

NOTES RELATING TO ALL ARTERIAL STREETS:

1. HIGHWAYS UNDER ODOT JURISDICTION ARE SUBJECT TO ODOT DESIGN STANDARDS.
2. TURN LANE WARRANTS SHALL BE REVIEWED USING HIGHWAY RESEARCH RECORD NO. 211, NCHRP REPORT NO. 279 OR OTHER UPDATED/SUPERSEDING REFERENCE.
3. ODOT HIGHWAY DESIGN MANUAL REQUIREMENTS SUPERCEDE CITY STANDARDS.
4. BIKE LANES MAY NOT BE REQUIRED IF A PARALLEL ALTERNATIVE ROUTE IS APPROVED BY THE CITY ENGINEER.



## City of Sisters ◦ Standard Detail

### TYPICAL STREET SECTIONS ARTERIALS

SCALE: NONE

DRAWN BY: E J H

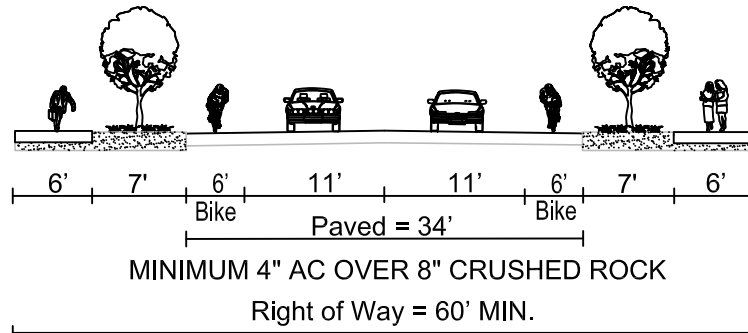
APPROVED BY: P B

REVISION DATE: 2/11/2020

DRAWING NO.

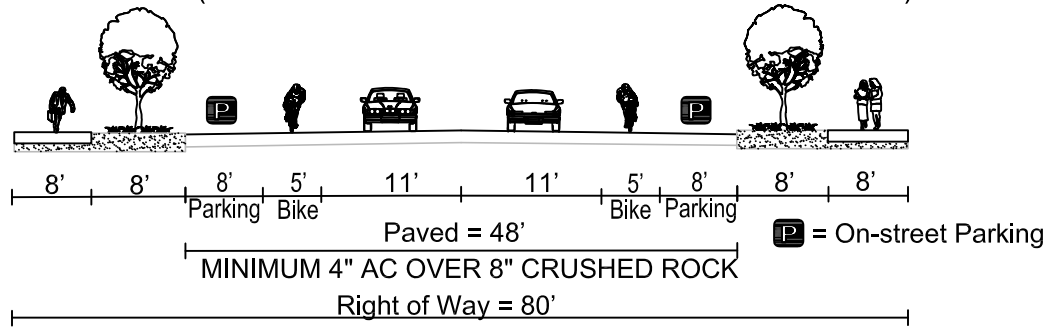
2-1

## STANDARD COLLECTOR



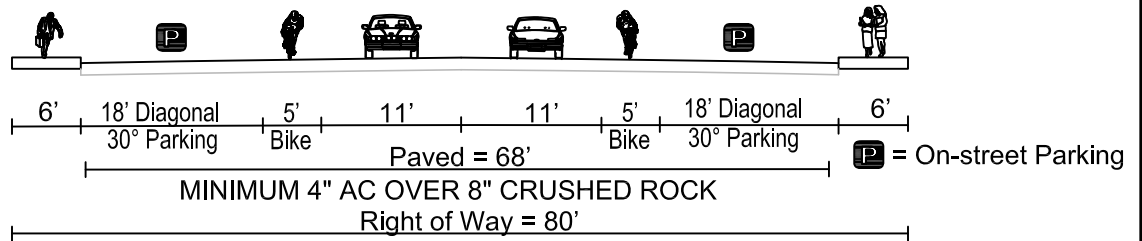
NOTE: WHEN 8' OR 10' MULTI-USE PATHS ARE REQUIRED BY THE TRANSPORTATION SYSTEM PLAN, THE 6' BICYCLE LANE SHALL BE REPLACED WITH A 2' PAVED SHOULDER AND THE PATH SHALL BE A MINIMUM 7' FROM EDGE OF PAVEMENT.

## COLLECTOR (COMMERCIAL DISTRICT - PARALLEL PARKING)



NOTE: CURBS REQUIRED IN COMMERCIAL DISTRICT.  
CURB EXTENSIONS REQUIRED IN COMMERCIAL DISTRICT. SEE DWG NO. 2-11.

## COLLECTOR (COMMERCIAL DISTRICT - DIAGONAL PARKING)



NOTE: CURBS REQUIRED IN COMMERCIAL DISTRICT.  
CURB EXTENSIONS REQUIRED IN COMMERCIAL DISTRICT. SEE DWG NO. 2-11.



### City of Sisters ◦ Standard Detail

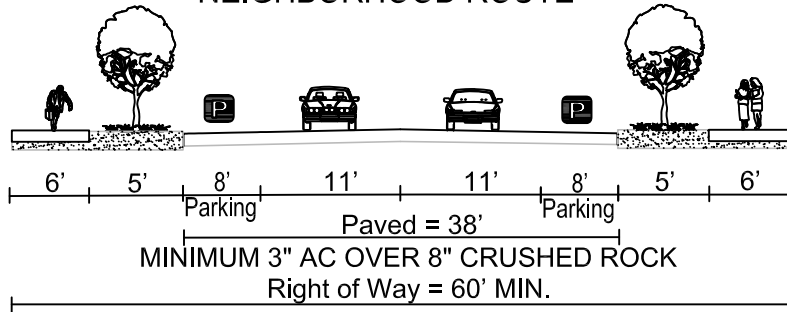
TYPICAL STREET SECTIONS  
COLLECTORS

SCALE:	NONE
DRAWN BY:	EJH
APPROVED BY:	PB
REVISION DATE:	2/11/2020

DRAWING  
NO.

2-2

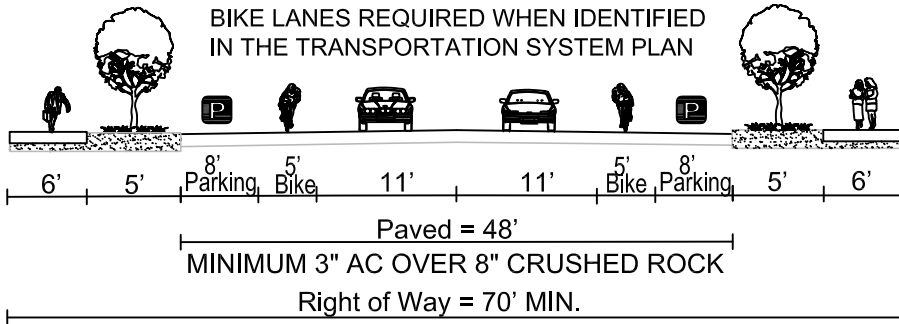
### NEIGHBORHOOD ROUTE



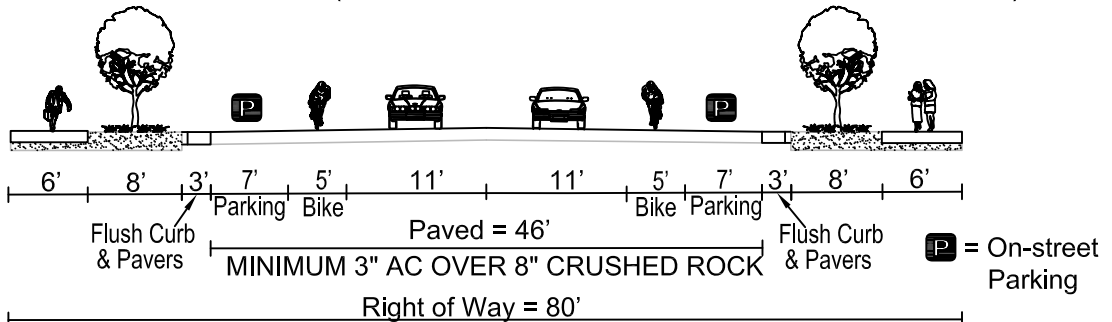
NOTE: WHEN 8' MULTI-USE PATHS ARE REQUIRED BY THE TRANSPORTATION SYSTEM PLAN, THE 8' PARKING LANE MAY BE REDUCED TO 7' MINIMUM AND THE 5' LANDSCAPE/SWALE STRIP MAY BE REDUCED TO 4' MINIMUM.  
 WHEN 10' MULTI-USE PATHS ARE REQUIRED BY THE TRANSPORTATION SYSTEM PLAN, AN ADDITIONAL 4' MINIMUM RIGHT OF WAY DEDICATION OR PUBLIC ACCESS EASEMENT SHALL BE PROVIDED TO THE PUBLIC.

### NEIGHBORHOOD ROUTE WITH BIKE LANES

BIKE LANES REQUIRED WHEN IDENTIFIED IN THE TRANSPORTATION SYSTEM PLAN



### NEIGHBORHOOD ROUTE (WASHINGTON AVE - PINE ST TO LOCUST ST)



NOTE: CURB EXTENSIONS REQUIRED ON WASHINGTON AVE - PINE ST TO LOCUST ST. SEE DWG NO. 2-11.



## City of Sisters • Standard Detail

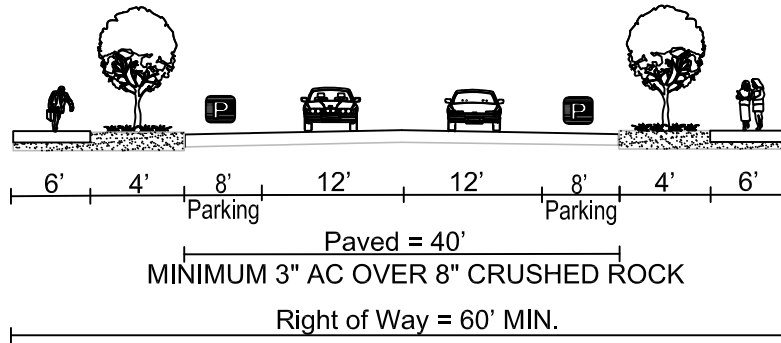
TYPICAL STREET SECTIONS  
 NEIGHBORHOOD ROUTES

SCALE: NONE  
 DRAWN BY: EH  
 APPROVED BY: PB  
 REVISION DATE: 2/11/2020

DRAWING NO.

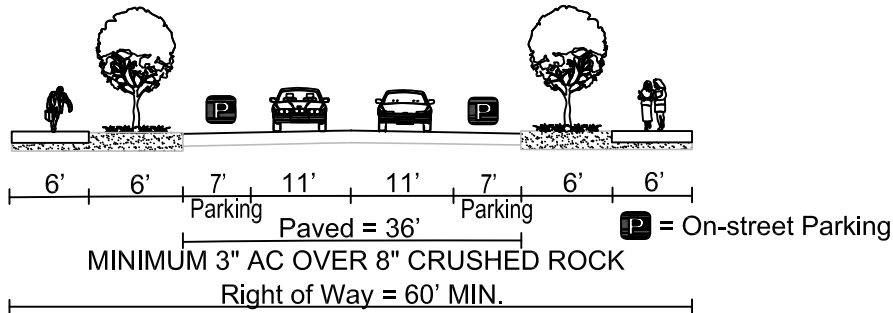
2-3

### COMMERCIAL/INDUSTRIAL LOCAL STREET

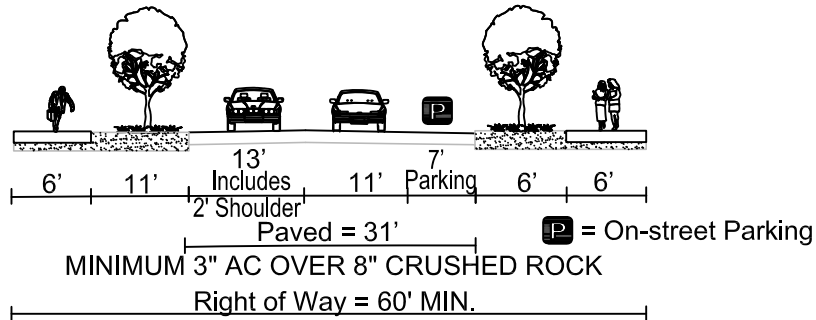


NOTE: CURBS REQUIRED IN COMMERCIAL DISTRICT.  
 CURB EXTENSIONS REQUIRED IN COMMERCIAL DISTRICT. SEE DWG NO. 2-11.  
 LOCAL COMMERCIAL STREETS ON ROADWAYS WITH 80' EXISTING RIGHT OF WAY WIDTH SHALL BE CONSTRUCTED TO COLLECTOR COMMERCIAL STANDARD.

