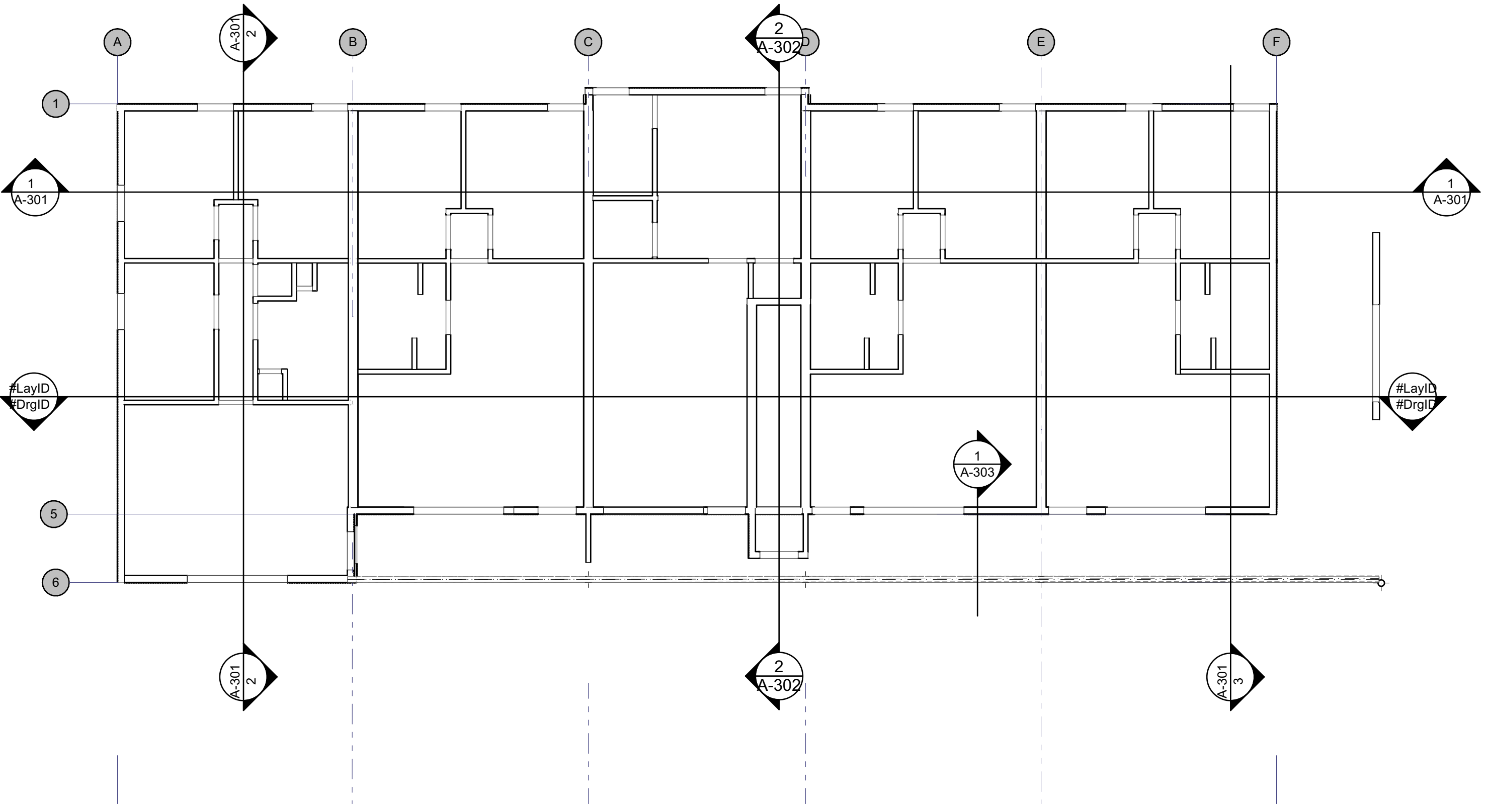
Ground Floor

SCALE: 1/8" = 1'-0"



Second Floor RCP

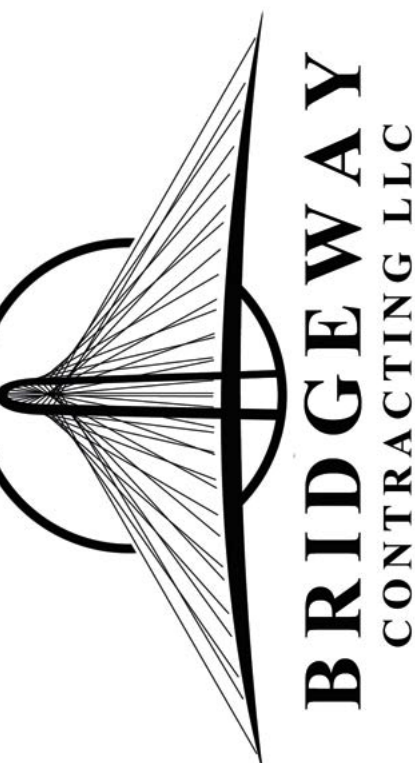
SCALE: 1/8" = 1'-0"



Third Floor RCP

SCALE: 1/8" = 1'-0"

One North Shore Drive  
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 100 North Moss Lowell OR 97452



drawing name First Floor RCP

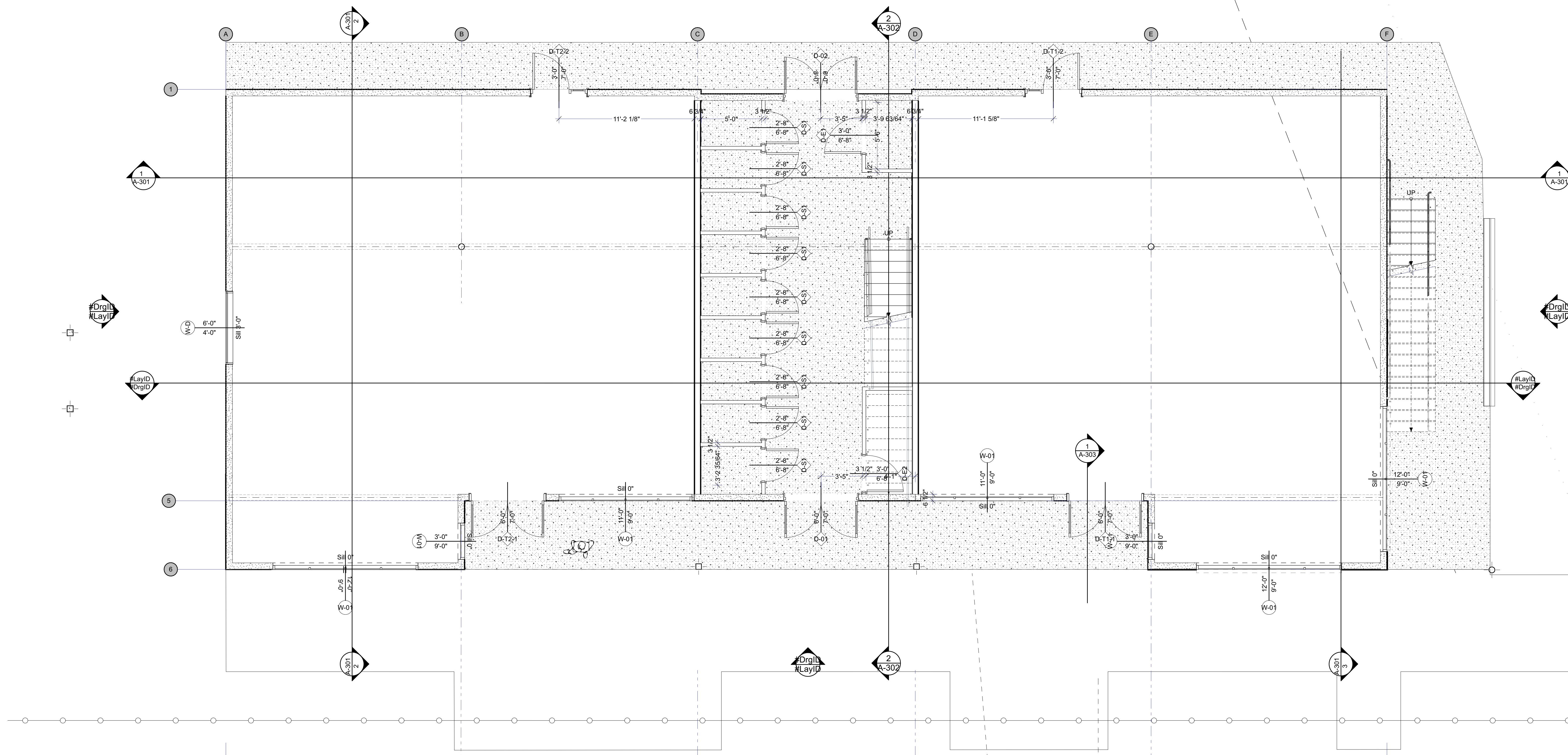
drawing number

**A-106**

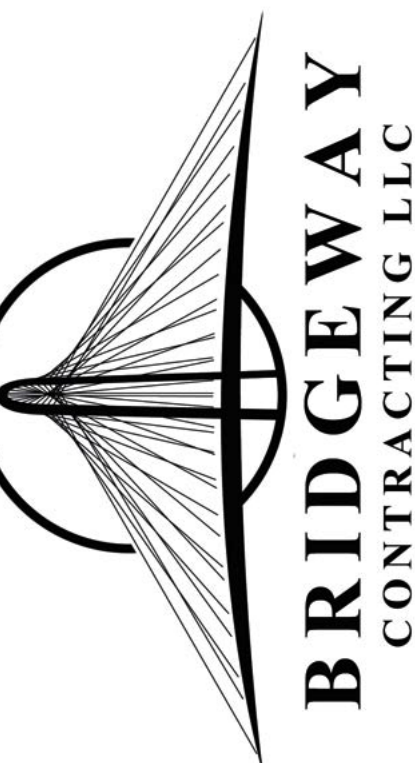
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01			12/10/19



