



Street Details

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STREET CONSTRUCTION NOTES:

1. ENGINEERED FILL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH THE MOST RECENTLY ADOPTED EDITION OF THE W.S.D.O.T STANDARD SPECIFICATIONS SECTION 2-03.3(14). FOR FILL AREAS WITHIN ROADWAYS, METHOD C OF (14)C SHALL BE USED. FOR FILL AREAS OUTSIDE OF ROADWAYS METHOD B SHALL BE USED. ALL FILL PLACED SHALL BE VERIFIED BY GEOTECHNICAL TESTING. TEST RESULTS SHALL BE FORWARDED TO THE CITY OF CAMAS PROJECT ENGINEER.
2. MATERIALS IN SOFT SPOTS WITHIN THE ROADWAY SHALL BE REMOVED TO THE DEPTH REQUIRED TO PROVIDE A FIRM FOUNDATION AND SHALL BE BACKFILLED WITH 1-1/2 INCH MINUS CRUSHED ROCK.
3. ALL SUBGRADE TO BE PROOF ROLLED AND APPROVED BY THE CITY INSPECTOR AND/OR BY A GEOTECHNICAL ENGINEER WITH THE CONSENT OF THE CITY ENGINEER. SUBGRADE FILLS ARE TO BE TESTED USING THE A.A.S.H.T.O. T-180 TEST METHOD.
4. ALL TRENCH LINES, FILL AREAS AND BASE COURSE LOCATED IN THE RIGHT-OF-WAY SHALL BE PER TRENCH DETAIL G2 AND THE STREET SECTION DETAILS AND SHALL MEET 95% OF A.A.S.H.T.O. T-180 COMPACTION. TRENCH LINES LOCATED WITHIN AN EXISTING ROADWAY SHALL BE PLATED OR TOPPED WITH COLD MIX. GRANULAR BACKFILL OVERNIGHT IS NOT ALLOWED. PLATES SHALL HAVE COLD MIX AROUND ALL EDGES.
5. THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR A MINIMUM OF 24 HOURS PRIOR TO SUBGRADE PROOF ROLL OR GRADE CHECK INSPECTIONS.
6. THE AGGREGATE ROAD BASE SHALL BE COMPACTED IN ACCORDANCE WITH THE MOST RECENTLY ADOPTED EDITION OF THE W.S.D.O.T. STANDARD SPECIFICATIONS SECTION 4-04.3. THE CONTRACTOR SHALL SUBMIT TEST RESULTS TO THE ENGINEER AND CITY INSPECTOR. MAXIMUM DENSITY (95%) AS DETERMINED BY A.A.S.H.T.O. T-180 TEST METHOD.
7. ASPHALT CONCRETE PAVEMENT MIX SHALL BE DESIGNED FROM A MIX FORMULA APPROVED BY W.S.D.O.T. FOR MATERIAL USED. CONTRACTOR TO PROVIDE THE CITY WITH CERTIFICATE OF COMPLIANCE FROM THE ASPHALT PAVEMENT PLANT, UNLESS OTHERWISE INDICATED.
8. THE ASPHALT CONCRETE PAVEMENT MIX SHALL BE COMPACTED IN ACCORDANCE WITH THE MOST RECENTLY ADOPTED EDITION OF THE W.S.D.O.T STANDARD SPECIFICATIONS SECTION 5-04.3(10). CONTRACTOR SHALL SUBMIT TEST RESULTS TO THE ENGINEER AND THE CITY INSPECTOR.
9. ALL STORM SYSTEM IMPROVEMENTS AND STORMWATER DETENTION AND TREATMENT FACILITIES SHALL BE COMPLETED AND PROPERLY FUNCTIONING PRIOR TO ANY PAVING.
10. HALF STREET IMPROVEMENTS SHALL INCLUDE AN ANALYSIS OF THE EXISTING STRUCTURAL SECTION OUT TO CENTERLINE. IF FOUND TO BE SUBSTANDARD, THE DEVELOPER SHALL BE REQUIRED TO PROVIDE AN ADEQUATE STRUCTURAL SECTION TO CENTERLINE. THIS MAY CONSIST OF A STRUCTURAL OVERLAY OR A COMPLETE STREET RECONSTRUCTION AS DETERMINED BY A GEOTECHNICAL ANALYSIS AND AS APPROVED BY THE CITY ENGINEER.
11. ALL SIDEWALK AND CURB RAMPS SHALL COMPLY WITH THE MOST RECENT EDITION OF THE W.S.D.O.T. FIELD GUIDE FOR ACCESSIBLE PUBLIC RIGHTS OF WAY.



STREET DETAIL STREET CONSTRUCTION NOTES

Jim P. Crutcher 7-23-18
DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

ST1

REVISION: 3 DATE: 7/17/2018

STREET NAME SIGN CONSTRUCTION NOTES:

1. PERMANENT SIGNING MATERIALS, CONSTRUCTION, AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE MOST RECENTLY ADOPTED EDITION OF THE WSDOT STANDARD SPECIFICATIONS SECTION 8-21, AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) EXCEPT WHERE NOTED.
2. PUBLIC LOCAL AND NEIGHBORHOOD STREETS – STREET NAME SIGNS SHALL BE 6-INCH, SINGLE-SIDED, RADIUS CORNERS, FLAT BLADE WITH A GREEN BACKGROUND, NO BORDER, WITH 4-INCH WHITE LETTERS, ALL CAPS, AND 2-INCH SUFFIX AND SUPERScript TEXT.
3. COLLECTOR AND ARTERIAL STREETS – STREET NAME SIGNS SHALL BE 9-INCH SINGLE-SIDED, RADIUS CORNERS, FLAT BLADES WITH A GREEN BACKGROUND, NO BORDER, 6-INCH WHITE LETTERS, ALL CAPS, AND 4-INCH SUFFIX AND SUPERScript TEXT.
4. PRIVATE LOCAL AND NEIGHBORHOOD STREETS – STREET NAME SIGNS SHALL BE 6-INCH SINGLE-SIDED, RADIUS CORNERS, FLAT BLADE WITH A BLUE BACKGROUND, NO BORDER, WITH 4-INCH WHITE LETTERS, ALL CAPS, AND 2-INCH SUFFIX AND SUPERScript TEXT, INCLUDING THE 'PVT' DESIGNATION.
5. POSTS SHALL BE 2-INCHES SQUARE AND 12 GAUGE GALVANIZED STEEL (SEE NOTES 9 & 10 FOR LENGTH). ANCHORS SHALL BE 2-1/4 INCH SQUARE, 7 GAUGE GALVANIZED STEEL, 30-INCHES LONG.
6. ALL SIGNS TO BE HI-INTENSITY PRISMATIC. SIGNS AND POSTS SHALL INCLUDE 3/8-INCH DIAMETER DRIVE RIVETS AND SHALL BE INSTALLED BY THE CONTRACTOR.
7. STREET SIGNS SHALL BE INSTALLED A MINIMUM OF THREE FEET (3-FT) AWAY FROM ANY FIRE HYDRANT OR ANY OTHER FIRE SERVICE APPURTENANCES.
8. STREET SIGNS TO BE INSTALLED A MINIMUM OF 2' FROM FACE OF CURB.
9. STREET NAME SIGNS ARE TO BE MOUNTED WITH A MINIMUM CLEARANCE OF 9.5-FT. FROM BOTTOM OF SIGN TO TOP OF CURB OR SIDEWALK.
10. STOP SIGNS ARE TO BE MOUNTED WITH A MINIMUM CLEARANCE OF 7-FT. FROM BOTTOM OF SIGN TO TOP OF CURB OR SIDEWALK.
11. TO THE EXTENT POSSIBLE, STREET NAME SIGNS ARE TO BE LOCATED SUCH THAT THEY WILL NOT BE BLOCKED BY STREET TREES.
12. WITH PRIOR APPROVAL FROM THE CITY, STREET NAMES SIGNS MAY BE MOUNTED TO LIGHT POLES.
13. WHEN REQUIRED, 100 BLOCK DESIGNATIONS WILL BE DETERMINED AT TIME OF DRAFT STREET NAME SIGN SUBMITTALS. 100 BLOCK DESIGNATIONS ARE TO BE MOUNTED AS A SEPARATE COMPONENT OF THE STREET SIGN BLADE, SHALL HAVE 3-INCH TALL WHITE NUMBERS ON GREEN BACKGROUND, AND HAVE RADIUS CORNERS.
14. DRAFT STREET NAME SIGNS TO BE SUBMITTED TO THE CITY FOR APPROVAL, PRIOR TO ORDERING.
15. ALL PRIVATE STREETS SHALL HAVE A TOWING SERVICE SIGN THAT INCLUDES THE TOWING SERVICE COMPANY NAME AND PHONE NUMBER.

PAVEMENT MARKING CONSTRUCTION NOTES:

1. PAVEMENT MARKINGS SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE MOST RECENTLY ADOPTED EDITION OF THE WSDOT STANDARD SPECIFICATIONS SECTION 8-22, AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF EXISTING STRIPE AND INSTALLATION OF ALL NEW STRIPING. ANY REMOVAL OF EXISTING STRIPING SHALL BE DETERMINED IN THE FIELD AND IS CONSIDERED INCIDENTAL WORK. METHOD OF STRIPING REMOVAL TO BE APPROVED BY ENGINEERING AND OPERATIONS.
3. RAISED PAVEMENT MARKERS SHALL BE OF MATERIAL AND DIMENSIONS IN ACCORDANCE WITH THE MOST RECENTLY ADOPTED EDITION OF THE WSDOT STANDARD SPECIFICATIONS SECTION 8-09 AND 9-21.



STREET DETAIL

STREET NAME SIGN AND PAVEMENT MARKING NOTES

Jana P. Cantor 7-9-25
DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

ST1A

REVISION: 3

DATE: 07/09/2025

ST-NOTES.DWG



PUBLIC LOCAL & NEIGHBORHOOD STREETS

STREET NAME SIGNS SHALL BE 6-INCH, SINGLE-SIDED, RADIUS CORNERS, FLAT BLADE WITH A GREEN BACKGROUND, NO BORDER, WITH 4-INCH WHITE LETTERS, ALL CAPS, AND 2-INCH SUFFIX AND SUPERSCRIPT TEXT.



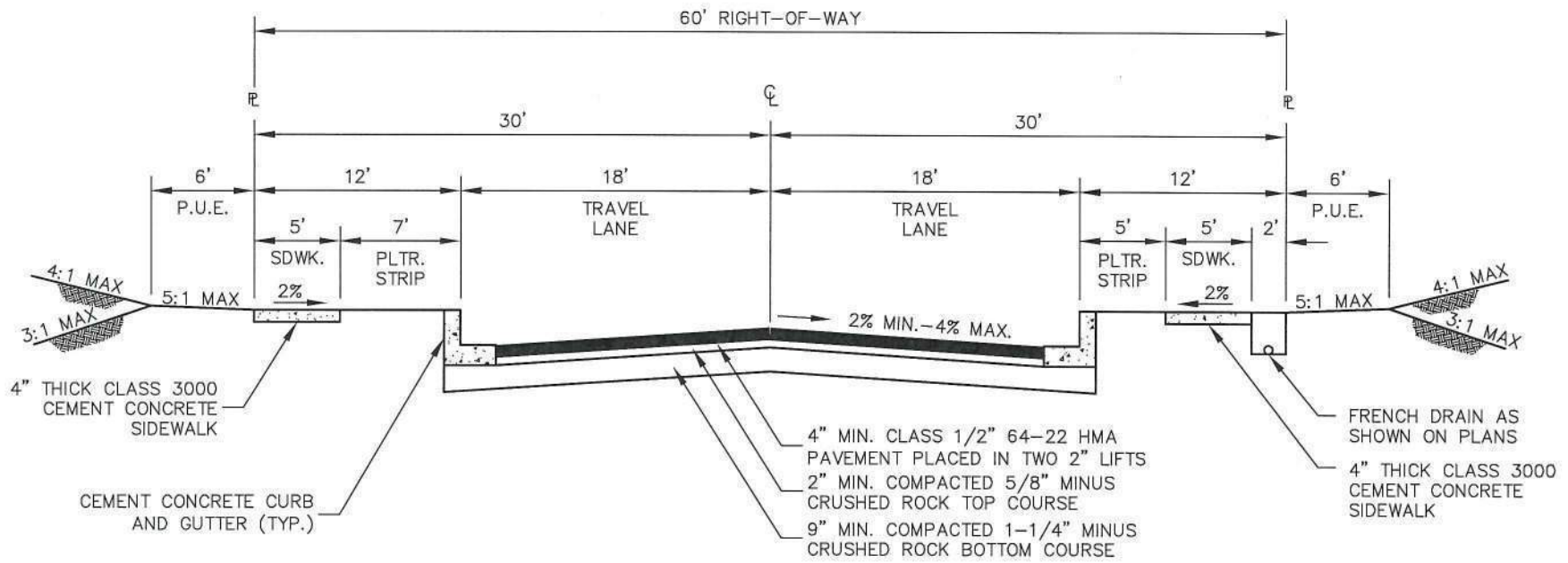
COLLECTOR & ARTERIAL STREETS

STREET NAME SIGNS SHALL BE 9-INCH, SINGLE-SIDED, RADIUS CORNERS, FLAT BLADE WITH A GREEN BACKGROUND, NO BORDER, WITH 6-INCH WHITE LETTERS, ALL CAPS, AND 4-INCH SUFFIX AND SUPERSCRIPT TEXT.



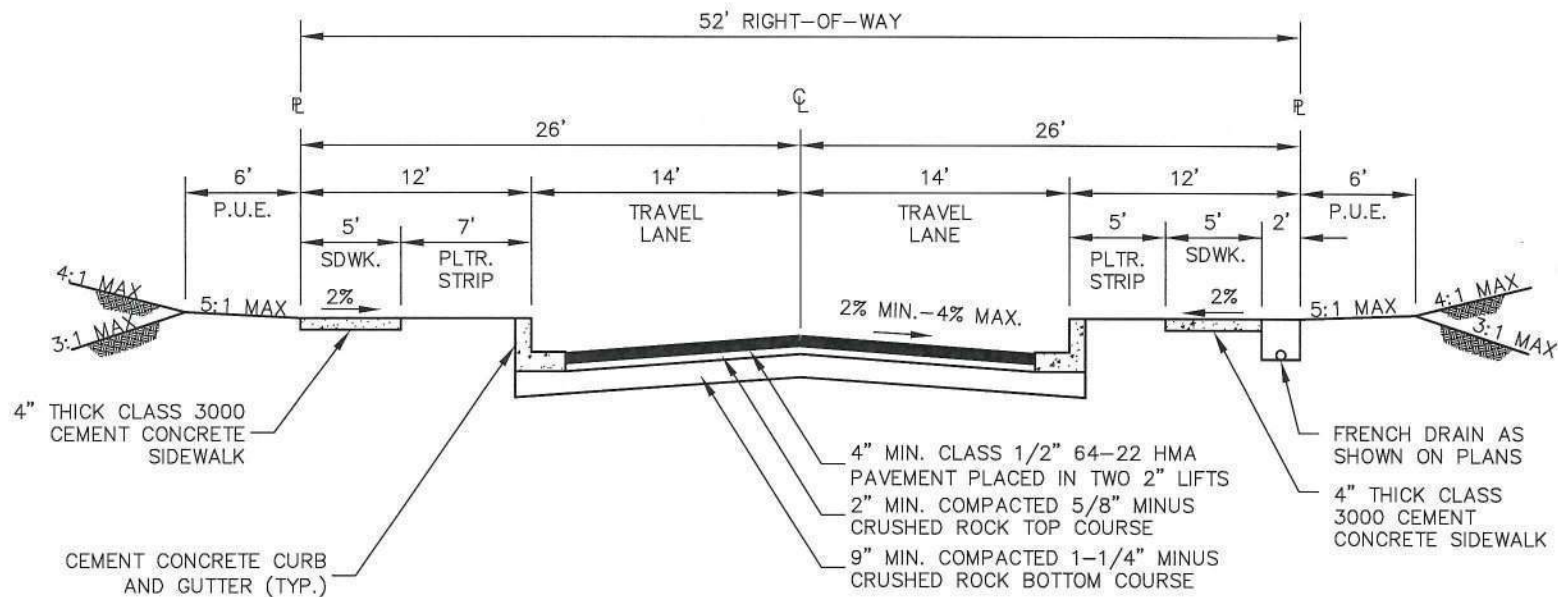
PRIVATE LOCAL & NEIGHBORHOOD STREETS

STREET NAME SIGNS SHALL BE 6-INCH, SINGLE-SIDED, RADIUS CORNERS, FLAT BLADE WITH A BLUE BACKGROUND, NO BORDER, WITH 4-INCH WHITE LETTERS, ALL CAPS, AND 2-INCH SUFFIX AND SUPERSCRIPT TEXT, INCLUDING THE 'PVT' DESIGNATION.



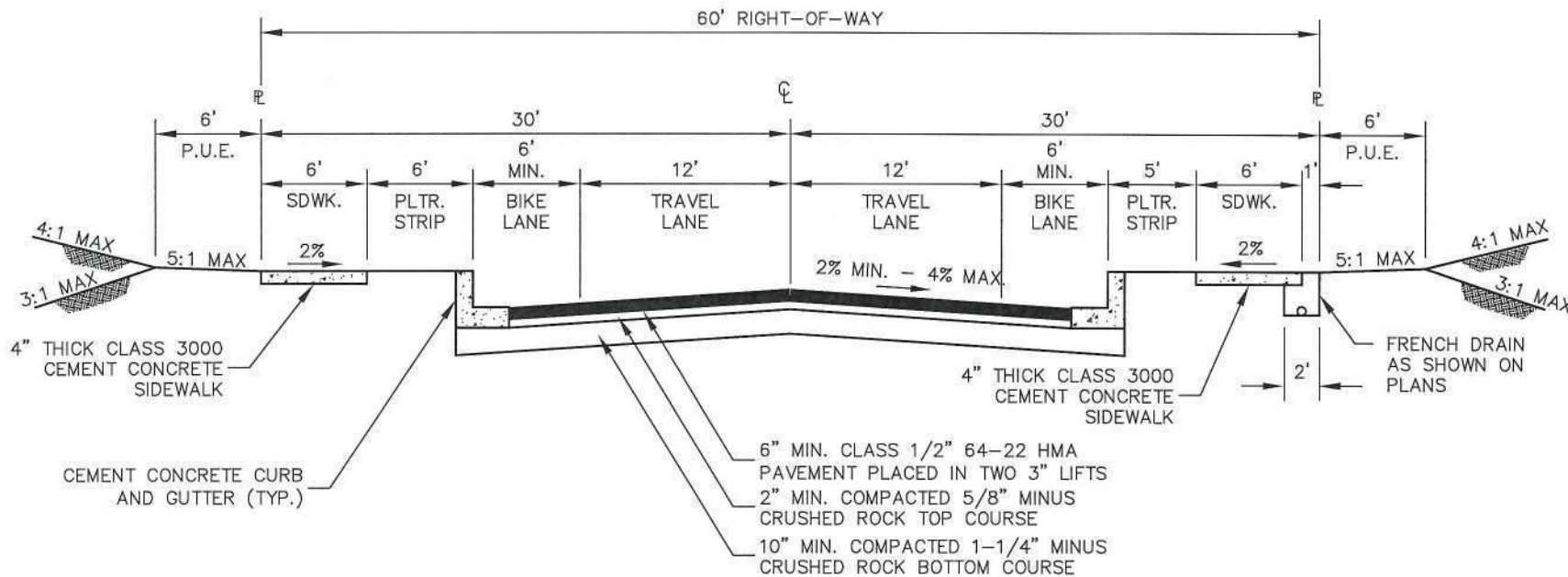
NOTES:

1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.