### RESIDENTIAL LOCAL STREET WITH PARKING ON BOTH SIDES



### RESIDENTIAL LOCAL STREET WITH PARKING ON ONE SIDE



**NOTES FOR RESIDENTIAL LOCAL STREET WITH PARKING ON ONE SIDE:**

1. STREETS THAT ALLOW PARKING ON ONE SIDE MAY ONLY BE USED IN LIMITED SITUATIONS, SUCH AS (1) ADJACENT TO A SCHOOL OR OTHER PUBLIC USE WHERE PARKING ON ONE SIDE IS INFEASIBLE OR UNDESIRABLE, OR (2) FOR LIMITED-LENGTH SPANS OF ONE BLOCK OR LESS ALONG ZONE BOUNDARIES (RESIDENTIAL/ COMMERCIAL, RESIDENTIAL/INDUSTRIAL, RESIDENTIAL/PUBLIC FACILITY ZONES) IN SITUATIONS WHERE PARKING ON BOTH SIDES IS INFEASIBLE OR UNDESIRABLE.
2. STREETS THAT INCORPORATE PARKING LIMITED TO ONE SIDE OF THE STREET SHALL NOT BE USED IN PLACE OF STREETS THAT PROVIDE PARKING ON BOTH SIDES EXCEPT WHERE SUBSTANTIAL OFF-STREET PARKING IS AVAILABLE, AND AT THE DISCRETION OF THE PLANNING COMMISSION .



## City of Sisters ◦ Standard Detail

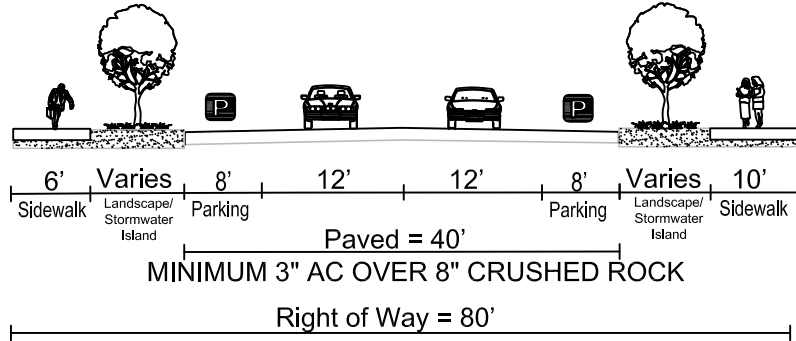
TYPICAL STREET SECTIONS  
 LOCAL STREETS

SCALE: NONE  
 DRAWN BY: EJM  
 APPROVED BY: PB  
 REVISION DATE: 2/11/2020

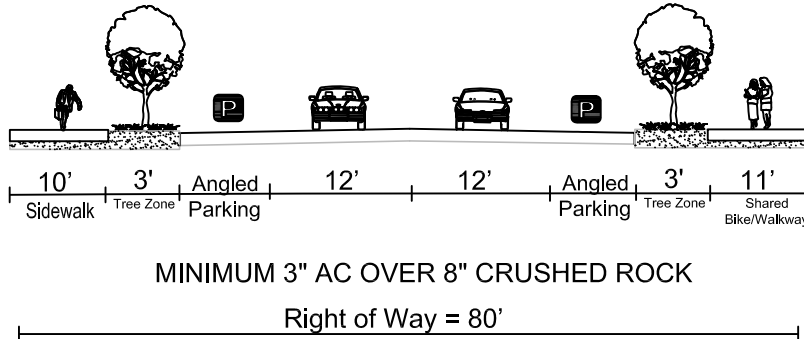
DRAWING NO.

2-4

### EAST ADAMS AVENUE (FIR ST TO CEDAR ST)



### WEST ADAMS AVENUE (PINE ST TO FIR ST)

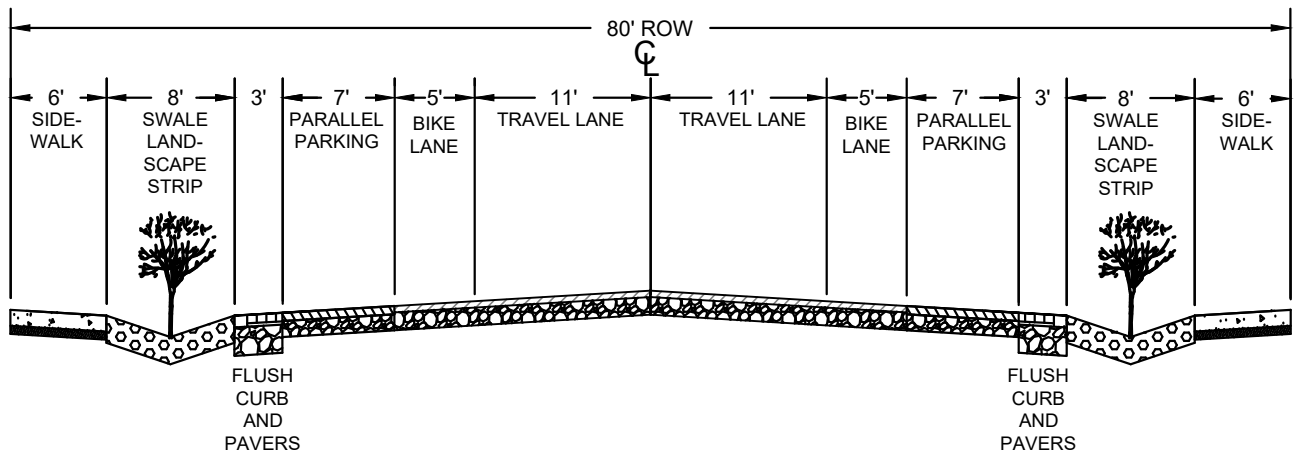
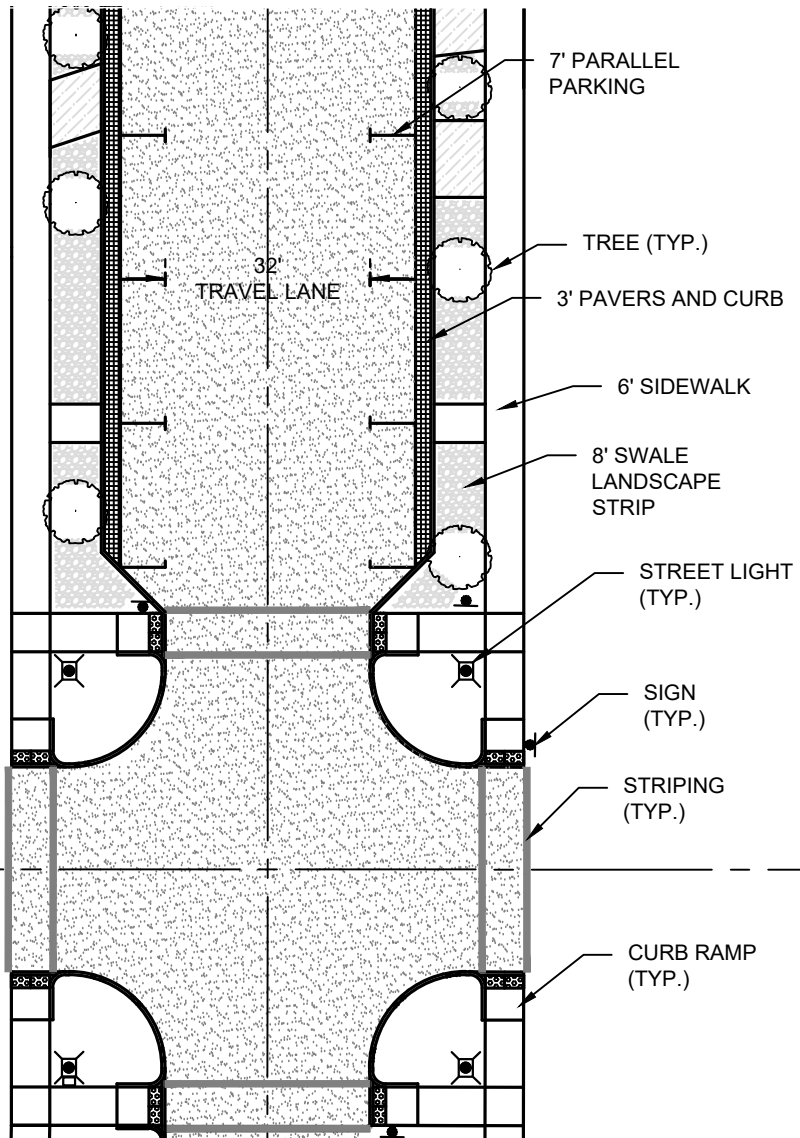


NOTE: CURBS REQUIRED IN COMMERCIAL DISTRICT.  
 CURB EXTENSIONS REQUIRED IN COMMERCIAL DISTRICT. SEE DWG NO. 2-11.  
 LOCAL COMMERCIAL STREETS ON ROADWAYS WITH 80' EXISTING RIGHT OF WAY WIDTH SHALL BE CONSTRUCTED TO COLLECTOR COMMERCIAL STANDARD.

**NOTES FOR RESIDENTIAL LOCAL STREET WITH PARKING ON ONE SIDE:**

- STREETS THAT ALLOW PARKING ON ONE SIDE MAY ONLY BE USED IN LIMITED SITUATIONS, SUCH AS (1) ADJACENT TO A SCHOOL OR OTHER PUBLIC USE WHERE PARKING ON ONE SIDE IS INFEASIBLE OR UNDESIRABLE, OR (2) FOR LIMITED-LENGTH SPANS OF ONE BLOCK OR LESS ALONG ZONE BOUNDARIES (RESIDENTIAL/ COMMERCIAL, RESIDENTIAL/INDUSTRIAL, RESIDENTIAL/PUBLIC FACILITY ZONES) IN SITUATIONS WHERE PARKING ON BOTH SIDES IS INFEASIBLE OR UNDESIRABLE.
- STREETS THAT INCORPORATE PARKING LIMITED TO ONE SIDE OF THE STREET SHALL NOT BE USED IN PLACE OF STREETS THAT PROVIDE PARKING ON BOTH SIDES EXCEPT WHERE SUBSTANTIAL OFF-STREET PARKING IS AVAILABLE, AND AT THE DISCRETION OF THE PLANNING COMMISSION .