One North Shore Drive  
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drawing name  
 Ground Floor Framing Plan

drawing number

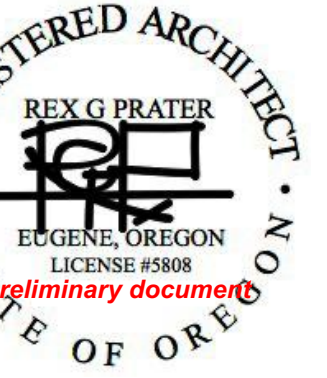
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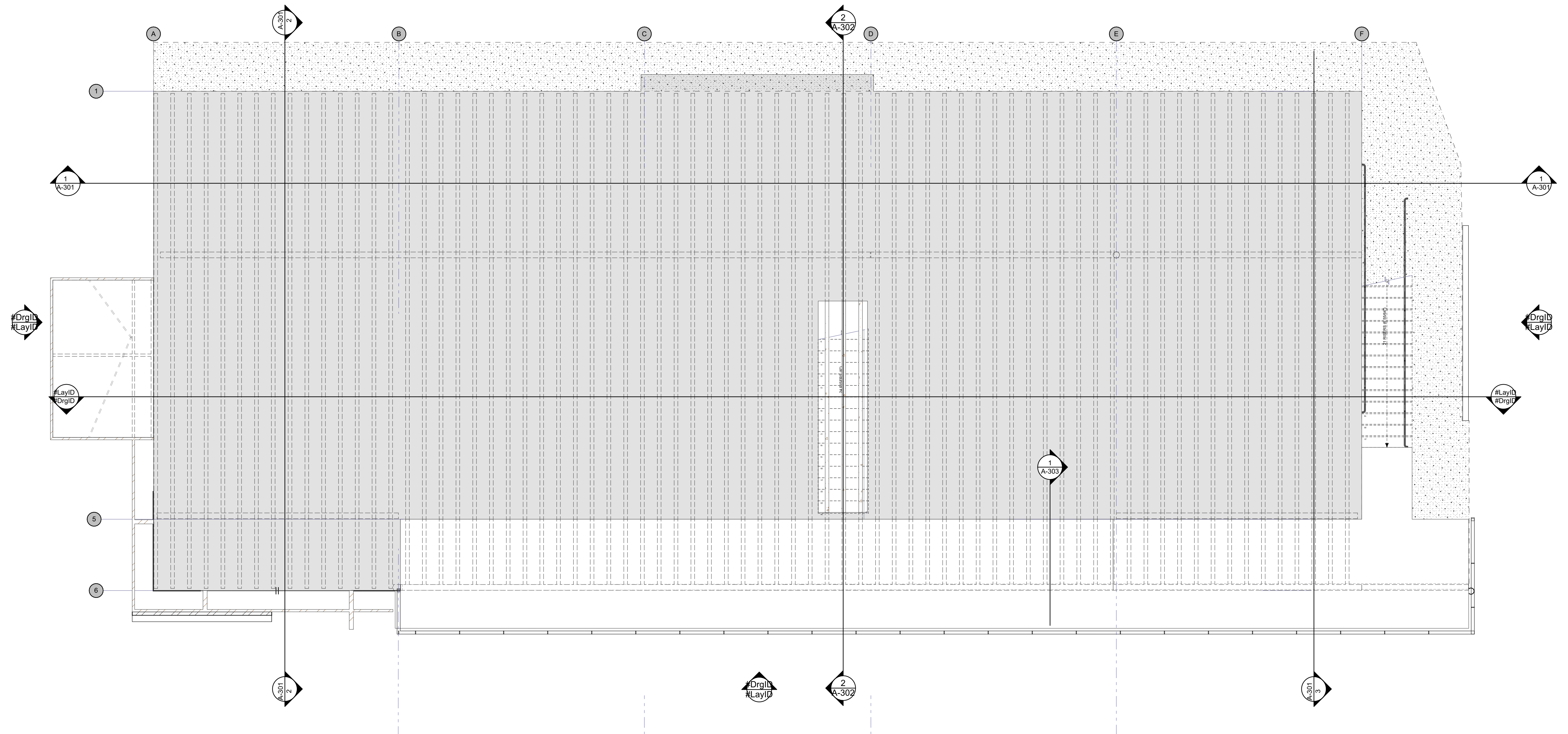
Ground Floor Wall Layout - no finishes

SCALE: 1/4" = 1'-0"

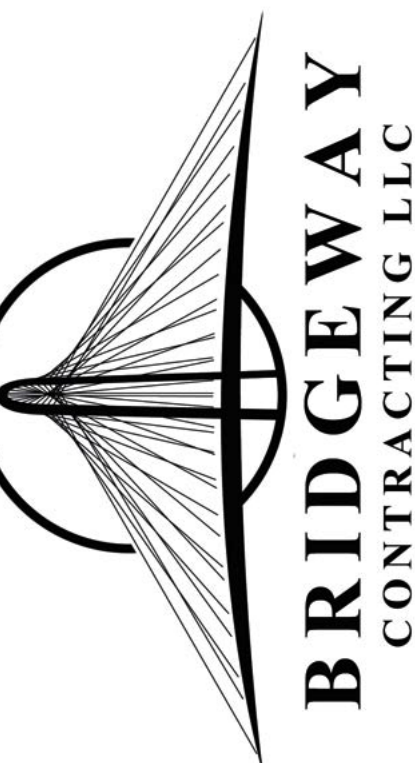




#	Chg	Change Name	Date
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One North Shore Drive  
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 100 North Moss Lowell OR 97452



drawing name  
 Framing Plan - Second Level

drawing number

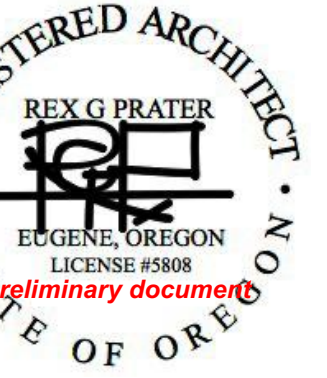
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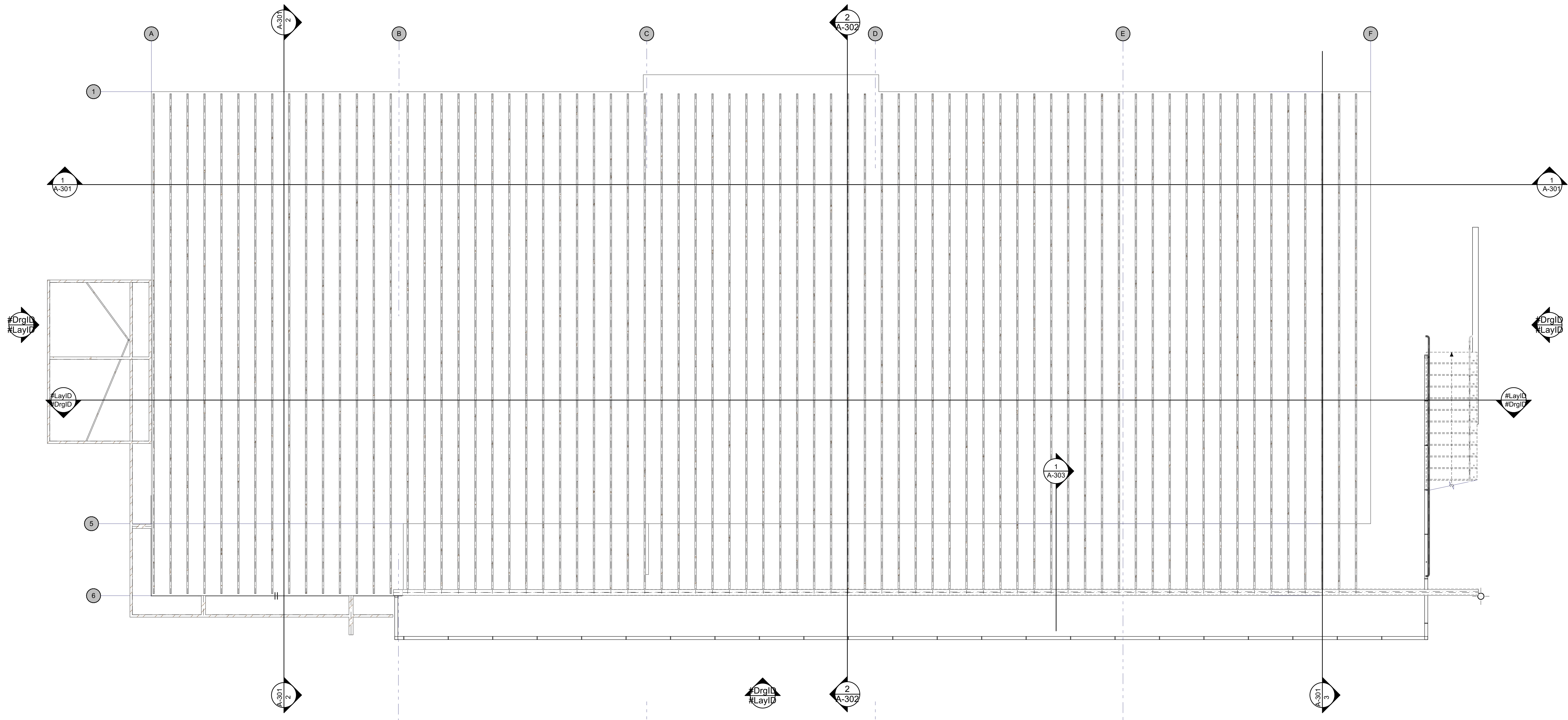
Second Floor Framing Plan

SCALE: 1/4" = 1'-0"





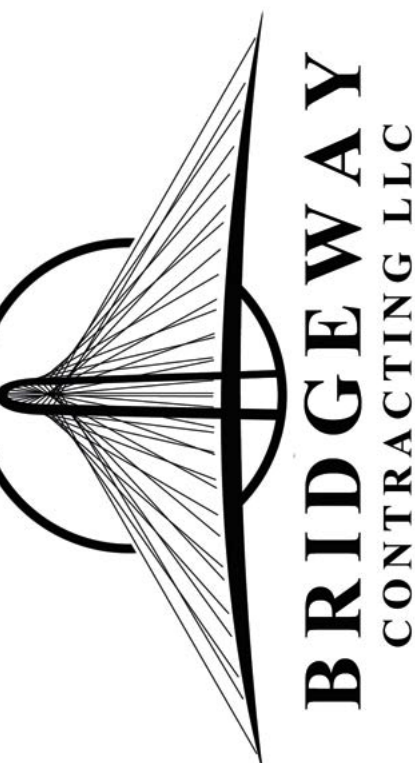
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01	N		12/10/19



Third Floor Framing Plan

SCALE: 1/4" = 1'-0"

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 100 North Moss Lowell OR 97452



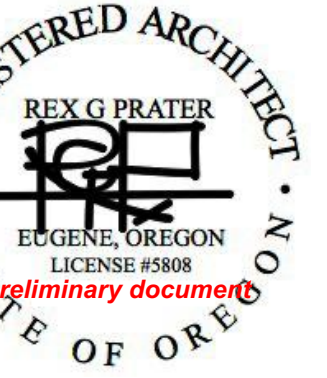
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 Framing Plan - Third Level

