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BUSH	---	-----	-----
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CITY OF PENDLETON	ENGINEERING DEPARTMENT
DN: <i>PLV</i> APPV'D: <i>[Signature]</i> CITY ENGINEER	DATE: 9-4-73 SCALE: NONE TITLE: STANDARD SYMBOLS

APPROVED CONSTRUCTION MATERIALS

WATER MAINS: CLASS 52 DUCTILE IRON FOR PIPE 12" AND SMALLER
CLASS 50 DUCTILE IRON FOR PIPE LARGER THAN 12"

ALL DUCTILE IRON PIPE SHALL CONFORM WITH ASTM 536, AWWA C 151, AWWA C 104, AND AWWA C 111.

SANITARY SEWER MAINS: NON-REINFORCED PIPE AND FITTINGS CONFORMING TO THE REQUIREMENTS OF ASTM C 14;
REINFORCED CONCRETE PIPE AND FITTINGS CONFORMING TO THE REQUIREMENTS OF
ASTM C 76 OR ASTM C 655 (ALL CONCRETE LINES OVER 12" SHALL BE REINFORCED.); OR PVC
AND FITTINGS CONFORMING TO THE REQUIREMENTS OF ASTM D 3034, ASTM F 679, OR ASTM F 794.
ALL ON CLASS 'B' BEDDING

SANITARY SEWER SERVICES: PVC AND FITTINGS CONFORMING TO THE REQUIREMENTS OF ASTM D 3034, ASTM F 679,
OR ASTM F 794.

STORM SEWER MAINS:

IN STREET AREA: NON-REINFORCED CONCRETE PIPE AND FITTINGS CONFORMING TO THE REQUIREMENTS
OF ASTM C 14; REINFORCED CONCRETE PIPES AND FITTINGS CONFORMING TO THE REQUIREMENTS OF
ASTM C 76 OR ASTM C 655 (ALL CONCRETE LINES OVER 12" SHALL BE REINFORCED.); OR PVC AND FITTINGS
CONFORMING TO THE REQUIREMENTS OF ASTM D 3034, ASTM F 679, OR ASTM F 794.
ALL ON CLASS 'B' BEDDING

OUT OF STREET AREA: NON-REINFORCED CONCRETE PIPE AND FITTINGS CONFORMING TO THE REQUIREMENTS
OF ASTM C 14; REINFORCED CONCRETE PIPES AND FITTINGS CONFORMING TO THE REQUIREMENTS OF
ASTM C 76 OR ASTM C 655 (ALL CONCRETE LINES OVER 12" SHALL BE REINFORCED.); OR PVC AND FITTINGS
CONFORMING TO THE REQUIREMENTS OF ASTM D 3034, ASTM F 679, OR ASTM F 794; GALVANIZED CORRUGATED
STEEL PIPE AND FITTINGS CONFORMING TO AASHTO M 190; CORRUGATED ALUMINUM ALLOY PIPE AND FITTINGS
CONFORMING TO AASHTO M 196, M 197, M 211, AND M 219.
ALL ON CLASS 'B' BEDDING

ASPHALT CONCRETE: SHALL MEET THE SPECIFICATION AND DESIGN CRITERIA OF OSHD FOR A 30 YEAR LIFE AS PUBLISHED IN
THE "ASPHALT PAVING DESIGN GUIDE" DATED DECEMBER 30, 1998, FOR APO AND AS IT MAY BE UPDATED
IN THE FUTURE.

TESTING REQUIREMENTS

SANITARY SEWER: AIR PRESSURE TIME DROP METHOD. MAX PRESSURE = 3.5 PSIG
VISUAL TV INSPECTION

STORM SEWER: VISUAL TV INSPECTION

WATER LINE: WATER LEAKAGE METHOD MAX PRESSURE = 200 PSIG. ALLOW LEAKAGE IN ACCORDANCE WITH THE FORMULA:

$$L = \frac{ND\sqrt{P}}{11,000}$$

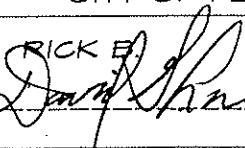
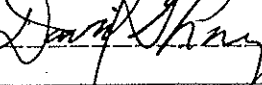
- L = THE ALLOWABLE LEAKAGE IN GALLONS PER HOUR.
- N = THE NUMBER OF JOINTS IN THE LENGTH OF PIPE TESTED.
- D = THE NOMINAL DIAMETER OF THE PIPE IN INCHES.
- P = THE AVERAGE TEST PRESSURE DURING THE LEAKAGE TEST IN PSI.

ASPHALT CONCRETE: AS DIRECTED BY THE CITY:
1. EMERSION-COMPRESSION (RETAINED STRENGTH).
2. GRADATION AND OIL CONTENT.
3. VOIDS AND COMPACTION
4. RESILIENT MODULUS

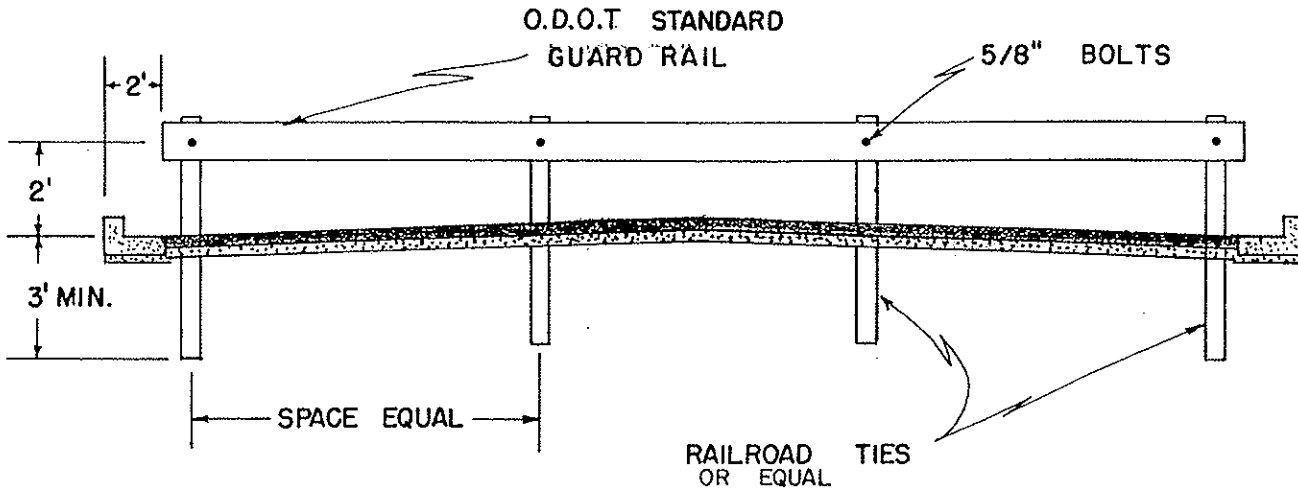
REVISED: 4/2000 RB

CITY OF PENDLETON

ENGINEERING DEPARTMENT

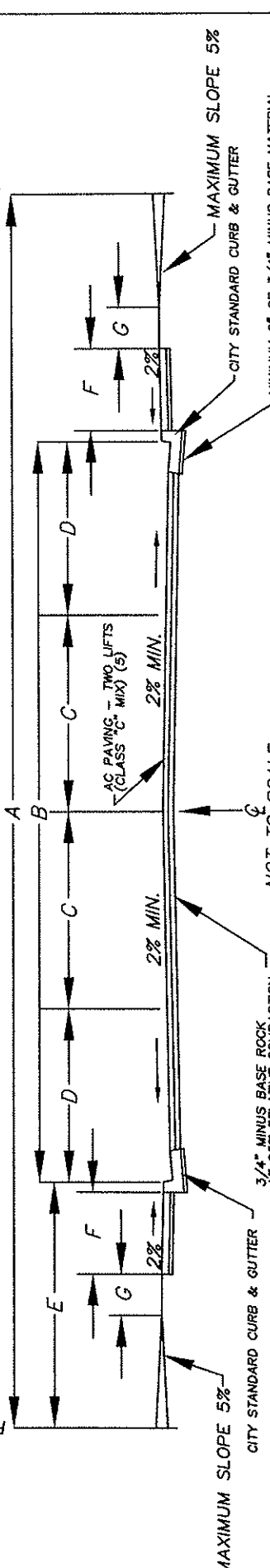
DRAWN BY: RICK E.  DATE: JUNE, 2000
APPROVED:  SCALE: NOT TO SCALE

TITLE: APPROVED CONSTRUCTION MATERIALS



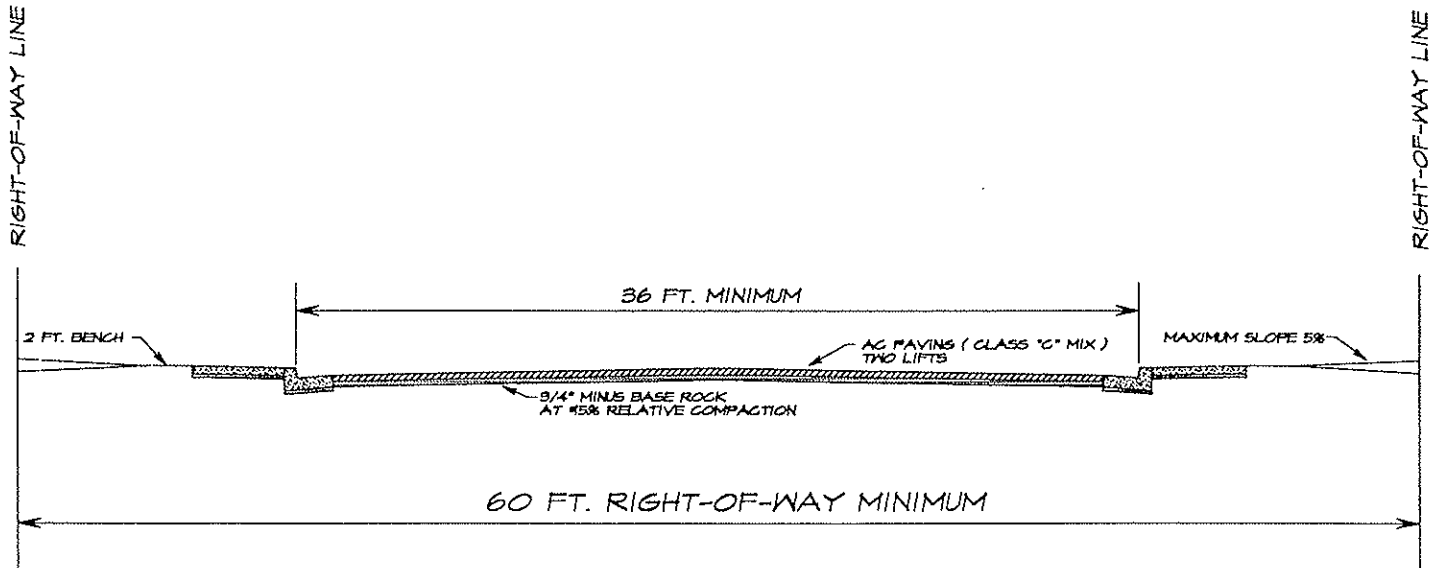
TYPICAL BARRICADE DETAIL
TYPICAL STREET SECTION

CITY OF PENDLETON	ENGINEERING DEPARTMENT
DATE: 7-20-78 DN. <i>FLV</i> SCALE: N.T.S. APPV'D. <i>David J. ...</i> CITY ENGINEER	STANDARD BARRICADE