	<b>City of Sisters ◦ Standard Detail</b>	SCALE: NONE	DRAWING NO.  <b>2-5</b>	
		DRAWN BY: E J H		
	TYPICAL STREET SECTIONS ADAMS AVENUE			APPROVED BY: P B
				REVISION DATE: 2/11/2020



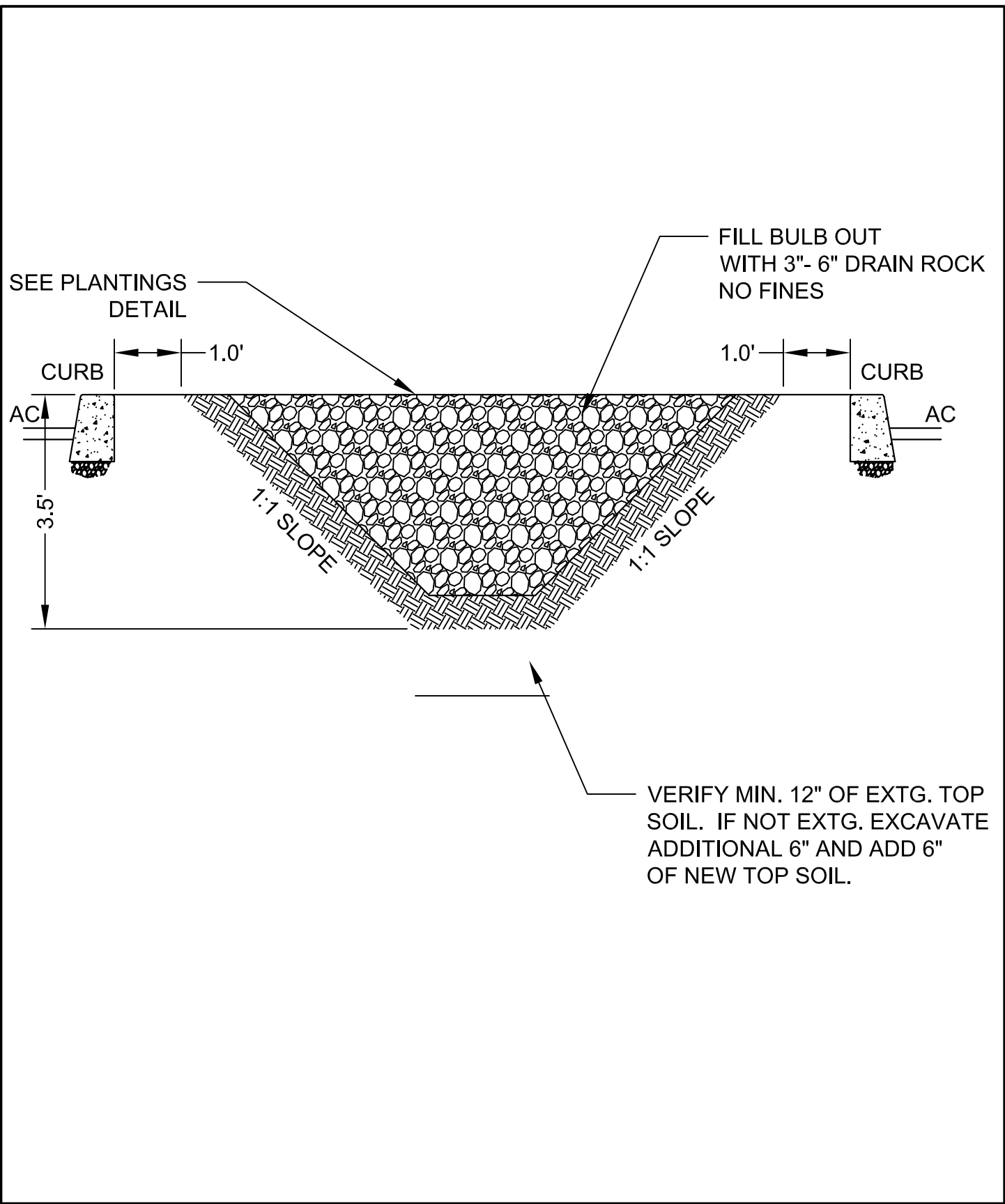
**City of Sisters • Standard Detail**


TYPICAL STREET SECTIONS  
WASHINGTON AVENUE

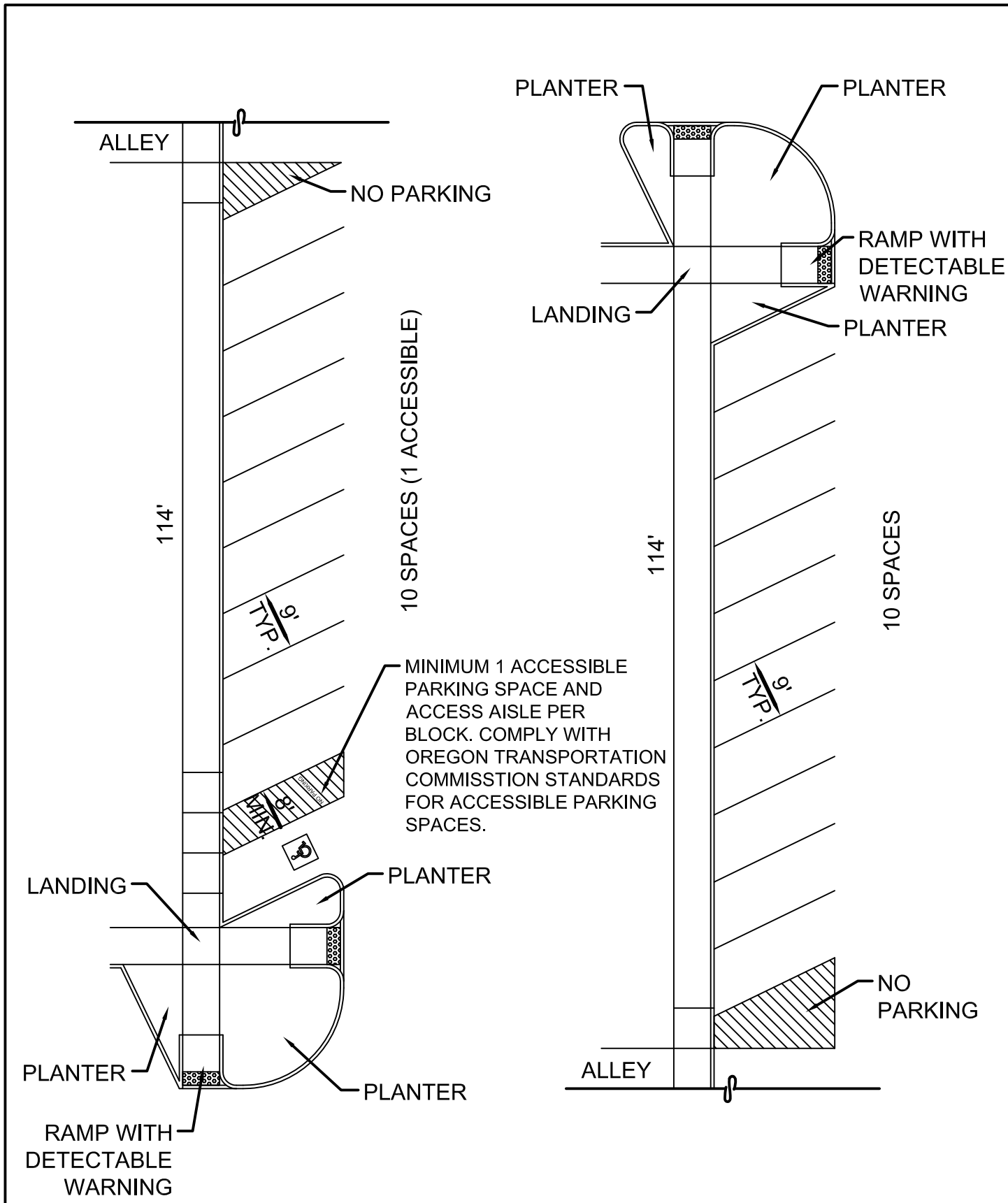
SCALE:	NONE
DRAWN BY:	EH
APPROVED BY:	PB
REVISION DATE:	2/11/2020

DRAWING NO.

2-6



	<b>City of Sisters ◦ Standard Detail</b>	SCALE: NONE	DRAWING NO.  <b>2-7</b>
		DRAWN BY: EH	
	APPROVED BY: PB		
	REVISION DATE: 2/10/2020		
TYPICAL BULBOUT SWALE DETAIL			



**City of Sisters ◦ Standard Detail**

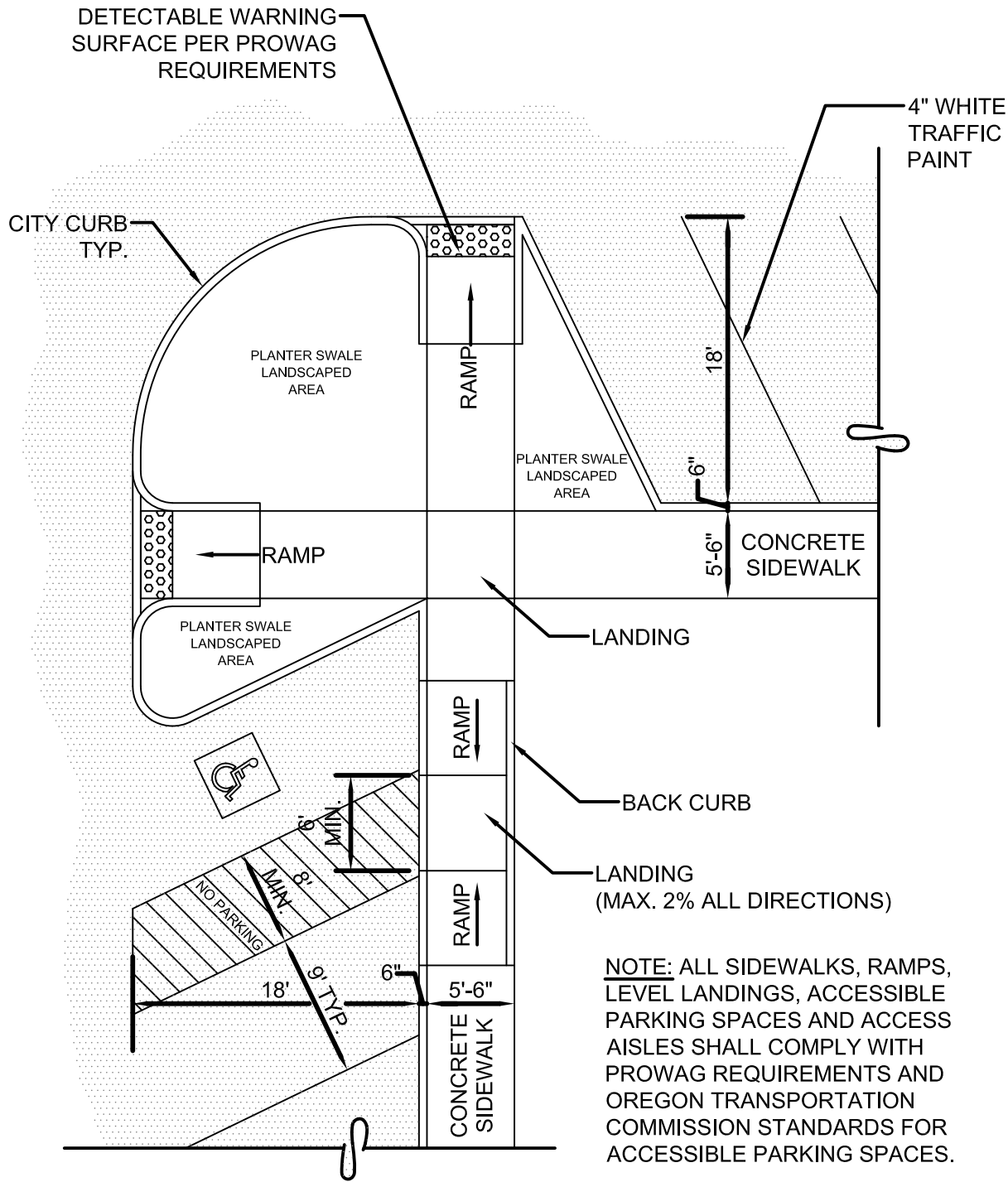
DIAGONAL PARKING  
BLOCK LAYOUT

SCALE: NONE  
DRAWN BY: EH  
APPROVED BY: PB  
REVISION DATE: 2/10/2020

DRAWING NO.