drawing number

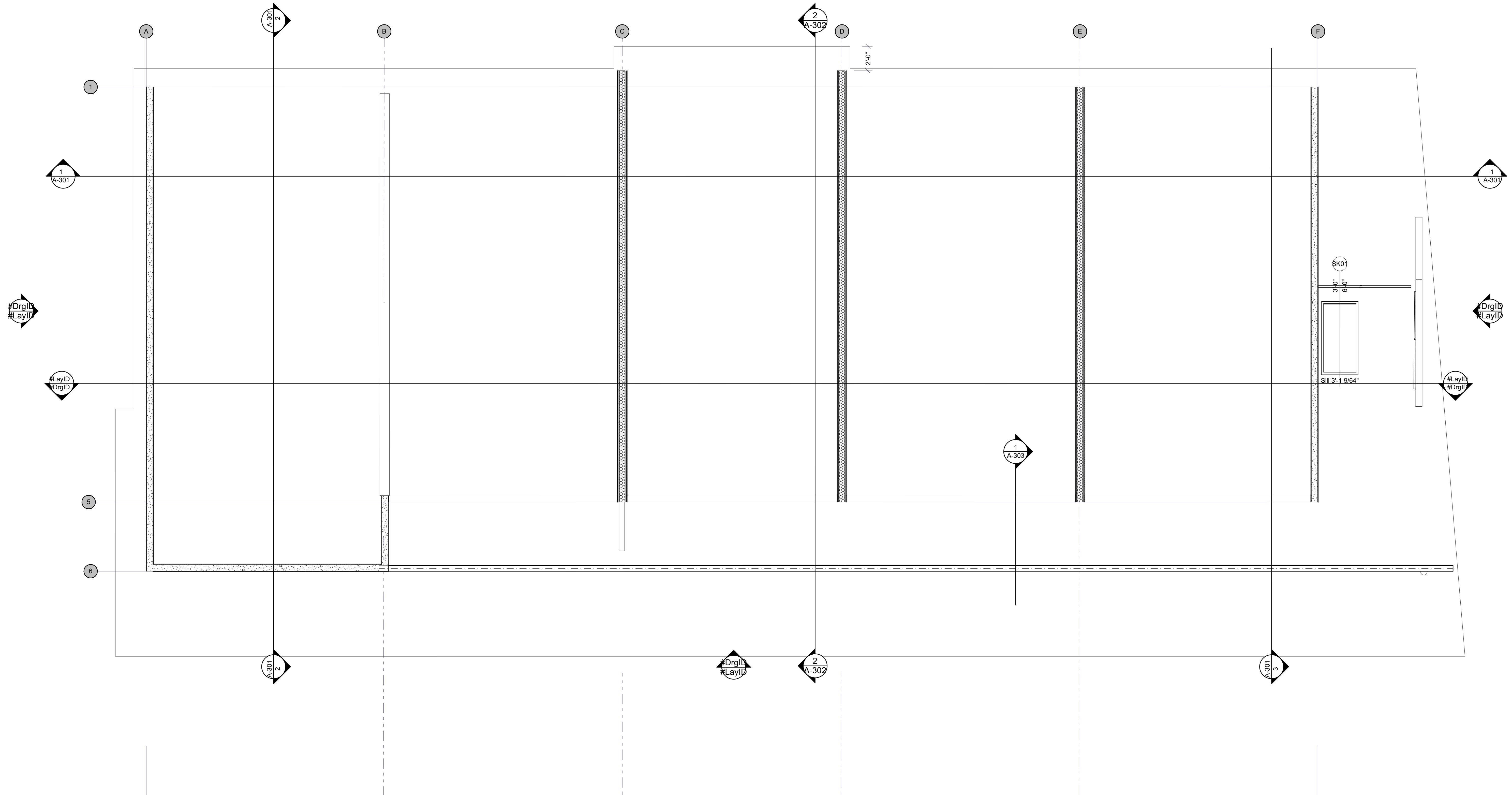
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SET 1 - PRELIM  
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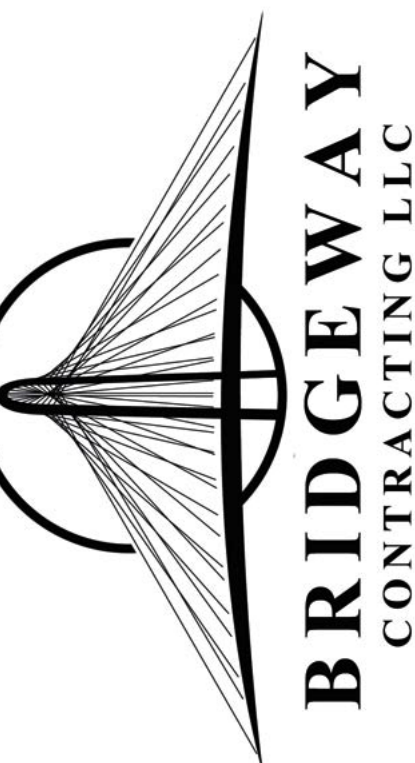


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**Roof Plan**  
 SCALE: 1/4" = 1'-0"

One North Shore Drive  
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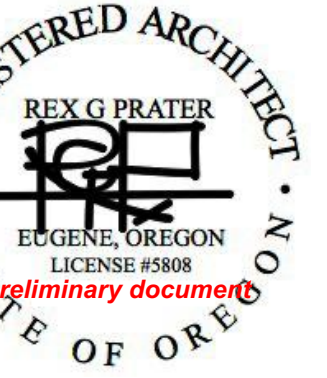
drawing name  
 Roof Plan

drawing number

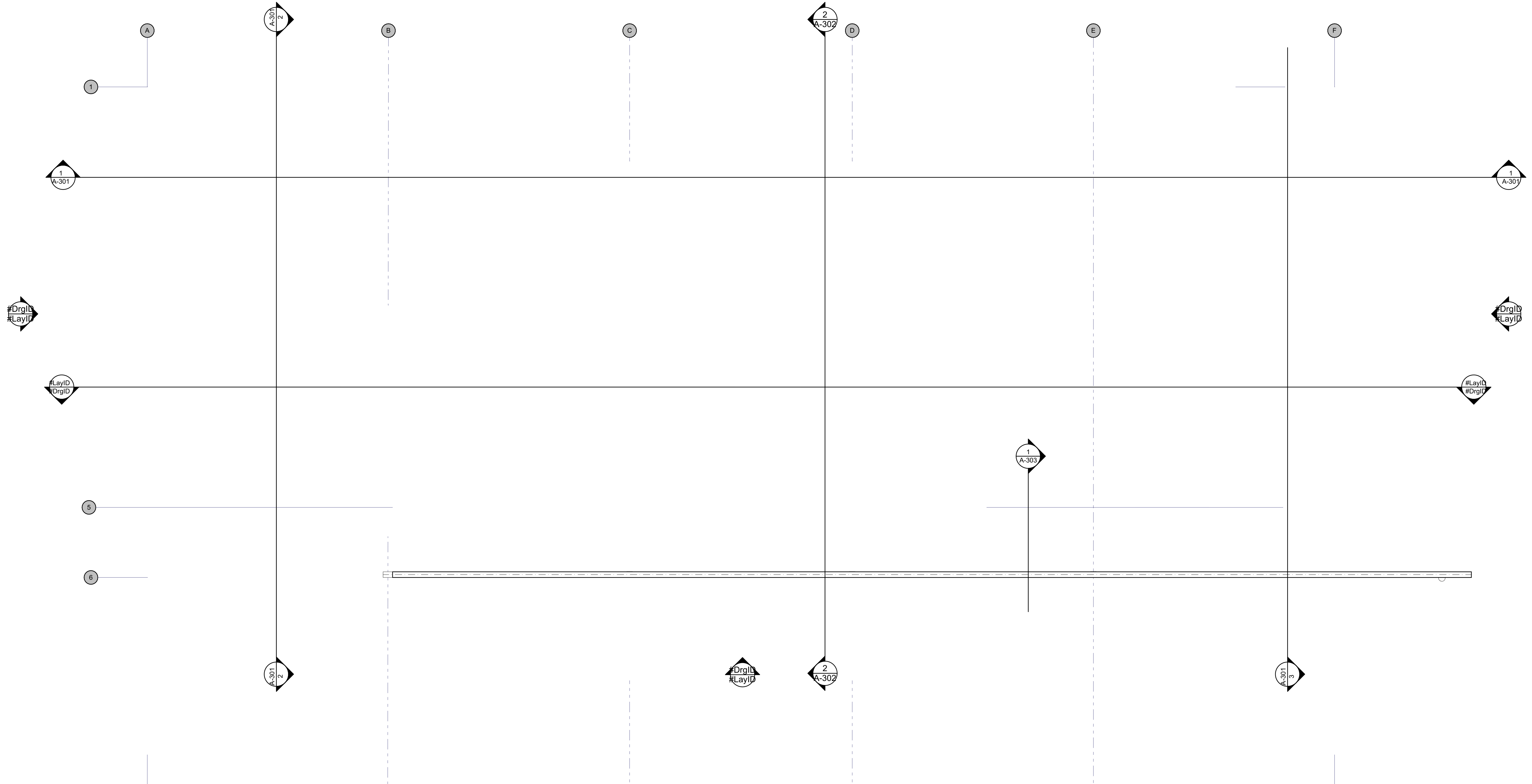
**A-111**

SET 1 - PRELIM  
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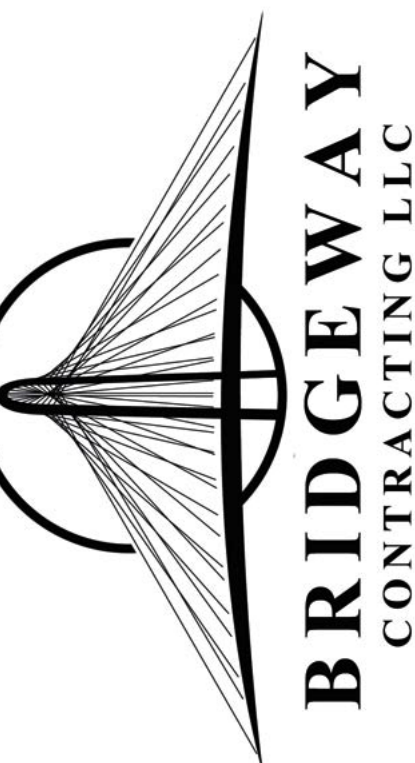


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**ROOF Framing Plan**  
 SCALE: 1/4" = 1'-0"

One North Shore Drive  
 Bridgeway Contracting, LLC  
 100 North Moss Lowell OR 97452