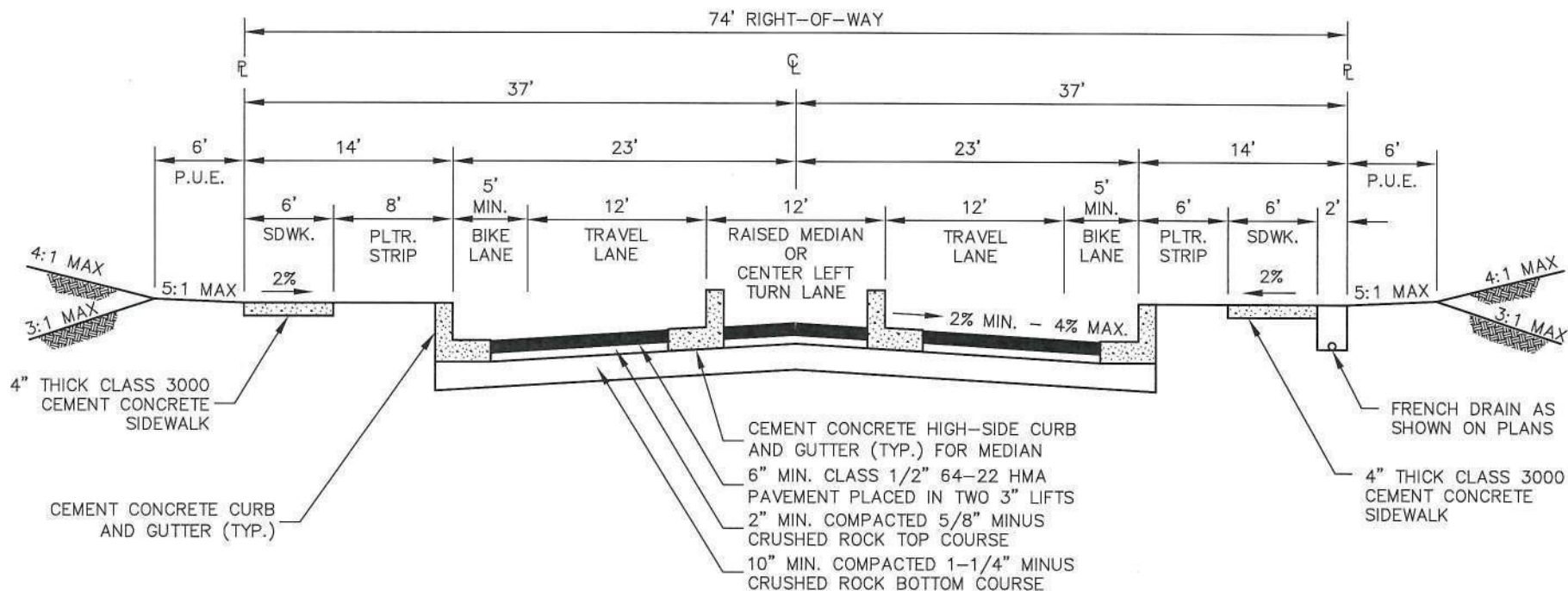
NOTES:

1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. PARKING ONLY ALLOWED ON ONE SIDE OF THE STREET.



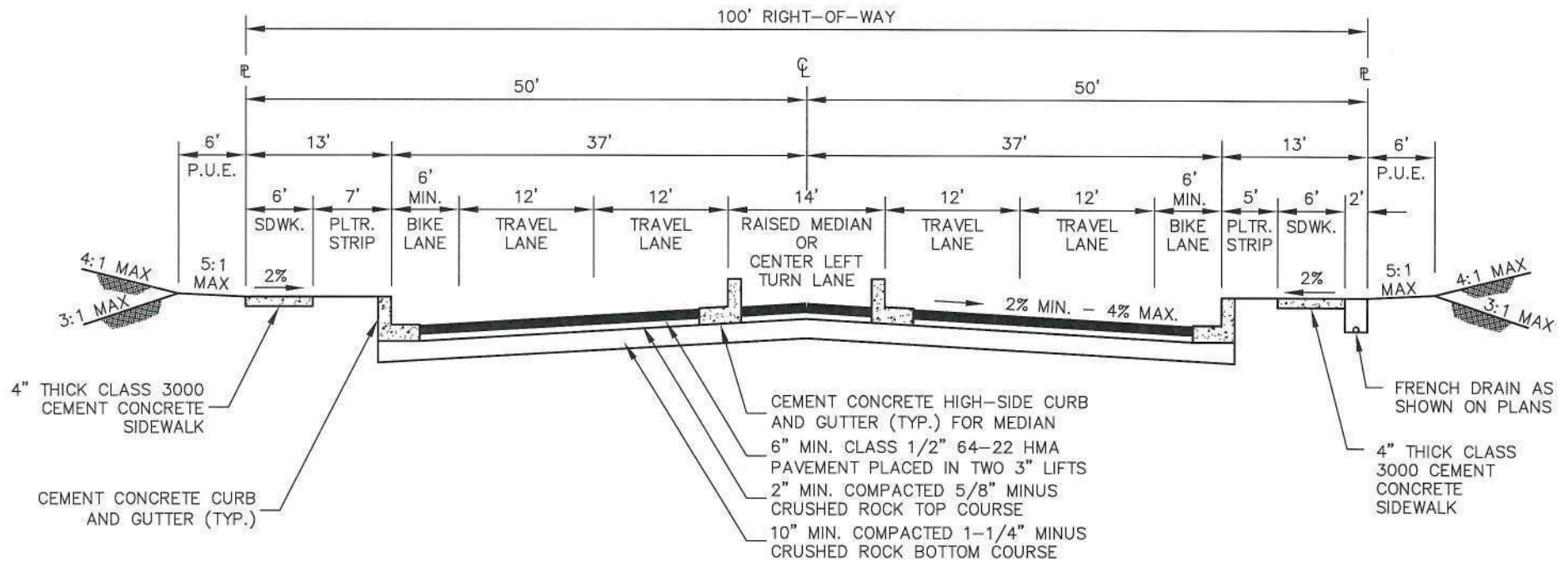
NOTES:

1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS. ALL STREET SECTION DIMENSIONS TO BE CALCULATED BASED ON THE SITE SOIL CONDITIONS BY A LICENSED STATE OF WASHINGTON ENGINEER.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. LEFT TURN LANES ARE REQUIRED AT INTERSECTIONS.
4. MINIMUM CURB RETURN RADIUS SHALL BE 35'.
5. NO PARKING, MARGINAL ACCESS STREET, NO NEW RESIDENTIAL DRIVEWAYS ALLOWED.



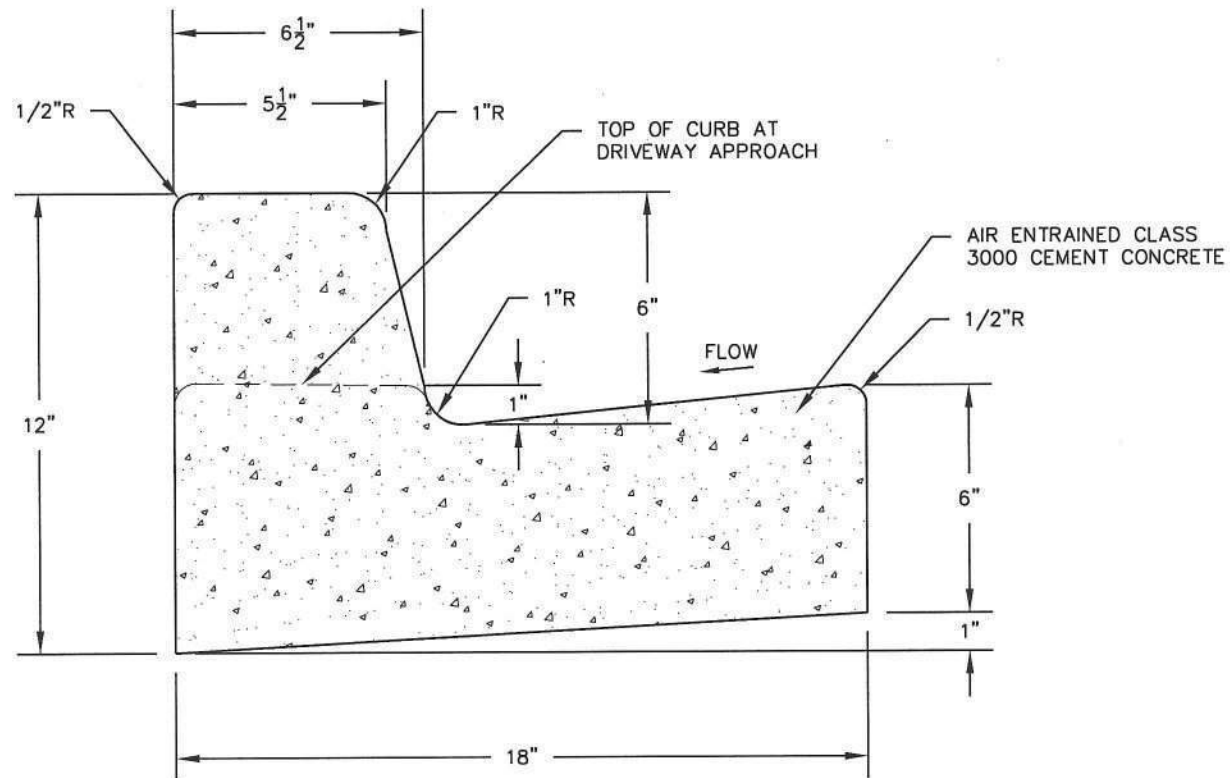
NOTES:

1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS. ALL STREET SECTION DIMENSIONS TO BE CALCULATED BASED ON THE SITE SOIL CONDITIONS BY A LICENSED STATE OF WASHINGTON ENGINEER.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. MINIMUM CURB RETURN RADIUS SHALL BE 35'.



NOTES:

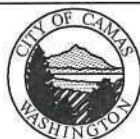
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS. ALL STREET SECTION DIMENSIONS TO BE CALCULATED BASED ON THE SITE SOIL CONDITIONS BY A LICENSED STATE OF WASHINGTON ENGINEER.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. MINIMUM CURB RETURN RADIUS SHALL BE 50'.



NOTES:

1. THERE SHALL BE EXPANSION JOINTS EVERY 45' & FALSE JOINTS EVERY 15'
2. STAMP A "W" OR "S" IN FACE OF CURB AT WATER AND SEWER SERVICE LOCATIONS.
3. SEE HIGH SIDE TRAFFIC CURB & GUTTER DETAIL FOR SHED SECTIONS.
4. SEE CURB TRANSITION DETAIL FOR TRANSITION TO TRAFFIC CURB OR ROLLED TRAFFIC CURB AND GUTTER

REV. NO.	DATE	BY	APPR.
1	9/18/07	SCD	JC
2	9/18/07	SCD	JC
3	1/1/11	SCD	JC



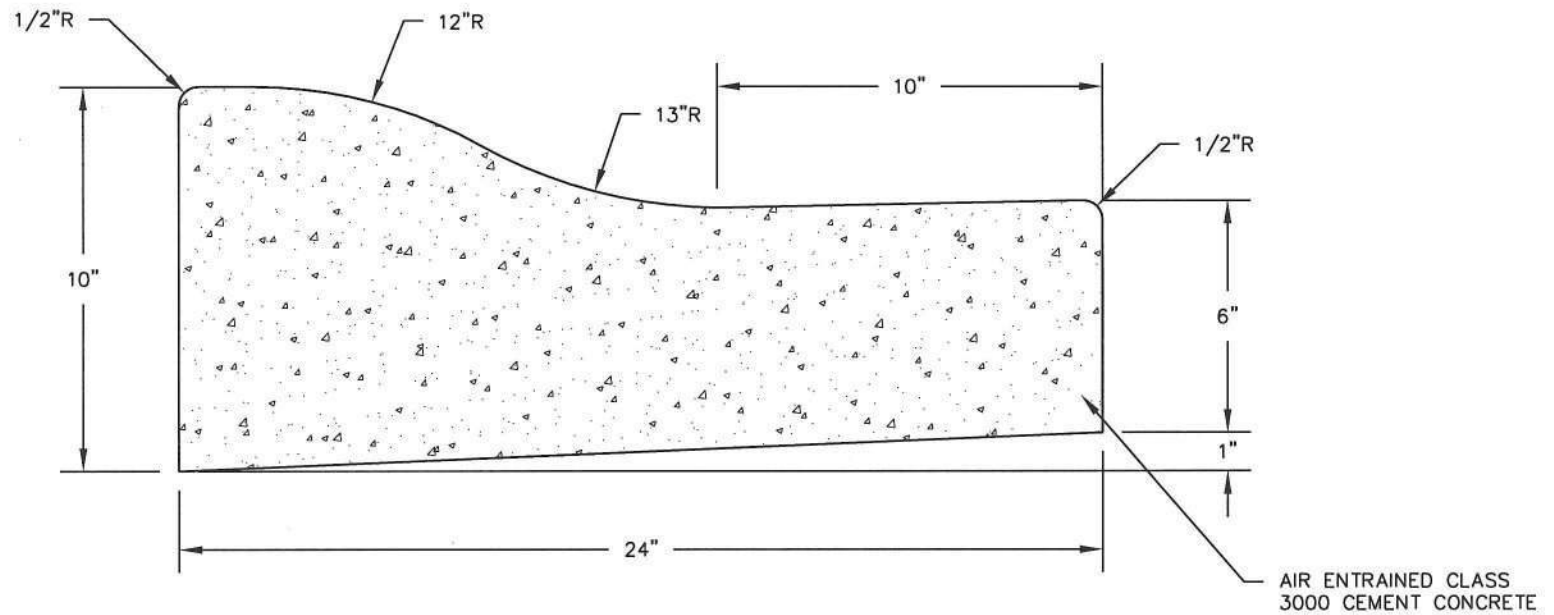
**CITY OF CAMAS ~ STREET DETAIL
TRAFFIC CURB AND GUTTER**

John P. Christensen 1-4-11
DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

ST7



NOTES:

1. THERE SHALL BE EXPANSION JOINTS EVERY 45' & FALSE JOINTS EVERY 15'
2. STAMP A "W" OR "S" IN FACE OF CURB AT WATER AND SEWER SERVICE LOCATIONS.
3. ROLLED CURB AND GUTTER ALLOWED ON NARROW FRONTAGES AND AT THE DISCRETION OF THE CITY ENGINEER.
4. WHEN ATTACHED SIDEWALKS ARE INSTALLED WITH A ROLLED CURB AND GUTTER, THICKENED SIDEWALKS (6" MIN.) SHALL BE CONSTRUCTED.
5. SEE CURB TRANSITION DETAIL FOR TRANSITION TO TRAFFIC CURB AND GUTTER

REV. NO.	DATE	BY	APPR.
1	9/18/07	SCD	JC
2	9/18/07	SCD	JC
3	1/1/11	SCD	JC



CITY OF CAMAS ~ STREET DETAIL
ROLLED TRAFFIC CURB AND GUTTER

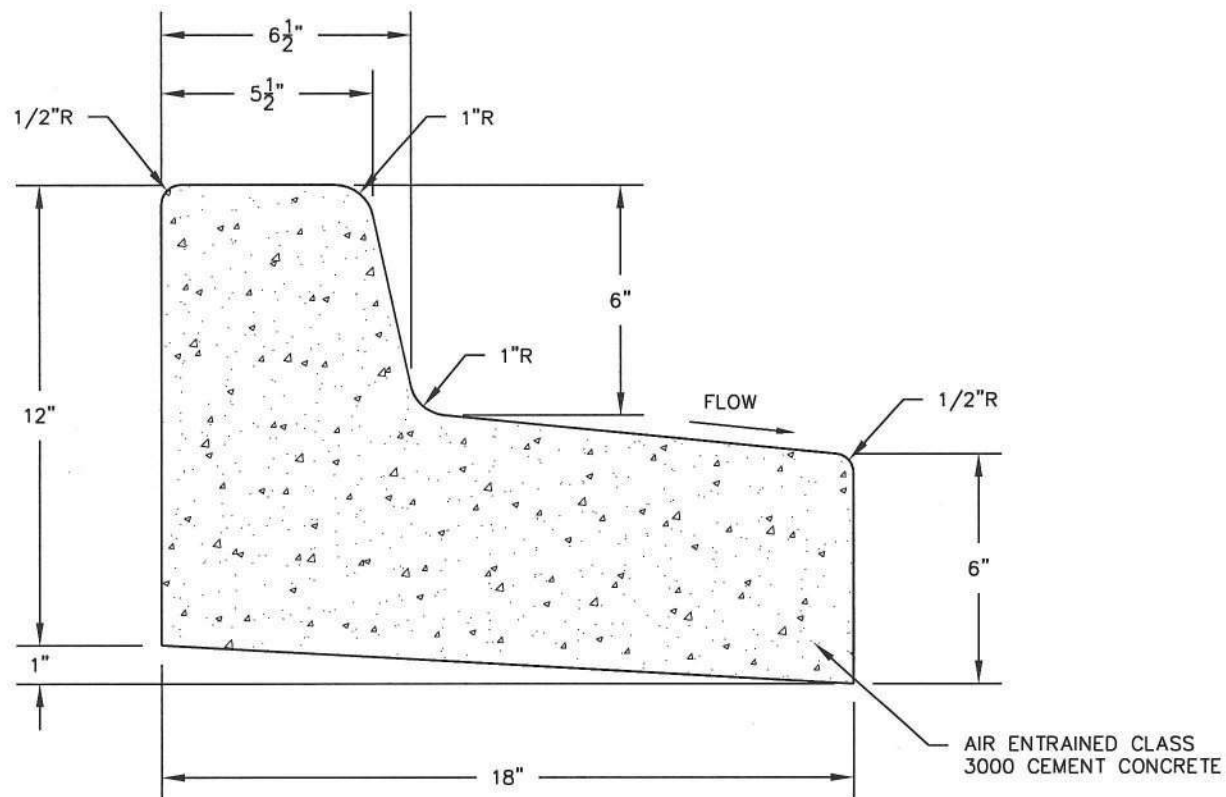
Don P. Caruth 1-4-11
 DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

ST8

ST-CURBS.DWG



NOTES:

1. THERE SHALL BE EXPANSION JOINTS EVERY 45' & FALSE JOINTS EVERY 15'
2. STAMP A "W" OR "S" IN FACE OF CURB AT WATER AND SEWER SERVICE LOCATIONS.
3. SEE TRAFFIC CURB & GUTTER DETAIL FOR CROWN SECTIONS.