CLASSIFICATION	R/W WIDTH (MIN.)	PAVEMENT WIDTH (MIN.)	TRAVEL LANE WIDTH	PARKING LANE WIDTH	PLANTING, UTILITY & SIDEWALK AREAS (EACH SIDE)	DESIGN SPEED	DESIGN LEVEL	PAVEMENT SECTION	BASE ROCK SECTION	SIDEWALK WIDTH (MIN.)	SHOULDER WIDTH (MIN.)	PROFILE GRADE (%)
	A	B	C	D	E				(7)	F***	G	
ARTERIAL	60'	44'	2-12'	2-10'	8'	30-45	IV	4.5" (5)	12" (5)	5'	2'	8 MAX. 0.30 MIN.*
	80'	44'	2-12'	2-10'	18'		IV	4.5" (5)	12" (5)			
	80'	56'	4-12'	1-8'	18'		IV	4.5" (5)	12" (5)			
	80'	64'	4-11'	2-10'	8'		V	5" (5)	12" (5)			
	100'	80'	5-12'	2-10'	10'		V	5" (5)	12" (5)			
COLLECTOR	60'	36'	2-10'	2-8'	12'	25-35	III	4"	12" (5)	4'	2'	12 MAX. 0.30 MIN.*
	60'	44'	2-12'	2-10'	8'				12" (5)			
	80'	44'	2-12'	2-10'	18'				12" (5)			
		24' (1)	2-12'	NONE	18' (VARIABLE)			4"	8" (5)			
		26' (2)	2-12'	NONE	18' (VARIABLE)			4"	12" (5)			
MINOR (RESIDENTIAL)	50'-60'	32'-34' (2)	2-12'	2-8'	12' (VARIABLE)	20-25	II	3.5"	12" (5)	4'	2'	15 MAX. 0.50 MIN.
		34'-36' (2)	2-10'	2-8'	12' (VARIABLE)				12" (5)			
		44' (3)	2-12'	2-10'	8'				12" (5)			
MINOR (INDUSTRIAL)	60'	24' (4)	2-12'	NONE	2'-3' ASPHALT SHOULDERS		V	5" (5)	12" (5)	NONE	AS NOTED	15 MAX. 0.50 MIN.**
	60'	28' (4)	2-14'	NONE	2'-3' ASPHALT SHOULDERS (NO CURB, OR GUTTER)		V	5" (5)	12" (5)	NONE		

(1) This pavement width shall be permissible on dead-end street with a cul-de-sac and approved by the Planning Commission
 (2) Reduced pavement width approved by the Planning Commission.
 (3) Where the street serves partially as a collector and has been so designated by the Planning Commission and approved by the City Council.
 (4) Alternative street standards where pavement and base thickness is increased in exchange for eliminating the requirement for curb, gutter and sidewalks would apply for M-1 and M-2 zones located west of the US 30 (westgate) bridge over the Umatilla River, as approved by the Planning Commission.
 (5) Actual asphalt and base rock sections may be modified if designed by a professional engineer using criteria from the Asphalt Pavement Design Manual by the Asphalt Pavement Association of Oregon, and/or a geotechnical engineer certifies that the subgrade is adequate to support a modified section.
 (6) The bottom 2/3 of the base rock section may substitute a 2" minus material w/City Engineers approval.
 Bridging fabric may be required @ City Engineers discretion.
 (7) 2" of base rock material may be substituted for the use of a pre-approved subgrade stabilization geotextile fabric.
 * ONLY WITH ADEQUATE CROSS SLOPES AND CATCH BASIN SPACING
 ** THE PROFILE GRADE MAY BE MODIFIED PROVIDING ADEQUATE ROADWAY CROSS SLOPE AND ROADSIDE DITCHES ALLOW FOR ADEQUATE CAPACITY.
 *** SIDEWALK WIDTH MUST CONFORM TO CITY ORDINANCE 2320.



MINIMUM TYPICAL ROADWAY SECTION

NOTES:

ACTUAL ASPHALT AND BASE ROCK SECTIONS ARE TO BE DETERMINED BY ASPHALT PAVEMENT DESIGN GUIDE.

RIGHT-OF-WAY AND STREET WIDTH DETERMINED BY COMPREHENSIVE PLAN AS APPROVED BY CITY COUNCIL

COLLECTOR STREET MAXIMUM GRADE 12%, MINOR STREET MAXIMUM GRADE 15%, MINIMUM GRADE 0.30%.

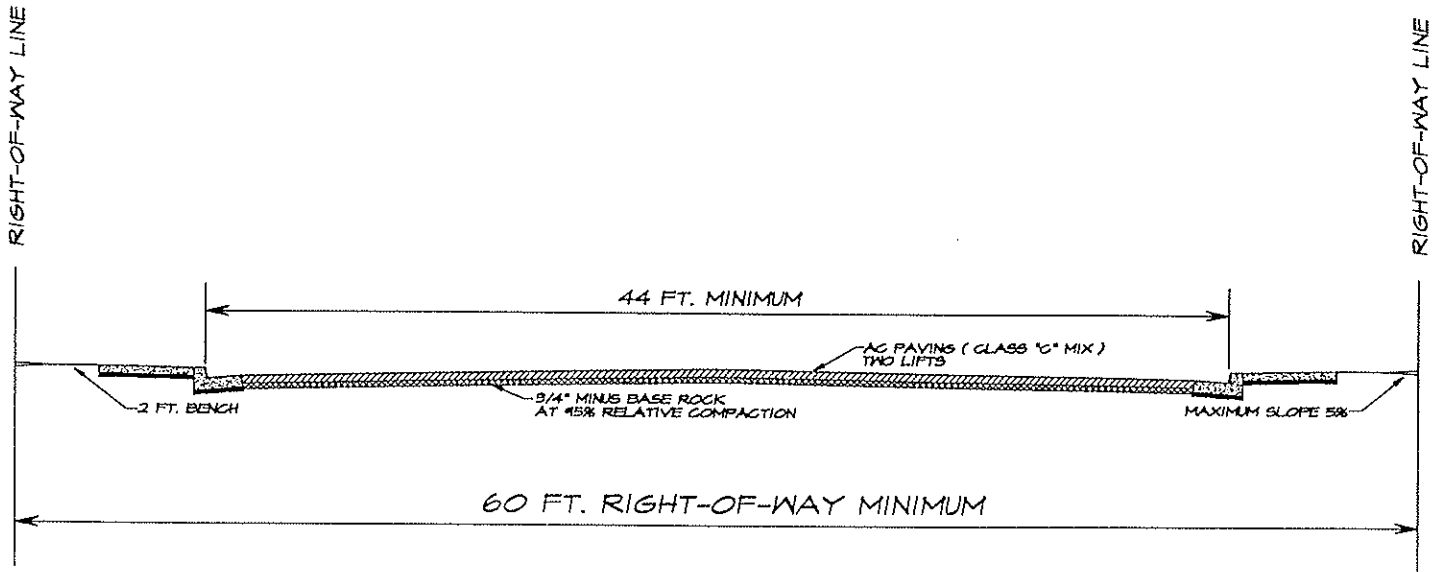
REFER TO RESIDENTIAL, INDUSTRIAL, AND COMMERCIAL SIDEWALK STANDARD DRAWINGS.

CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: RICK B. [Signature]
 APPROVED: [Signature] DATE: DECEMBER, 1995
 SCALE: NOT TO SCALE

TITLE: COLLECTOR AND MINOR STREET STANDARDS



MINIMUM TYPICAL ROADWAY SECTION

NOTES:

ACTUAL ASPHALT AND BASE ROCK SECTIONS ARE TO BE DETERMINED BY ASPHALT PAVEMENT DESIGN GUIDE.

RIGHT-OF-WAY AND STREET WIDTH DETERMINED BY COMPREHENSIVE PLAN AS APPROVED BY CITY COUNCIL

ARTERIAL STREET MAXIMUM GRADE 8%

REFER TO RESIDENTIAL, INDUSTRIAL, AND COMMERCIAL SIDEWALK STANDARD DRAWINGS.

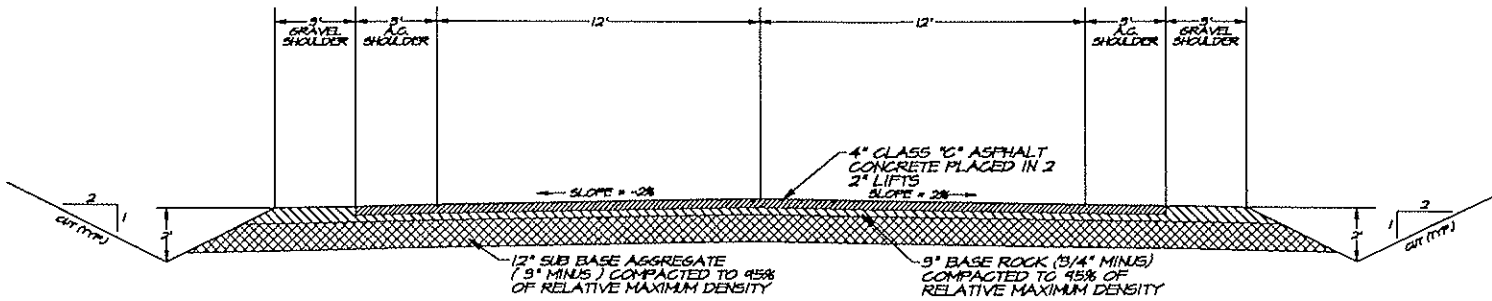
CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: RICK B. DATE: DECEMBER, 1995

APPROVED: *[Signature]* SCALE: NOT TO SCALE

TITLE: ARTERIAL STREET STANDARDS



MINIMUM TYPICAL ROADWAY SECTION

NOTES:

ACTUAL ASPHALT AND BASE ROCK SECTIONS ARE TO BE DETERMINED BY ASPHALT PAVEMENT DESIGN GUIDE.

RIGHT-OF-WAY AND STREET WIDTH DETERMINED BY COMPREHENSIVE PLAN AS APPROVED BY CITY COUNCIL

INDUSTRIAL STREET MAXIMUM GRADE 8%

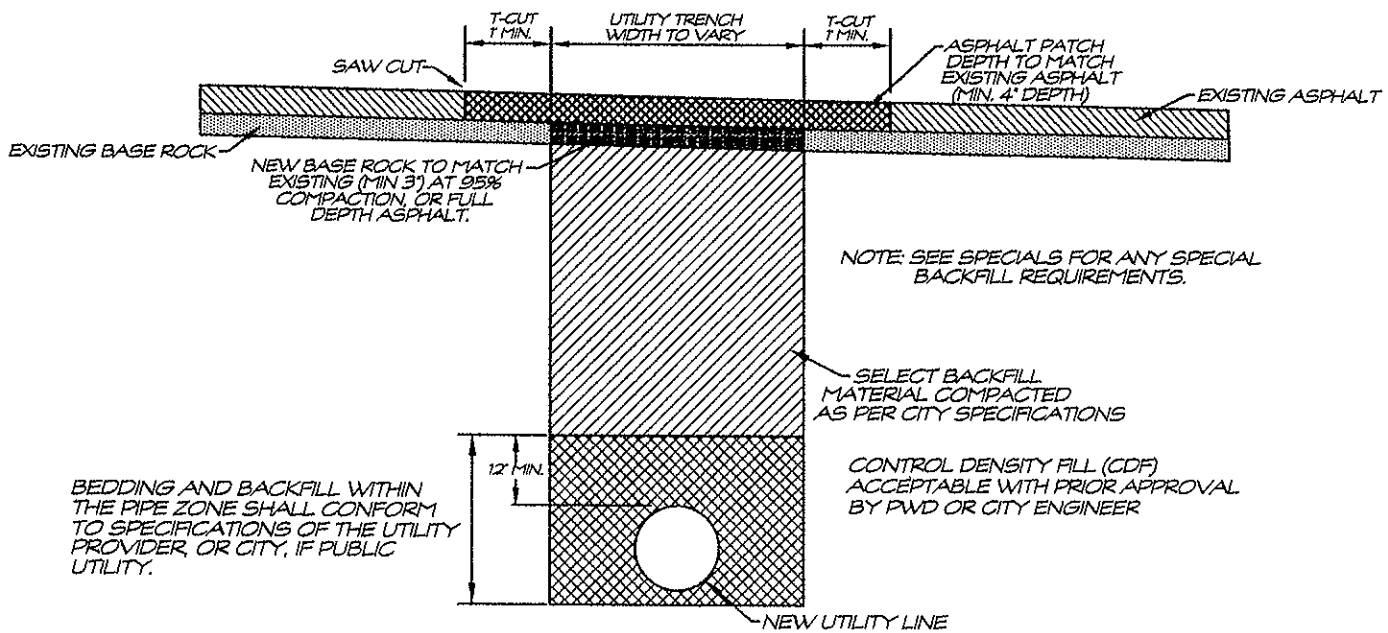
REFER TO RESIDENTIAL, INDUSTRIAL, AND COMMERCIAL SIDEWALK STANDARD DRAWINGS.

CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: RICK B. DATE: JUNE, 2000
APPROVED: *[Signature]* SCALE: NOT TO SCALE

TITLE: INDUSTRIAL STREET STANDARDS



IMPORTANT: CALL CITY ENGINEERING DEPARTMENT AT 966-0203 FOR INSPECTION PRIOR TO PATCHING AS CALLED OUT IN THE PLANS. FAILURE TO CALL FOR APPROVALS SHALL RESULT IN COMPLETE REMOVAL AND RECONSTRUCTION.

NOTES:

PRIOR TO PERMANENT PATCHING, REMOVE MATERIAL TO SUBGRADE TO REACH FIRM SUPPORT. IF T PATCH IS REQUIRED BY CITY, EXTEND AT LEAST ONE (1) FOOT HORIZONTALLY INTO EXISTING PAVEMENT. T PATCH CUT NOT TO BE MADE UNTIL TRENCH IS BACKFILLED AND READY TO BE PATCHED.

PRIOR TO PERMANENT PATCH, MAKE SQUARE OR RECTANGULAR CUTS WITH SAW. MAKE FACES STRAIGHT AND VERTICAL.

TRIM AND COMPACT SUBGRADE. COMPACT SUBGRADE TO AT LEAST NINETY-FIVE (95) PERCENT RELATIVE MAXIMUM DENSITY.

THOROUGHLY TACK COAT ALL VERTICAL SURFACES WITH ASTM D 2397 OR D 3628 ASPHALT EMULSION TYPES SS-1, SS-1H, CSS-1, OR CSS-1H, DILUTED WITH EQUAL PARTS OF WATER.

PLACE HOT MIX ASPHALT CONCRETE WHILE TEMPERATURE STAYS ABOVE TWO HUNDRED (200) DEGREES F TO PREVENT SEGREGATION OF MIX.

ASPHALT MIX TO BE USED FOR PATCHING SHALL BE APPROVED PRIOR TO PATCHING.

COLD MIX MAY BE SUBSTITUTED IF HOT MIX IS NOT AVAILABLE DUE TO WEATHER CONDITIONS OR SEASON. COLD MIX MUST BE APPROVED BY CITY PRIOR TO PATCHING.

COMPACT IN LIFTS IF PATCH IS THREE (3) INCHES OR GREATER IN DEPTH. INSTALL IN EQUAL LIFT THICKNESS. MAXIMUM TWO (2) INCH LIFTS.

COMPACT WITH EQUIPMENT MOST SUITED FOR THE SIZE OF JOB.

ADEQUATE COMPACTION EQUIPMENT THAT WILL YIELD SURFACE OF PATCH AT SAME ELEVATION AS THE SURROUNDING PAVEMENT SHALL BE USED.

CHECK RIDING QUALITY, DRAINAGE, AND ALIGNMENT OF PATCH WITH STRAIGHT EDGE.

BROOM CLEAN AREAS OF WORK. CLEAN UP ALL SPILLS AND REMOVE EXTRA MATERIALS FROM JOB SITE.

CITY OF PENDLETON

ENGINEERING DEPARTMENT

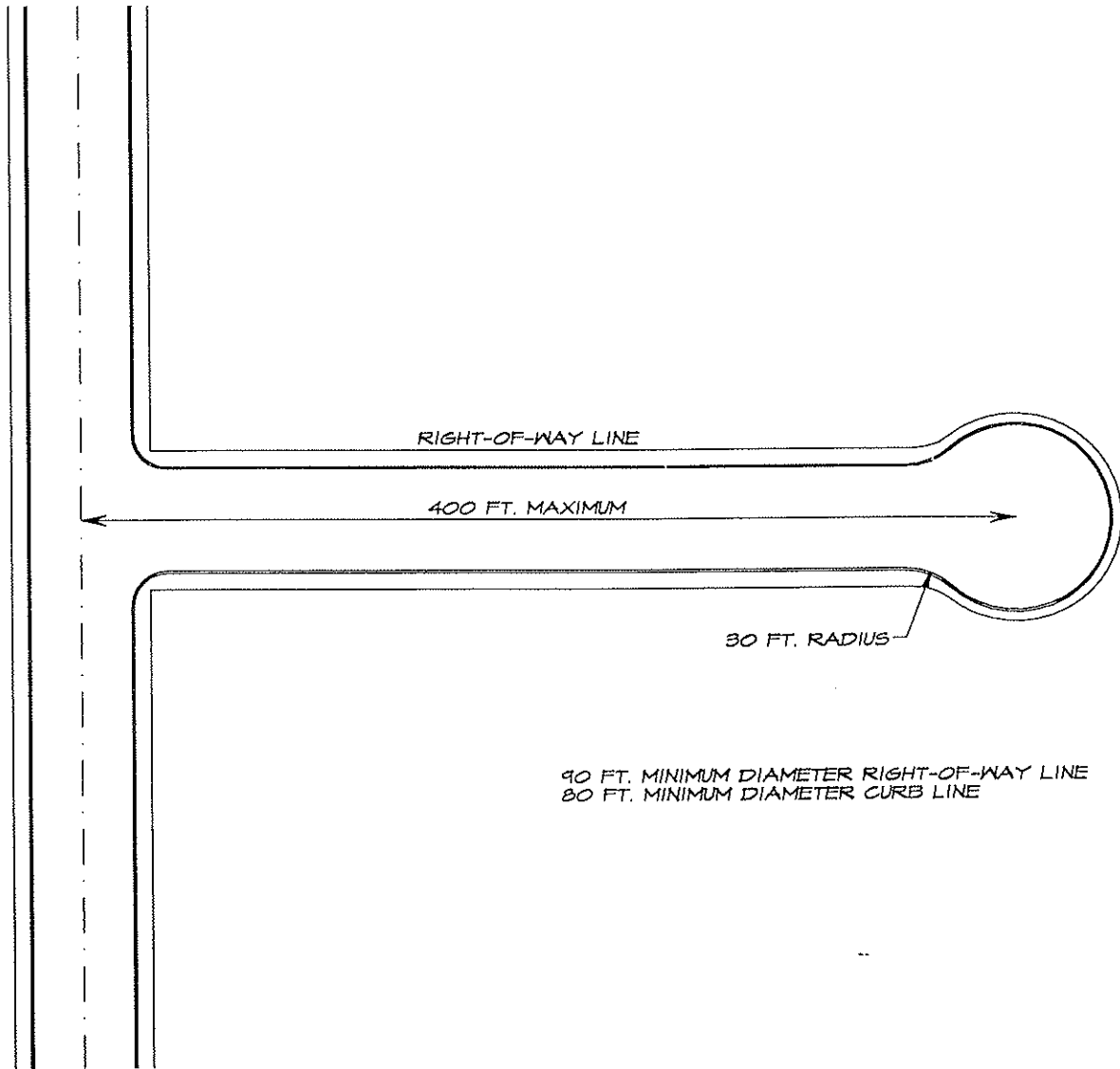
DRAWN BY: RICK B.

DATE: JUNE 2004

APPROVED: 

SCALE: NOT TO SCALE

TITLE: STREET PATCHING STANDARDS



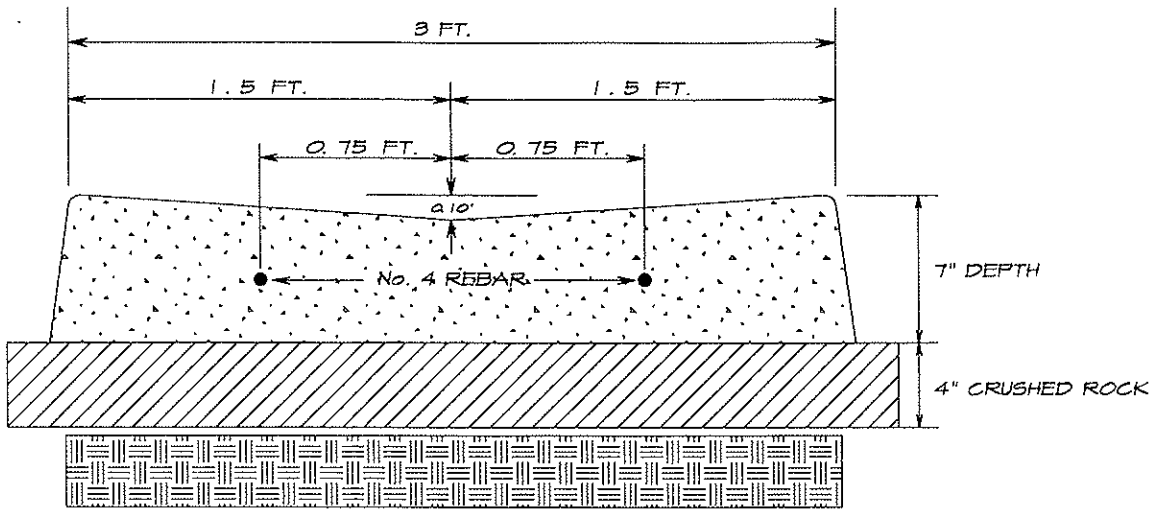
CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: RICK B. DATE: DEC. 15, 1995

APPROVED: *[Signature]* SCALE: NOT TO SCALE

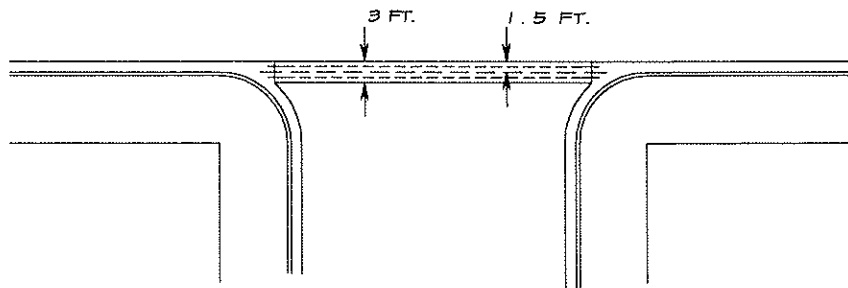
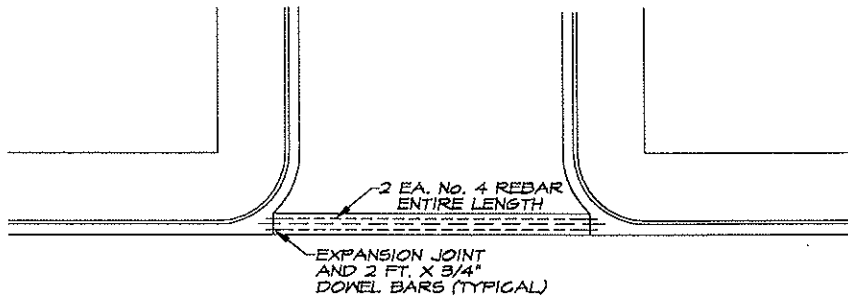
TITLE: STANDARD CUL-DE-SAC
FOR RESIDENTIAL STREETS



CROSS-SECTION

NOTE: CONCRETE TO BE 3000 P.S.I. AT 28 DAYS, 6 SACK MIX

GRADE OF STREET PERPENDICULAR TO CROSS GUTTER GREATER THAN 5%



PLAN VIEW

CITY OF PENDLETON

ENGINEERING DEPARTMENT

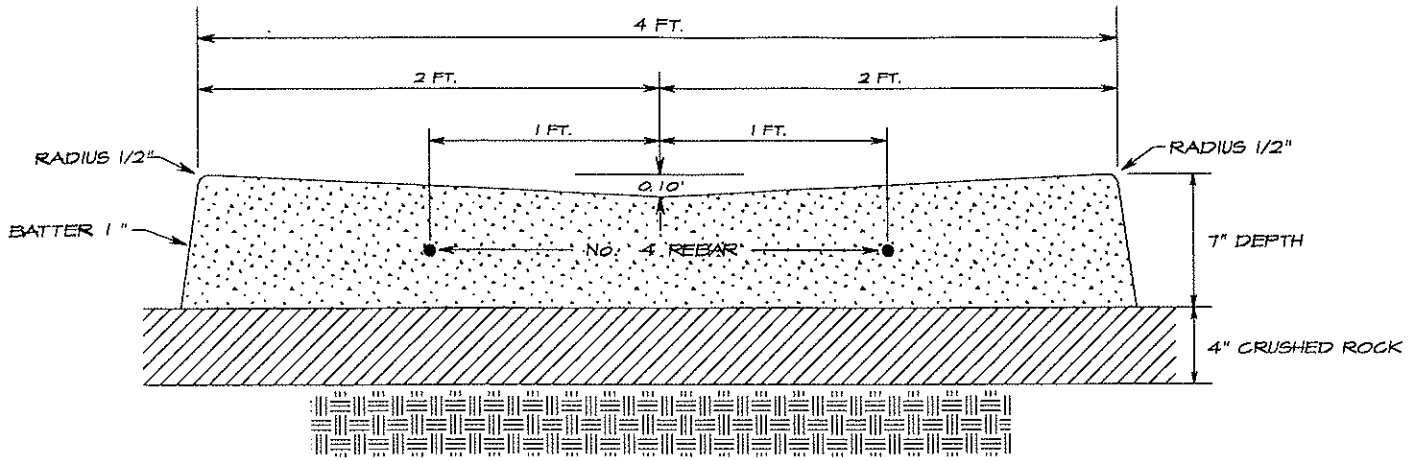
DRAWN BY: RICK B.