drawing name  
 6. ROOF Framing Plan

drawing number

**A-112**

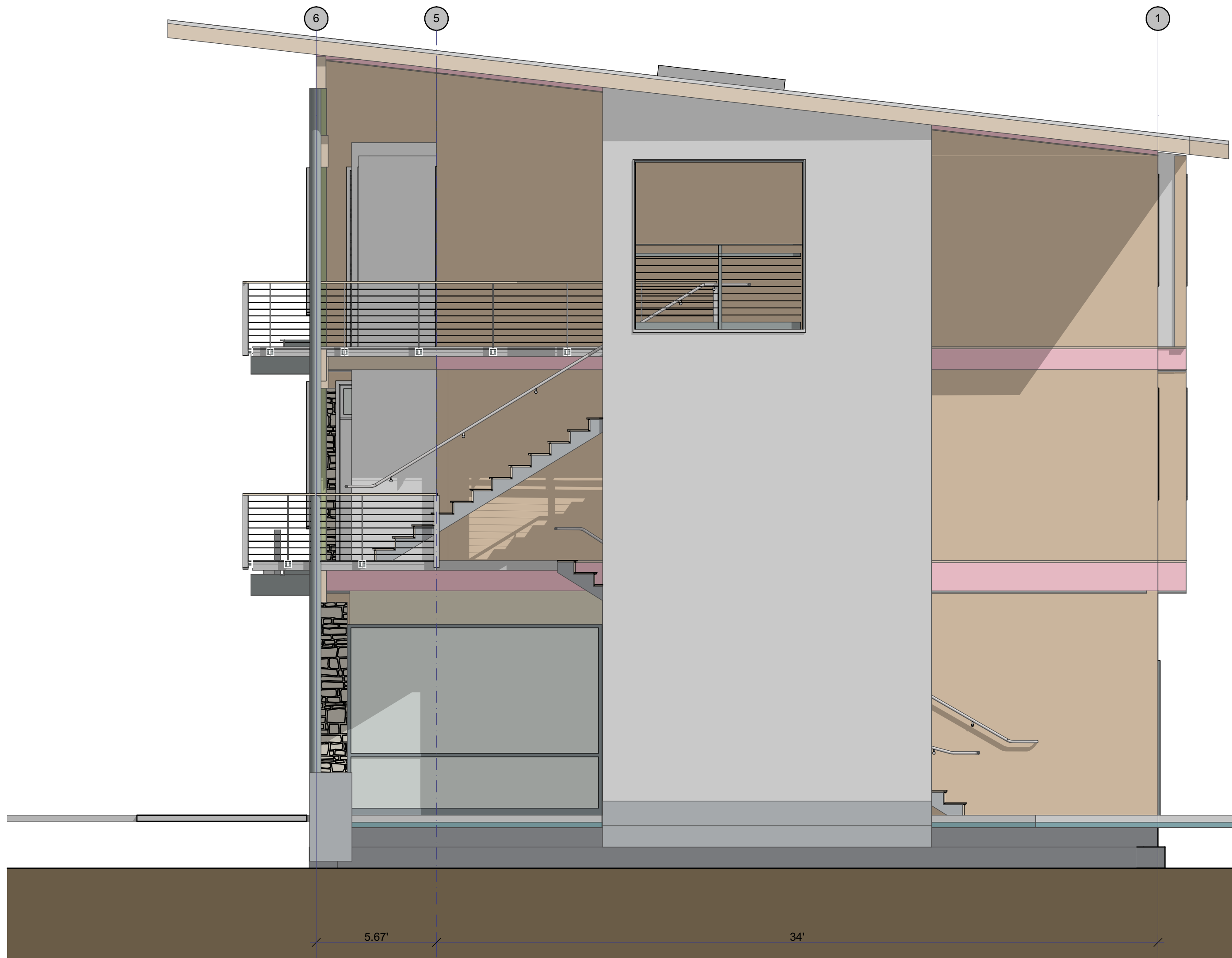
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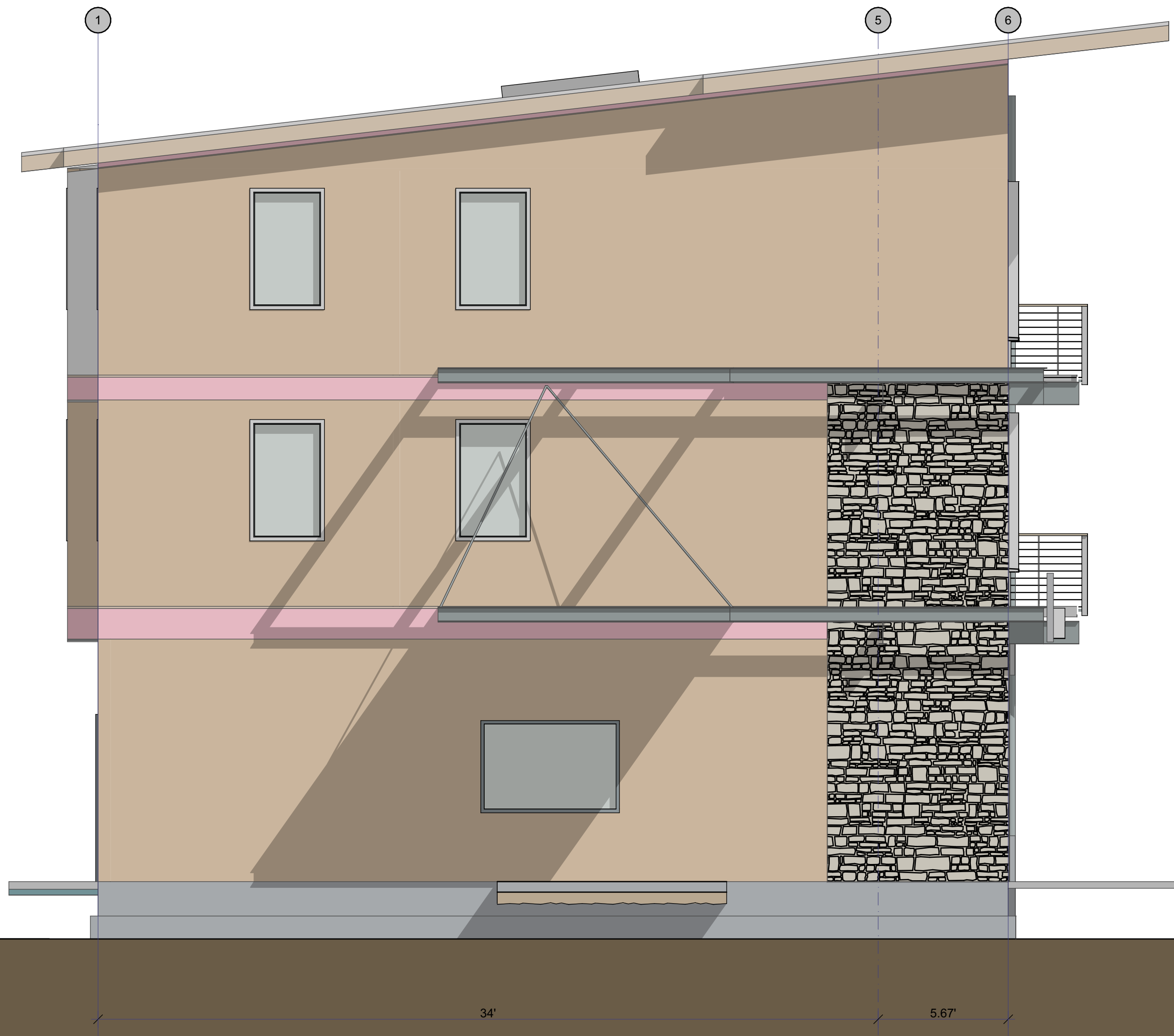
REV	CHG	CHANGE NAME	DATE
01	X		12/10/19



North Elevation  
 SCALE: 1/4" = 1'-0"

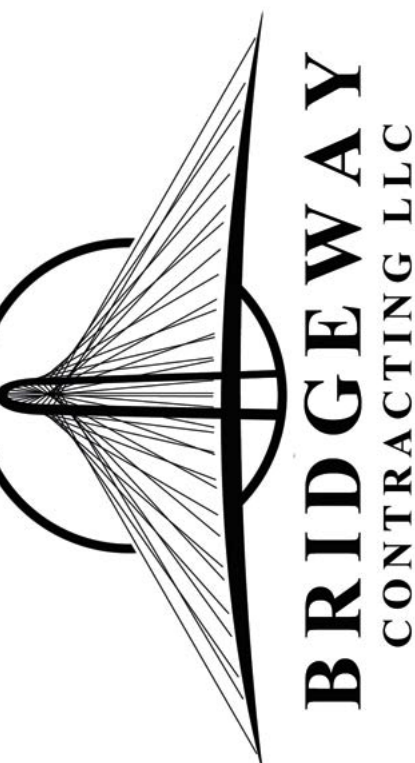


East Elevation  
 SCALE: 1/4" = 1'-0"



West Elevation  
 SCALE: 1/4" = 1'-0"

One North Shore Drive  
 Bridgeway Contracting, LLC  
 100 North Moss Lowell OR 97452

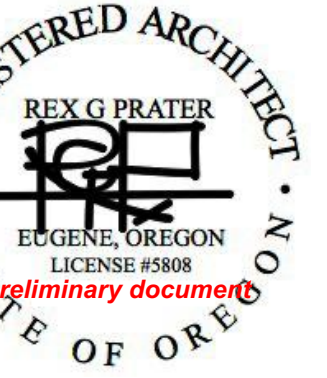


drawing name  
 Exterior Elevations

drawing number  
**A-201**

SET 1 - PRELIM  
 print date : 12/10/19



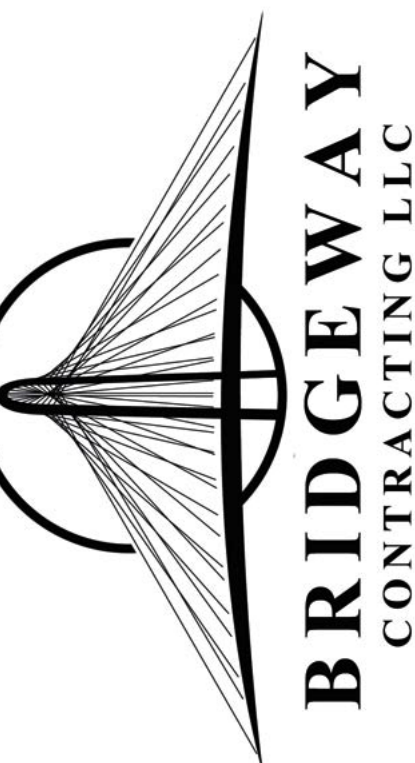


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South Elevation  
 SCALE: 1/4" = 1'-0"

One North Shore Drive  
 Bridgeway Contracting, LLC  
 100 North Moss Lowell OR 97452