REV. NO.	DATE	BY	APPR.
1	5/1/07	SCD	JC
2	1/1/11	SCD	JC



CITY OF CAMAS ~ STREET DETAIL
HIGH SIDE TRAFFIC CURB AND GUTTER

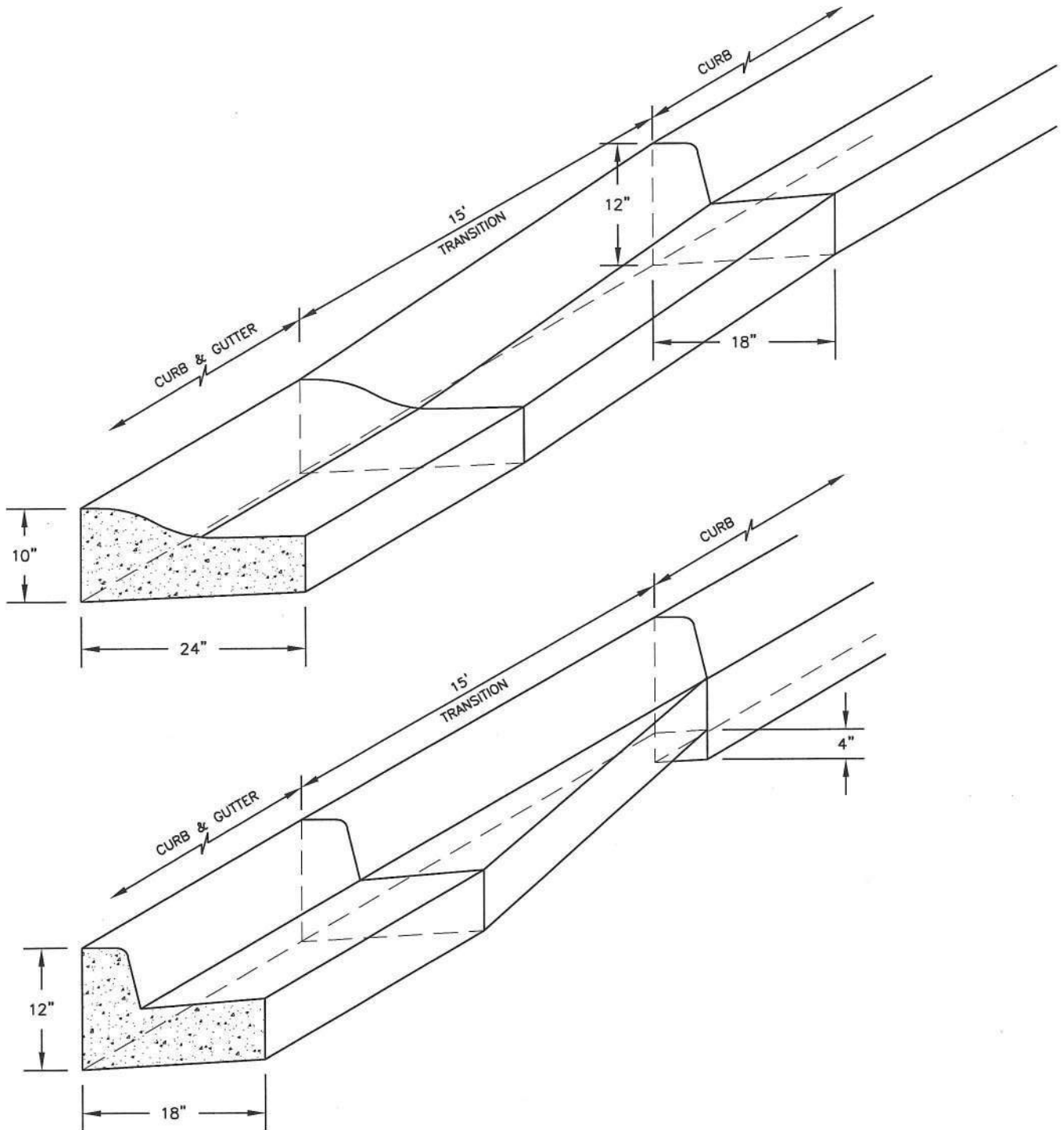
Jan P. Carthage 1-4-11
 DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

ST9

ST-CURBS.DWG



REV. NO.	DATE	BY	APPR.
1	5/1/07	SCD	JC
2	9/18/07	SCD	JC
3	1/1/11	SCD	JC

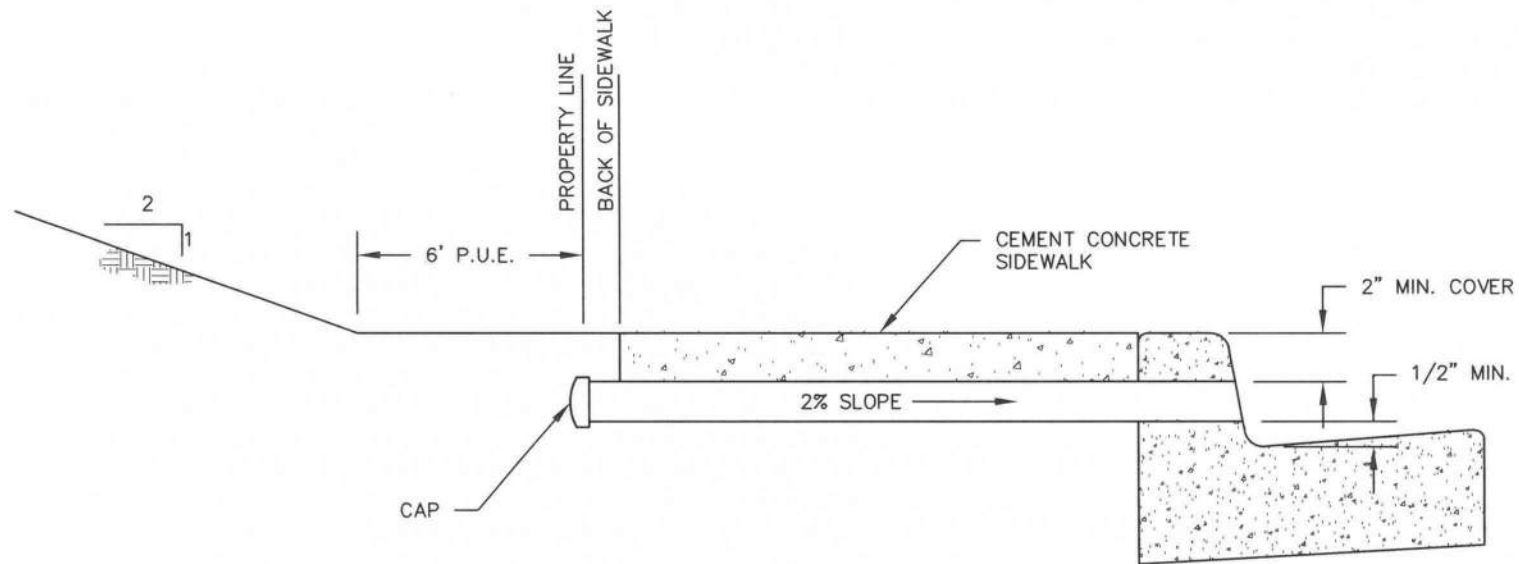


CITY OF CAMAS ~ STREET DETAIL
TRAFFIC CURB AND GUTTER TRANSITIONS

Jan P. Caruthers 1-4-11
DETAIL APPROVED BY DATE

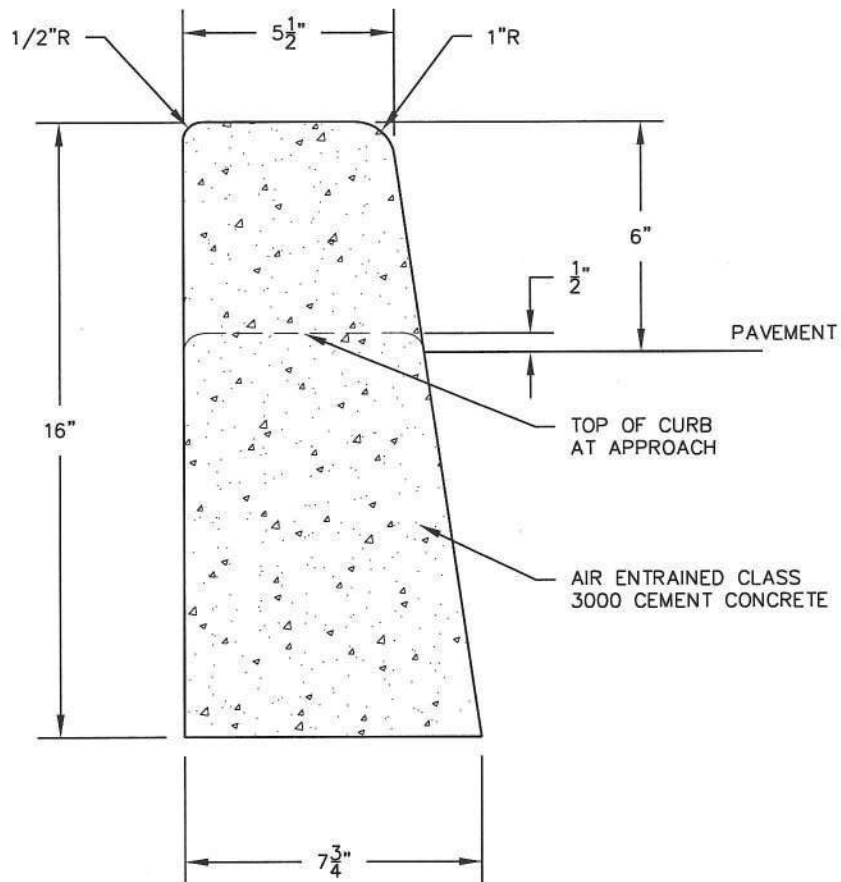
NOT TO SCALE

DETAIL NO.
ST10



NOTES:

1. DRAINAGE PIPE REQUIRED FOR LOTS ABOVE GRADE.
2. FOR LOTS ON HIGH-SIDE OF SHED STREETS, ROOF AND FOOTING DRAINS SHALL BE CONNECTED BY TIGHT-LINE TO STORM MAIN.
3. ONE 3" DRAIN REQUIRED PER LOT UNLESS 4" DRAIN FOR LOTS BELOW GRADE IS PROVIDED.
4. DRAINS ARE TO BE LOCATED NEAR THE LOT CORNER WITH THE LOWEST ELEVATION AT FINISHED GRADE OR AS STAKED BY ENGINEER.
5. DRAINS TO BE INSTALLED ON CROWNED STREETS ONLY.
6. WEEP HOLES NOT PERMITTED ON ROLLED CURB.



NOTES:

1. THERE SHALL BE EXPANSION JOINTS EVERY 45' & FALSE JOINTS EVERY 15'
2. STAMP A "W" OR "S" IN FACE OF CURB AT WATER AND SEWER SERVICE LOCATIONS.
3. SEE CURB TRANSITION DETAIL FOR TRANSITION TO TRAFFIC CURB & GUTTER

REV. NO.	DATE	BY	APPR.
1	5/1/07	SCD	JC
2	9/18/07	SCD	JC
3	1/1/11	SCD	JC

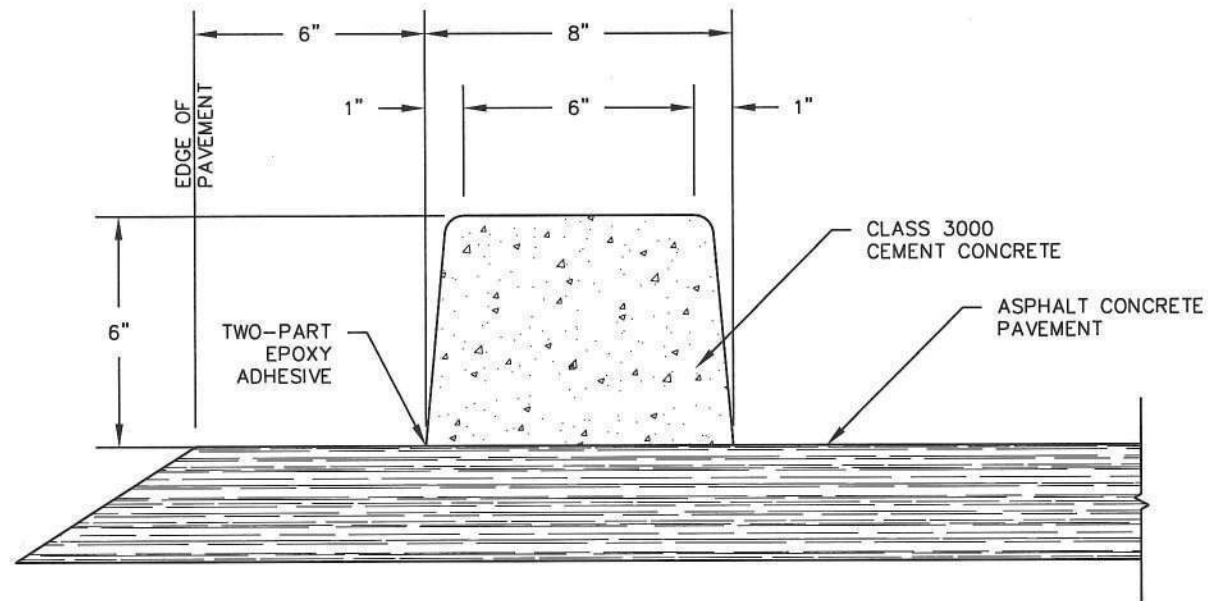


CITY OF CAMAS ~ STREET DETAIL
TRAFFIC CURB

James P. Caruthers 1-4-11
DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.
ST12



REV. NO.	DATE	BY	APPR.
1	5/1/07	SCD	JC
2	1/1/11	SCD	JC



CITY OF CAMAS ~ STREET DETAIL
EXTRUDED CURB

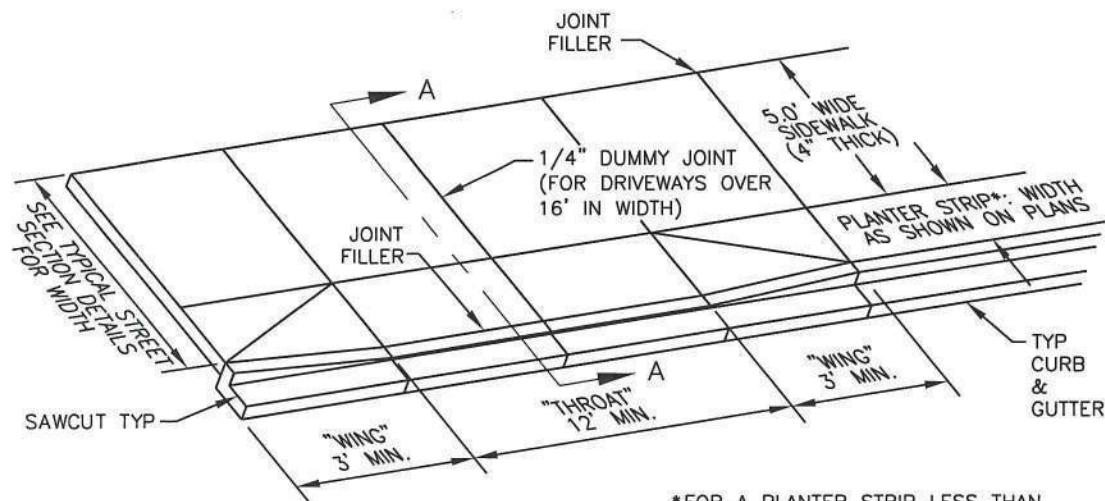
John P. Cuthbert 1-4-11
DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

ST13

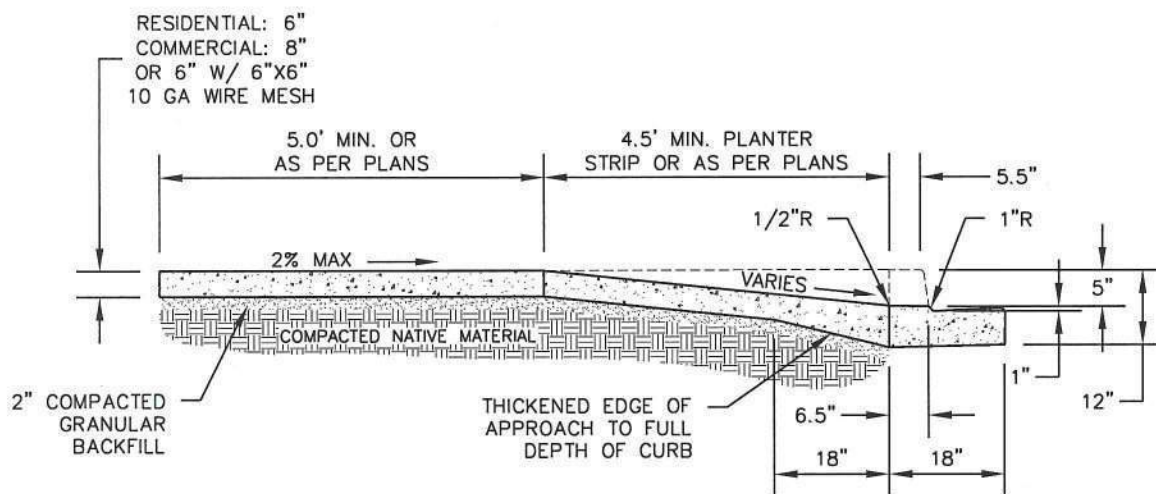
ST-CURBS.DWG



*FOR A PLANTER STRIP LESS THAN 4.5' WIDE, SEE NOTE 8

NOTES:

1. COMPACTION SHALL BE 95% OF T-180.
2. CONCRETE SURFACE SHALL BE TROWELED SMOOTH & HAIR BROOMED.
3. PROVIDE A WEAKENED PLANE JOINT OF 2" MIN. DEPTH AND 1/8" MAX. WIDTH IN THE MIDDLE OF THE DRIVEWAY APPROACH AND GUTTER.
4. ON MONOLITHIC CURB, GUTTER AND SIDEWALK INSTALL WEAKENED PLANE JOINTS AT EDGES OF DRIVEWAY.
5. MAX. DRIVEWAY THROAT WIDTH = 20' FOR TWO-CAR GARAGE & 30' FOR THREE-CAR GARAGE; PROVIDING THAT DRIVEWAY THROAT WIDTH DOES NOT EXCEED 40% OF TOTAL LOT FRONTAGE. THE WIDTH FOR DRIVEWAYS ACCESSING A LIMITED ACCESS ROADWAY WILL BE DETERMINED BY THE CITY ENGINEER.
6. CEMENT CONCRETE APPROACHES SHALL BE CONSTRUCTED OF AIR-ENTRAINED CONCRETE CLASS 3000 AND MAY BE POURED INTEGRAL WITH CURB. APPROACH THROAT AND WINGS SHALL BE 6" THICK AS SHOWN IN SECTION "A-A".
7. DRIVEWAY DROPS SHALL NOT BE USED AS ADA CURB RAMPS. SEE CURB RAMP DETAILS.
8. AT THE DISCRETION OF THE CITY ENGINEER, DETAIL ST15 MAY BE USED WHERE PLANTER IS STRIP LESS THAN 4.5' WIDE WITH WINGS ALLOWED TO BE 3' TO 6' WIDE PROVIDED THAT SIDEWALK SLOPES ARE HELD.
9. FOR DRIVEWAY ON ROLLED CURB, SEE DETAIL ST16, NOTE 7.



SECTION "A-A"

REV. NO.	DATE	BY	APPR.
1	5/1/07	SCD	JC
2	9/18/07	SCD	JC
3	2/1/10	SCD	JC
4	1/1/11	SCD	JC



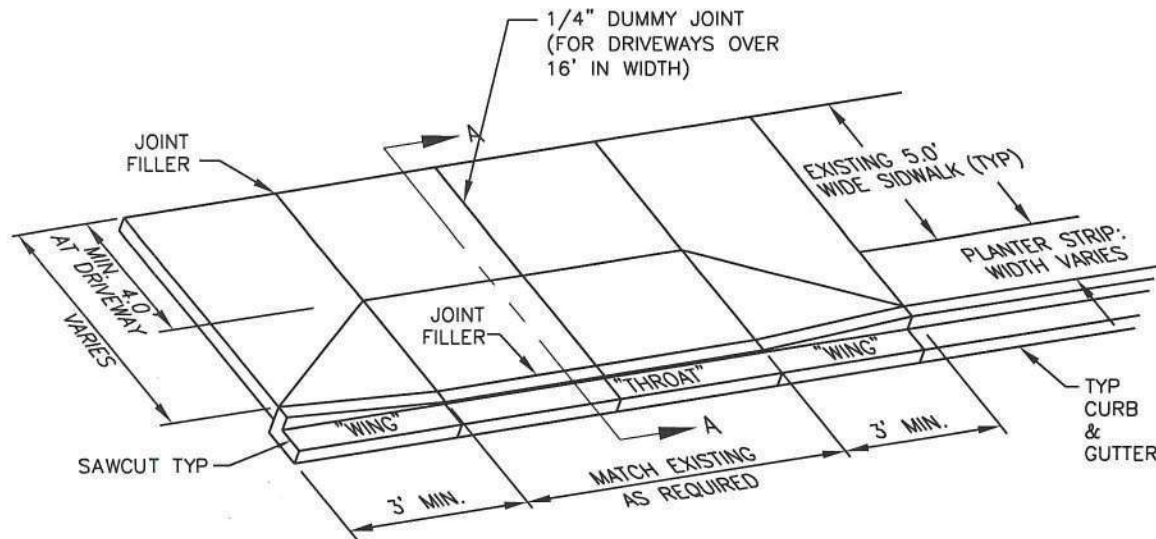
CITY OF CAMAS ~ STREET DETAIL DRIVEWAY/SIDEWALK WITH PLANTER

Jan E. Cruthers 1-4-11
DETAIL APPROVED BY DATE

NOT TO SCALE

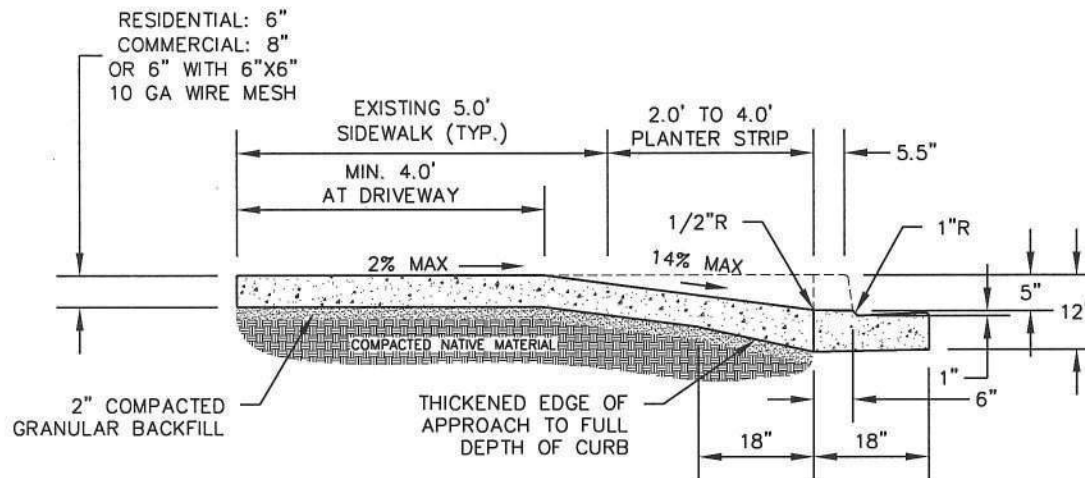
DETAIL NO.