DATE: DEC. 15, 1995

APPROVED: _____

SCALE: NOT TO SCALE

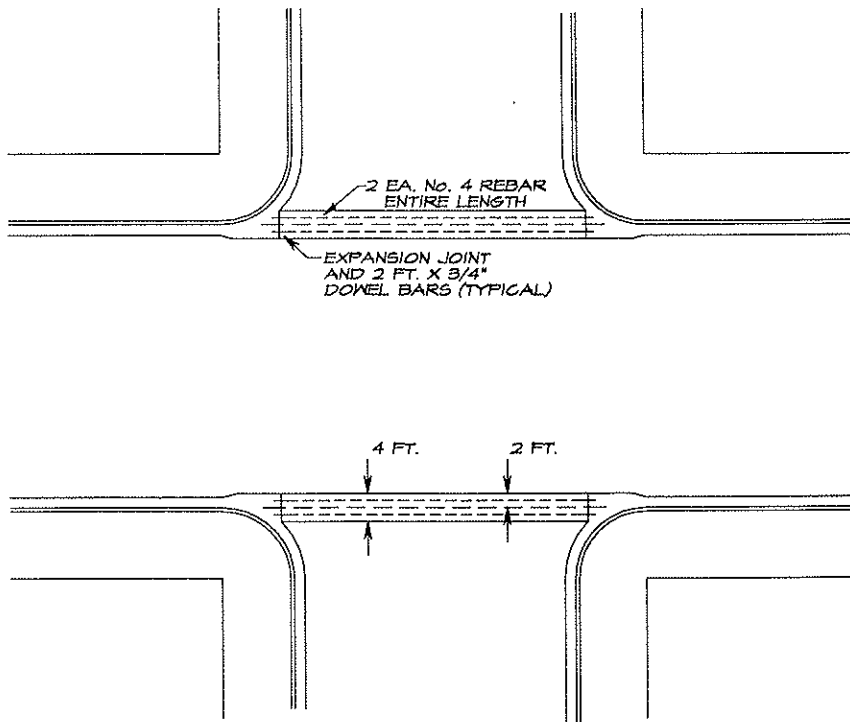
TITLE: CROSS-GUTTER TYPE - 1



CROSS-SECTION

NOTE: CONCRETE TO BE 3000 P.S.I. AT 28 DAYS, 6 SACK MIX

GRADE OF STREET PERPENDICULAR TO CROSS GUTTER LESS THAN 5%



PLAN VIEW

CITY OF PENDLETON

ENGINEERING DEPARTMENT

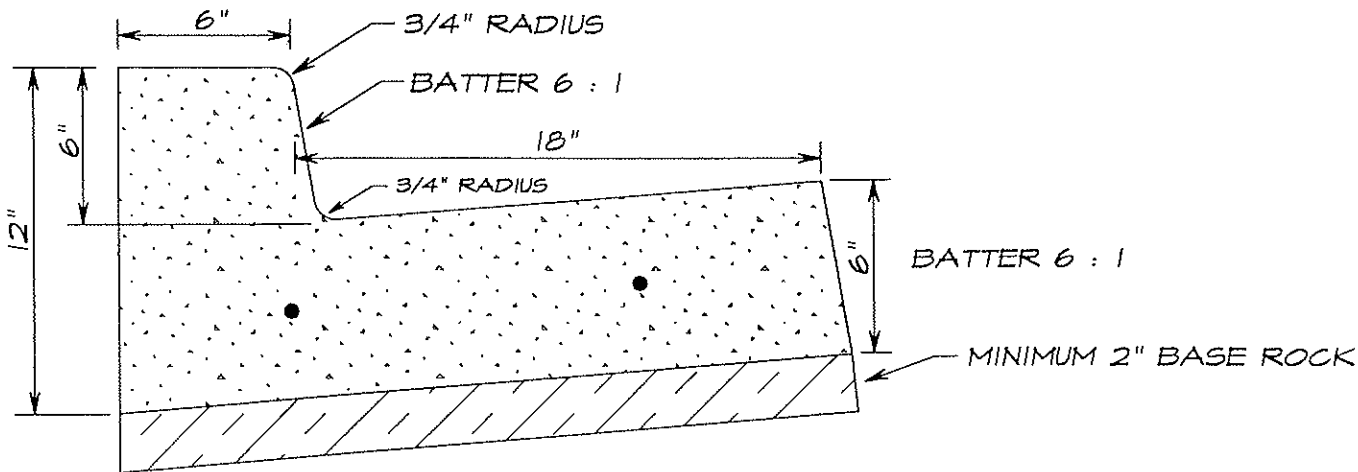
DRAWN BY: RICK B.

DATE: DEC. 15, 1995

APPROVED: _____

SCALE: NOT TO SCALE

TITLE: CROSS-GUTTER TYPE - 2



CONSTRUCTION NOTES:

CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI, 28 DAYS AFTER PLACEMENT, USING 6 SACK MIX.

DOWEL BARS SHALL BE 2' X 1/2" DIA. SMOOTH ROUND BARS WITH SLEEVES AND ARE TO BE USED AT END OF CURBS FOR FUTURE EXTENSION AND AT OTHER LOCATIONS AS DETERMINED BY ENGINEER.

EXPANSION JOINTS SHALL BE LOCATED AT THE BEGINNING AND END OF EACH STRAIGHT RUN, AT 30 FT. INTERVALS, AND AT SUCH PLACES AS NECESSITY MAY REQUIRE AS DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS SHALL BE LOCATED AT INTERVALS NOT TO EXCEED 15 FEET AND MAY BE OMITTED WHERE EXPANSION JOINTS ARE AT LESS THAN 25 FT. INTERVALS.

BASE ROCK SHALL BE 3/4" MINUS CRUSHED ROCK AND SHALL BE COMPACTED TO NOT LESS THAN 95% RELATIVE COMPACTION.

REVISED: 4/2000 RB

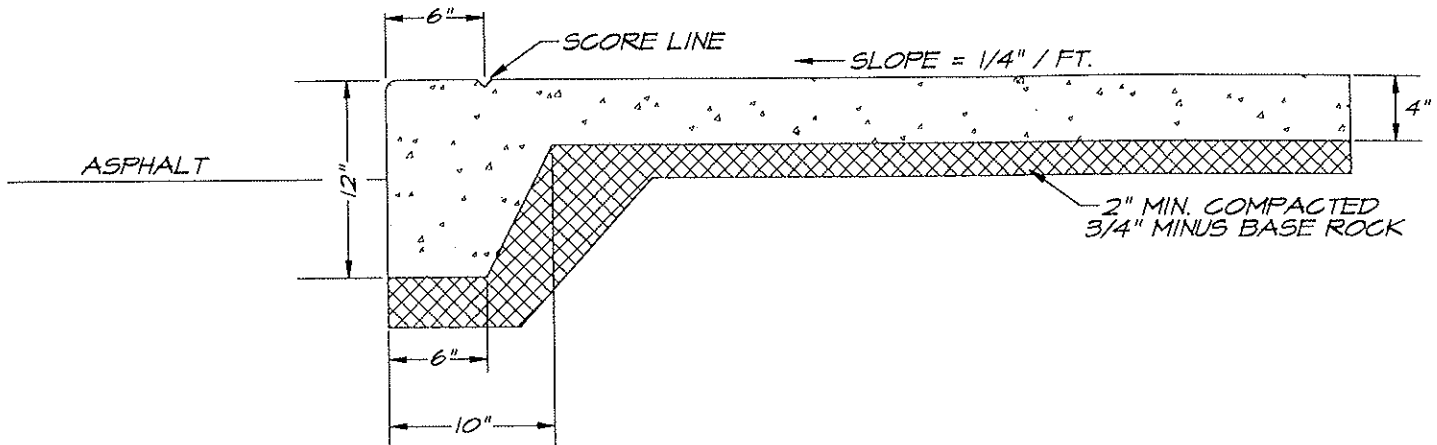
CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: RICK B. DATE: DEC. 15, 1995

APPROVED: *[Signature]* SCALE: NOT TO SCALE

TITLE: MONOLITHIC CURB AND GUTTER DETAIL



MONOLITHIC CURB AND SIDEWALK

NOTE: MONOLITHIC CURB AND SIDEWALK IS NOT A GENERALLY ACCEPTED METHOD AND WILL ONLY BE ALLOWED WITH THE CITY ENGINEERS APPROVAL

CONSTRUCTION NOTES:

CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI, 28 DAYS AFTER PLACEMENT, USING 6 SACK MIX.

EXPANSION JOINTS SHALL BE LOCATED AT THE BEGINNING AND END OF EACH STRAIGHT RUN, AT 30 FT. INTERVALS, AND AT SUCH PLACES AS NECESSITY MAY REQUIRE AS DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS SHALL BE LOCATED AT INTERVALS NOT TO EXCEED 15 FEET AND MAY BE OMITTED WHERE EXPANSION JOINTS ARE AT LESS THAN 25 FT. INTERVALS.

BASE ROCK SHALL BE 3/4" MINUS CRUSHED ROCK AND SHALL BE COMPACTED TO NOT LESS THAN 95% RELATIVE COMPACTION.

CITY OF PENDLETON

ENGINEERING DEPARTMENT

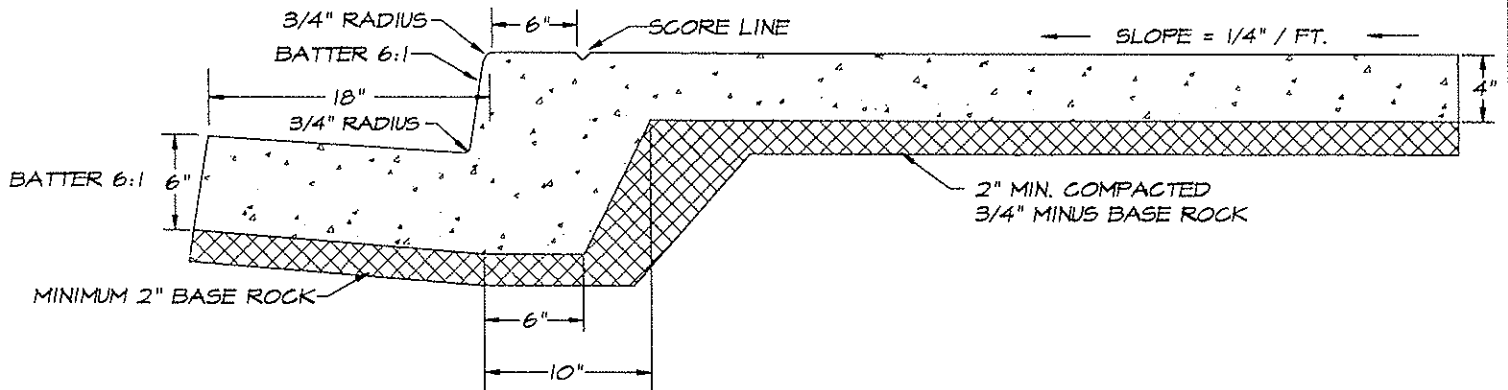
DRAWN BY: RICK B.