drawing name  
 Exterior Elevations

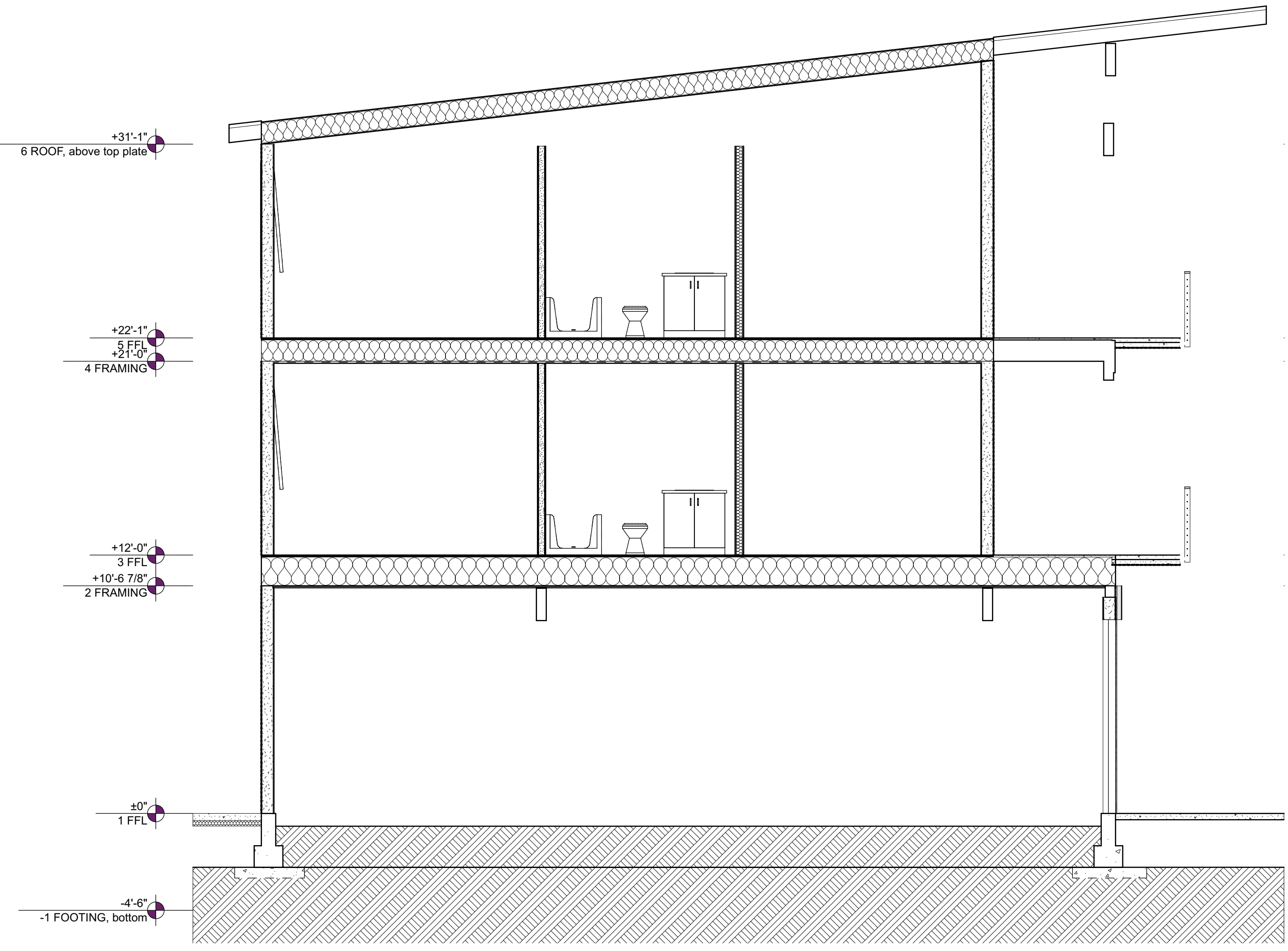
drawing number

**A-202**

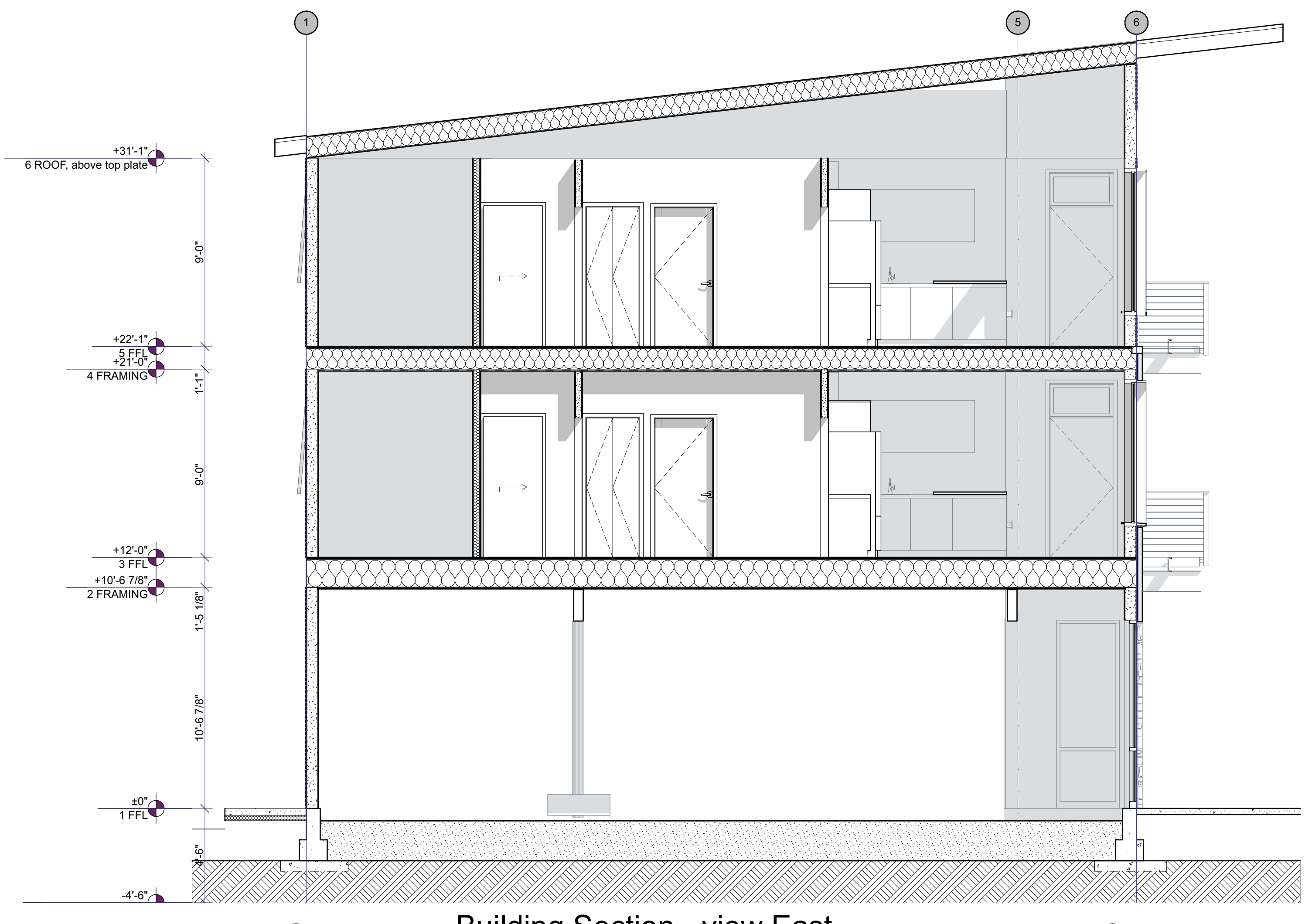
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Building Section - view East  
 SCALE: 1/4" = 1'-0"

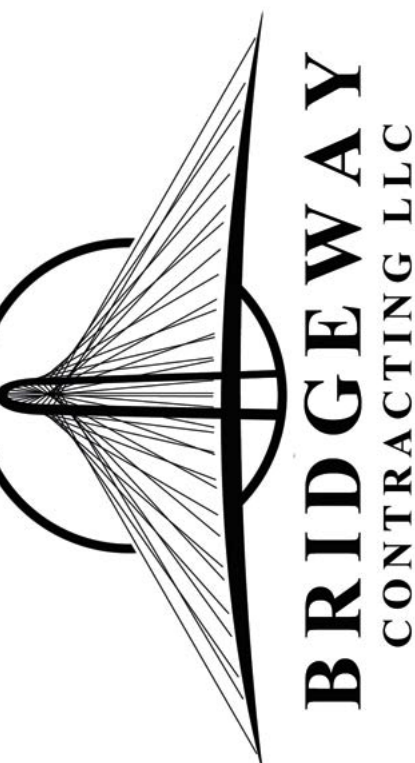


Building Section - view East  
 SCALE: 1/4" = 1'-0"



Building Section - view North  
 SCALE: 1/4" = 1'-0"

One North Shore Drive  
 Bridgeway Contracting, LLC  
 100 North Moss Lowell OR 97452



drawing name  
 Building Sections

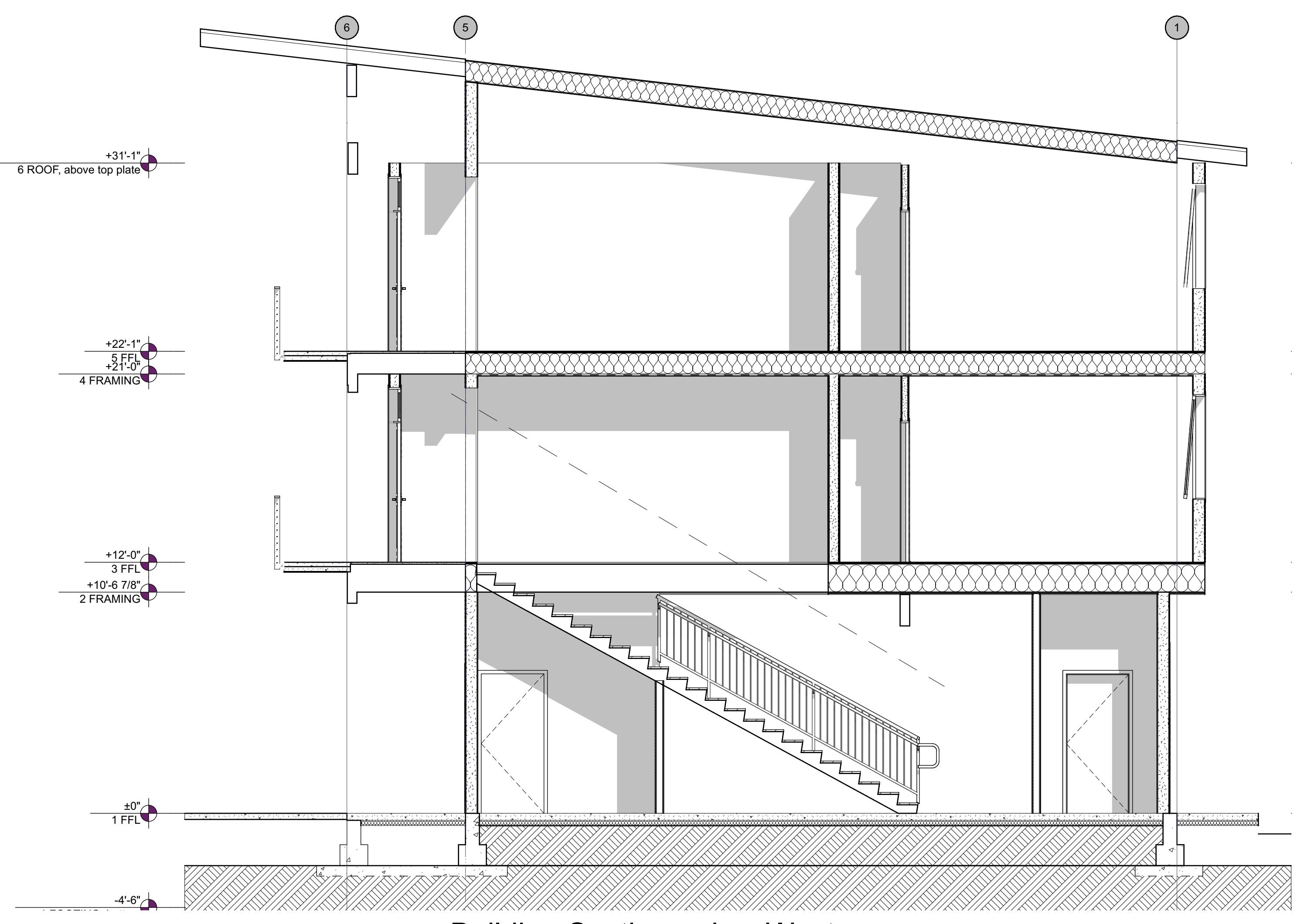
drawing number

**A-301**

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Building Section - view West

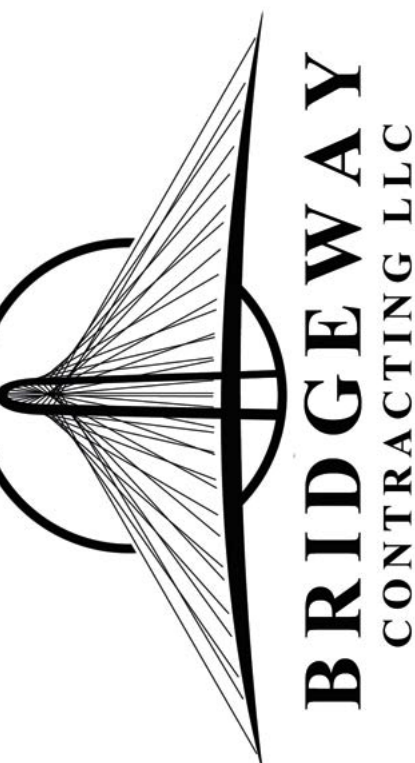
SCALE: 1/4" = 1'-0"



Building Section - view South

SCALE: 1/4" = 1'-0"