2-8



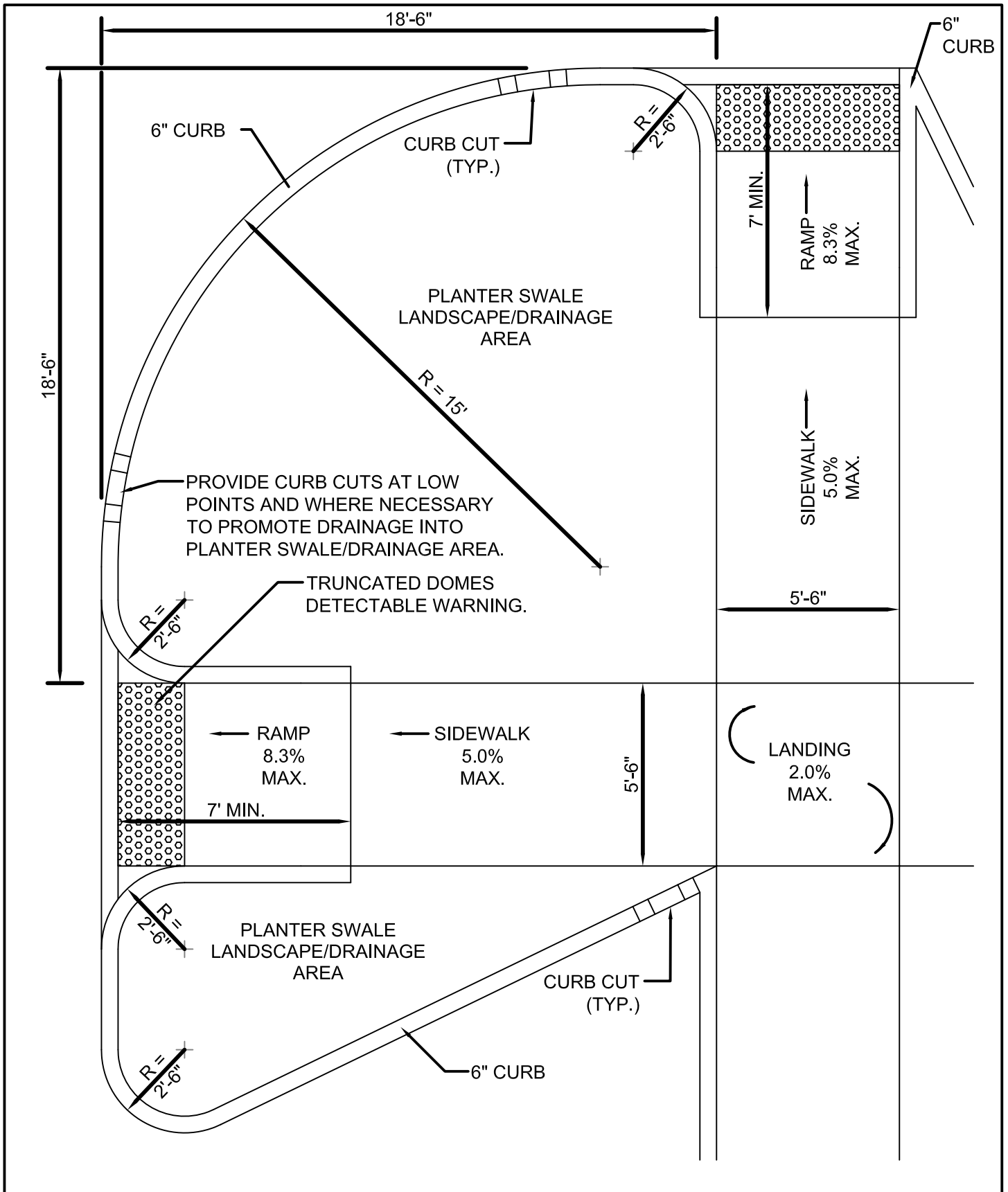


**City of Sisters ◦ Standard Detail**

DIAGONAL PARKING  
CORNER LAYOUT

SCALE:	NONE
DRAWN BY:	EH
APPROVED BY:	PB
REVISION DATE:	2/10/2020

DRAWING NO.  
**2-9**



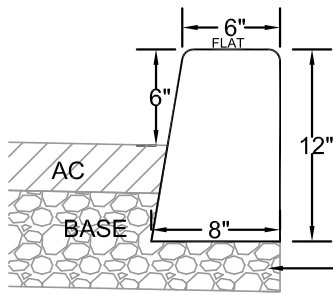
**City of Sisters ◦ Standard Detail**

DIAGONAL PARKING  
CORNER DETAIL

SCALE:	NONE
DRAWN BY:	EH
APPROVED BY:	PB
REVISION DATE:	2/10/2020

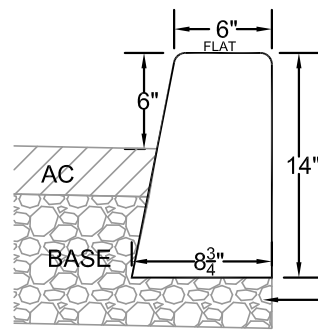
DRAWING NO.

**2-10**



**12" - TYPE I**  
LOCAL STREETS

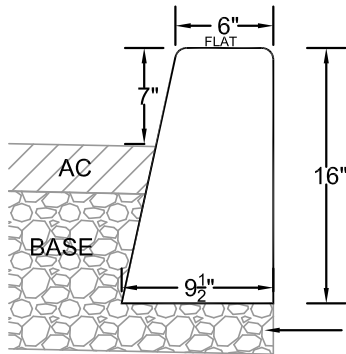
MINIMUM 2" OF  
BASE UNDER  
CURB



**14" - TYPE II**

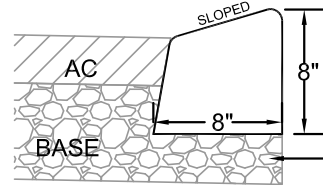
NEIGHBORHOOD ROUTE AND COLLECTOR STREETS

MINIMUM 2" OF  
BASE UNDER  
CURB



**16" - TYPE III**  
ARTERIAL STREETS

MINIMUM 2" OF  
BASE UNDER  
CURB



**ROLLED CURB**

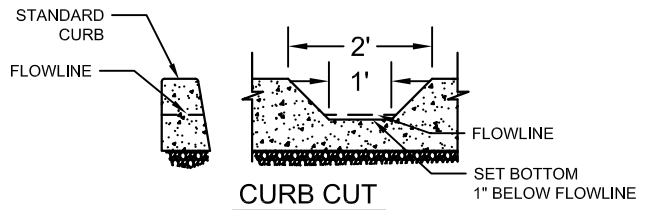
USED ONLY WITH CITY ENGINEER APPROVAL

MINIMUM 2" OF  
BASE UNDER  
CURB

**CITY STANDARD CURBS**

**NOTES:**

1. CONCRETE SHALL BE CLASS 4000.
2. ROLLED CURBS USED ONLY AT CITY ENGINEERS DISCRETION.
3. EXPANSION JOINTS ARE REQUIRED AT:
  - A. A MAXIMUM SPACING OF 30 FEET.
  - B. AT EACH POINT OF TANGENCY.
  - C. AT THE TOP OF ALL ADA AND DRIVEWAY APRON FLARES.
  - D. AROUND ALL POLES, POSTS, BOXES AND OTHER FIXTURES THAT PROTRUDE THROUGH OR AGAINST THE CURB.
4. CONTROL JOINTS ARE TO BE CUT INTO THE WET CONCRETE A MINIMUM 1/3 OF THE DEPTH AND PLACED AT A MAXIMUM OF 10' APART.
5. BASE ROCK UNDER CURB SHALL BE A MINIMUM OF TWO INCHES DEEP OR DEEPER AS REQUIRED TO MATCH STREET SECTION.
6. DRIVEWAY APRON LIPS SHALL BE MINIMUM OF 1" TO A MAXIMUM OF 1 1/2" HEIGHT ABOVE ASPHALT AT GUTTER.
7. ADA LIPS SHALL BE FLUSH WITH ASPHALT PAVEMENT AT GUTTER.
8. ALL VISIBLE EDGES OF CURB SHALL HAVE A MAXIMUM 3/4" RADIUS FINISHED EDGE.
9. ALL VISIBLE SURFACES SHALL HAVE A LIGHT BROOM FINISH, PARALLEL WITH CURB.
10. WHERE CURB AND GUTTER IS CALLED OUT ON THE PLANS, BUT NO DETAIL IS PROVIDED, USE ODOT STANDARD DRAWING RD-700 WITH 18" GUTTER PAN SLOPED AT 4° AND 6" CURB EXPOSURE. FOR REPLACEMENT, MATCH EXISTING CURB AND GUTTER DIMENSION AND SLOPE.
11. ALL WATER AND SEWER SERVICE LOCATIONS SHALL BE MARKED ON THE SURFACE OF CURB USING A STAMPED IMPRESSION OF "W" OR "S".
12. CURB HEIGHTS SHALL BE AS FOLLOWS:
  - A. LOCAL STREETS - 12" - TYPE I
  - B. NEIGHBORHOOD ROUTE, COLLECTOR STREETS AND INDUSTRIAL ZONE - 14" - TYPE II
  - C. ARTERIAL STREETS - 16" - TYPE III



**CURB CUT**

SET BOTTOM  
1" BELOW FLOWLINE



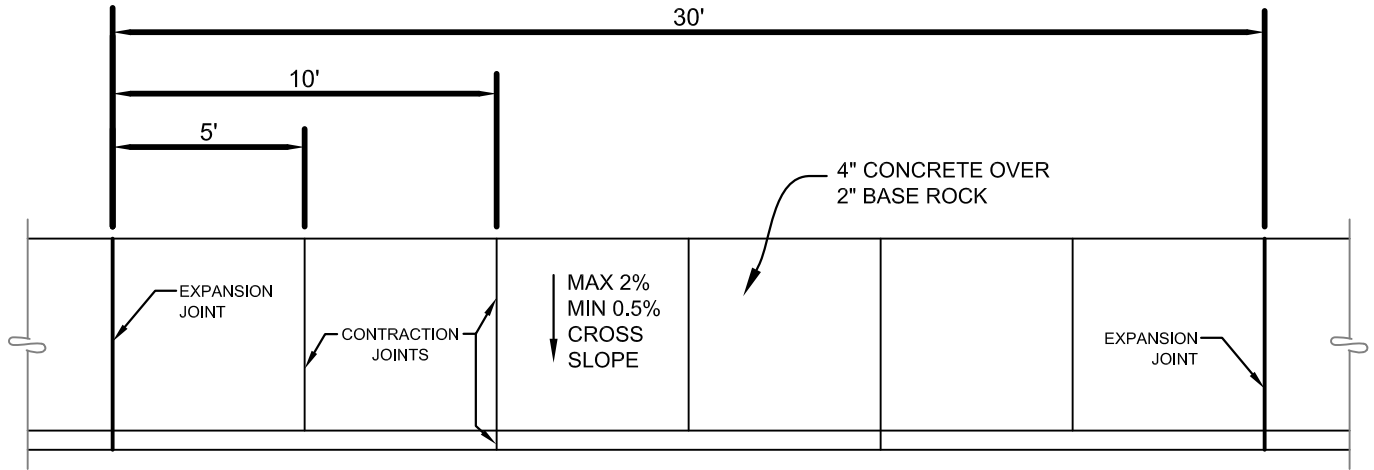
**City of Sisters ◦ Standard Detail**

STANDARD PCC CURB AND  
GUTTER SECTION

SCALE:	NONE
DRAWN BY:	EH
APPROVED BY:	PB
REVISION DATE:	2/10/2020

DRAWING  
NO.