ST14



NOTES:

1. COMPACTION SHALL BE 95% OF T-180.
2. CONCRETE SURFACE SHALL BE TROWELED SMOOTH & HAIR BROOMED.
3. PROVIDE A WEAKENED PLANE JOINT OF 2" MIN. DEPTH AND 1/8" MAX. WIDTH IN THE MIDDLE OF THE DRIVEWAY APPROACH AND GUTTER.
4. ON MONOLITHIC CURB, GUTTER AND SIDEWALK INSTALL WEAKENED PLANE JOINTS AT EDGES OF DRIVEWAY.
5. MAX. DRIVEWAY THROAT WIDTH = 20' FOR TWO-CAR GARAGE & 30' FOR THREE-CAR GARAGE; PROVIDING THAT DRIVEWAY THROAT WIDTH DOES NOT EXCEED 40% OF TOTAL LOT FRONTAGE. THE WIDTH FOR DRIVEWAYS ACCESSING A LIMITED ACCESS ROADWAY WILL BE DETERMINED BY THE CITY ENGINEER.
6. CEMENT CONCRETE APPROACHES SHALL BE CONSTRUCTED OF AIR-ENTRAINED CONCRETE CLASS 3000 AND MAY BE POURED INTEGRAL WITH CURB. APPROACH THROAT AND WINGS SHALL BE 6" THICK AS SHOWN IN SECTION "A-A".
7. DRIVEWAY DROPS SHALL NOT BE USED AS ADA CURB RAMPS. SEE CURB RAMP DETAILS.
8. AT THE DISCRETION OF THE CITY ENGINEER, THIS DETAIL MAY BE USED WHERE PLANTER STRIP IS LESS THAN 4.5' WIDE WITH WINGS ALLOWED TO BE 3' TO 6' PROVIDED THAT SIDEWALK SLOPES ARE HELD.
9. FOR DRIVEWAY ON ROLLED CURB, SEE DETAIL ST16, NOTE 7.



SECTION "A-A"

REV. NO.	DATE	BY	APPR.
1	9/18/07	SCD	JC
2	2/1/10	SCD	JC
3	1/1/11	SCD	JC



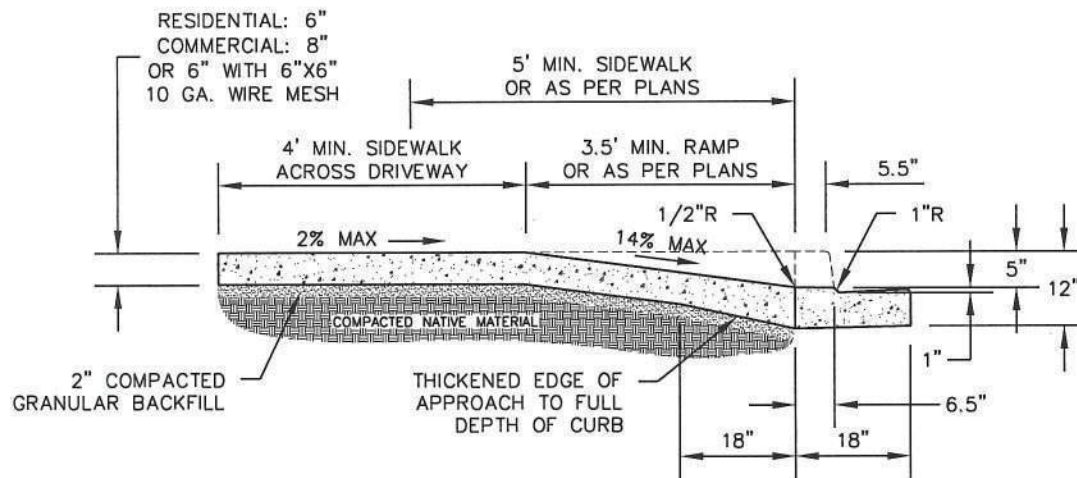
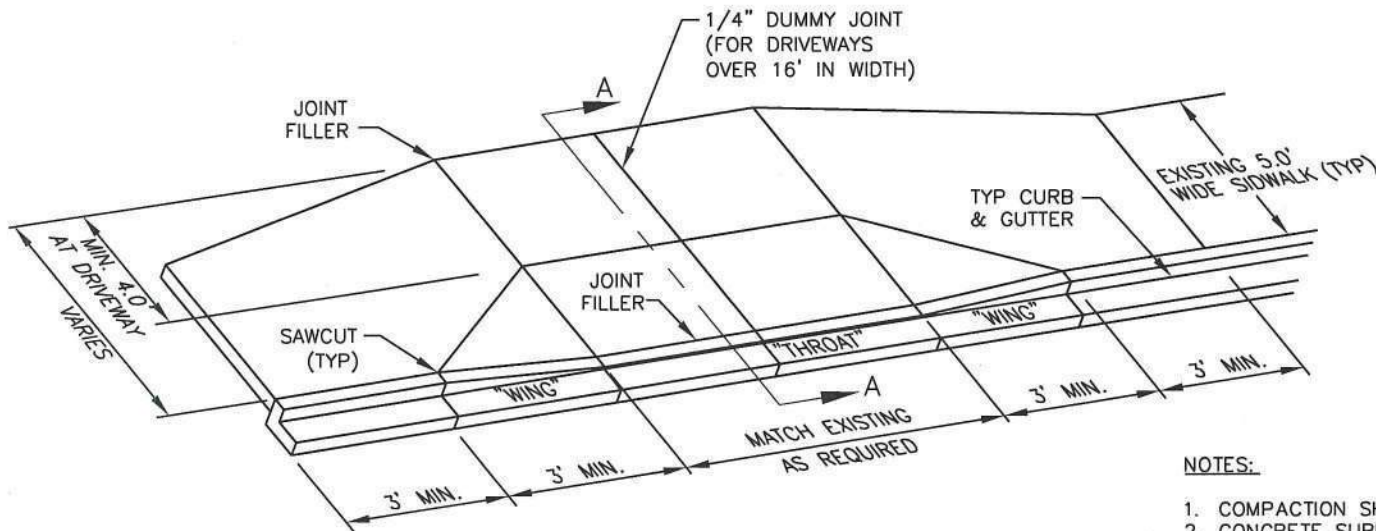
CITY OF CAMAS ~ STREET DETAIL RETRO-FIT DRIVEWAY/SIDEWALK WITH PLANTER

Jim P. Caruth 1-4-11
DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

ST15



SECTION "A-A"

NOTES:

1. COMPACTION SHALL BE 95% OF T-180.
2. CONCRETE SURFACE SHALL BE TROWELED SMOOTH & HAIR BROOMED.
3. PROVIDE A WEAKENED PLANE JOINT OF 2" MIN. DEPTH AND 1/8" MAX. WIDTH IN THE MIDDLE OF THE DRIVEWAY APPROACH AND GUTTER.
4. ON MONOLITHIC CURB, GUTTER AND SIDEWALK INSTALL WEAKENED PLANE JOINTS AT EDGES OF DRIVEWAY.
5. MAX. DRIVEWAY THROAT WIDTH = 20' FOR TWO-CAR GARAGE & 30' FOR THREE-CAR GARAGE; PROVIDING THAT DRIVEWAY THROAT WIDTH DOES NOT EXCEED 40% OF TOTAL LOT FRONTAGE. THE WIDTH FOR DRIVEWAYS ACCESSING A LIMITED ACCESS ROADWAY WILL BE DETERMINED BY THE CITY ENGINEER.
6. CEMENT CONCRETE APPROACHES SHALL BE CONSTRUCTED OF AIR-ENTRAINED CONCRETE CLASS 3000 AND MAY BE POURED INTEGRAL WITH CURB. APPROACH THROAT AND WINGS SHALL BE 6" THICK AS SHOWN IN SECTION "A-A".
7. DRIVEWAY DROPS SHALL NOT BE USED AS ADA CURB RAMPS. SEE CURB RAMP DETAILS.
8. AT THE DISCRETION OF THE CITY ENGINEER, THIS DETAIL MAY BE USED WHERE PLANTER STRIP IS LESS THAN 4.5' WIDE WITH WINGS ALLOWED TO BE 3' TO 6' PROVIDED THAT SIDEWALK SLOPES ARE HELD.
9. FOR DRIVEWAY ON ROLLED CURB, SEE DETAIL ST16, NOTE 7.

REV. NO.	DATE	BY	APPR.
1	10/19/07	SCD	JC
2	2/1/10	SCD	JC
3	1/1/11	SCD	JC



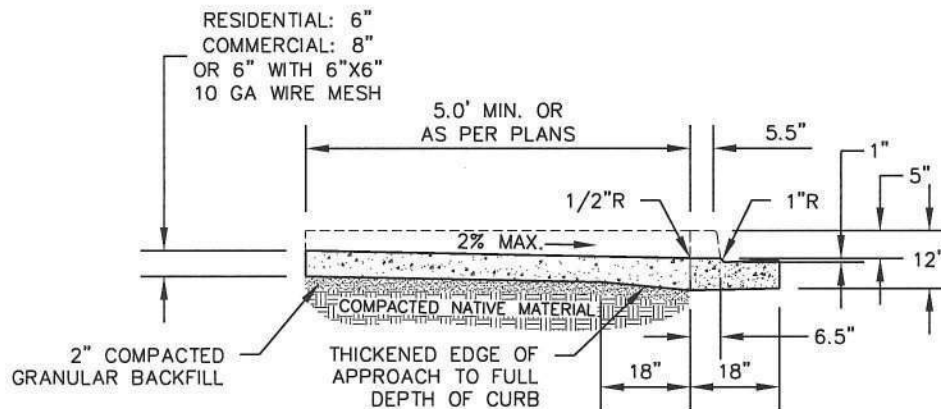
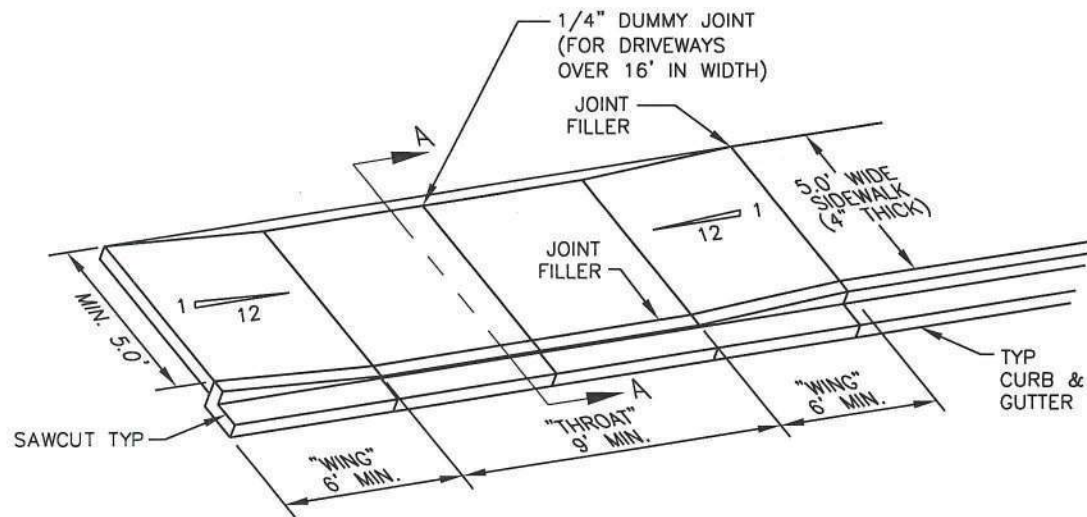
CITY OF CAMAS ~ STREET DETAIL
RETRO-FIT DRIVEWAY/SIDEWALK WITHOUT PLANTER

DETAIL APPROVED BY *Sam P. Carithers* 1-4-11
DATE

NOT TO SCALE

DETAIL NO.

ST16



SECTION "A-A"

NOTES:

1. COMPACTION SHALL BE 95% OF T-180.
2. CONCRETE SURFACE SHALL BE TROWELED SMOOTH & HAIR BROOMED.
3. PROVIDE A WEAKENED PLANE JOINT OF 2" MIN. DEPTH AND 1/8" MAX. WIDTH IN THE MIDDLE OF THE DRIVEWAY APPROACH AND GUTTER.
4. ON MONOLITHIC CURB, GUTTER AND SIDEWALK INSTALL WEAKENED PLANE JOINTS AT EDGES OF DRIVEWAY.
5. MAX. DRIVEWAY THROAT WIDTH = 20' FOR TWO-CAR GARAGE & 30' FOR THREE-CAR GARAGE; PROVIDING THAT DRIVEWAY THROAT WIDTH DOES NOT EXCEED 40% OF TOTAL LOT FRONTAGE. THE WIDTH FOR DRIVEWAYS ACCESSING A LIMITED ACCESS ROADWAY WILL BE DETERMINED BY THE CITY ENGINEER.
6. CEMENT CONCRETE APPROACHES SHALL BE CONSTRUCTED OF AIR-ENTRAINED CONCRETE CLASS 3000 AND MAY BE POURED INTEGRAL WITH CURB. APPROACH THROAT AND WINGS SHALL BE 6" THICK AS SHOWN IN SECTION "A-A".
7. DRIVEWAY DROPS SHALL NOT BE USED AS ADA CURB RAMPS. SEE CURB RAMP DETAILS.
8. AT THE DISCRETION OF THE CITY ENGINEER, THIS DETAIL MAY BE USED WHERE PLANTER STRIP IS LESS THAN 4.5' WIDE. WINGS SHALL BE 6' PROVIDED THAT SIDEWALK SLOPES ARE HELD.
9. FOR DRIVEWAY ON ROLLED CURB, SEE DETAIL ST16, NOTE 7.

REV. NO.	DATE	BY	APPR.
1	5/1/07	SCD	JC
2	9/18/07	SCD	JC
3	2/1/10	SCD	JC
4	1/1/11	SCD	JC



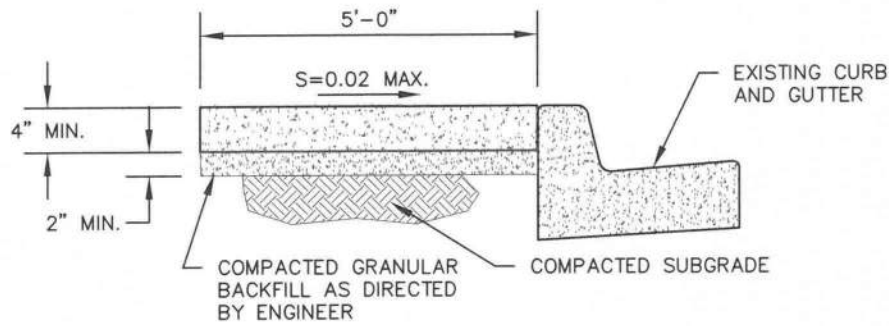
CITY OF CAMAS ~ STREET DETAIL
DRIVEWAY/SIDEWALK WITHOUT PLANTER

Don P. Crother 1-4-11
DETAIL APPROVED BY DATE

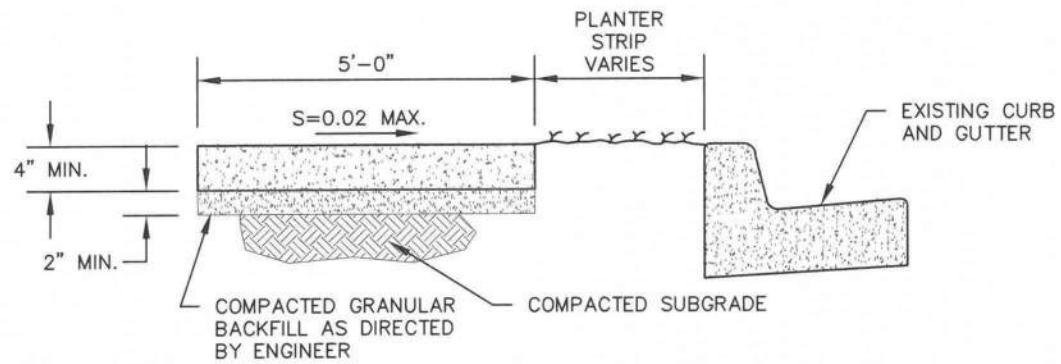
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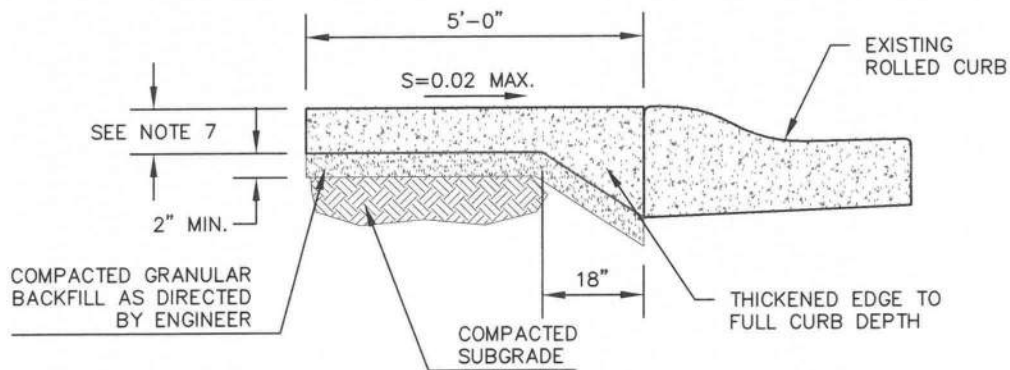
ST17



SITUATION A



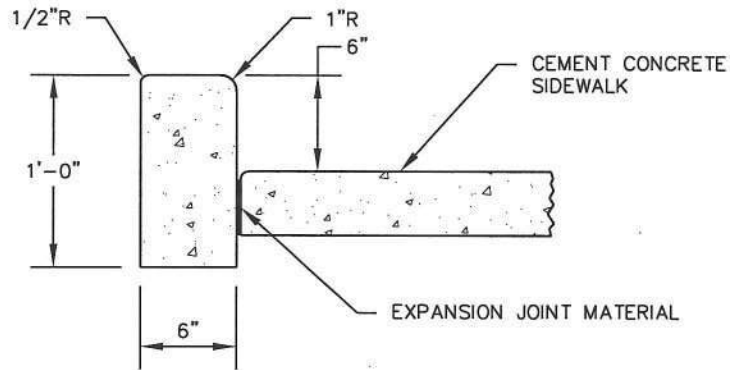
SITUATION B



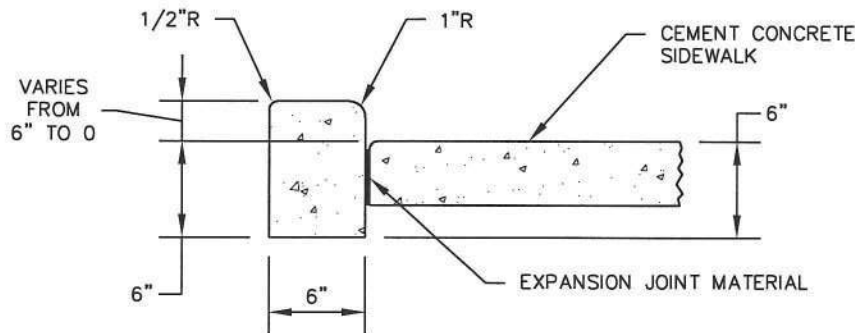
SITUATION C

NOTES:

1. NOTIFY CITY INSPECTOR 24 HOURS PRIOR TO CONCRETE POUR FOR APPROVAL OF FORMS.
2. SUBGRADE SHALL BE SHAPED AND COMPACTED TO A FIRM EVEN SURFACE.
3. ALL SOFT AND YIELDING MATERIAL SHALL BE REMOVED AND REPLACED WITH ACCEPTABLE MATERIAL.
4. CONCRETE FOR SIDEWALKS SHALL BE AIR ENTRAINED CONCRETE CLASS 3000.
5. PROVIDE EXPANSION JOINTS EVERY 15 FEET AND DUMMY JOINTS EVERY 5 FEET.
6. CONCRETE SURFACE SHALL BE TROWELED SMOOTH AND HAIR BROOMED.
7. DRIVEWAY APPROACHES AND SIDEWALKS = 6"
8. WEEP HOLES NOT PERMITTED ON ROLLED CURB



CEMENT CONCRETE
PEDESTRIAN CURB



CEMENT CONCRETE
PEDESTRIAN CURB
AT SIDEWALKS RAMPS & LANDINGS

REV. NO.	DATE	BY	APPR.
1	1/1/11	SCD	JC



CITY OF CAMAS ~ STREET DETAIL
PEDESTRIAN CURB

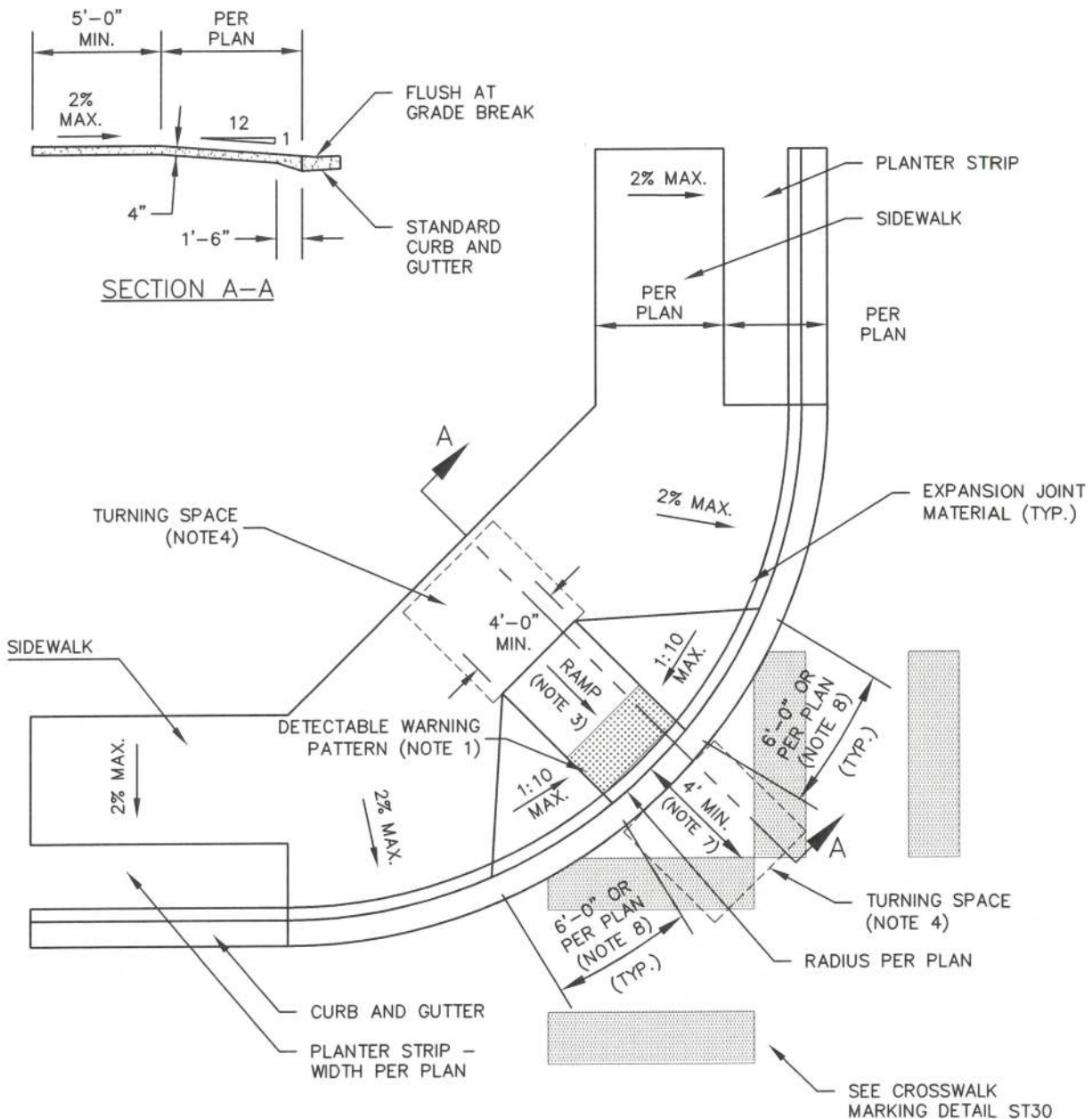
Jan P. Cruthen 1-4-11
DETAIL APPROVED BY DATE

DETAIL NO.

ST19

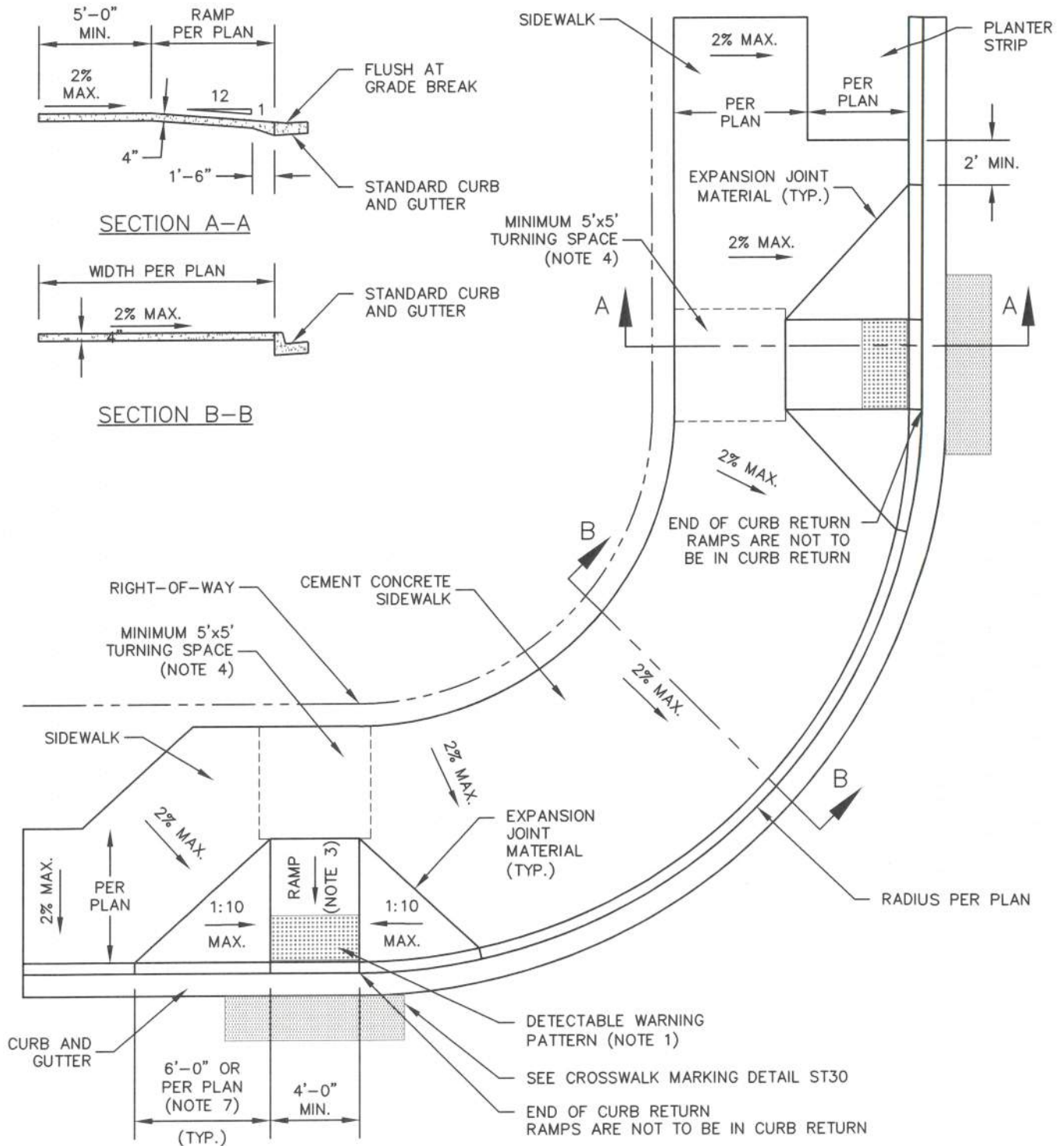
NOT TO SCALE

ST-SIDEWALKS.DWG



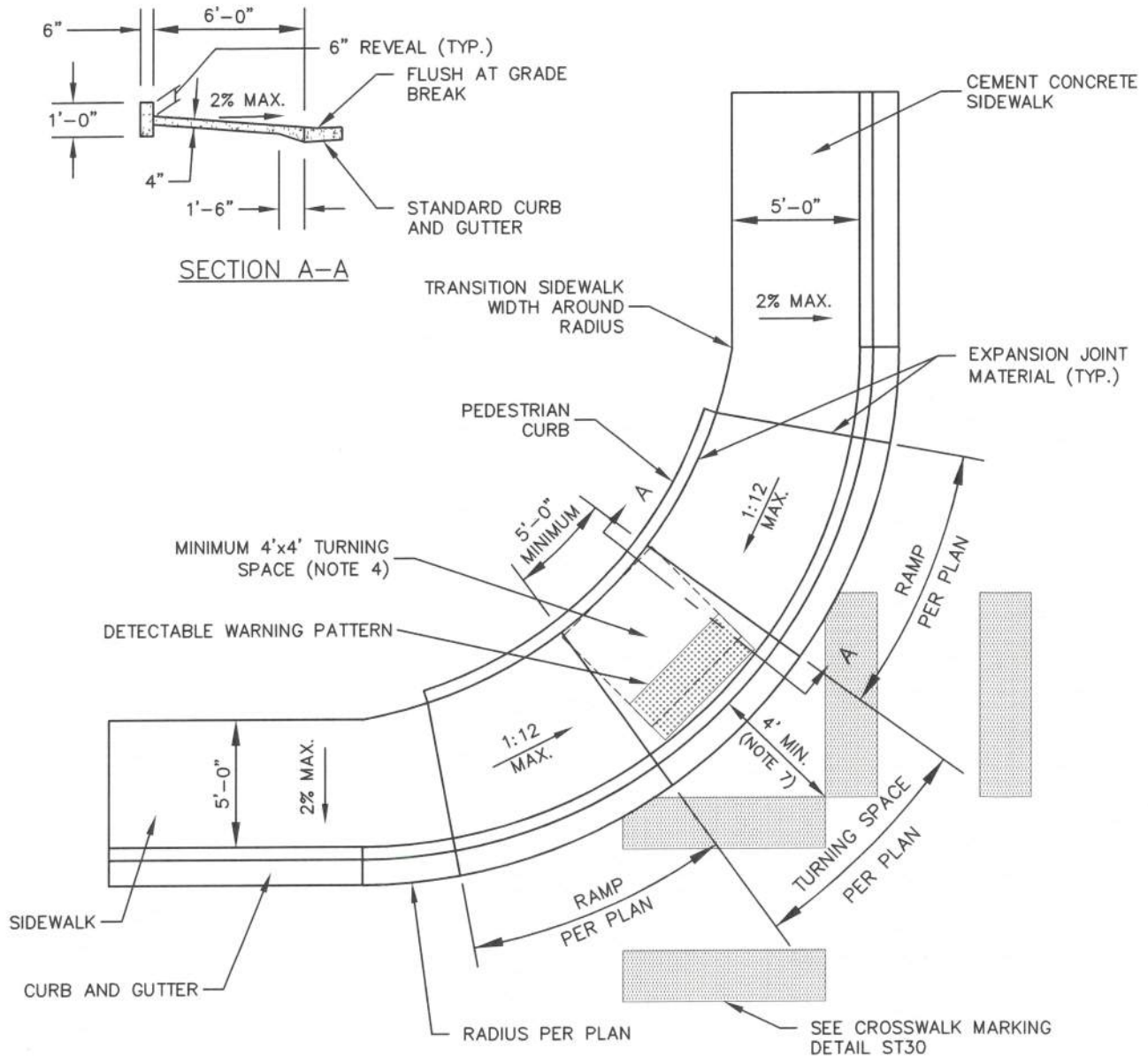
NOTES:

1. TRUNCATED DOMES SHALL BE PER ST29 AND IN COMPLIANCE WITH WSDOT STANDARD PLAN F-45.10. SEE DETECTABLE WARNING PATTERN DETAIL.
2. ALL SIDEWALK, TURNING SPACES, RAMPS, WINGS AND CURBS SHALL BE CLASS 3000 CEMENT CONCRETE.
3. RAMP GRADE SHALL NOT EXCEED 8.3% (1:12) AND RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
4. TURNING SPACE SHALL BE 4' X 4' MIN. & NOT EXCEED 2% SLOPE IN ANY DIRECTION.
5. RAMPS TO BE CENTERED IN CROSSWALKS.
6. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
7. IF A SINGLE DIAGONAL CURB RAMP IS PERMITTED, 48" MIN. CLEAR SPACE SHALL BE PROVIDED FOR MANEUVERING ROOM IN CROSSWALK.
8. NOT TO EXCEED 6'-0" AT CURB.
9. **NOT APPROVED FOR USE ON COLLECTORS OR ARTERIALS OR AT THE INTERSECTION OF A LOCAL STREET AND A COLLECTOR/ARTERIAL.**
10. **NOT TO BE USED ON LOCAL ROADS WITHOUT CITY APPROVAL.**



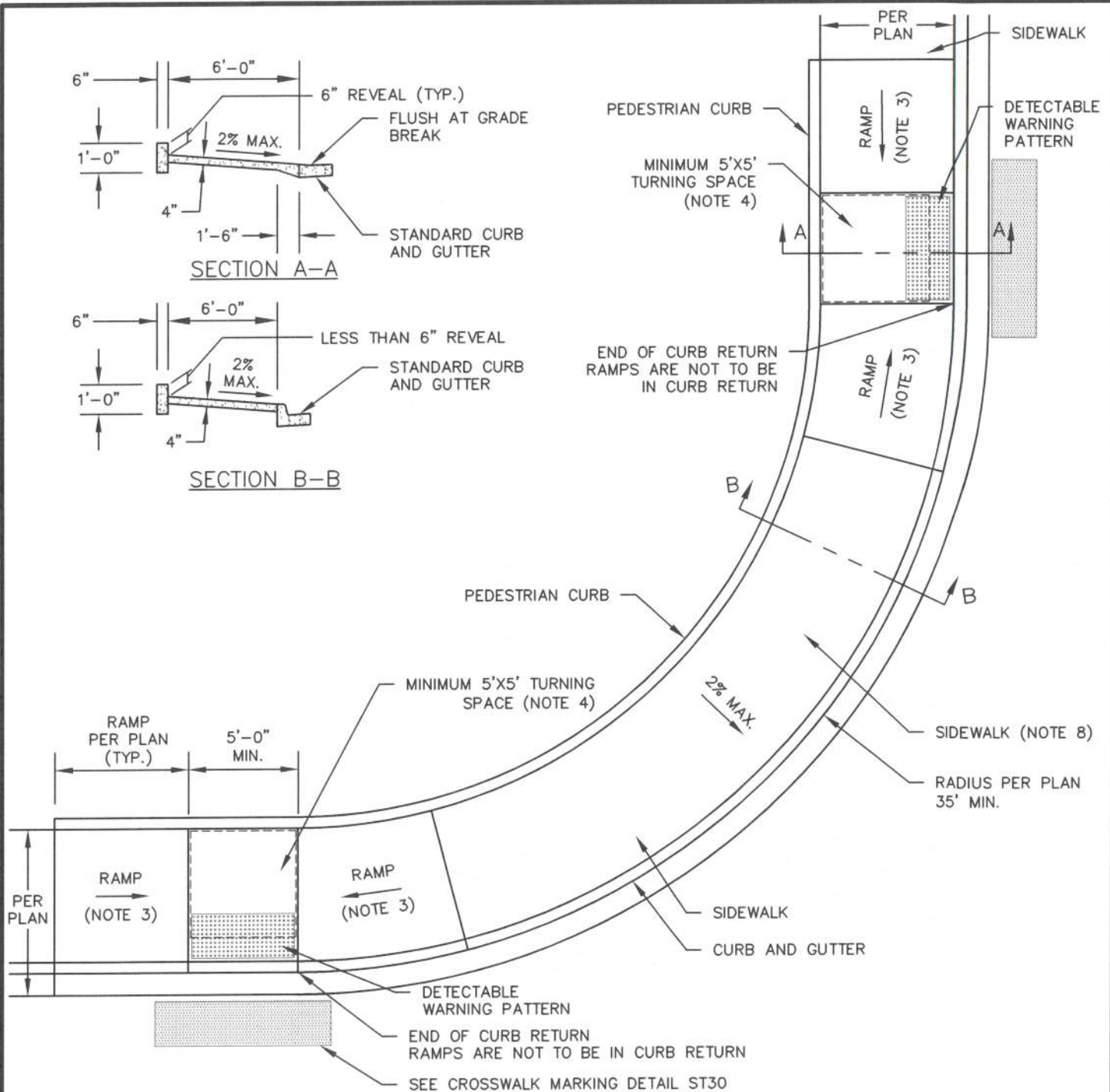
NOTES:

1. TRUNCATED DOMES SHALL BE PER ST29 AND IN COMPLIANCE WITH WSDOT STANDARD PLAN F-45.10. SEE DETECTABLE WARNING PATTERN DETAIL.
2. ALL SIDEWALK, TURNING SPACES, RAMPS, WINGS AND CURBS SHALL BE CLASS 3000 CEMENT CONCRETE.
3. RAMP GRADE SHALL NOT EXCEED 8.3% (1:12) AND RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
4. TURNING SPACE GRADE SHALL NOT EXCEED 2% IN ANY DIRECTION.
5. RAMPS TO BE CENTERED IN CROSSWALKS.
6. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
7. NOT TO EXCEED 6'-0" AT CURB.