DATE: AUG 8, 2000

APPROVED: *[Signature]*

SCALE: NOT TO SCALE

TITLE: MONOLITHIC CURB AND SIDEWALK DETAIL



MONOLITHIC CURB AND GUTTER AND SIDEWALK

NOTE: MONOLITHIC CURB AND GUTTER AND SIDEWALK IS NOT A GENERALLY ACCEPTED METHOD AND WILL ONLY BE ALLOWED WITH THE CITY ENGINEERS APPROVAL

CONSTRUCTION NOTES:

CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI, 28 DAYS AFTER PLACEMENT, USING 6 SACK MIX.

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CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: GRANT D.

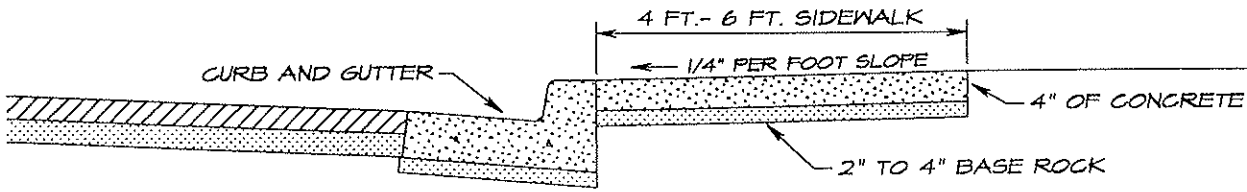
DATE: MARCH 1, 2001

TITLE: MONOLITHIC CURB
AND GUTTER AND
SIDEWALK DETAIL

APPROVED: *[Signature]*

SCALE: NOT TO SCALE

RIGHT-OF-WAY LINE



RESIDENTIAL AND INDUSTRIAL SIDEWALK SECTIONS

NOTES:

CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI 28 DAYS AFTER PLACEMENT, USING 5 SACK MIX, WITH A SLUMP RANGE OF 3" TO 5".

BASE ROCK SHALL BE 3/4" MINUS CRUSHED ROCK AND SHALL BE COMPACTED TO NOT LESS THAN 95% RELATIVE COMPACTION.

MINIMUM SIDEWALK THICKNESS SHALL BE 4", EXCEPT AT DRIVEWAYS.

RESIDENTIAL DRIVEWAY THICKNESS SHALL BE 5". INDUSTRIAL DRIVEWAY THICKNESS SHALL BE 6" OR 5" WITH 6" X 6" WELDED WIRE MESH.

REFER TO DRIVEWAY APPROACH STANDARDS.

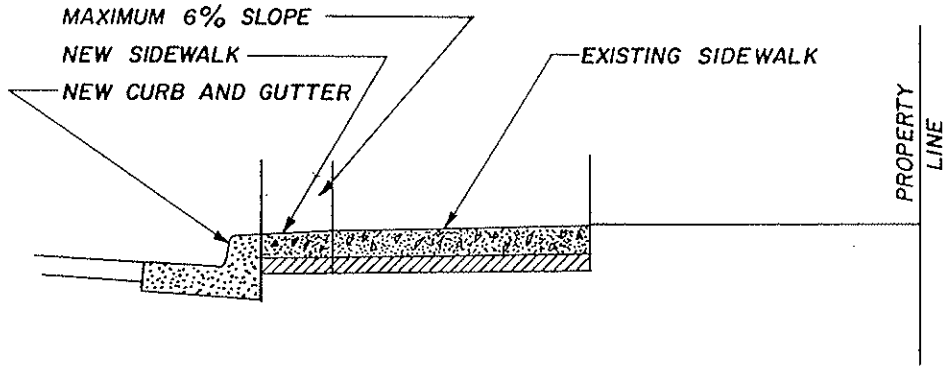
CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: RICK B. *[Signature]* DATE: DECEMBER, 1995

APPROVED: *[Signature]* GALE: NOT TO SCALE

TITLE: RESIDENTIAL AND INDUSTRIAL SIDEWALK STANDARDS

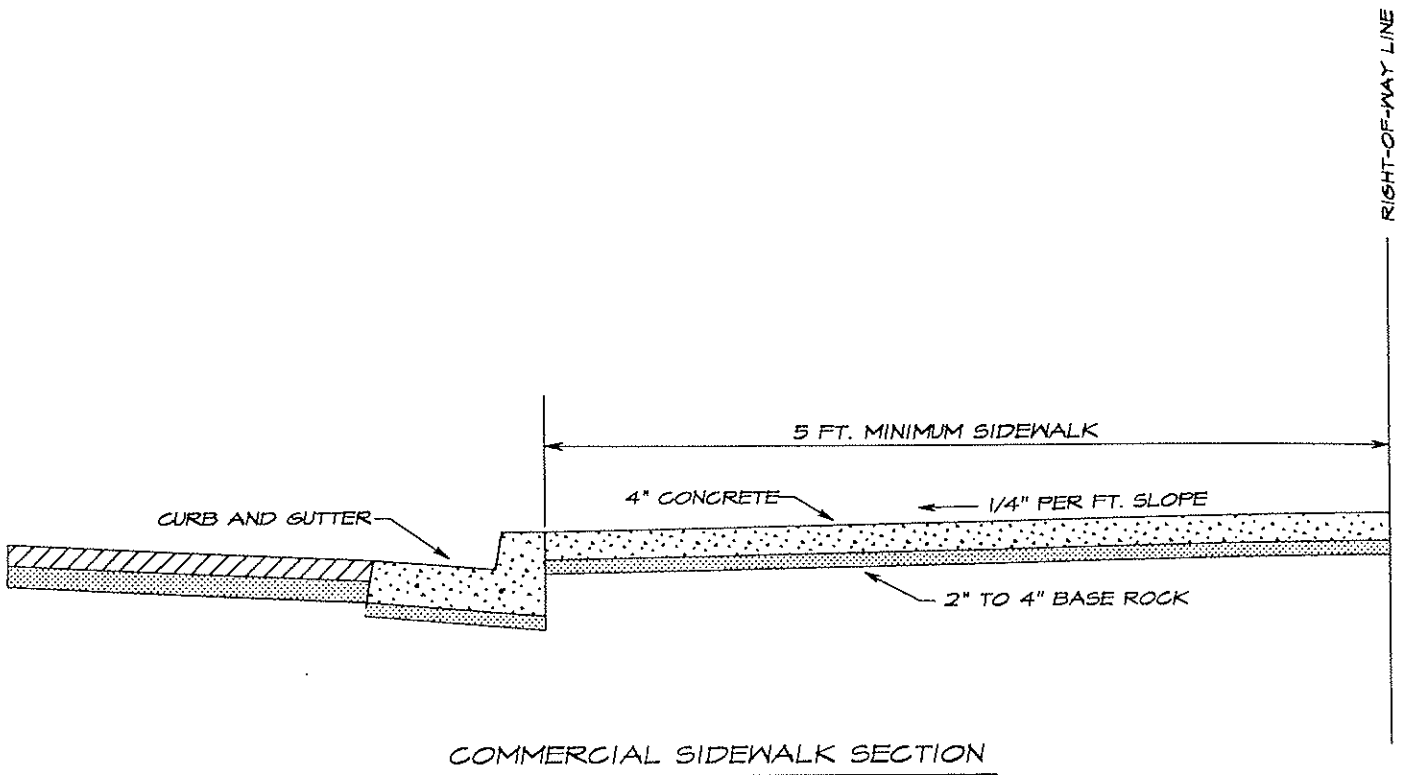


POLICY ON SIDEWALKS FOR STREET WIDENING PROJECTS

NOTE:

MAXIMUM 6% SLOPE ON NEW SIDEWALKS FROM THE NEW CURB TO THE INTERSECTION WITH EXISTING SIDEWALKS; AND THE COST ATTRIBUTABLE TO ANYTHING DIFFERENT OR LESS THAN MAXIMUM SLOPE WOULD BE CONSTRUCTED AT THE OWNERS EXPENSE.

CITY OF PENDLETON	ENGINEERING DEPARTMENT
DN. 252 APPR'D: <i>David Thomas</i> CITY ENGINEER	DATE: 6/17/81 SCALE: N.T.S. TITLE: SIDEWALK POLICY



NOTES:

CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI 28 DAYS AFTER PLACEMENT, USING 5 SACK MIX, WITH A SLUMP RANGE OF 3" TO 5".

BASE ROCK SHALL BE 3/4" MINUS CRUSHED ROCK AND SHALL BE COMPACTED TO NOT LESS THAN 95% RELATIVE COMPACTION.

MINIMUM SIDEWALK THICKNESS SHALL BE 4", EXCEPT AT DRIVEWAYS.

RESIDENTIAL DRIVEWAY THICKNESS SHALL BE 5". INDUSTRIAL DRIVEWAY THICKNESS SHALL BE 6" OR 5" WITH 6" X 6" WELDED WIRE MESH.

REFER TO DRIVEWAY APPROACH STANDARDS.

REVISED: 4/2000 RB

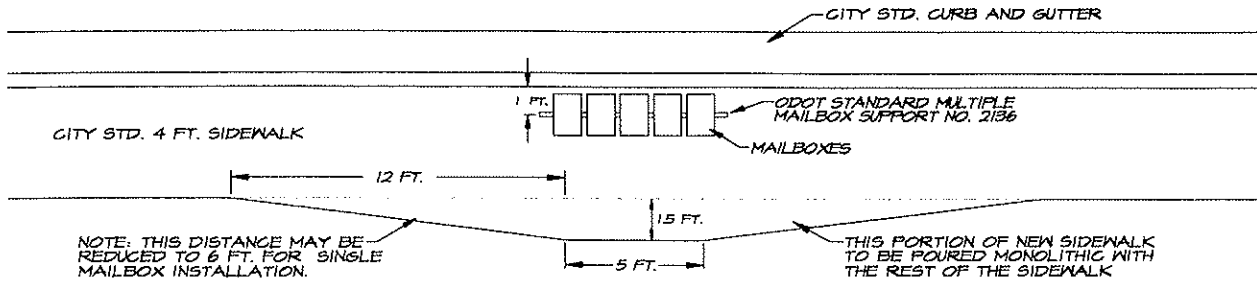
CITY OF PENDLETON

ENGINEERING DEPARTMENT

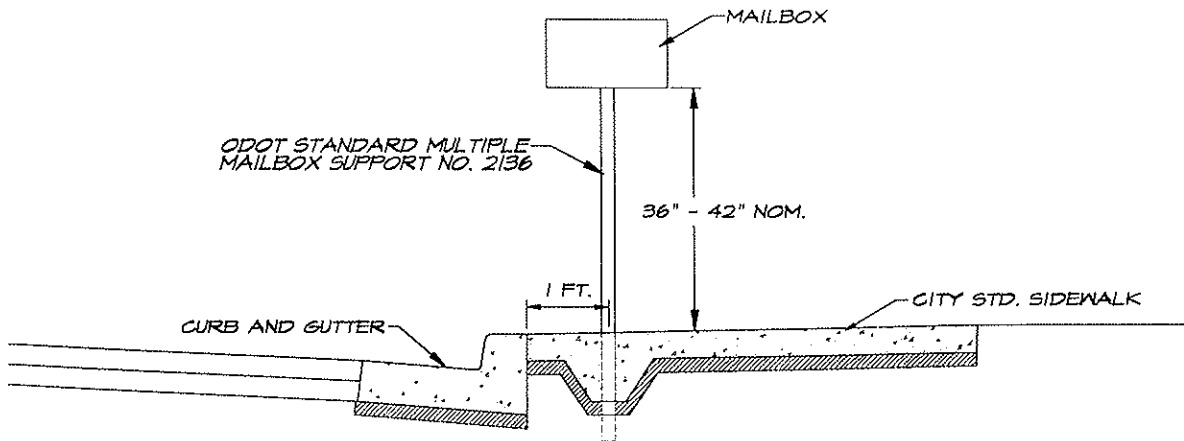
DRAWN BY: RICK B. DATE: DECEMBER, 1995

TITLE: COMMERCIAL SIDEWALK STANDARDS

APPROVED: *David Payne* SCALE: NOT TO SCALE



TOP VIEW



SIDE VIEW

CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: RICK B

DATE: JUNE, 2000

APPROVED: *[Signature]*

SCALE: NOT TO SCALE

TITLE: MAILBOX RELOCATION
DETAIL

NOTES:

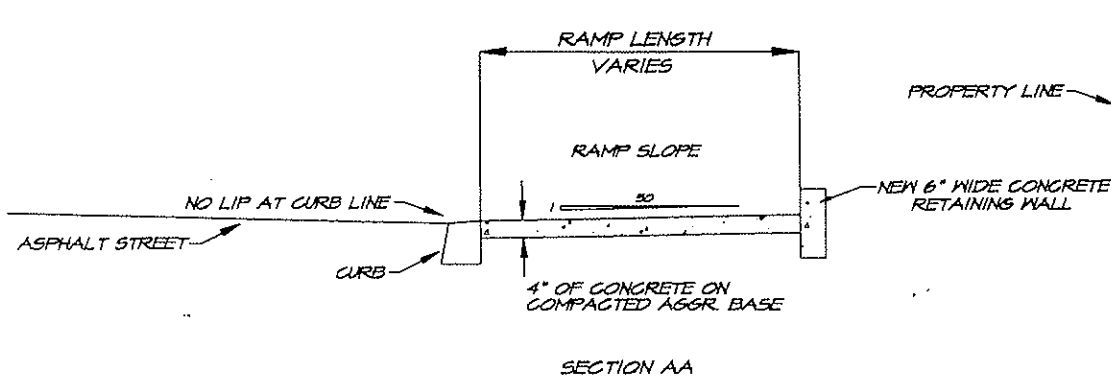
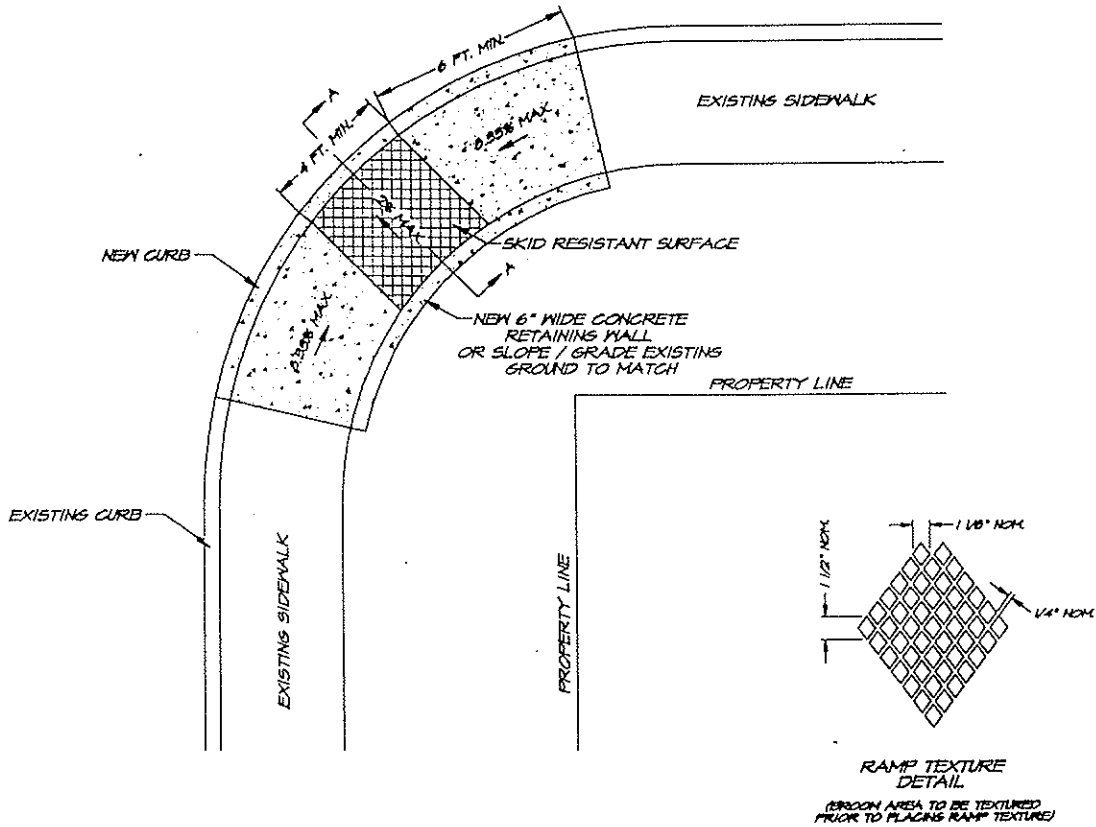
STD. PLAN NO. 211 A

CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI 28 DAYS AFTER PLACEMENT, USING 5 SACK MIX, WITH A SLUMP RANGE OF 3" TO 5".

BASE ROCK SHALL BE 3/4" MINUS CRUSHED ROCK AND SHALL BE COMPACTED TO NOT LESS THAN 95% RELATIVE COMPACTION.

PLACE DIAMOND RAMP TEXTURE IN THROAT OF RAMP ONLY. RAMP TEXTURING IS TO BE DONE WITH AN EXPANDED METAL GRATE OR OTHER APPROVED METHOD PLACED AND REMOVED FROM WET CONCRETE TO LEAVE A DIAMOND PATTERN AS SHOWN. GROOVE DEPTH IS 1/8" NOMINAL.

TOOLED JOINTS ARE REQUIRED AT ALL SIDEWALK RAMP SLOPE BREAK LINES.

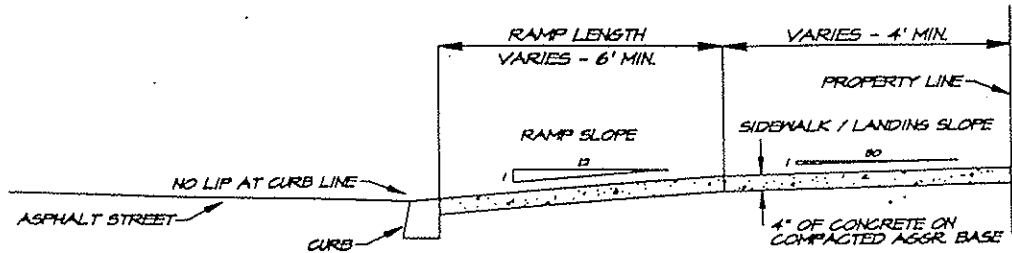
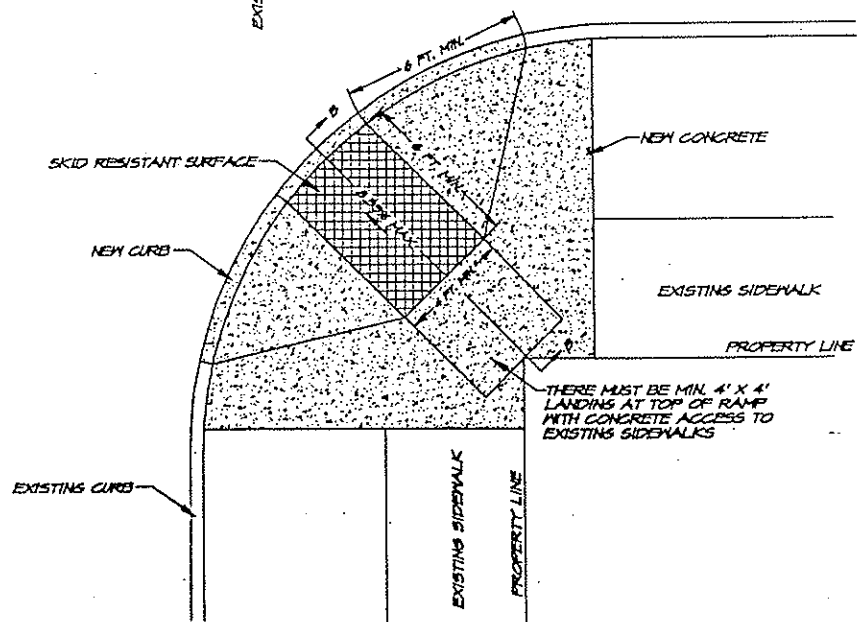
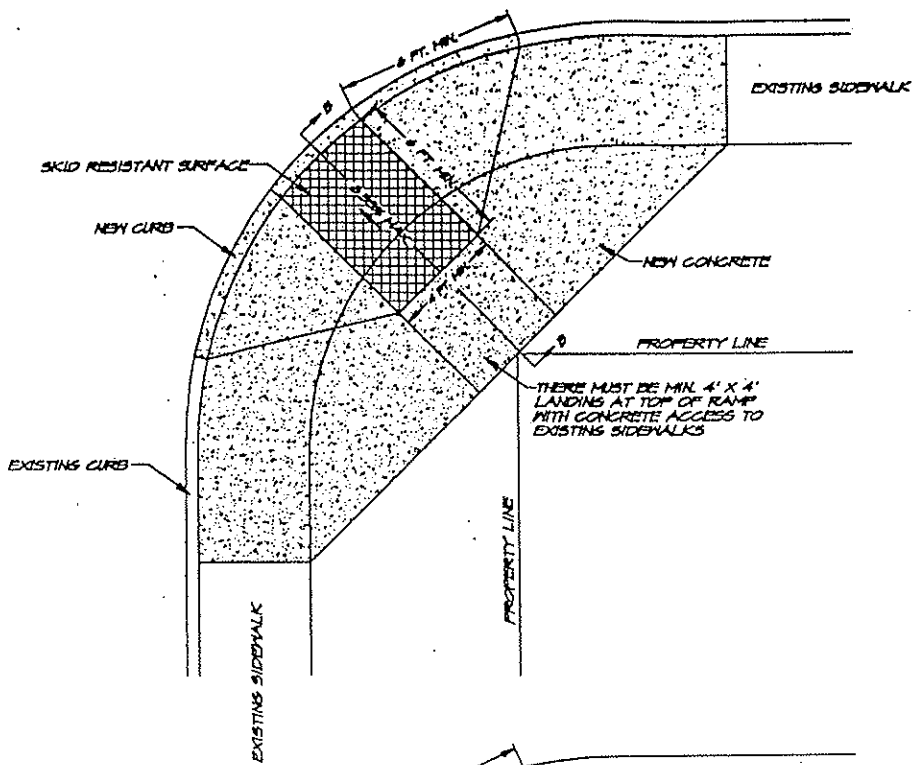


CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: RICK B. DATE: DECEMBER 1999
 APPROVED: *[Signature]* SCALE: NOT TO SCALE