**2-11**



SIDEWALK: EXPANSION JOINTS AT 30'  
CONTRACTION JOINTS AT 5'

CURB: EXPANSION JOINTS AT 30'  
CONTRACTION JOINTS AT 5'

### CURB & SIDEWALK NOTES

1. CONCRETE FOR CURB AND SIDEWALK SHALL BE CLASS 4000 PSI.
2. SIDEWALK EXPANSION JOINTS ARE REQUIRED AT:
  - A. A MAXIMUM SPACING OF 30 FEET.
  - B. AROUND ALL POLES, POSTS, BOXES AND OTHER FIXTURES THAT PROTRUDE THROUGH OR AGAINST THE SIDEWALK.
3. CURB EXPANSION JOINTS ARE REQUIRED AT:
  - A. A MAXIMUM SPACING OF 30 FEET.
  - B. AT EACH POINT OF TANGENCY.
  - C. AT THE TOP OF ALL ADA AND DRIVEWAY APRON FLARES.
  - D. AROUND ALL POLES, POSTS, BOXES AND OTHER FIXTURES THAT PROTRUDE THROUGH OR AGAINST THE CURB.
4. CONCRETE SIDEWALK SHALL BE A MINIMUM OF FOUR INCHES DEEP.
5. BASE ROCK BENEATH SIDEWALK SHALL BE A MINIMUM OF TWO INCHES DEEP.
6. SIDEWALK CROSS SLOPE SHALL BE MAXIMUM OF 2% AND A MINIMUM OF 0.5%
7. BASE ROCK UNDER THE SIDEWALK SHALL BE COMPACTED TO 95% OF AASHTO T-99.
8. BASE ROCK UNDER THE CURB SHALL BE COMPACTED TO 95% OF AASHTO T-99.
9. ALL VISIBLE EDGES SHALL HAVE A MAXIMUM 3/4" RADIUS FINISHED EDGE.
10. THE SIDEWALK SURFACE SHALL HAVE A LIGHT BROOM FINISH PERPENDICULAR TO CURB.



## City of Sisters ◦ Standard Detail

### EXPANSION AND CONTRACTION JOINT DETAIL

SCALE: NONE

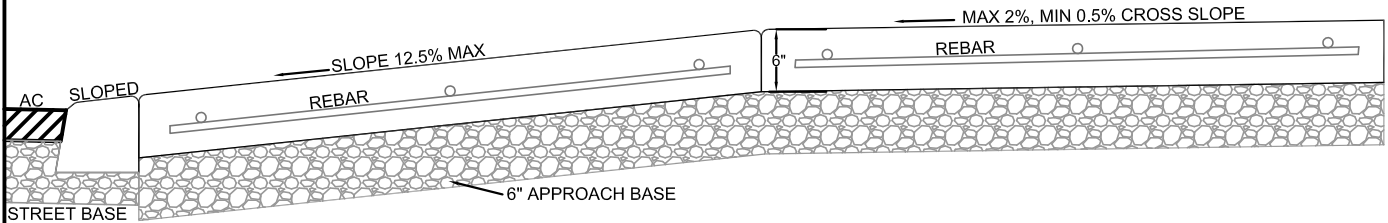
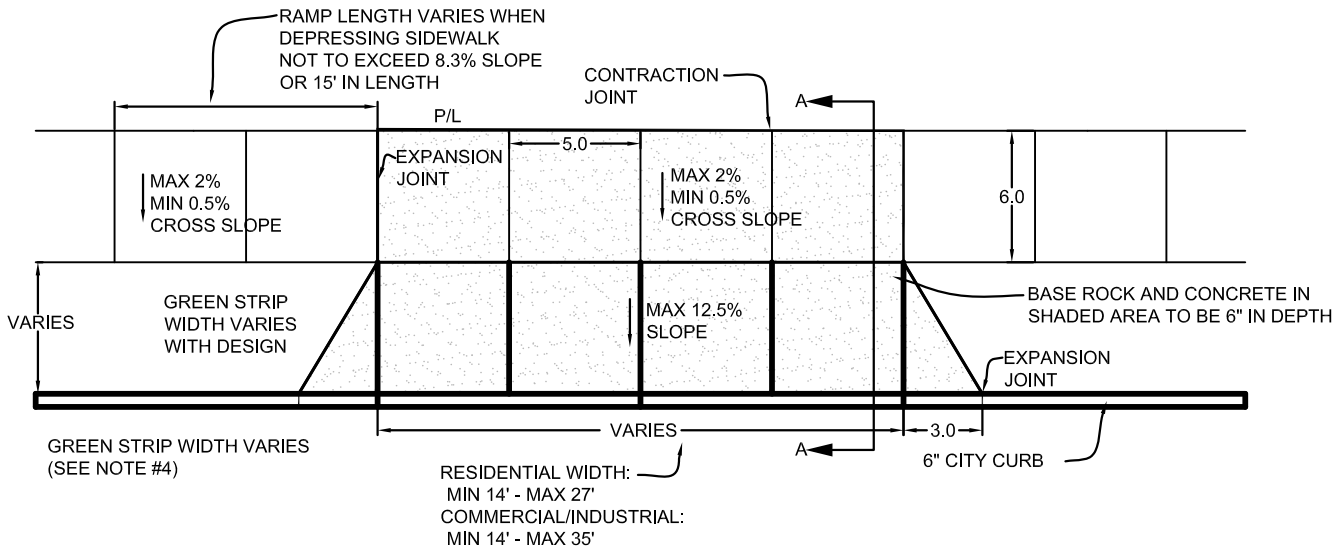
DRAWN BY: EH

APPROVED BY: PB

REVISION DATE: 2/10/2020

DRAWING  
NO.

2-12




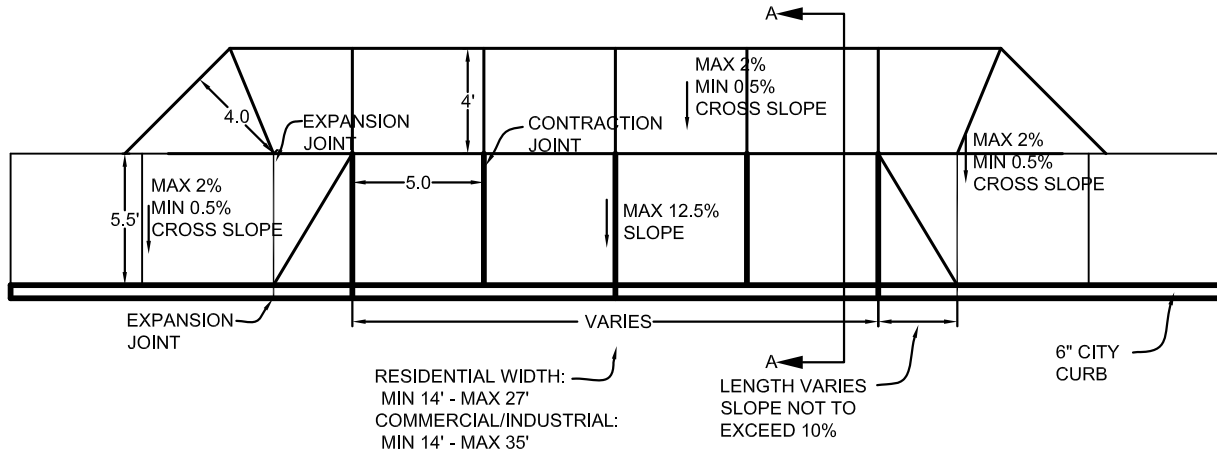
**CROSS SECTION A-A**

**STANDARD DRIVEWAY APPROACH**

**NOTES:**

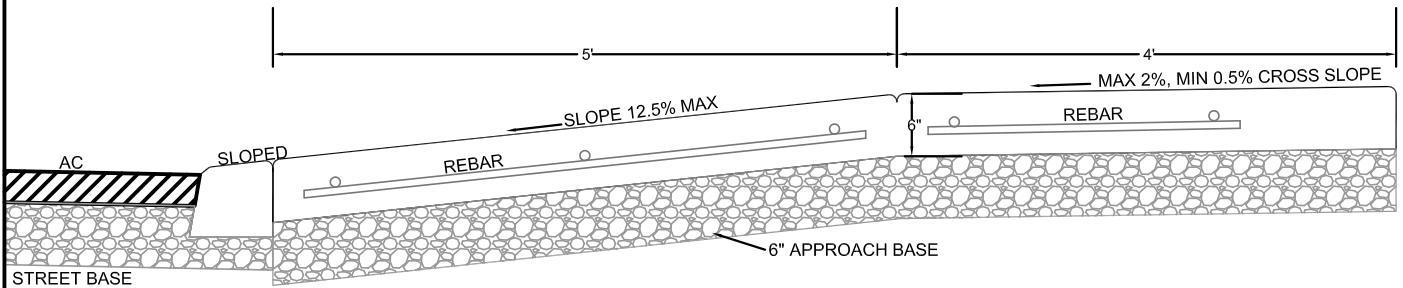
1. CONCRETE SHALL BE CLASS 4000 PSI.
2. CONCRETE SHALL BE A MINIMUM OF SIX INCHES DEEP IN THE APPROACH AND THAT PORTION OF THE SIDEWALK ADJACENT TO THE APPROACH.
3. EXPANSION JOINTS ARE REQUIRED ON BOTH SIDES OF DRIVEWAY APPROACH WHERE THE TOP OF THE FLARE/WING MEETS THE SIDEWALK.
4. WHEN THE GREEN STRIP IS 2 FEET OR LESS IN WIDTH, DEPRESS THE SIDEWALK TO MAINTAIN APPROACH AT 12.5% SLOPE OR LESS. PROVIDE SIDEWALK RAMPS AT A SLOPE NOT TO EXCEED 8.3%.
5. THE FLARE/WINGS ARE A MINIMUM LENGTH OF 3' AT CURB.
6. THE BASE ROCK UNDER A DRIVEWAY APPROACH SHALL BE A MINIMUM OF SIX INCHES DEEP.
7. BASE ROCK SHALL BE COMPACTED TO 95% OF AASHTO T-99.
8. #4 REBAR SHALL BE USED IN ALL COMMERCIAL, INDUSTRIAL, ALLEY, AND MULTI-FAMILY DRIVEWAY APPROACHES. LONGITUDINAL AND TRANSVERSE BARS SHALL BE PLACED TWO FEET ON CENTER, TWO INCHES FROM BOTTOM AND THREE INCHES IN FROM EDGES.
9. DRIVEWAY APRON LIPS SHALL BE A MINIMUM OF ONE INCH TO A MAXIMUM ONE AND ONE HALF INCH IN HEIGHT ABOVE ASPHALT AT GUTTER.
10. ALL VISIBLE EDGES SHALL HAVE A MAXIMUM 3/4" RADIUS FINISHED EDGE.
11. APPROACH SURFACES SHALL HAVE A MEDIUM BROOM FINISH PERPENDICULAR TO THE CURB.
12. CONTRACTION JOINTS SHALL BE PLACED AT A MAXIMUM OF FIVE FEET APART.