One North Shore Drive  
 Bridgeway Contracting, LLC  
 100 North Moss Lowell OR 97452



drawing name  
 Building Sections

drawing number

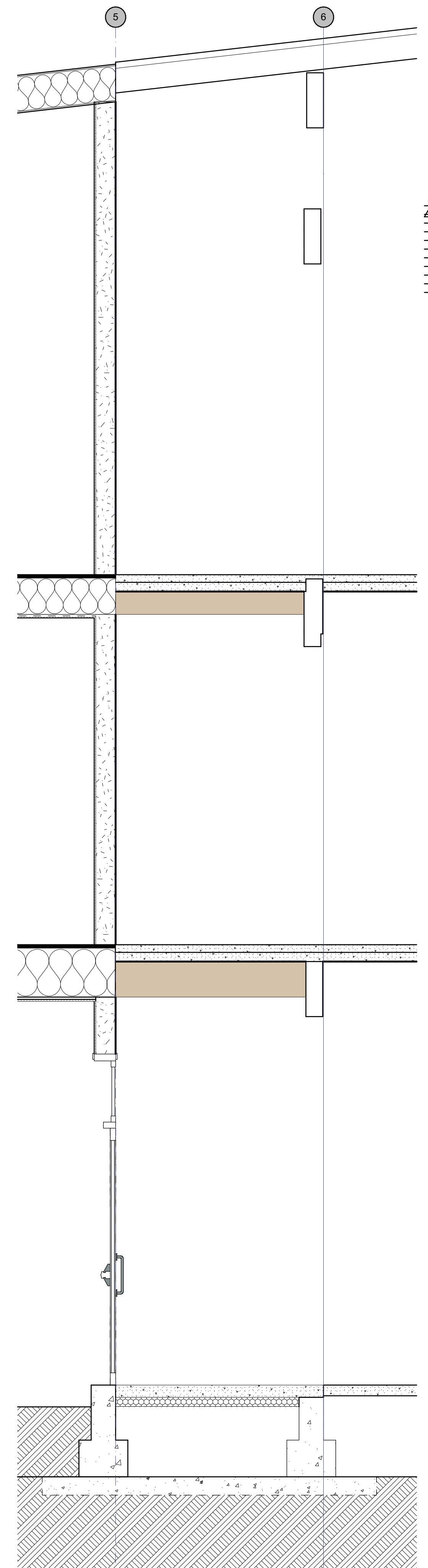
**A-302**

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 print date : 12/10/19

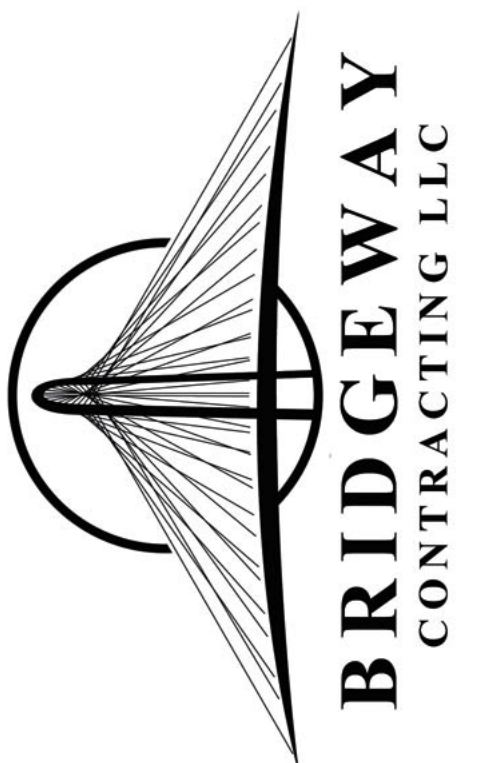




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1	X		12/10/19



One North Shore Drive  
 Bridgeway Contracting, LLC  
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drawing name Wall Sections

drawing number

**A-303**

SET 1 - PRELIM  
 print date : 12/10/19

**Section**

SCALE: 1/2" = 1'-0"



- Provide shoring for all trench excavations greater than 4 feet below grade. Dewatering may be required for excavations greater than 4 feet. Anticipate that minor caving of trench sidewalls may occur, even in shallow excavations, particularly in wet weather.

Foundation Design:

- Design all lightly loaded foundations (continuous wall footings and isolated column footings) using an allowable bearing capacity of 2,000 psf. The bearing capacity may be increased to a maximum of 2,500 psf when considering short-term (i.e., wind or seismic) loads. This evaluation assumes that footing preparation and placement of compacted aggregate base will be conducted as recommended.
- Provide a minimum footing width of 16 inches for continuous footings and 18 inches for isolated column footings. Place the base of all footings at least 2 feet below the finished grade or paved surfaces.
- Provide compacted aggregate base beneath the footings that is at least 12 inches thick and extends laterally 12 inches beyond the footing limits. Portions of the site are expected to require deeper excavation and aggregate base placement to mitigate existing fill and organic topsoil at the site. The aggregate base should be compacted to 95% relative compaction according to ASTM D 698. Field density testing should be completed on the compacted aggregate base to verify the relative compaction and moisture content of the aggregate base.
- Provide a perimeter footing drain around each of the structures. The drain should consist of a 3 or 4-inch diameter perforated pipe that is set with the flow line near the bottom of the footing level. The pipe should be bedded and backfilled with open-graded, free draining gravel.

Building Pad Construction:

Recommendations for building site preparation conducted during dry weather months are provided below.

- Excavate the building pad to provide the minimum aggregate base depth and remove any upper organic material or soft soils. Haul the excavated material from the site, or place select materials in designated landscape areas. The surface of existing granular fill should be compacted using a vibratory smooth drum roller.
- All subgrade beneath building pads should be evaluated by proof rolling using a loaded 12 cubic yard dump truck. Any areas of excessive deflection, rutting or pumping should be identified and stabilized prior to placement of aggregate base. Place the aggregate base as soon as practical following excavation, moisture condition and compact using vibratory compaction equipment.

- We anticipate that the building pad will include a minimum of 6 inches of aggregate base placed over the compacted and approved existing granular fill material. Areas that do not include granular fill are expected to include a minimum of 12 inches of aggregate base.

Pavement Construction:

- Pavement subgrade soils are expected to consist of the existing granular fill material. Therefore, we anticipate that the surface of the existing granular fill would be moisture conditioned and compacted.
- Subgrade beneath pavements should be evaluated and approved by the engineer immediately prior to placement of aggregate base. The subgrade stability should be evaluated by proof rolling using a loaded dump truck to identify any areas of excessive deflection, rutting or pumping. Additional excavation may be required in areas of excessive deflection or where there is less than 6 inches of existing granular fill. The deeper excavation areas should be completed using a smooth blade to provide a uniform, smooth surface. All loose materials should be removed prior to aggregate base placement.
- A nominal thickness of 6 inches of compacted aggregate base should be used over the approved granular fill for pavement areas. The aggregate base thickness should be increased to 12 inches in areas of soil subgrade, if encountered. The aggregate base should be compacted to 95% relative compaction according to ASTM D 698. Field density testing should be completed on the compacted aggregate base to verify the relative compaction and moisture content of the aggregate base. If the base is expected to support construction traffic during late fall months a thicker section should be considered. We recommend that the anticipated construction schedule and required base section be reevaluated once the construction schedule is known.
- Proof roll the compacted aggregate base immediately prior to paving to identify any areas of soft subgrade or contaminated base aggregate. The proof rolling should be completed using a loaded 12 cubic yard dump truck and any areas of excessive deflection or pumping should be identified. Any unstable areas should be excavated to depths as necessary to remove the soft subgrade and replaced with imported aggregate base.
- Provide a minimum asphalt section of 3.5 inches of asphaltic cement for the new pavements. In areas of PCC pavement, a minimum unreinforced concrete section of 6 inches should be used in areas that will be required to support light truck traffic.

**LIMITATIONS OF THIS REPORT**

The analysis, conclusions and recommendations contained herein assume that the soil conditions and ground water encountered in the test pits are representative of overall site conditions. Additional geotechnical design and construction recommendations may

be required during final design or construction of the improvements. The above recommendations assume that we will be present during construction to confirm the assumed foundation and subgrade conditions. We will assume no responsibility or liability for any engineering judgment, inspection or testing performed by others.

Our work was performed for the exclusive use by Bridgeway Contracting, LLC and their design consultants for the proposed new Bridgeway Development at 100 N. Moss Street in Lowell, Oregon. FEI Testing and Inspection, Inc. performed our work in accordance with generally accepted professional geotechnical engineering practices in similar locations. Our services do not include any survey or assessment of potential contamination or contamination of the soil or ground water by hazardous or toxic substances. No other warranty, expressed or implied, is made.



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01			12/10/19

**GEOTECHNICAL RECOMMENDATIONS**

Based on our observations of the soils and our understanding of the proposed development FEI Testing and Inspection believes that it will be practical to construct the improvements using conventional construction techniques. Geotechnical recommendations are provided in the following sections.

Materials:

- Aggregate base as defined in this report should consist of ¾ or 1-inch minus, well graded crushed rock. The rock should be relatively clean with less than 5% (by weight) passing the #200 sieve.
- Stabilization rock, if required, should consist of clean, angular, 3-inch crushed rock. Stabilization rock should contain less than 2% (by weight) passing the #200 sieve.
- Granular fill should consist of mixtures of sand and gravel that are free of high plastic clay, organics or deleterious materials. Granular fill may consist of select on-site granular soils from required excavations at the site. Proposed granular fill materials should be submitted and approved by the engineer prior to delivery to the site for use during dry weather only.
- Compact all aggregate base, granular fill and stabilization rock to 95% relative compaction. The maximum dry density of ASTM D 698 should be used as the standard for evaluation of relative compaction. Placement and compaction of structural fill should be completed using loose lifts no greater than 8 inches thick, unless specified otherwise. Field density testing and observation of placement and compaction procedure should be conducted on all structural fill to document proper compaction at regular intervals throughout the work.
- Subgrade soils consist of clay that is moisture sensitive and will be susceptible to softening and pumping when over optimum moisture levels. Excavation to remove all existing fill materials is expected beneath the building foundations. Subgrade conditions should be visually confirmed by the engineer during the work. Wet weather construction may require more frequent evaluation of subgrade conditions encountered as the work progresses.
- Subgrade beneath building pads and pavement areas is expected to consist of existing granular fill material. The existing granular subgrade soil should be evaluated and approved by the engineer prior to placement of structural fill.

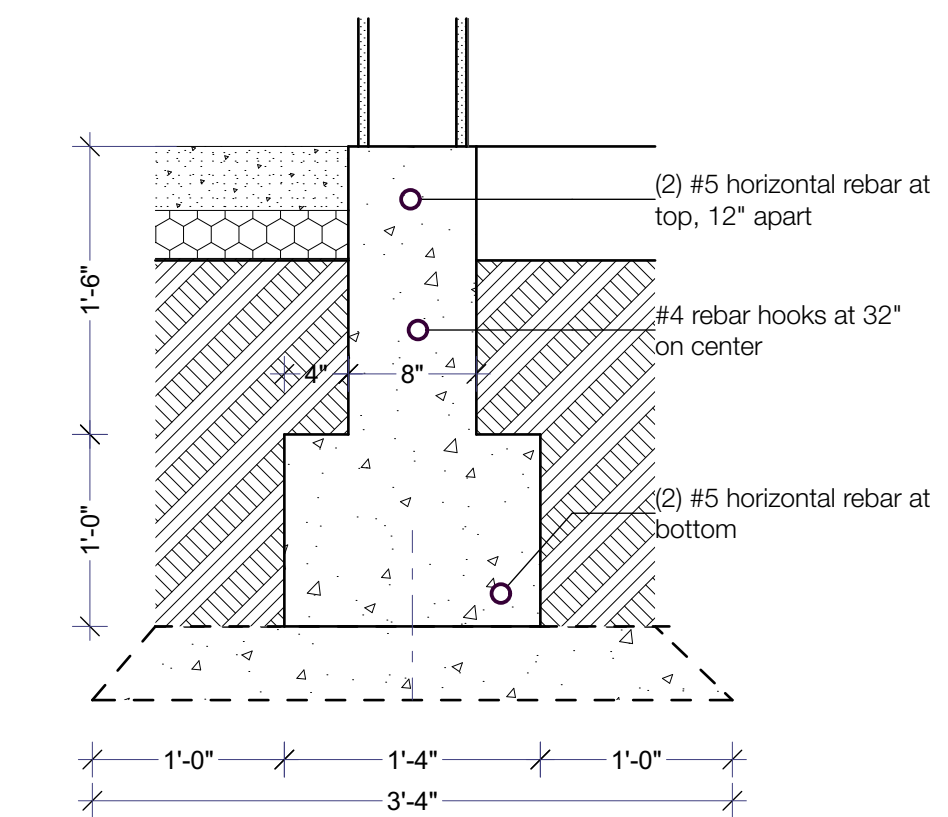
**GEOTECH recommendations**

SCALE: 1/4" = 1'-0"