TITLE: WHEELCHAIR RAMP STANDARDS A



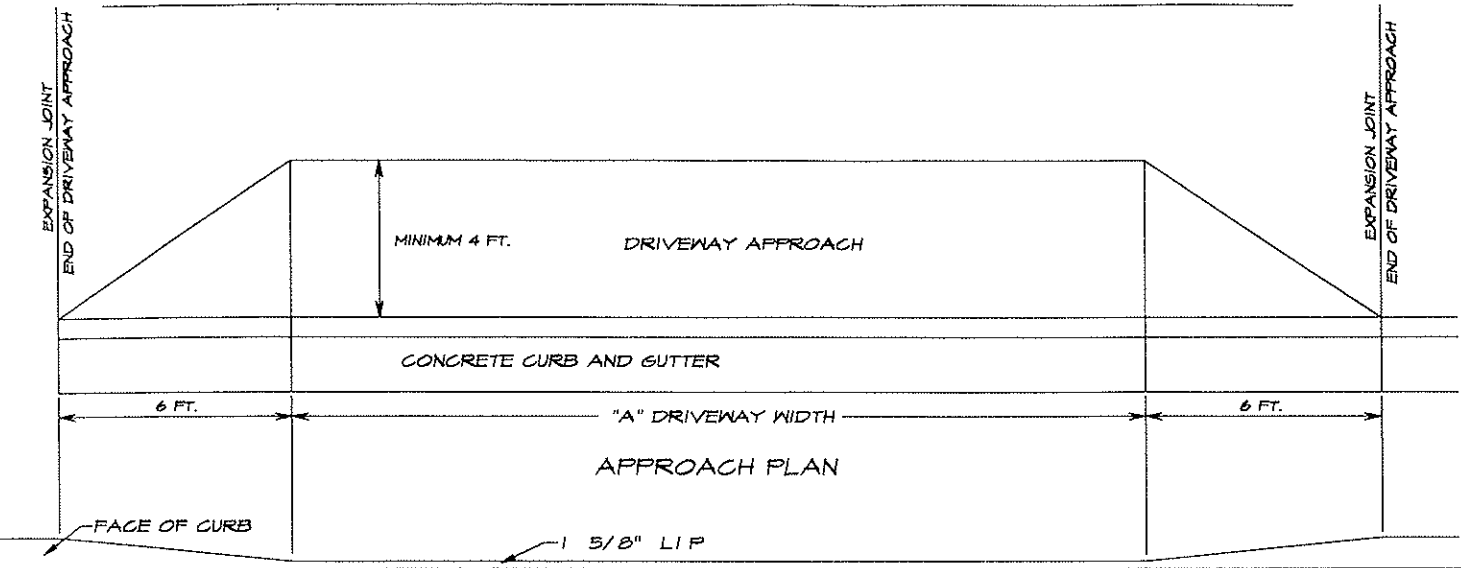
SECTION BB

CITY OF PENDLETON

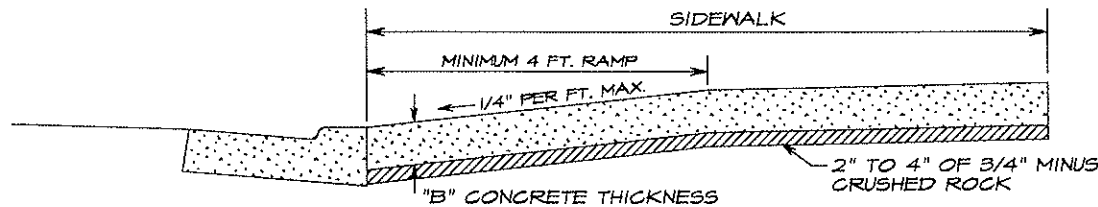
ENGINEERING DEPARTMENT

DRAWN BY: RICK B. DATE: DECEMBER 1999
 APPROVED: *David Long* SCALE: NOT TO SCALE

TITLE: WHEELCHAIR RAMP STANDARDS B



CURB PROFILE



APPROACH AND GUTTER SECTION

DIMENSIONS

TYPE OF DRIVEWAY	"A" WIDTH	"B" CONCRETE THICKNESS
RESIDENTIAL SINGLE	14 FEET	5 INCHES
DOUBLE	22 FEET	5 INCHES
COMMERCIAL MAXIMUM SPEED 25 M.P.H.	30 FEET	6 INCHES *
OVER 25 M.P.H.	35 FEET	6 INCHES *

* OR 5 INCHES DEPTH WITH
6" X 6" WELDED WIRE MESH

NOTE: COMMERCIAL AND INDUSTRIAL SIDEWALKS ADJACENT TO THE ENDS OF THE DRIVEWAY APPROACH SHALL MAINTAIN DRIVEWAY APPROACH THICKNESS "B" FOR AT LEAST 3 FT.

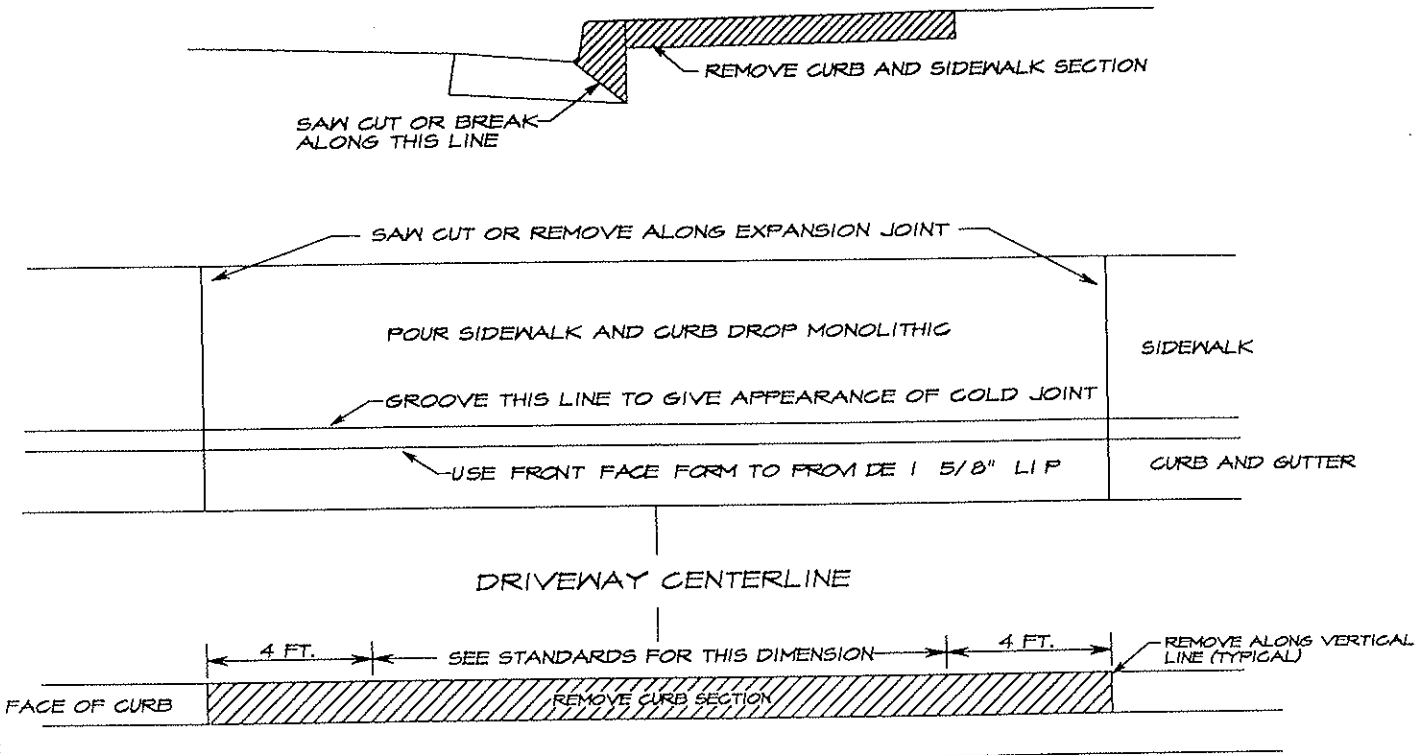
CITY OF PENDLETON

ENGINEERING DEPARTMENT

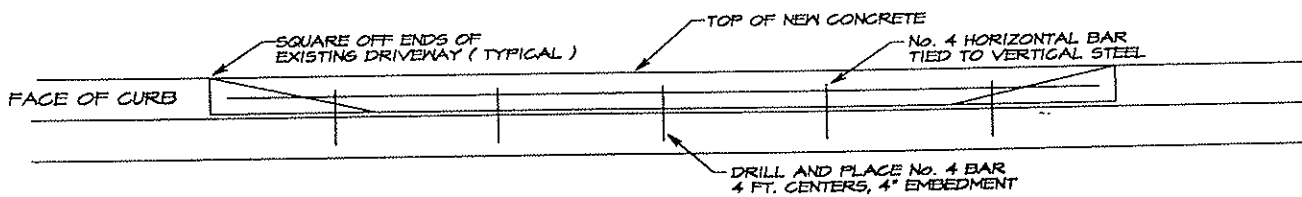
DRAWN BY: RICK B. DATE: NOVEMBER 1999
 APPROVED: *[Signature]* SCALE: NOT TO SCALE

TITLE: DRIVEWAY APPROACH STANDARDS

INSTALLATION OF NEW DRIVEWAY OPENING



REMOVAL OF EXISTING DRIVEWAY OPENING



GENERAL NOTES:

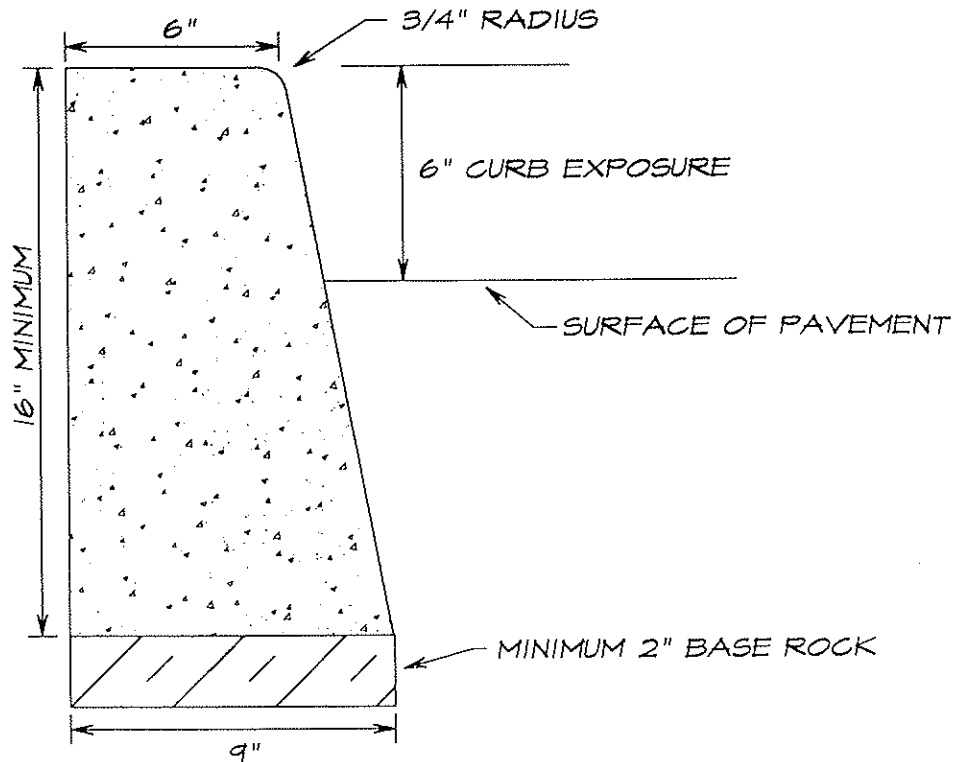
1. AFTER POURING, PULL FRONT FACE FORM AS SOON AS POSSIBLE, FILL ALL ROCK POCKETS, AND BROOM FINISH
2. FINISH ALL CONCRETE TO MATCH EXISTING CURB AND SIDEWALK
3. USE UNICON (OR EQUAL) BONDING AGENT BETWEEN OLD AND NEW CONCRETE

CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY RICK B. DATE: DECEMBER 1995
 APPROVED: *[Signature]* SCALE: NOT TO SCALE

TITLE: DRIVEWAY STANDARDS



CONSTRUCTION NOTES:

CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3300 PSI, 28 DAYS AFTER PLACEMENT, USING 6.3 SACK MIX.

EXPANSION JOINTS SHALL BE LOCATED AT THE BEGINNING AND END OF EACH STRAIGHT RUN, AT 30 FT. INTERVALS, AND AT SUCH PLACES AS NECESSITY MAY REQUIRE AS DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS SHALL BE LOCATED AT INTERVALS NOT TO EXCEED 15 FEET AND MAY BE OMITTED WHERE EXPANSION JOINTS ARE AT LESS THAN 25 FT. INTERVALS.

BASE ROCK SHALL BE 3/4" MINUS CRUSHED ROCK AND SHALL BE COMPACTED TO NOT LESS THAN 95% RELATIVE COMPACTION.