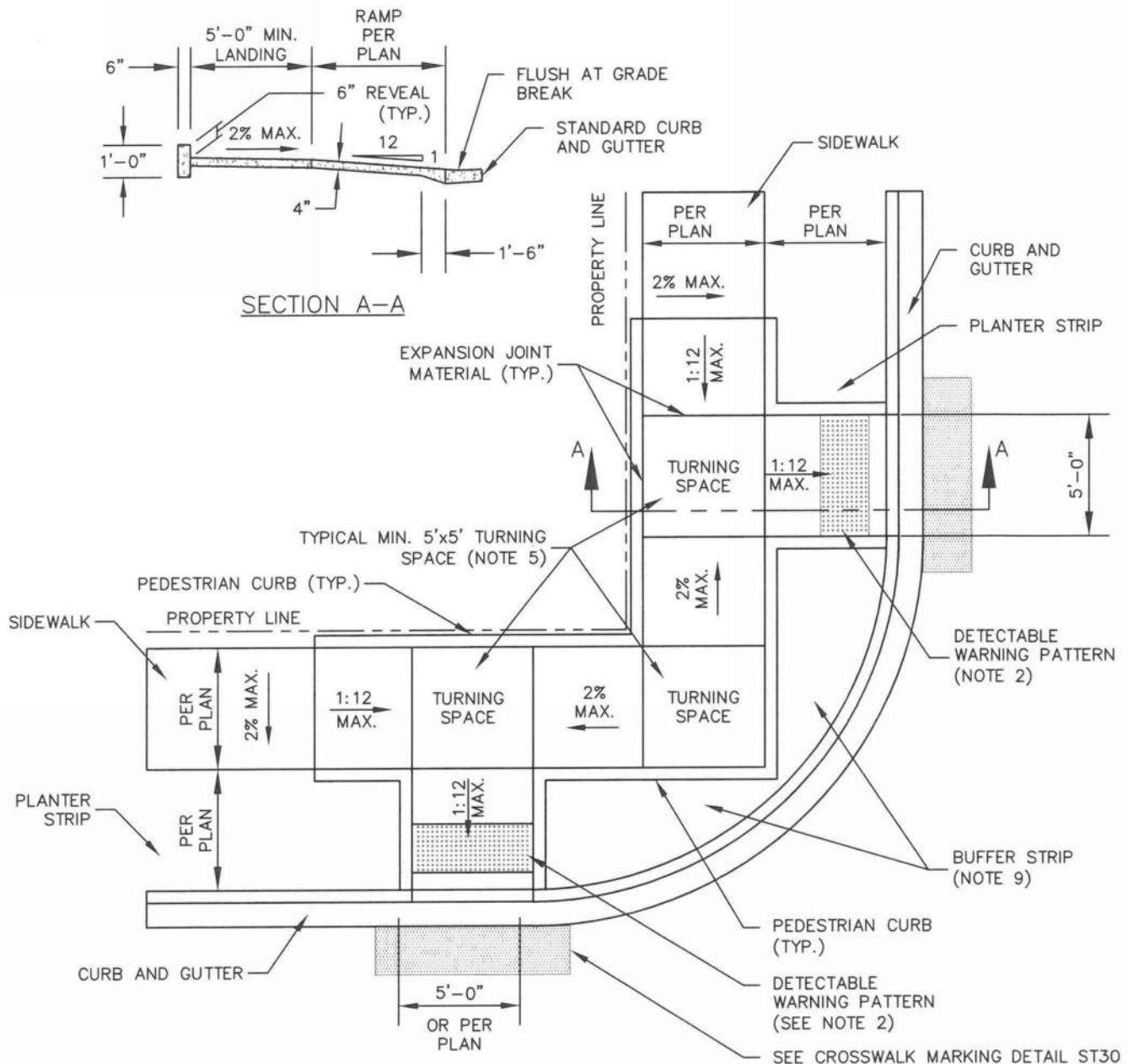
NOTES:

1. TRUNCATED DOMES SHALL BE PER ST29 AND IN COMPLIANCE WITH WSDOT STANDARD PLAN F-45.10. SEE DETECTABLE WARNING PATTERN DETAIL.
2. ALL SIDEWALK, TURNING SPACES, RAMPS, WINGS AND CURBS SHALL BE CLASS 3000 CEMENT CONCRETE.
3. RAMP RUNNING GRADE SHALL NOT EXCEED 8.3% (1:12) AND RAMP CROSS SLOPE SHALL NOT EXCEED 2%. IF THE MAXIMUM RAMP GRADE OF 8.3% (1:12) CANNOT BE ACHIEVED DUE TO THE GRADE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP GRADE.
4. TURNING SPACE SHALL BE 4' X 4' MIN. & SHALL NOT EXCEED 2% IN ANY DIRECTION.
5. RAMPS TO BE CENTERED IN CROSS WALKS.
6. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
7. 48" MIN. CLEAR SPACE SHALL BE PROVIDED FOR MANEUVERING ROOM IN CROSSWALK.
8. **NOT APPROVED FOR USE ON COLLECTORS OR ARTERIALS OR AT THE INTERSECTION OF A LOCAL STREET AND A COLLECTOR/ARTERIAL.**
9. **NOT TO BE USED ON LOCAL ROADS WITHOUT CITY APPROVAL.**



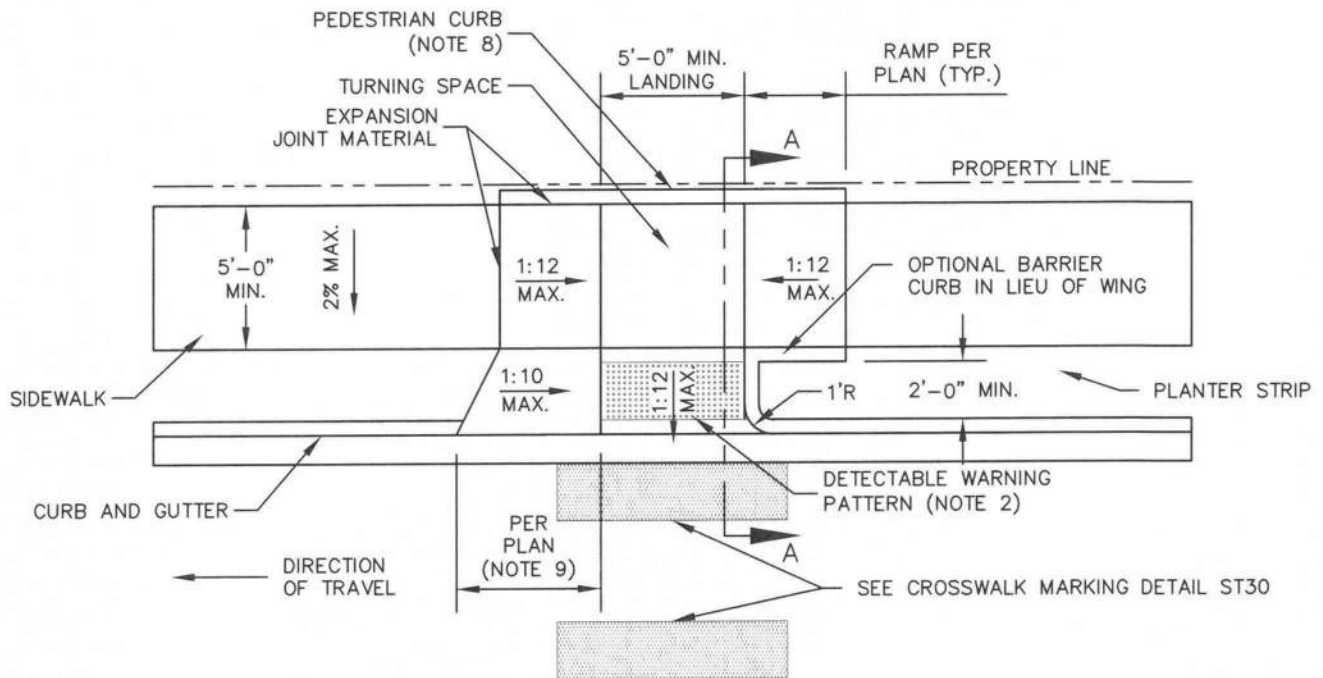
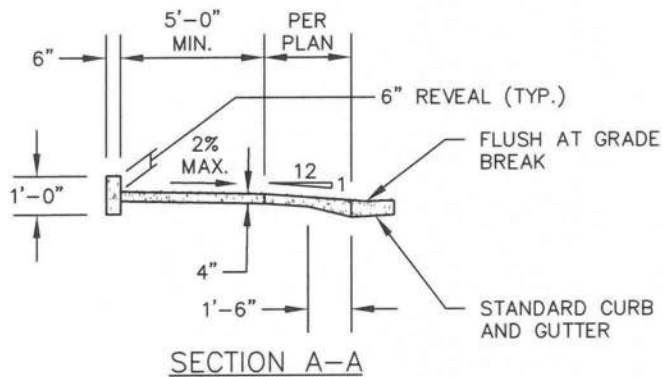
NOTES:

1. TRUNCATED DOMES SHALL BE PER ST29 AND IN COMPLIANCE WITH WSDOT STANDARD PLAN F-45.10. SEE DETECTABLE WARNING PATTERN DETAIL.
2. ALL SIDEWALK, TURNING SPACES, RAMPS, WINGS AND CURBS SHALL BE CLASS 3000 CEMENT CONCRETE.
3. RAMP RUNNING GRADE SHALL NOT EXCEED 8.3% (1:12) AND RAMP CROSS SLOPE SHALL NOT EXCEED 2%. IF THE MAXIMUM RAMP GRADE OF 8.3% (1:12) CANNOT BE ACHIEVED DUE TO THE GRADE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP GRADE.
4. TURNING SPACE GRADE SHALL NOT EXCEED 2% IN EITHER DIRECTION.
5. RAMPS TO BE CENTERED IN CROSS WALKS.
6. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
7. IF A SINGLE PARALLEL CURB RAMP IS USED, 48" MIN. CLEAR SPACE SHALL BE PROVIDED FOR MANEUVERING ROOM IN CROSSWALK.
8. FOR DUAL PARALLEL CURB RAMPS THERE SHALL BE A MINIMUM OF 4' OF SIDEWALK BETWEEN TOP OF RAMPS.



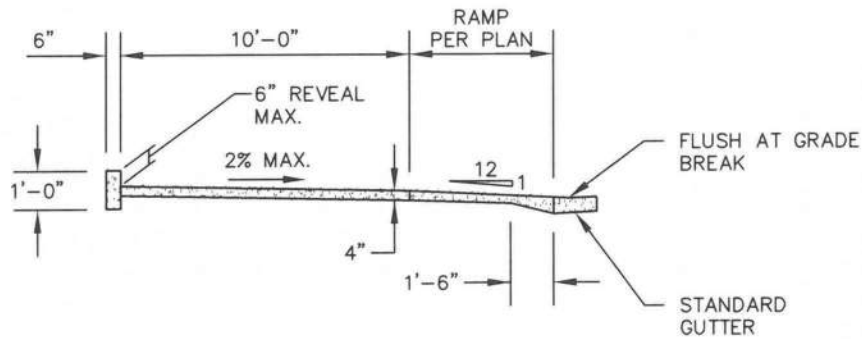
NOTES:

1. THIS RAMP TYPE TO BE USED IN EXISTING RESTRICTED RIGHT OF WAY INSTALLATIONS.
2. TRUNCATED DOMES SHALL BE IN COMPLIANCE WITH WSDOT STANDARD PLAN F-45.10. SEE DETECTABLE WARNING PATTERN DETAIL.
3. ALL SIDEWALK, TURNING SPACES, RAMPS, WINGS AND CURBS SHALL BE CLASS 3000 CEMENT CONCRETE.
4. RAMP RUNNING GRADE SHALL NOT EXCEED 8.3% (1:12) AND RAMP CROSS SLOPE SHALL NOT EXCEED 2%. IF THE MAXIMUM RAMP GRADE OF 8.3% (1:12) CANNOT BE ACHIEVED DUE TO THE GRADE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP GRADE.
5. TURNING SPACE GRADE SHALL NOT EXCEED 2% IN ANY DIRECTION.
6. RAMPS TO BE CENTERED IN CROSS WALKS.
7. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
8. PEDESTRIAN CURB MAY BE PLACED WITHIN SIDEWALK WHEN EXISTING SIDEWALK IS ON PROPERTY LINE.
9. BUFFER STRIP SURFACE MATERIAL SHALL DIFFERENTIATE SURFACE FROM PEDESTRIAN CIRCULATION. SURFACE MATERIAL SHALL BE APPROVED BY ENGINEER.

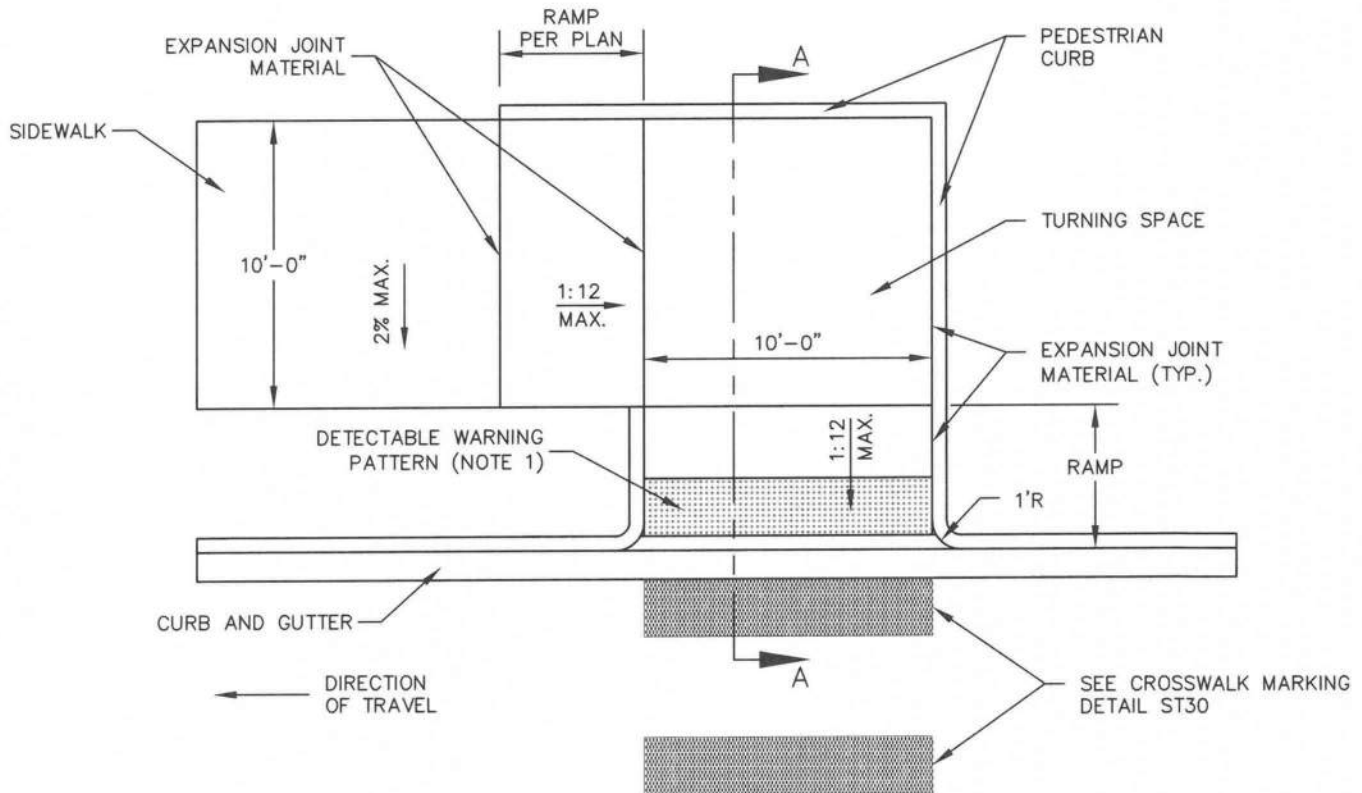


NOTES:

1. THIS RAMP TYPE TO BE USED IN EXISTING RESTRICTED RIGHT OF WAY, MID BLOCK, OR INTERSECTION RADIUS SITUATIONS.
2. TRUNCATED DOMES SHALL BE IN COMPLIANCE WITH WSDOT STANDARD PLAN F-45.10A. SEE DETECTABLE WARNING PATTERN DETAIL.
3. ALL SIDEWALK, TURNING SPACES, RAMPS, WINGS AND CURBS SHALL BE CLASS 3000 CEMENT CONCRETE.
4. RAMP RUNNING GRADE SHALL NOT EXCEED 8.3% (1:12) AND RAMP CROSS SLOPE SHALL NOT EXCEED 2%. IF THE MAXIMUM RAMP GRADE OF 8.3% (1:12) CANNOT BE ACHIEVED DUE TO THE GRADE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP GRADE.
5. TURNING SPACE GRADE SHALL NOT EXCEED 2% IN ANY DIRECTION.
6. RAMPS TO BE CENTERED IN CROSS WALKS.
7. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
8. PEDESTRIAN CURB MAY BE PLACED WITHIN SIDEWALK WHEN EXISTING SIDEWALK IS ON PROPERTY LINE.
9. NOT TO EXCEED 6'-0" AT CURB.