**Section Perspective**

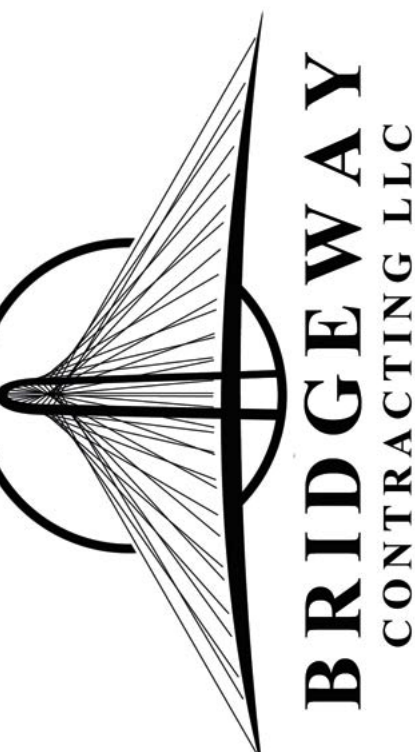
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**DETAIL - FOOTING**

SCALE: 1" = 1'-0"

One North Shore Drive  
Bridgeway Contracting, LLC  
100 North Moss Lowell OR 97452



drawing name  
Foundation Details

drawing number

**A-501**

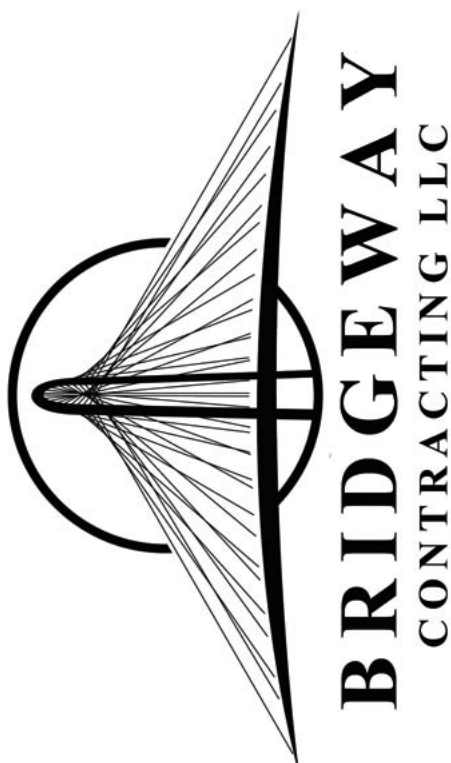
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drawing name Details

drawing number

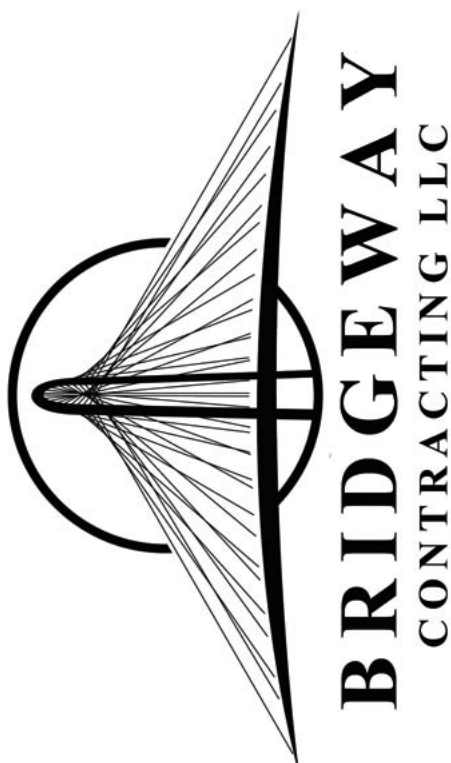
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drawing name  
Interior Elevations

drawing number

**A-503**

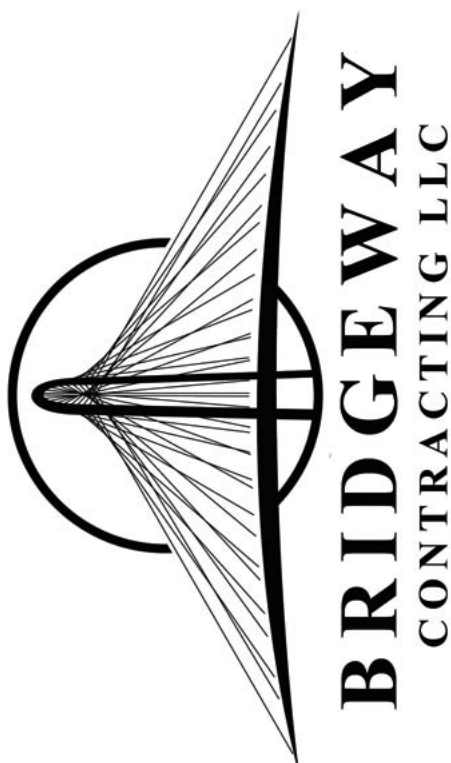
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drawing name  
Interior Elevations

drawing number

**A-504**

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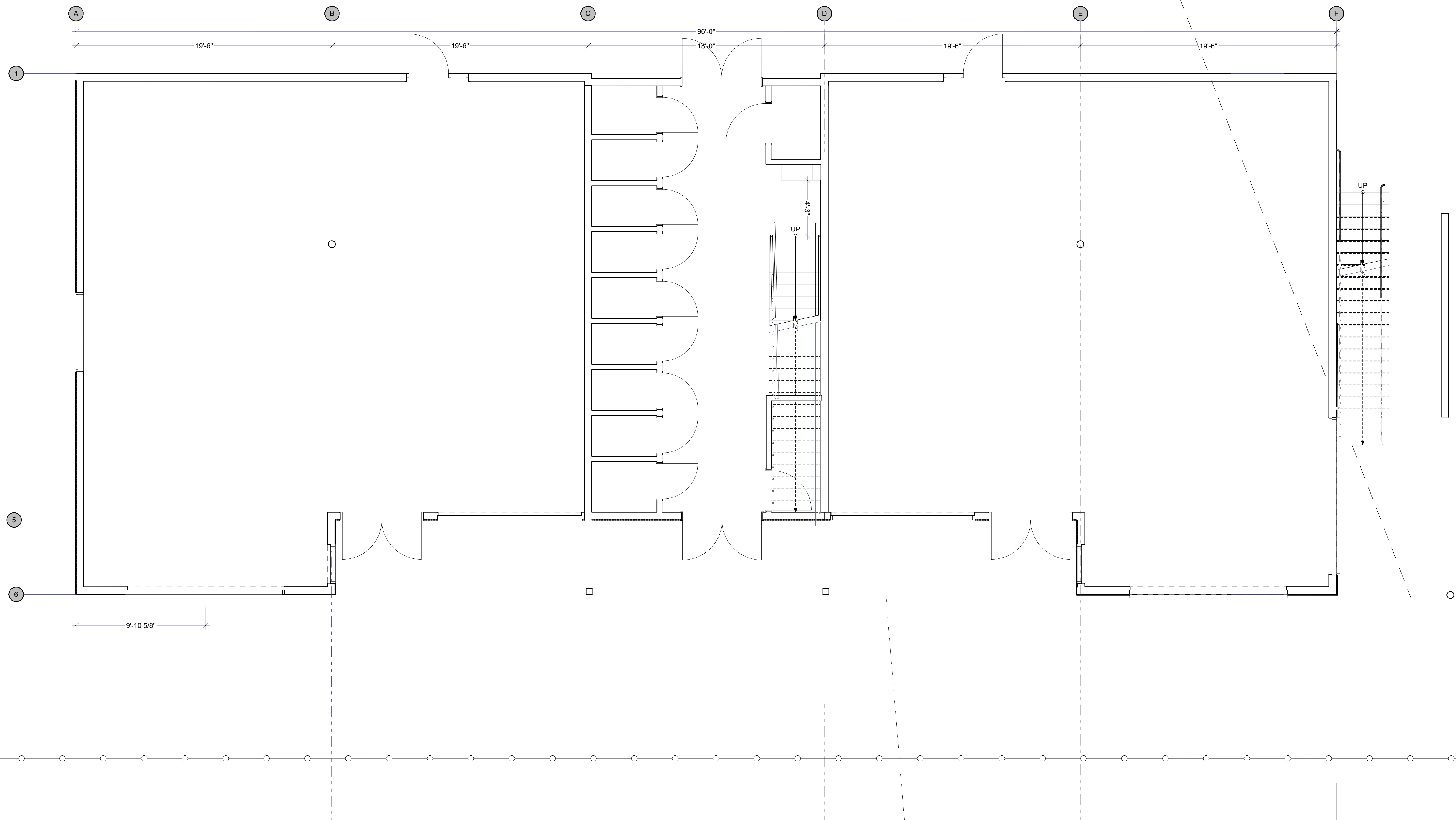