REVISED 4/2000 RB

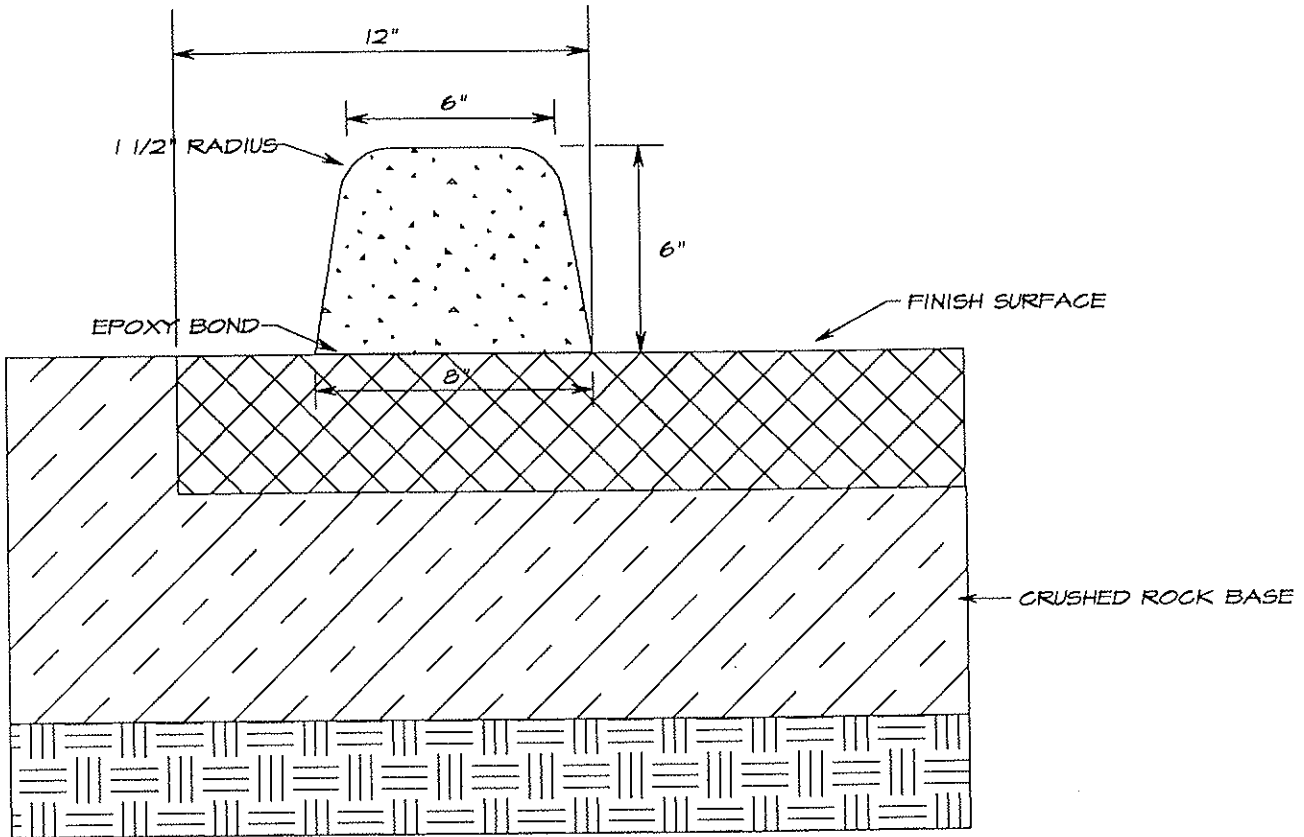
CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: RICK B. DATE: DEC. 15, 1995

TITLE: TYPE "C" CURB
DETAIL

APPROVED: *[Signature]* SCALE: NOT TO SCALE



CONSTRUCTION NOTES:

CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3300 PSI, 28 DAYS AFTER PLACEMENT, USING 6.3 SACK MIX.

EXPANSION JOINTS SHALL BE PLACED ONLY AS SPECIFIED.

CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT INTERVALS UNLESS OTHERWISE SPECIFIED AND SHALL EXTEND AT LEAST 50% THROUGH THE CURB.

CITY OF PENDLETON

ENGINEERING DEPARTMENT

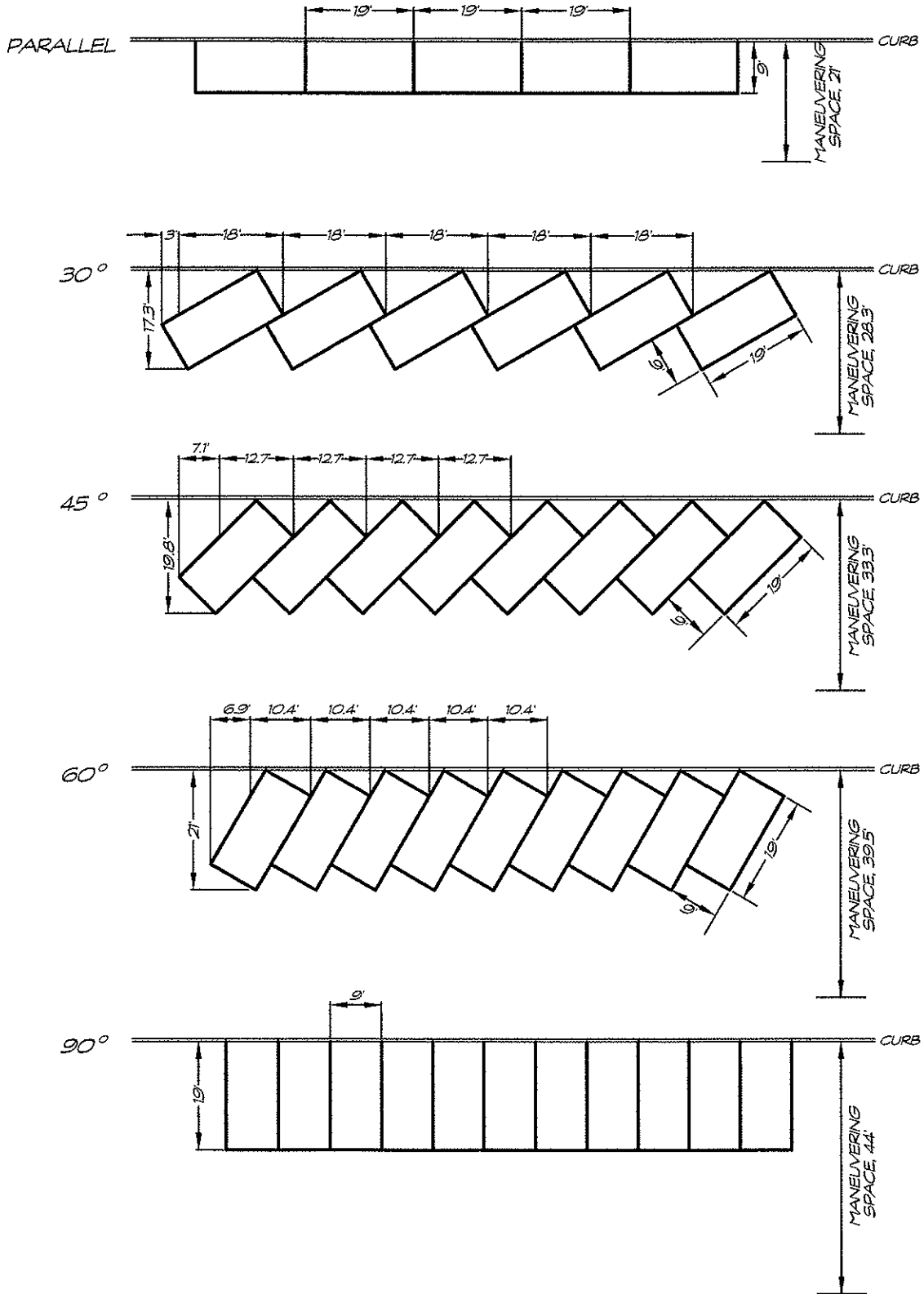
DRAWN BY: RICK E.

DATE: DEC. 15, 1995

APPROVED:

[Signature]
SCALE: NOT TO SCALE

TITLE: EXTRUDED CURB
DETAIL



CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: RICK B.

DATE: JANUARY 2005

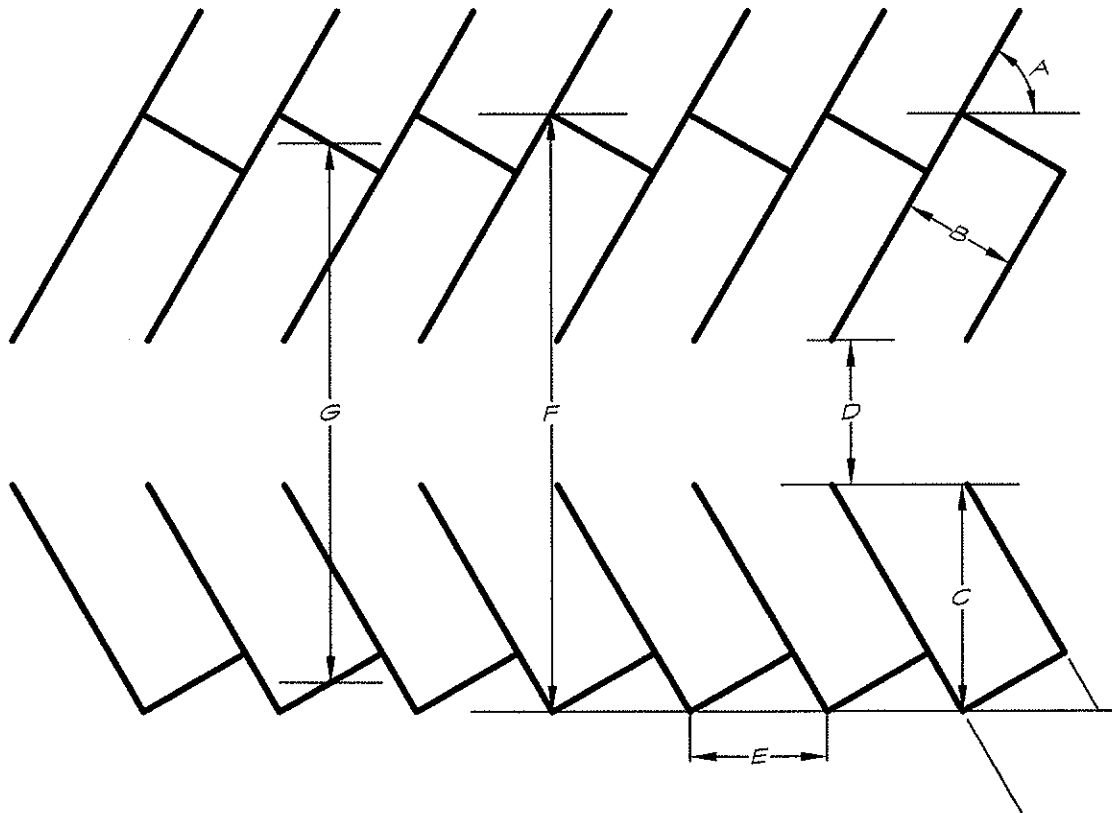
APPROVED:

SCALE: NOT TO SCALE

TITLE: PARKING DESIGN STANDARDS

A	B	C	D	E	F	G
0°	9'	9'	12'	23'	30'	--
20°	9'	15'	11'	26.3'	41'	32.5'
30°	9'	17.3'	11'	18'	45.6'	37.8'
45°	9'	19.8'	13'	12.7'	52.5'	46.5'
60°	9'	21'	18'	10.4'	60'	55.5'
70°	9'	21'	19'	9.6'	61'	57.9'
80°	9'	20.3'	24'	9.1'	64.3'	62.7'
90°	9'	19'	24'	9'	62'	--

- A. PARKING ANGLE
- B. STALL WIDTH
- C. 19' STALL TO CURB
- D. AISLE WIDTH
- E. CURB LENGTH PER CAR
- F. CENTER TO CENTER WIDTH (FROM CURB TO CURB)
- G. OF DOUBLE ROW WITH AISLE BETWEEN STALL CENTERS



CITY OF PENDLETON

ENGINEERING DEPARTMENT

DRAWN BY: RICK B.

DATE: JANUARY 2005

APPROVED: 

SCALE: NOT TO SCALE

TITLE: PARKING DESIGN STANDARDS