	<b>City of Sisters ◦ Standard Detail</b>	SCALE: NONE	DRAWING NO.  <b>2-13</b>
		DRAWN BY: EH	
	TYPICAL CONCRETE DRIVEWAY APPROACH	APPROVED BY: PB	
	REVISION DATE: 2/10/2020		



RESIDENTIAL WIDTH:  
MIN 14' - MAX 27'  
COMMERCIAL/INDUSTRIAL:  
MIN 14' - MAX 35'

LENGTH VARIES  
SLOPE NOT TO  
EXCEED 10%




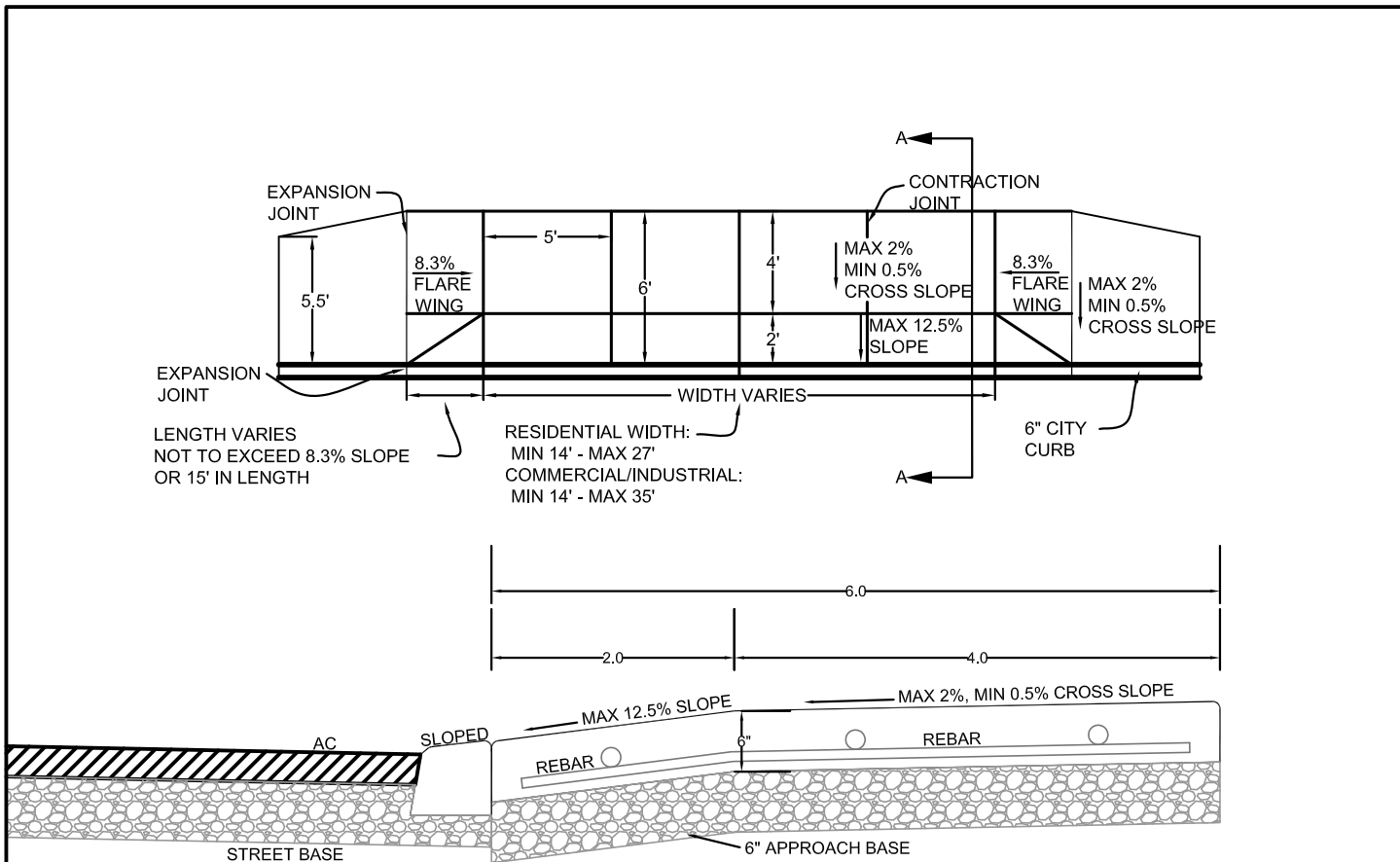
**CROSS SECTION A-A**

**DRIVEWAY APPROACH OPTION A**

**NOTES:**

1. CONCRETE SHALL BE CLASS 4000 PSI.
2. CONCRETE SHALL BE A MINIMUM OF SIX INCHES DEEP.
3. EXPANSION JOINTS ARE REQUIRED ON BOTH SIDES OF DRIVEWAY APPROACH WHERE THE TOP OF THE FLARE/WING MEETS THE SIDEWALK.
4. THE FLARE/WINGS SHALL NOT EXCEED 10% SLOPE.
5. THE ADA ACCESSIBILITY PATH PLACED BEHIND APPROACH RAMP SHALL BE 4 FEET IN WIDTH AND THE CROSS SLOPE SHALL NOT EXCEED 2%. THIS ADA ACCESSIBILITY PATH SHALL EXTEND BEYOND EITHER SIDE OF THE APPROACH TO INSURE THAT THE 2% CROSS SLOPE IS MAINTAINED THROUGHOUT.
6. THE BASE ROCK UNDER A DRIVEWAY APPROACH SHALL BE A MINIMUM OF SIX INCHES DEEP.
7. BASE ROCK SHALL BE COMPACTED TO 95% OF AASHTO T-99.
8. #4 REBAR SHALL BE USED IN ALL COMMERCIAL, INDUSTRIAL, ALLEY, AND MULTI-FAMILY DRIVEWAY APPROACHES. LONGITUDINAL AND TRANSVERSE BARS SHALL BE PLACED TWO FEET ON CENTER, TWO INCHES FROM BOTTOM AND THREE INCHES IN FROM EDGES.
9. DRIVEWAY APRON LIPS SHALL BE A MINIMUM OF ONE INCH TO A MAXIMUM ONE AND ONE HALF INCH IN HEIGHT ABOVE ASPHALT AT GUTTER.
10. ALL VISIBLE EDGES SHALL HAVE A MAXIMUM  $\frac{3}{4}$ " RADIUS FINISHED EDGE.
11. APPROACH SURFACES SHALL HAVE A MEDIUM BROOM FINISH PERPENDICULAR TO THE CURB.
12. CONTRACTION JOINTS SHALL BE PLACED AT A MAXIMUM OF FIVE FEET APART.

	<b>City of Sisters • Standard Detail</b>	SCALE: NONE	DRAWING NO.  <b>2-14</b>
		DRAWN BY: EH	
	TYPICAL CONCRETE DRIVEWAY APPROACH OPTION A	APPROVED BY: PB	
	REVISION DATE: 2/10/2020		




### CROSS SECTION A-A

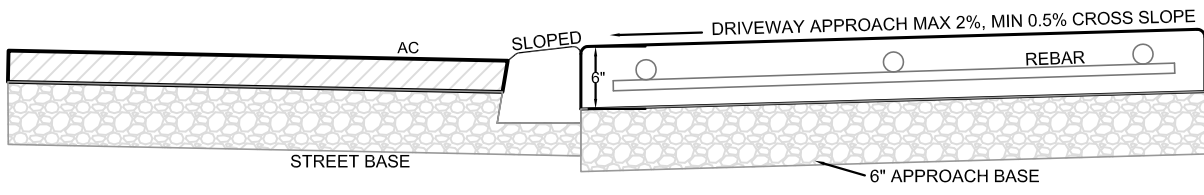
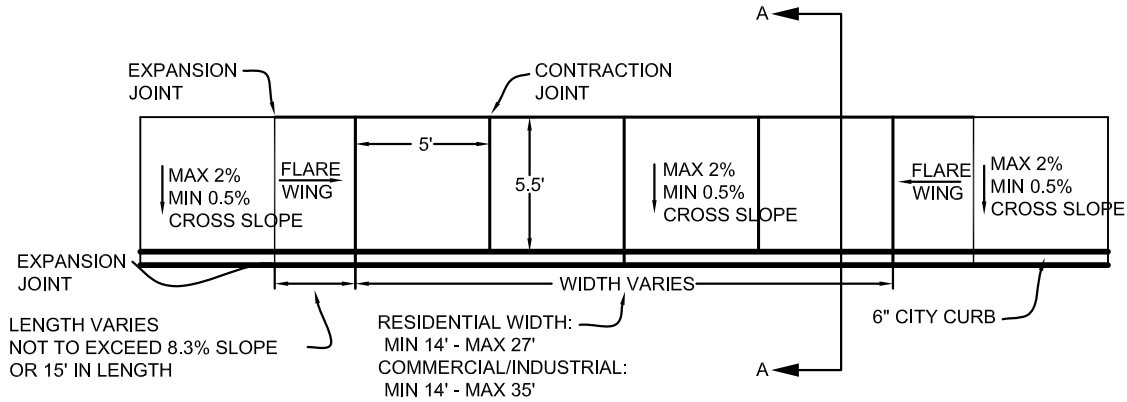
### DRIVEWAY APPROACH OPTION B

**NOTES:**

1. CONCRETE SHALL BE CLASS 4000 PSI .
2. CONCRETE SHALL BE A MINIMUM OF SIX INCHES DEEP.
3. EXPANSION JOINTS ARE REQUIRED ON BOTH SIDES OF DRIVEWAY APPROACH WHERE THE TOP OF THE FLARE/WING MEETS THE SIDEWALK.
4. A MAXIMUM OF 12.5% SLOPE ON THE FIRST 2 FEET OF THE APPROACH.
5. A MAXIMUM OF 2% CROSS SLOPE ON THE BACK 4 FEET OF THE APPROACH.
6. THE FLARE/WINGS SHALL NOT EXCEED 8.3% IN RUNNING SLOPE. WHERE 8.3% SLOPE CAN NOT BE ACHIEVED BECAUSE OF STREET GRADE THEN THE RUNNING SLOPE WILL NOT EXCEED 15' IN LENGTH.
7. THE BASE ROCK UNDER A DRIVEWAY APPROACH SHALL BE A MINIMUM OF SIX INCHES DEEP.
8. BASE ROCK SHALL BE COMPACTED TO 95% OF AASHTO T-99.
9. #4 REBAR SHALL BE USED IN ALL COMMERCIAL, INDUSTRIAL, ALLEY, AND MULTI-FAMILY DRIVEWAY APPROACHES. LONGITUDINAL AND TRANSVERSE BARS SHALL BE PLACED TWO FEET ON CENTER, TWO INCHES FROM BOTTOM AND THREE INCHES IN FROM EDGES.
10. DRIVEWAY APRON LIPS SHALL BE A MINIMUM OF ONE INCH TO A MAXIMUM ONE AND ONE HALF INCH IN HEIGHT ABOVE ASPHALT AT GUTTER.
11. ALL VISIBLE EDGES SHALL HAVE A MAXIMUM  $\frac{3}{4}$ " RADIUS FINISHED EDGE.
12. APPROACH SURFACES SHALL HAVE A MEDIUM BROOM FINISH PERPENDICULAR TO THE CURB.
13. CONTROL JOINTS SHALL BE PLACED AT A MAXIMUM OF FIVE FEET APART.