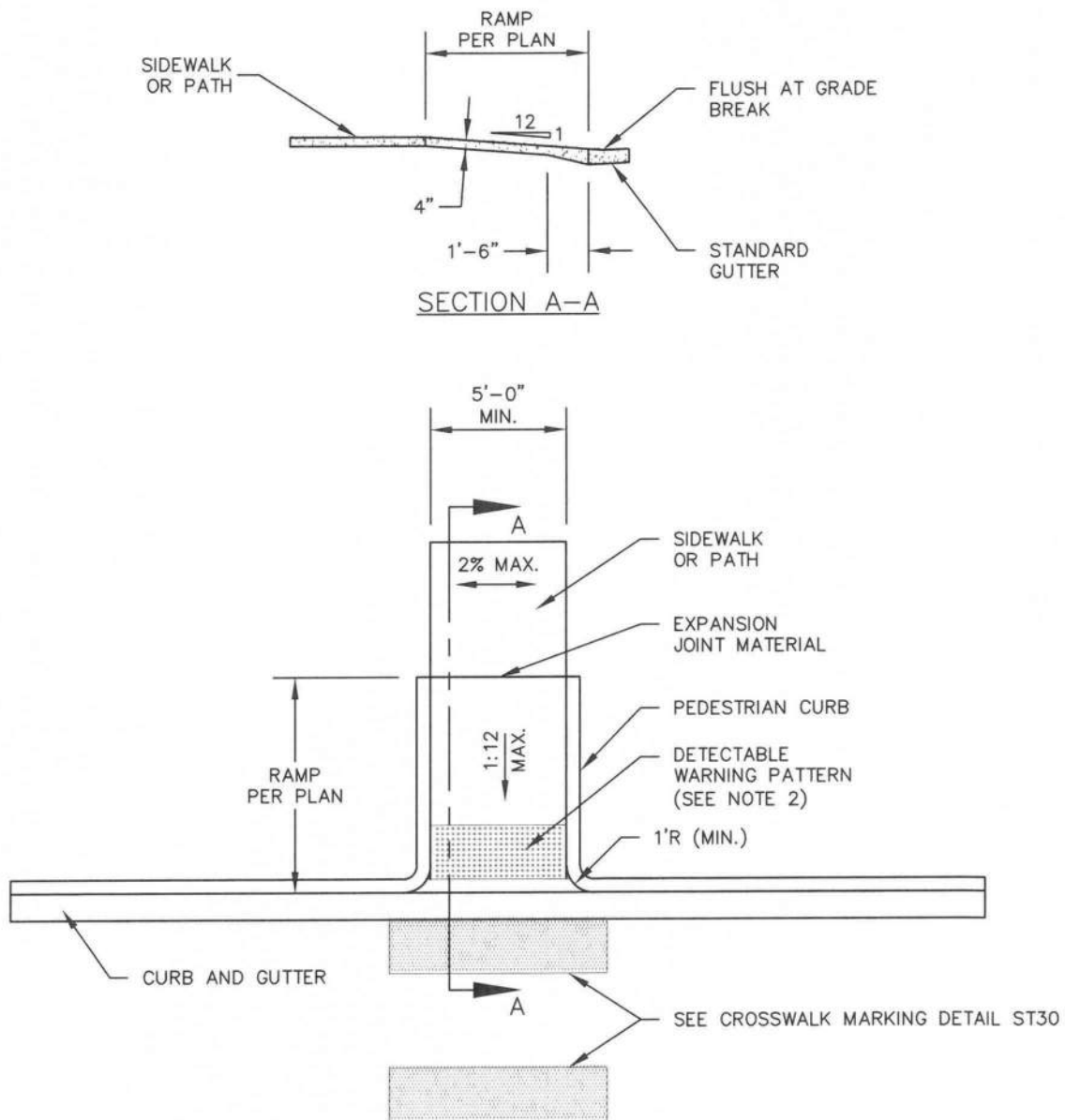


SECTION A-A



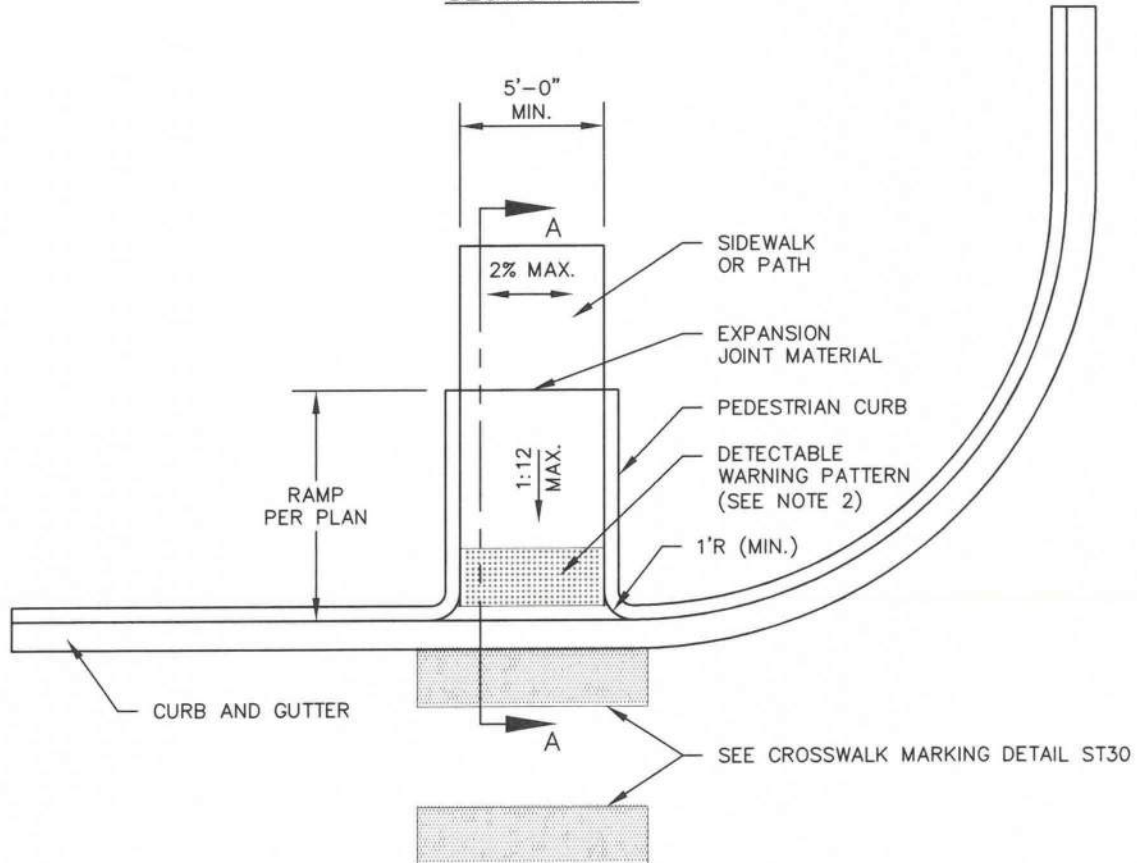
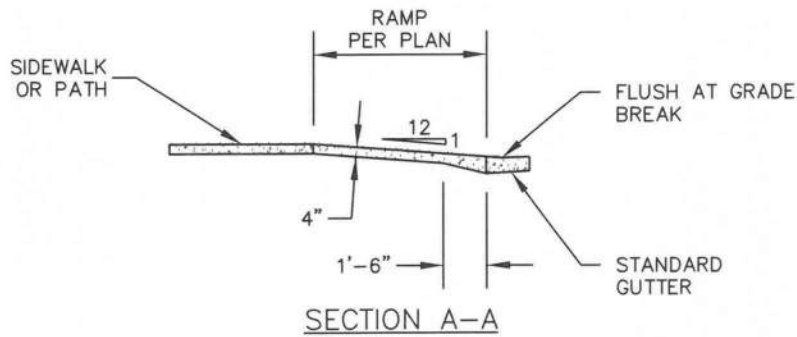
NOTES:

1. TRUNCATED DOMES SHALL BE IN COMPLIANCE WITH WSDOT STANDARD PLAN F-3A. SEE DETECTABLE WARNING PATTERN DETAIL.
2. ALL SIDEWALK, TURNING SPACES, RAMPS, WINGS AND CURBS SHALL BE CLASS 3000 CEMENT CONCRETE.
3. RAMP RUNNING GRADE SHALL NOT EXCEED 8.3% (1:12) AND RAMP CROSS SLOPE SHALL NOT EXCEED 2%. IF THE MAXIMUM RAMP GRADE OF 8.3% (1:12) CANNOT BE ACHIEVED DUE TO THE GRADE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP GRADE.
4. TURNING SPACE GRADE SHALL NOT EXCEED 2% IN ANY DIRECTION.
5. RAMPS TO BE CENTERED IN CROSSWALKS.
6. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.



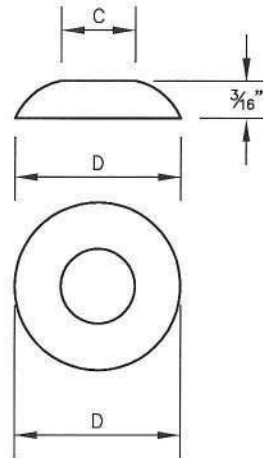
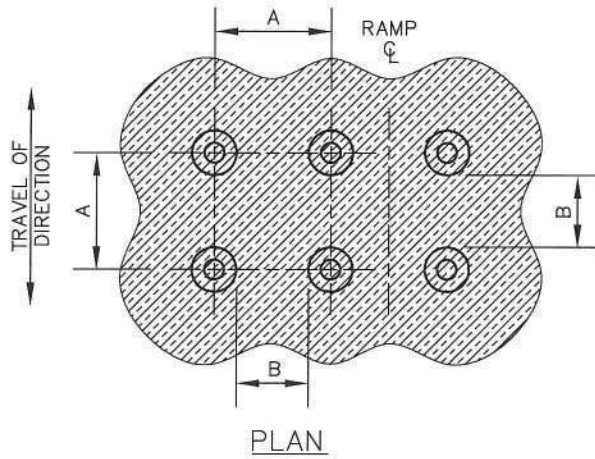
NOTES:

1. THIS RAMP TYPE TO BE USED IN MID-BLOCK SITUATIONS.
2. TRUNCATED DOMES SHALL BE IN COMPLIANCE WITH WSDOT STANDARD PLAN F-45.10. SEE DETECTABLE WARNING PATTERN DETAIL.
3. ALL SIDEWALK, TURNING SPACES, RAMPS, WINGS AND CURBS SHALL BE CLASS 3000 CEMENT CONCRETE.
4. RAMP RUNNING GRADE SHALL NOT EXCEED 8.3% (1:12) AND RAMP CROSS SLOPE SHALL NOT EXCEED 2%. IF THE MAXIMUM RAMP GRADE OF 8.3% (1:12) CANNOT BE ACHIEVED DUE TO THE GRADE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP GRADE.
5. RAMPS TO BE CENTERED IN CROSS WALKS.
6. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.



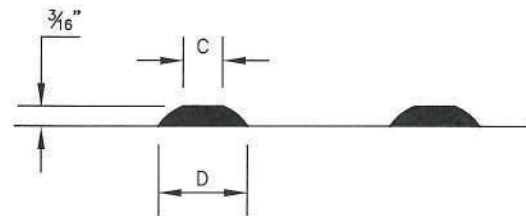
NOTES:

1. TRUNCATED DOMES SHALL BE IN COMPLIANCE WITH WSDOT STANDARD PLAN F-45.10. SEE DETECTABLE WARNING PATTERN DETAIL.
2. ALL SIDEWALK, TURNING SPACES, RAMPS, WINGS AND CURBS SHALL BE CLASS 3000 CEMENT CONCRETE.
3. RAMP RUNNING GRADE SHALL NOT EXCEED 8.3% (1:12) AND RAMP CROSS SLOPE SHALL NOT EXCEED 2%. IF THE MAXIMUM RAMP GRADE OF 8.3% (1:12) CANNOT BE ACHIEVED DUE TO THE GRADE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP GRADE.
4. RAMPS TO BE CENTERED IN CROSS WALKS.
5. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.



DOME DETAIL

DIMENSIONS		
	MIN.	MAX.
A	1 5/8"	2 3/8"
B	5/8"	1 1/2"
C	7/16"	3/4"
D	7/8"	1 7/16"



ELEVATION

NOTES:

1. TRUNCATED DOMES SHALL BE IN COMPLIANCE WITH WSDOT STANDARD PLAN F-45.10.
2. DETECTABLE WARNING PATTERN AREA SHALL BE YELLOW, IN COMPLIANCE WITH WASHINGTON STATE STD. SPEC. 8-14.3(5).

REV. NO.	DATE	BY	APPR.
1	5/1/07	SCD	JC
2	1/1/11	SCD	JC
3	10/21/14	SCD	JC



CITY OF CAMAS ~ STREET DETAIL

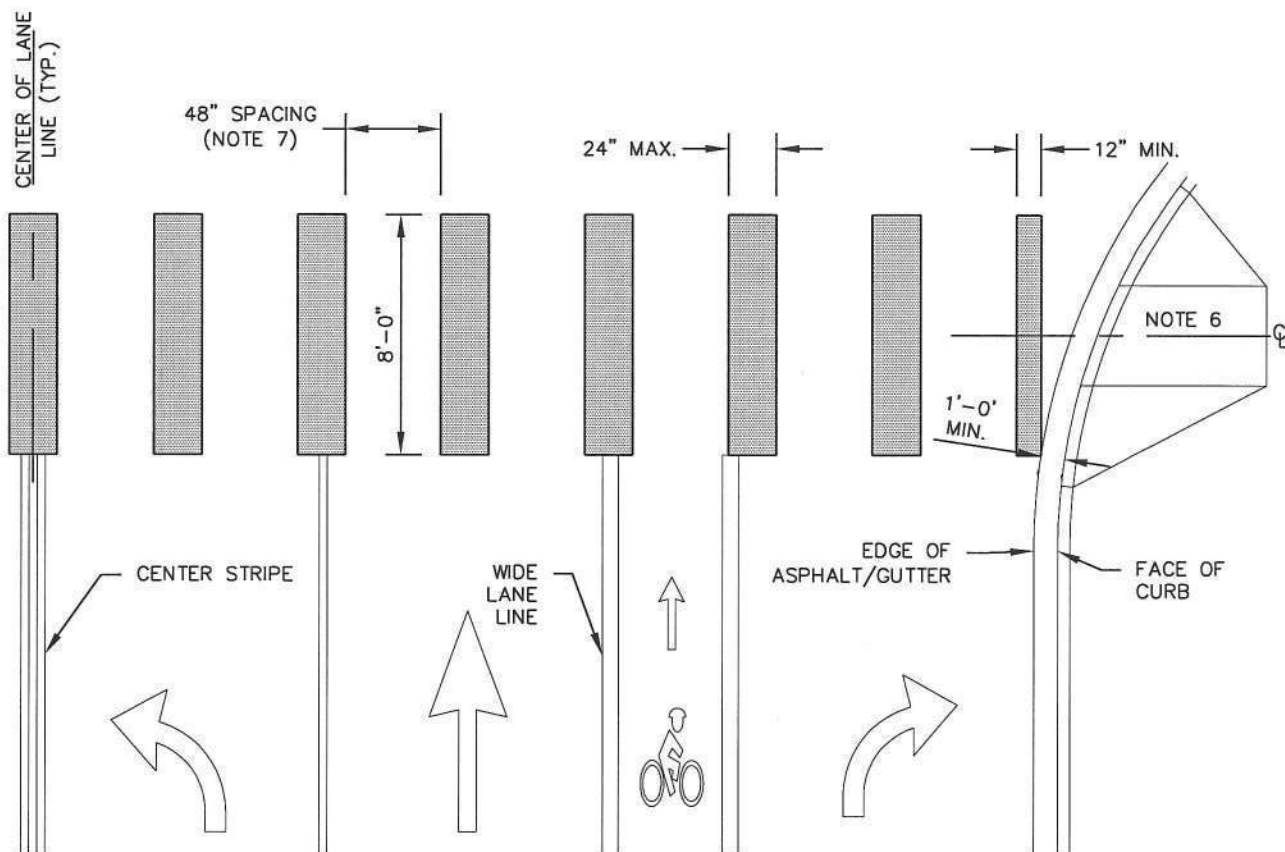
DETECTABLE WARNING PATTERN

John P. Crutcher 10-21-14
DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

ST29



LONGITUDINAL LINE CROSSWALK

NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE APPLIED PER SECTION 8-22 OF THE WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
2. CROSSWALK MARKINGS SHALL BE WHITE PRE-MARK THERMOPLASTIC MATERIAL, OR APPROVED EQUAL.
3. MARKING DIMENSIONS ARE PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. SEE APPLICABLE CURB RAMP DETAIL FOR LOCATION OF CORNER CROSSWALK MARKINGS.
5. SPACING OF STRIPES SHALL BE SELECTED TO AVOID WHEEL PATH.
6. CROSSWALK MARKINGS SHALL BE ALIGNED WITH THE CENTERLINE OF THE SIDEWALK.
7. LONGITUDINAL STRIPE GAP NOT TO EXCEED 2.5 TIMES STRIPE WIDTH

REV. NO.	DATE	BY	APPR.
1	5/1/07	SCD	JC
2	1/1/11	SCD	JC

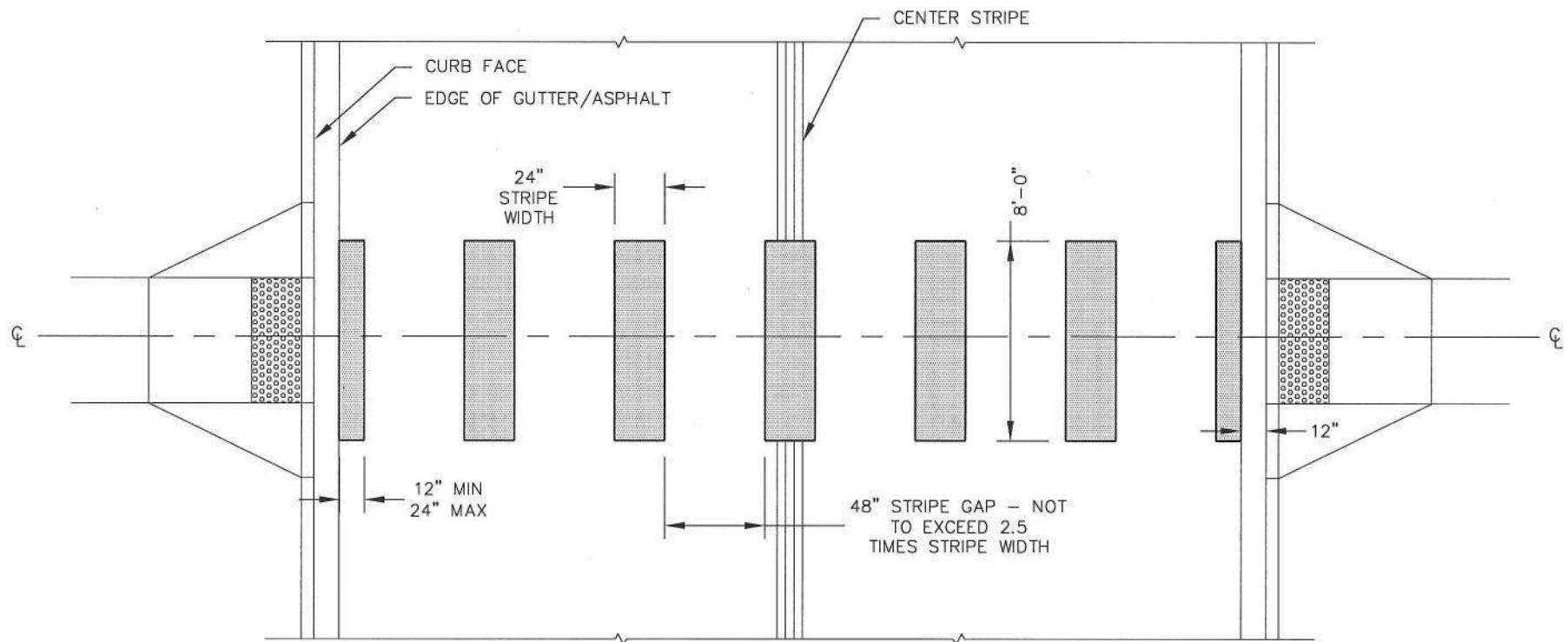


CITY OF CAMAS ~ STREET DETAIL
CROSSWALK MARKINGS

Sam P. Caruthers 1-4-11
DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.
ST30



NOTES:

1. CROSSWALK MARKINGS SHALL BE WHITE PRE-MARK THERMOPLASTIC MATERIAL, OR APPROVED EQUAL.
2. SEE CROSSWALK MARKING DETAIL FOR LOCATION OF CORNER CROSSWALK MARKINGS.
3. SPACING OF STRIPES SHALL BE SELECTED TO AVOID WHEEL PATH.
4. CROSSWALK MARKINGS SHALL BE ALIGNED WITH THE CENTERLINE OF THE SIDEWALK.
5. ADVANCE SIGNAGE FOR UNSIGNALIZED MIDBLOCK CROSSINGS SHALL BE PER THE MUTCD AND USED AT THE DISCRETION OF THE ENGINEER.

REV. NO.	DATE	BY	APPR.
1	5/1/07	SCD	JC
2	1/1/11	SCD	JC



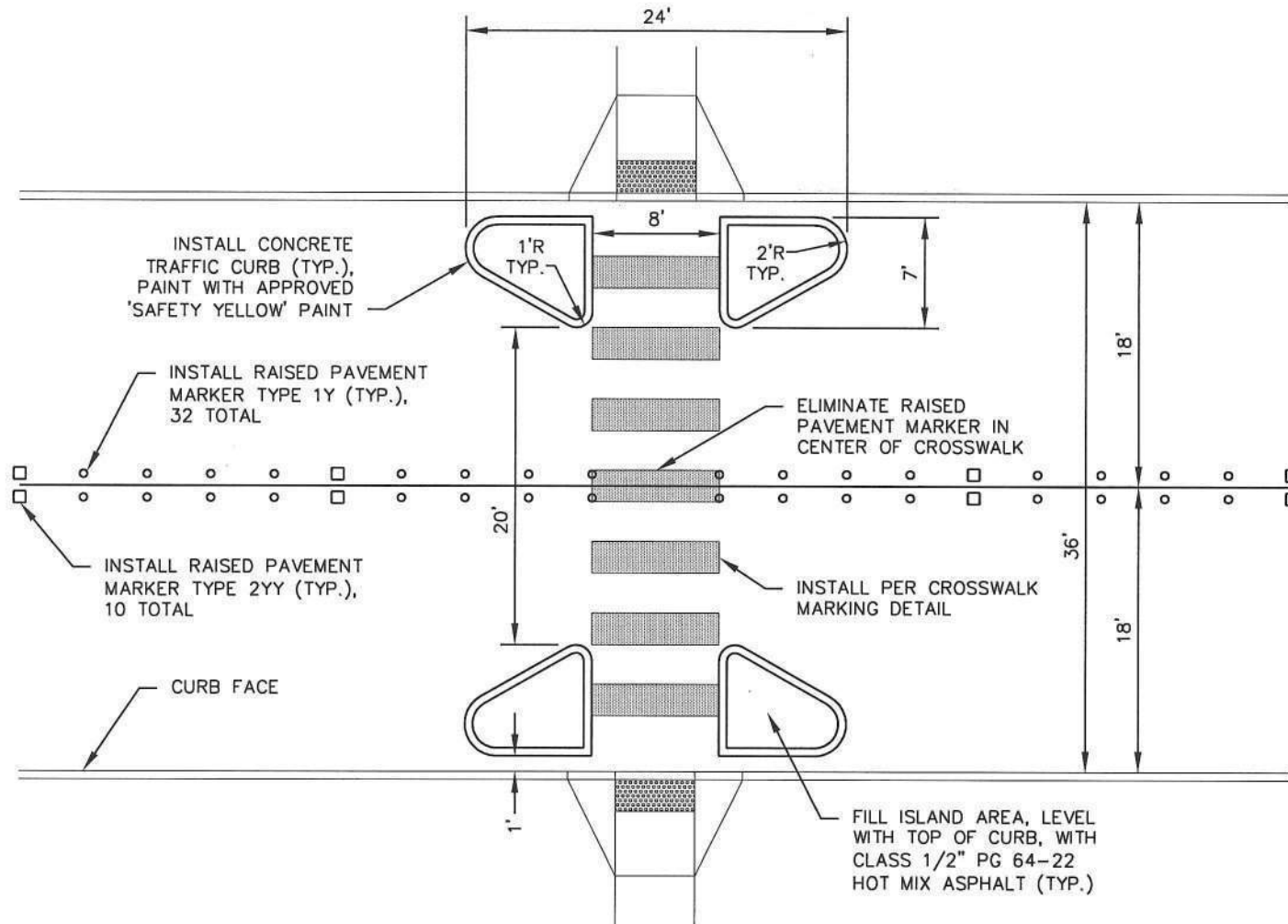
CITY OF CAMAS ~ STREET DETAIL
MIDBLOCK CROSSWALK MARKINGS

Jim P. Caruth 1-4-11
 DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

ST31



NOTES:

- CROSSWALK MARKINGS SHALL BE WHITE PRE-MARK THERMOPLASTIC MATERIAL, OR APPROVED EQUAL.
- SPACING OF STRIPES SHALL BE SELECTED TO AVOID WHEEL PATH.
- CROSSWALK MARKINGS SHALL BE ALIGNED WITH THE CENTERLINE OF THE SIDEWALK.
- ADVANCE SIGNAGE FOR UNSIGNALIZED MIDBLOCK CROSSINGS SHALL BE PER THE MUTCD AND USED AT THE DISCRETION OF THE ENGINEER.
- RAISED PAVEMENT MARKERS ARE PER THE WSDOT STANDARD PLANS.