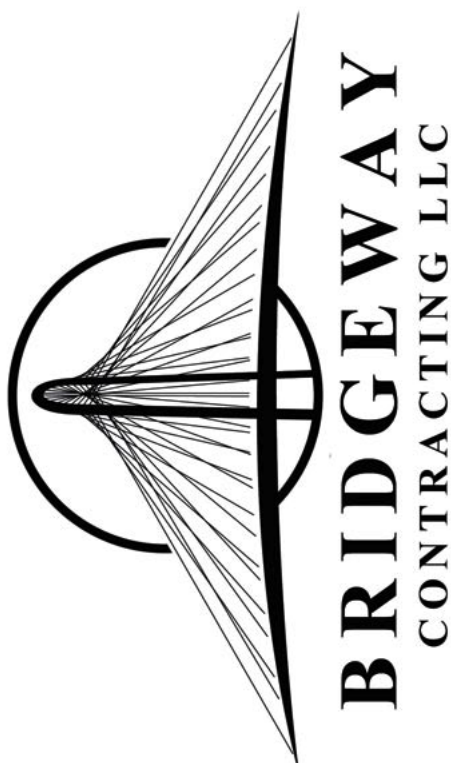




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**First Floor Finish Plan**

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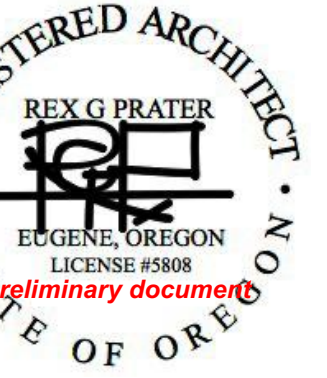
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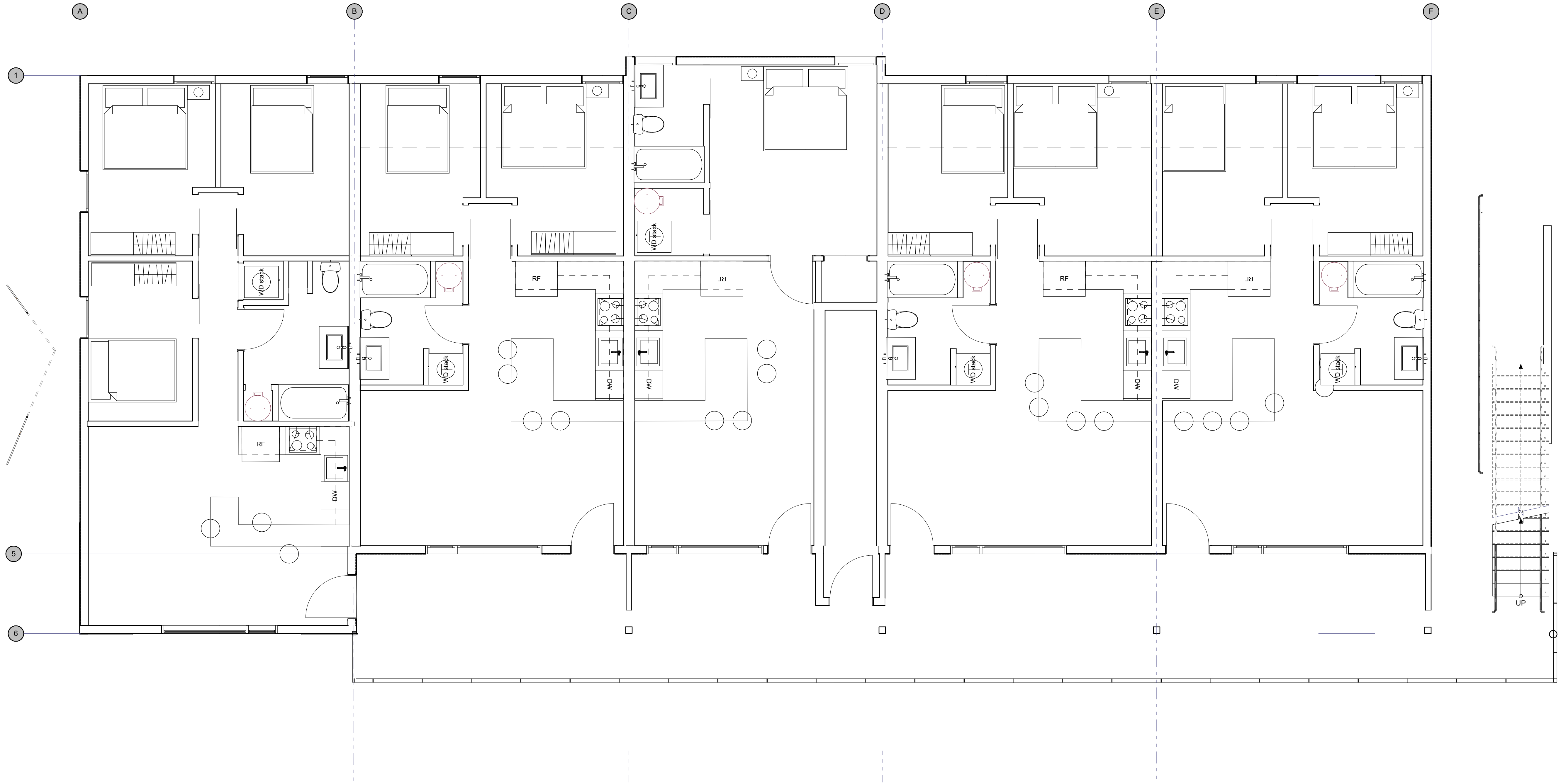
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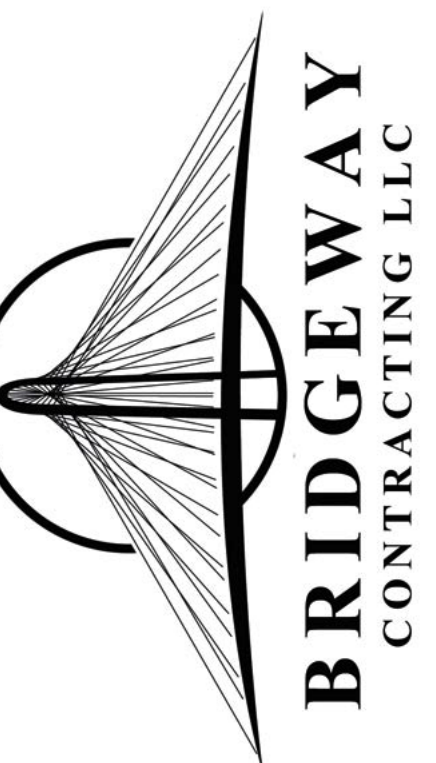




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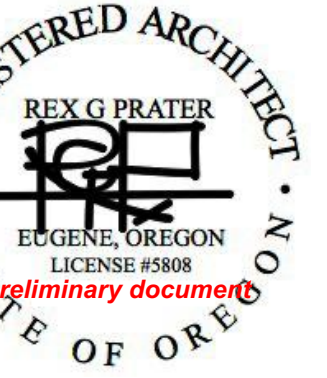
**1** Second Floor Finish Plan  
 SCALE: 1/4" = 1'-0"  
 0 2' 4' 8'

drawing name  
 Second Floor Finish Plan

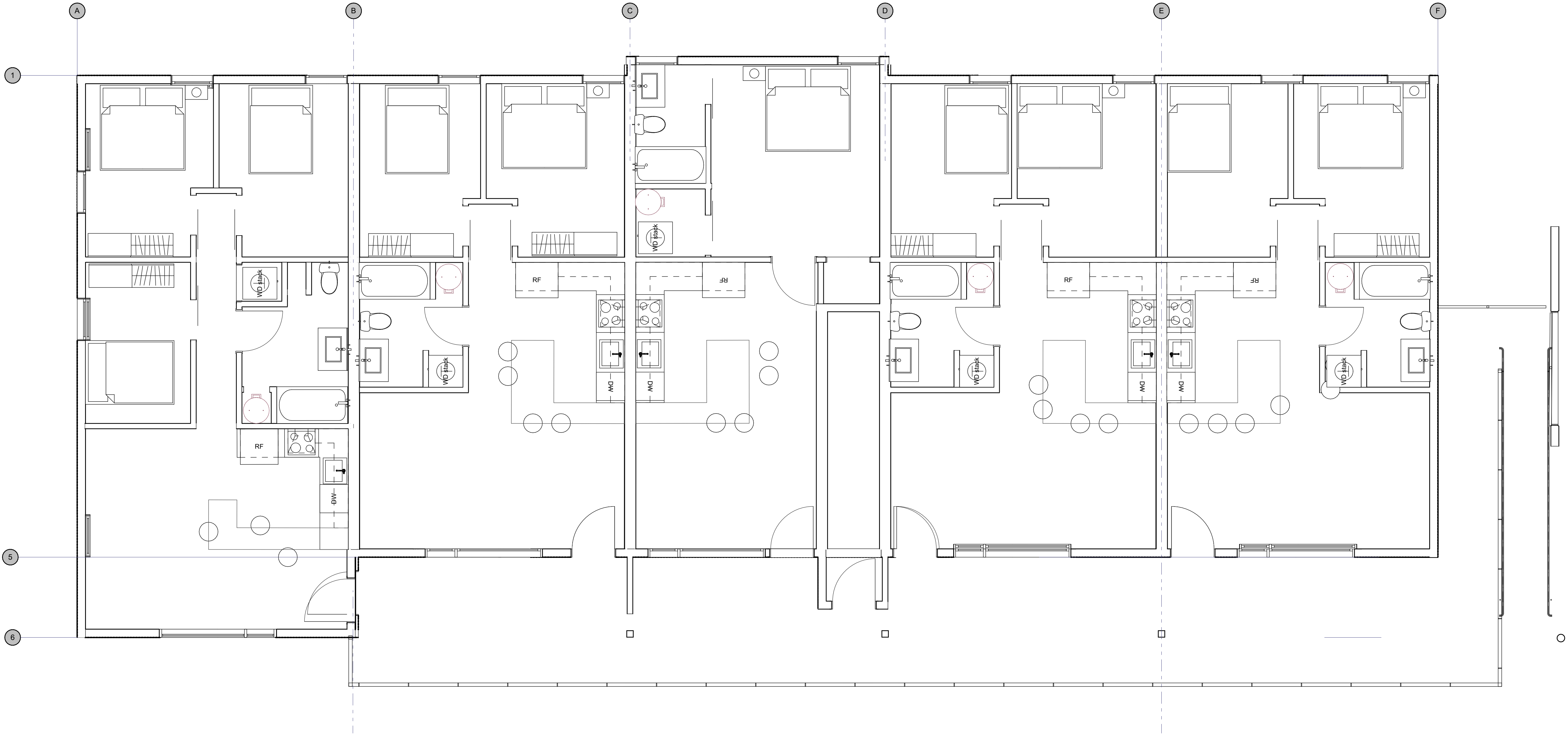
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**A-702**  
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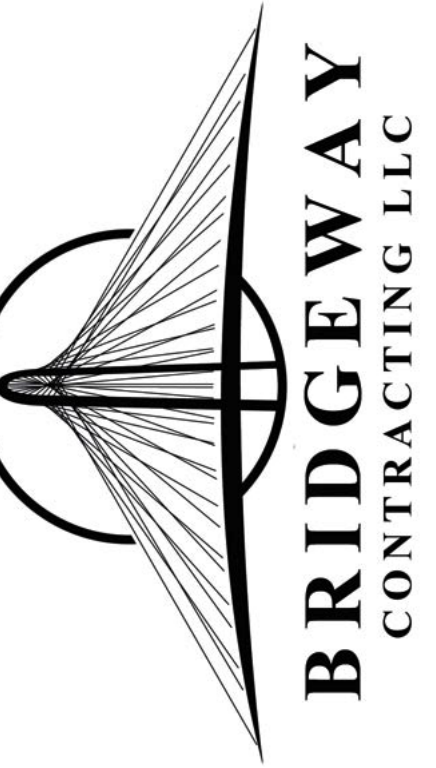


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**1** Third Floor Finish Plan  
 SCALE: 1/4" = 1'-0"  
 0 2' 4' 8'

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drawing name  
 Third Floor Finish Plan

drawing number


**A-703**

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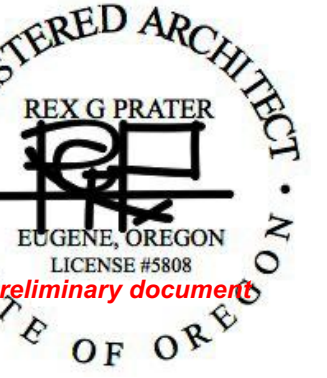






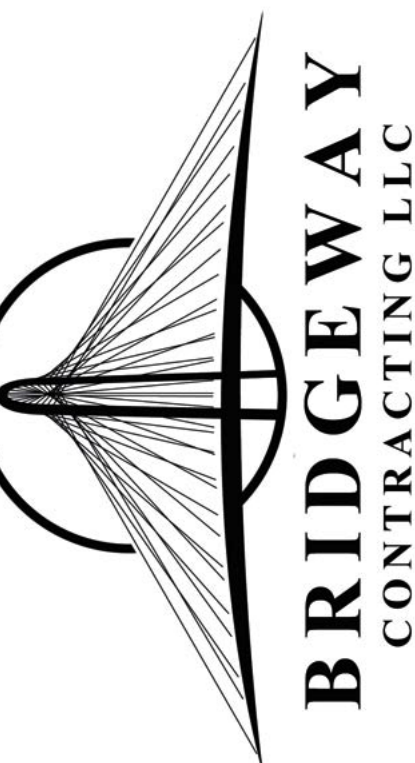
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IMAGE	MANUFACTURER	MODEL	QUANTITY
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LIGHTING LEGEND			
IMAGE	MANUFACTURER	MODEL	QUANTITY



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01	X		12/10/19

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drawing name  
 MEP Schedules

drawing number

**A-801**  
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 print date : 12/10/19