	<b>City of Sisters • Standard Detail</b>	SCALE: NONE	DRAWING NO.  <b>2-15</b>
		DRAWN BY: EH	
TYPICAL CONCRETE	APPROVED BY: PB		
DRIVEWAY APPROACH OPTION B	REVISION DATE: 2/10/2020		






**CROSS SECTION A-A**

**DRIVEWAY APPROACH OPTION C**

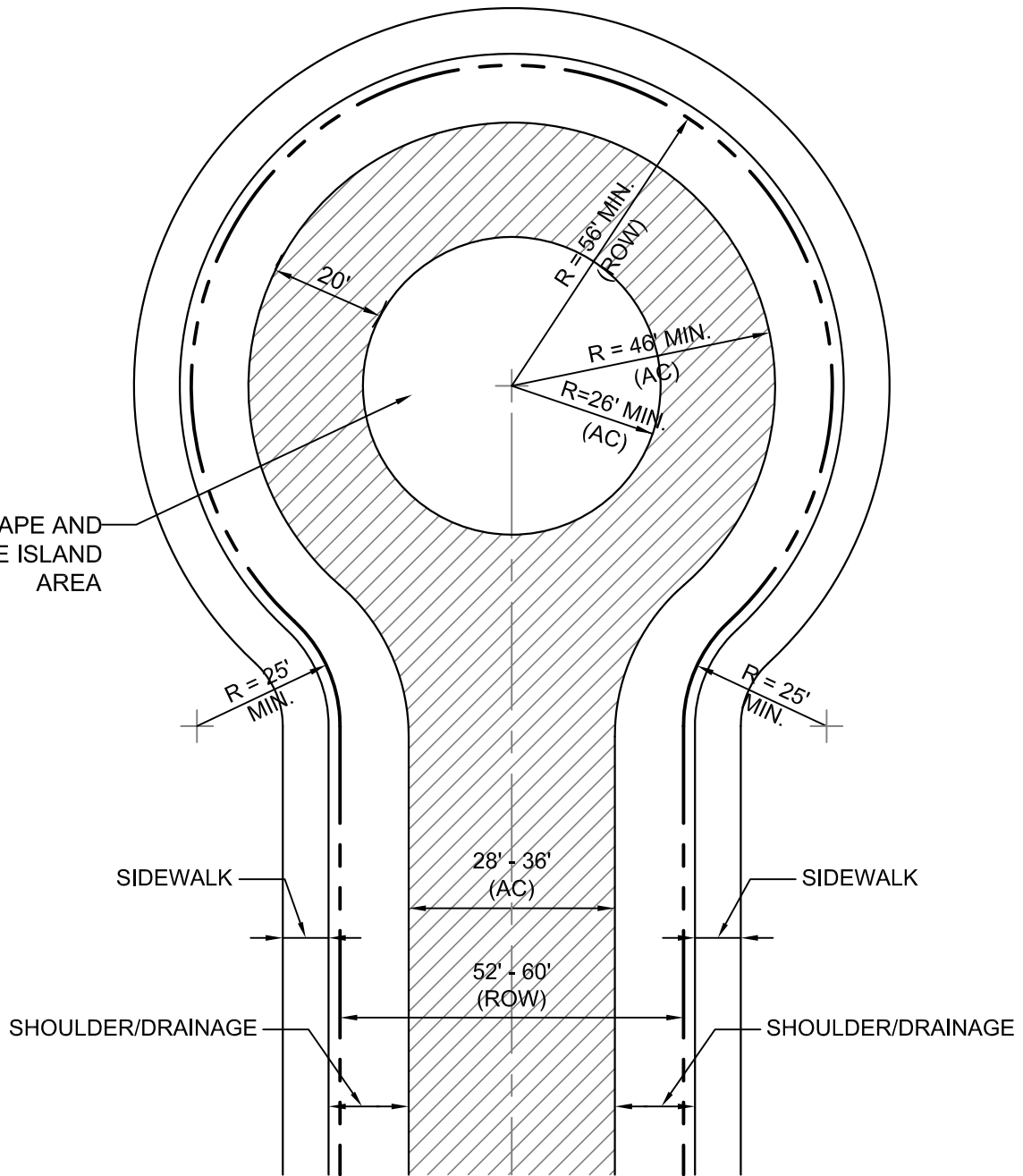
**NOTES:**

1. CONCRETE SHALL BE CLASS 4000 PSI.
2. CONCRETE SHALL BE A MINIMUM OF SIX INCHES DEEP.
3. EXPANSION JOINTS ARE REQUIRED ON BOTH SIDES OF DRIVEWAY APPROACH WHERE THE TOP OF THE FLARE/WING MEETS THE SIDEWALK.
4. THE FLARE/WINGS SHALL NOT EXCEED 8.3% IN RUNNING SLOPE. WHERE 8.3% SLOPE CAN NOT BE ACHIEVED BECAUSE OF STREET GRADE THEN THE RUNNING SLOPE WILL NOT EXCEED 15' IN LENGTH.
5. THE BASE ROCK UNDER A DRIVEWAY APPROACH SHALL BE A MINIMUM OF SIX INCHES DEEP.
6. BASE ROCK SHALL BE COMPACTED TO 95% OF AASHTO T-99.
7. #4 REBAR SHALL BE USED IN ALL COMMERCIAL, INDUSTRIAL, ALLEY, AND MULTI-FAMILY DRIVEWAY APPROACHES. LONGITUDINAL AND TRANSVERSE BARS SHALL BE PLACED TWO FEET ON CENTER, TWO INCHES FROM BOTTOM AND THREE INCHES IN FROM EDGES.
8. DRIVEWAY APRON LIPS SHALL BE A MINIMUM OF ONE INCH TO A MAXIMUM ONE AND ONE HALF INCH IN HEIGHT ABOVE ASPHALT AT GUTTER.
9. ALL VISIBLE EDGES SHALL HAVE A MAXIMUM 3/4" RADIUS FINISHED EDGE.
10. APPROACH SURFACES SHALL HAVE A MEDIUM BROOM FINISH PERPENDICULAR TO THE CURB.
11. CONTROL JOINTS SHALL BE PLACED AT A MAXIMUM OF FIVE FEET APART.

	<b>City of Sisters • Standard Detail</b>	SCALE: NONE	DRAWING NO.  <b>2-16</b>
		DRAWN BY: EH	
	TYPICAL CONCRETE	APPROVED BY: PB	
	DRIVEWAY APPROACH OPTION C	REVISION DATE: 2/10/2020	



LANDSCAPE AND  
DRAINAGE ISLAND  
AREA



## City of Sisters ◦ Standard Detail

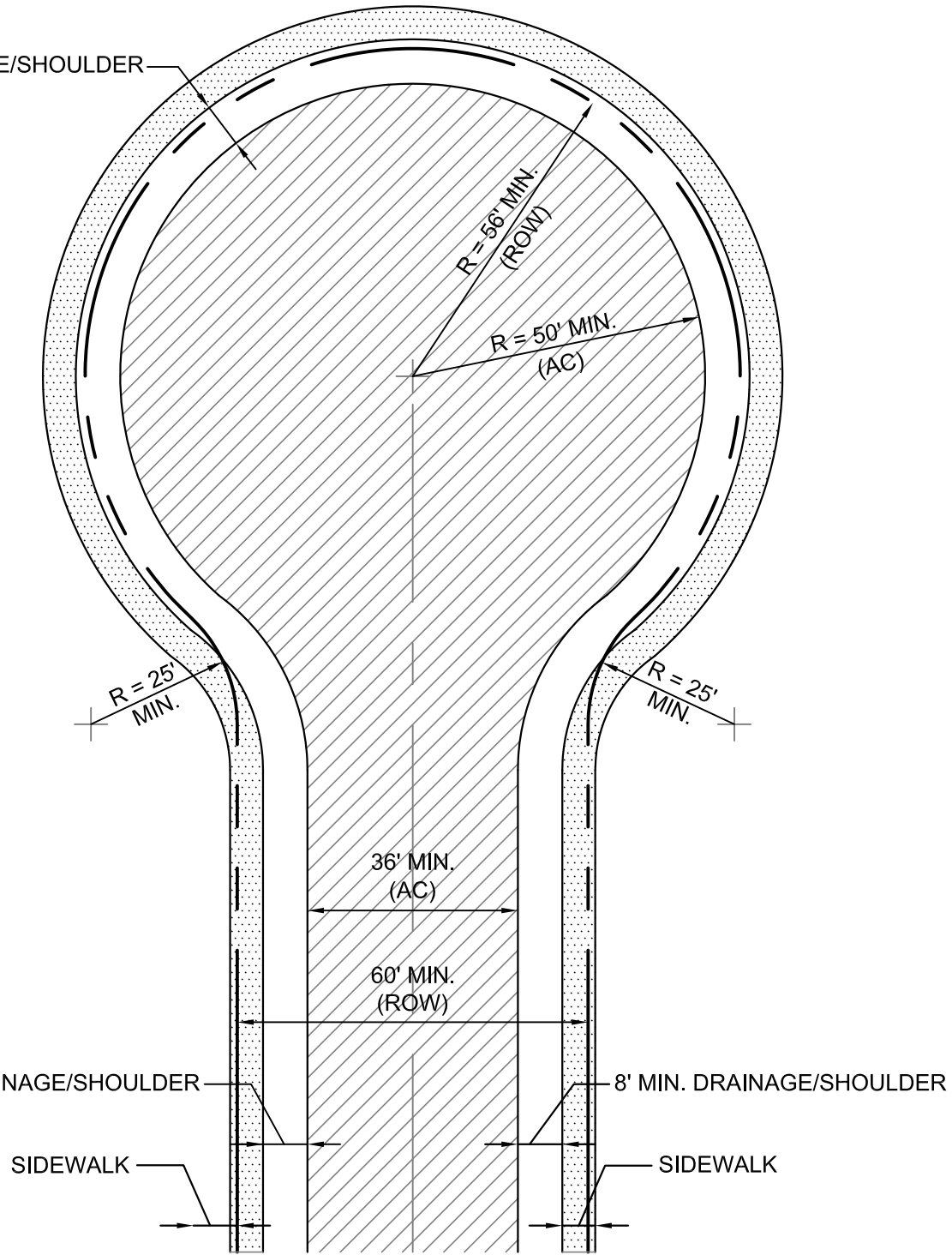
RESIDENTIAL  
CUL-DE-SAC

SCALE: NONE  
 DRAWN BY: EH  
 APPROVED BY: PB  
 REVISION DATE: 2/10/2020

DRAWING  
NO.

2-17

8' MIN. DRAINAGE/SHOULDER

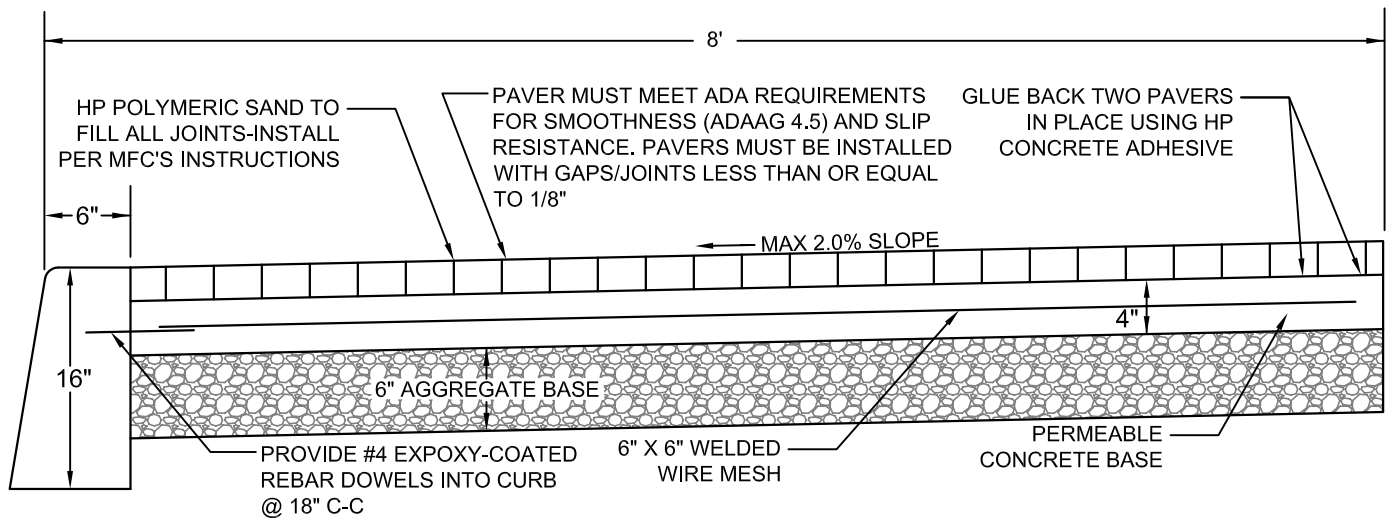


### City of Sisters ◦ Standard Detail

COMMERCIAL/INDUSTRIAL  
CUL-DE-SAC

SCALE:	NONE
DRAWN BY:	EH
APPROVED BY:	PB
REVISION DATE:	2/10/2020

DRAWING NO.  
**2-18**



## City of Sisters • Standard Detail

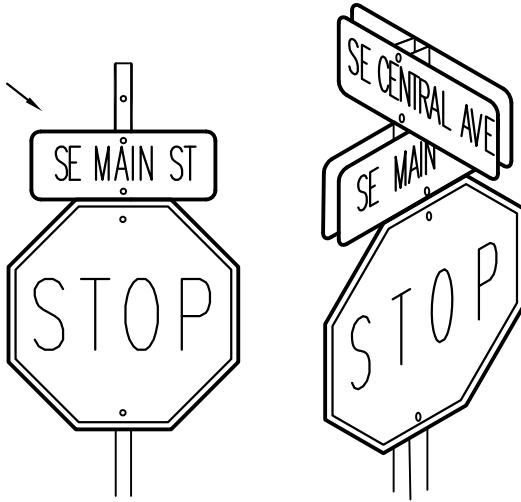
INTERLOCKING PAVER  
SIDEWALKS

SCALE:	NONE
DRAWN BY:	EH
APPROVED BY:	PB
REVISION DATE:	2/10/2020

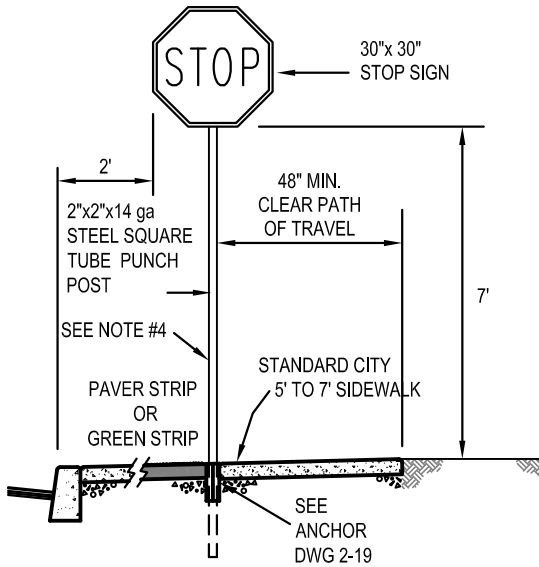
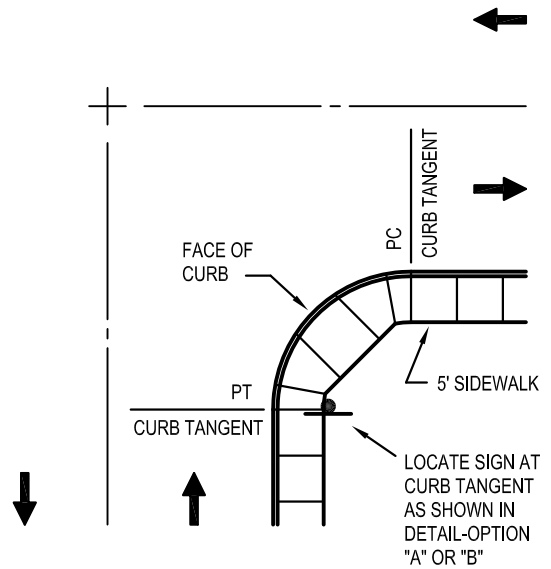
DRAWING  
NO.

2-19

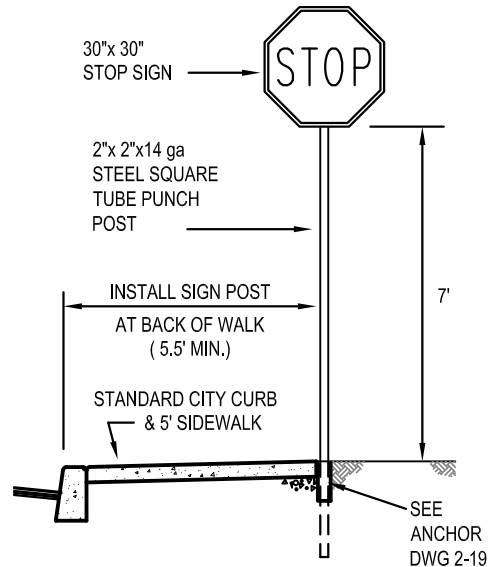
SEE NOTE #3



COMBINATION STOP &  
STREET SIGN



OPTION "A"  
7' MIN. WIDE SIDEWALK  
OR  
PROPERTY TIGHT SIDEWALK



OPTION "B"  
5' WIDE SIDEWALK WHEN CURB TIGHT  
SIDEWALK AUTHORIZED

**STOP SIGN INSTALLATION**

1. SIGNS SHALL MEET ALL MANUAL on UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SPECIFICATIONS.
2. ALUMINUM BACKING IS MADE OF 5052-H38 ALLOY AND IS OF 0.080.GAUGE THICKNESS.
3. STREET NAME SIGNS MOUNTED ATOP STOP SIGN POSTS SHALL BE PROVIDED AND INSTALLED BY THE CITY AT DEVELOPER'S EXPENSE. SIGNS SHALL BE 2 x 6 CEDAR (CHOCOLATE BROWN) WITH 4" WHITE REFLECTIVE LETTERING.
4. POST SHALL BE 2" SQUARE STEEL, 12' LONG WITH EZ OUT HOLES AND POWDER COATED WITH RAL 8017 CHOCOLATE BROWN.
5. ATTACH ALL STREET NAME SIGNS, STOP SIGNS TO POST WITH 3/8" BOLTS, NYLON WASHERS, FLAT STEEL WASHERS, AND 3/8" NUTS.



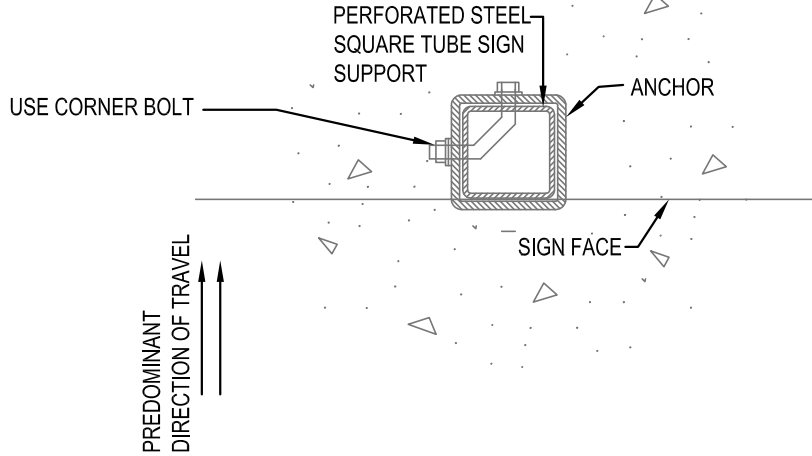
**City of Sisters • Standard Detail**

TYPICAL STOP AND STREET  
SIGN COMBINATION

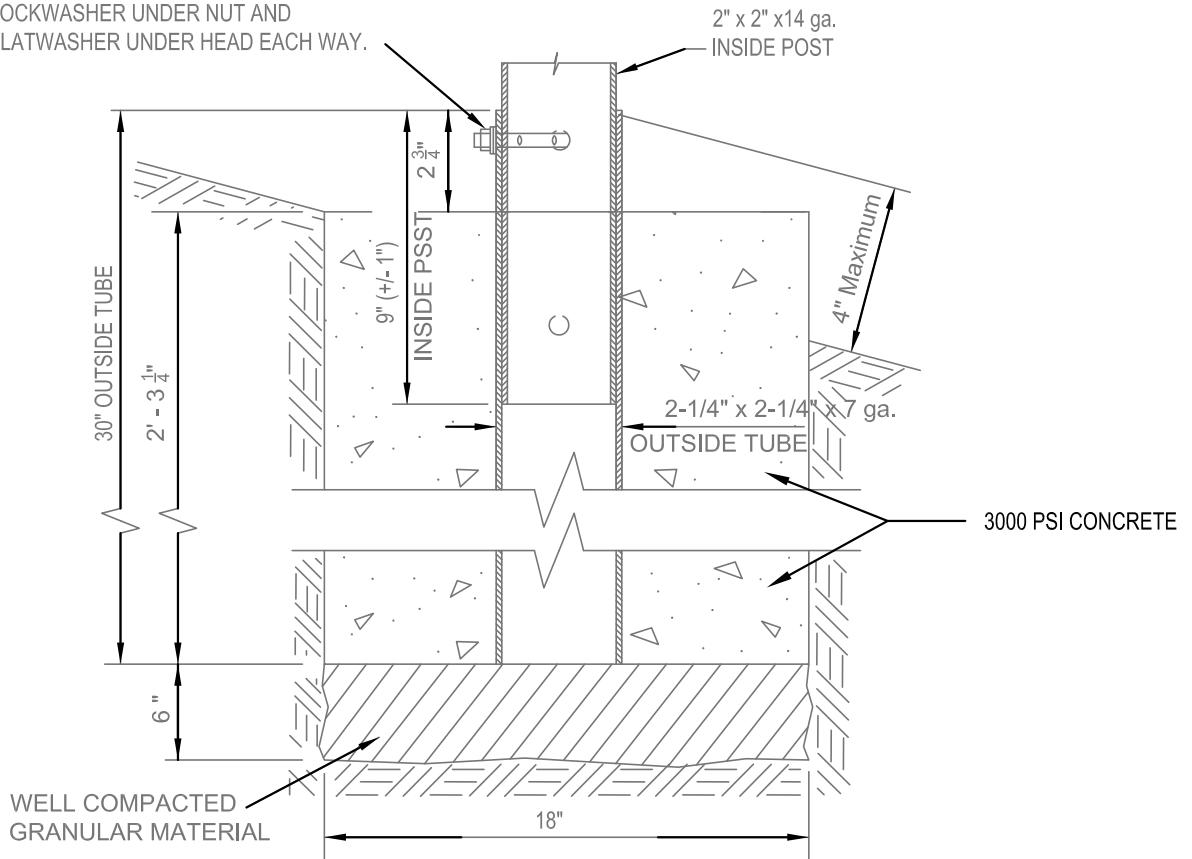
SCALE:	NONE
DRAWN BY:	CTE
APPROVED BY:	PB
REVISION DATE:	2/10/2020

DRAWING  
NO.

**2-20**



$\frac{3}{8}$ " CORNER BOLT W/ FLATWASHER AND LOCKWASHER UNDER NUT AND FLATWASHER UNDER HEAD EACH WAY.



2" ANCHOR DETAIL

**GENERAL NOTES:**

1. MATERIAL GRADE FOR BASE HARDWARE CONNECTION SHALL BE ACCORDING TO THE MANUFACTURER'S RECOMMENDATION AND BASED ON CRASH TESTING.
2. ANCHOR STEEL SHALL BE HOT DIPPED GALVANIZED OR APPROVED EQUAL.
3. FOOTING CONCRETE SHALL BE COMMERCIAL GRADE CONCRETE ( $f_c = 3000$  psi)



**City of Sisters • Standard Detail**

TYPICAL STREET  
SIGN ANCHOR

SCALE:	NONE
DRAWN BY:	CTE
APPROVED BY:	PB
REVISION DATE:	2/10/2020

DRAWING NO.

**2-21**