REV. NO.	DATE	BY	APPR.
1	5/1/07	SCD	JC
2	1/1/11	SCD	JC



**CITY OF CAMAS ~ STREET DETAIL
TRAFFIC CALMING BULB-OUT**

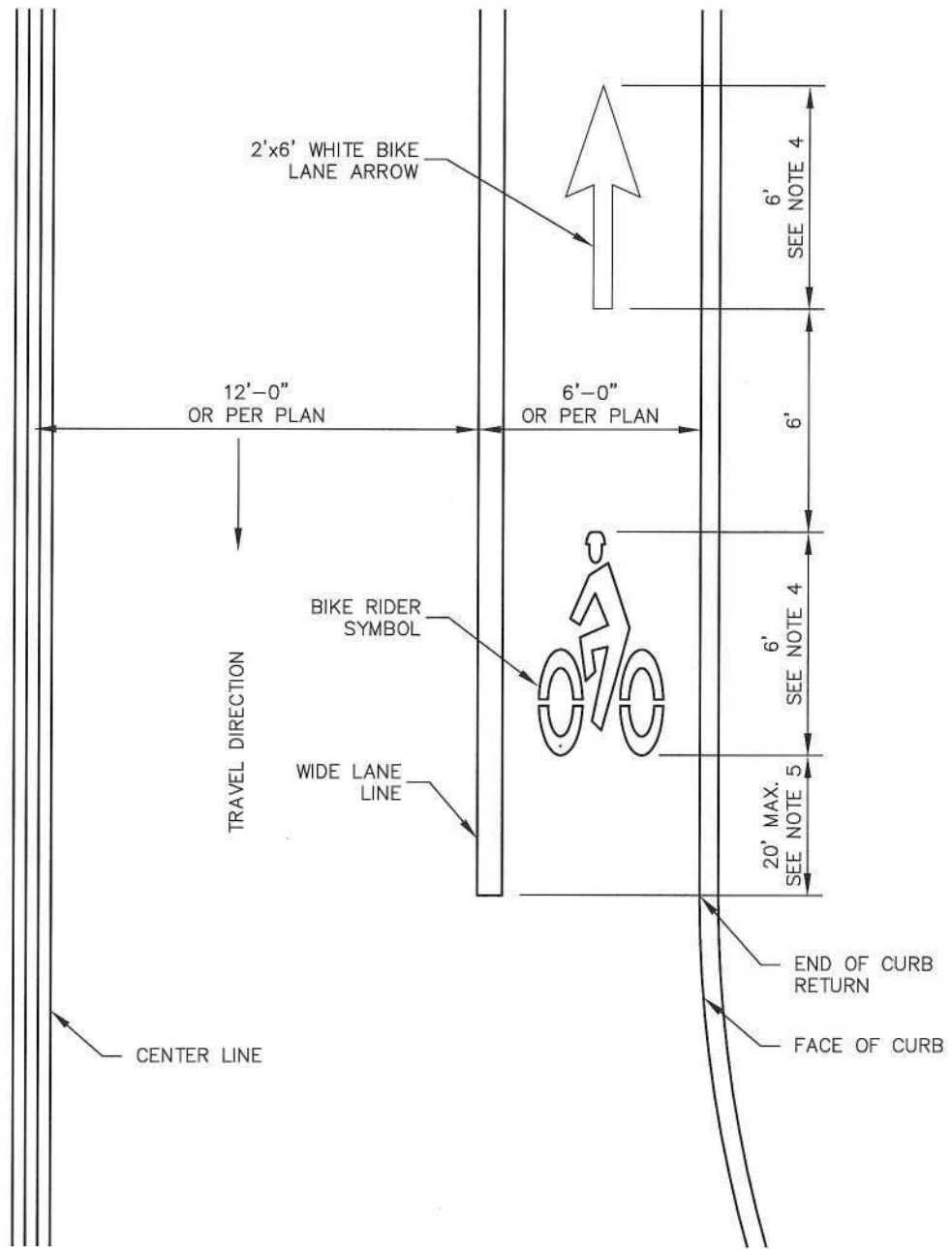
Jim P. Coathran 1-4-11
DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

ST32

ST-MARKING.DWG



NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE APPLIED PER SECTION 8-22 OF THE WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
2. MARKINGS SHALL BE WHITE PRE-MARK THERMOPLASTIC MATERIAL, OR APPROVED EQUAL.
3. "BICYCLE LANE SYMBOL" INCLUDES BIKE LANE ARROW AND BIKE RIDER SYMBOL.
4. REFER TO WSDOT STANDARD PLAN M-9.50 FOR SYMBOL DETAILS.
5. BICYCLE LANE SYMBOL SHALL BE LOCATED WITHIN 20' OF THE BEGINNING OF THE BICYCLE LANE LINE, AND ALSO LOCATED:
 - A. AT A MID-POINT BETWEEN INTERSECTIONS WHEN INTERSECTIONS ARE 500 TO 1000 FEET APART
 - B. EVERY 500 FEET WHEN INTERSECTIONS ARE GREATER THAN 1000 FEET APART
 - C. WHERE SHOWN ON PLANS
6. THE WIDE LANE LINE DELINEATES THE BICYCLE LANE AREA, SHALL BE 8" WIDE AND WHITE IN COLOR.
7. WHERE THE BICYCLE LANE IS TO THE LEFT OF THE RIGHT TURN POCKET, THE LANE LINE ON EACH SIDE OF THE BICYCLE LANE SHALL BE 8" WIDE.

REV. NO.	DATE	BY	APPR.
1	1/1/11	SCD	JC
2	10/21/14	SCD	JC



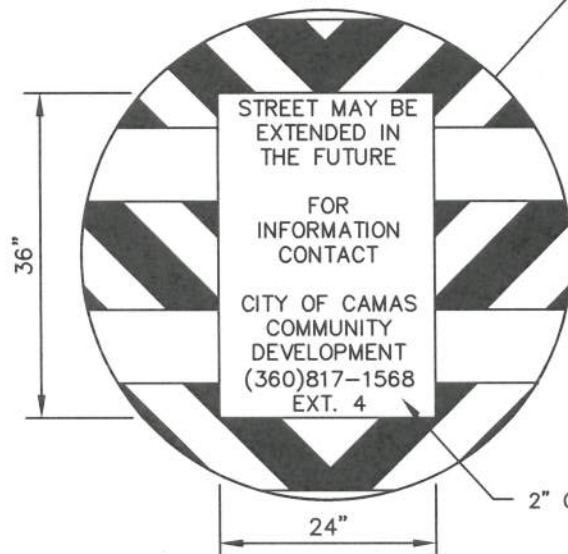
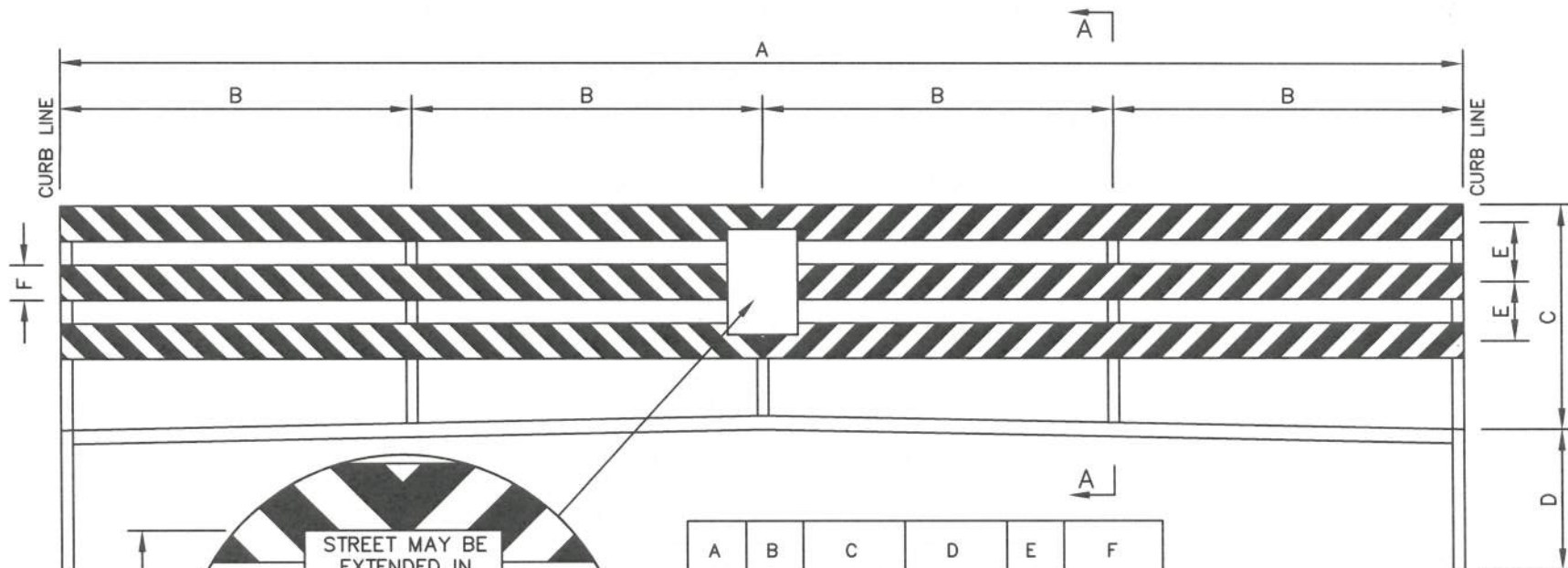
CITY OF CAMAS ~ STREET DETAIL
BICYCLE LANE MARKING

Jan P. Cantor 10-21-14
 DETAIL APPROVED BY DATE

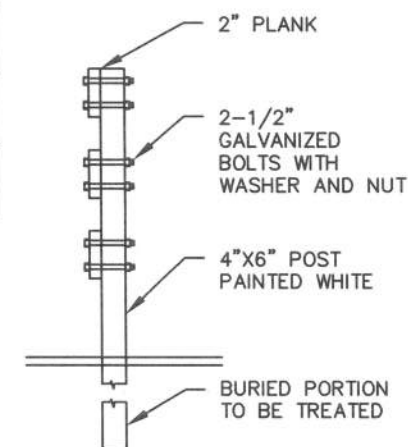
NOT TO SCALE

DETAIL NO.

ST33

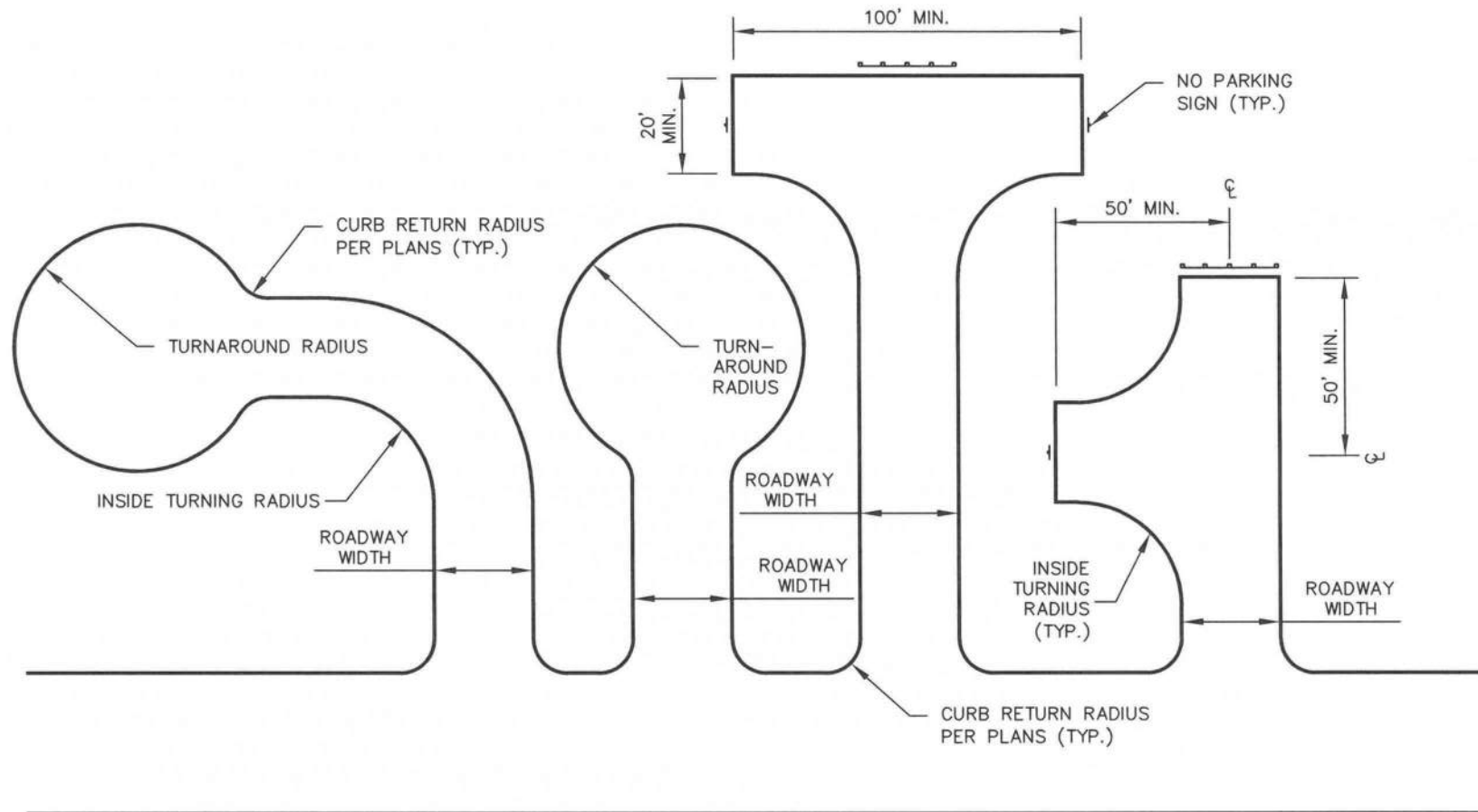


A	B	C	D	E	F
48'	10'	5' MIN.	4' MIN.	20"	8"-12"
36'	9'	5' MIN.	4' MIN.	20"	8"-12"
28'	8'	5' MIN.	4' MIN.	20"	8"-12"



NOTES:

1. STRIPING SHALL BE ALTERNATING ORANGE (RODDA #1249 OR EQUAL) AND WHITE STRIPES 6" IN WIDTH AT A 45 DEGREE ANGLE AND SHALL BE EITHER RETRO-REFLECTIVE HIGH INTENSITY PRISMATIC TAPE OR PAINT WITH A SEALED RETRO-REFLECTIVE SURFACE.
2. THIS BARRICADE SHALL CONFORM TO SECTION 3F-1, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES-FHWA.

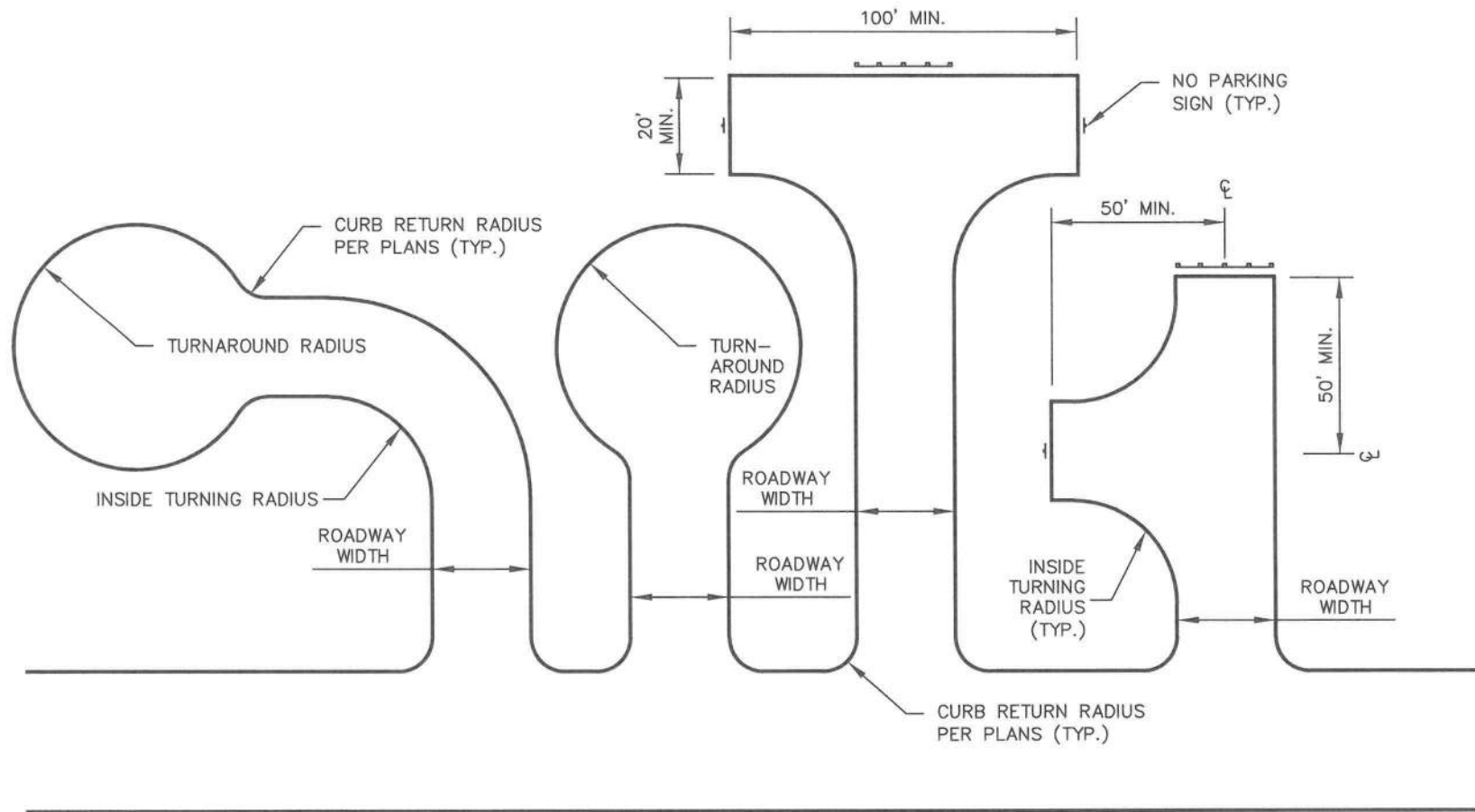


FOR CUL-DE-SACS ONLY
GUIDELINES – ROADWAY WIDTH > 28'
 MINIMUM TURNING RADIUS (INSIDE RADIUS) 30'
 MINIMUM TURNAROUND RADIUS 44'
 PARKING MAY BE ALLOWED IN CUL-DE-SAC

GUIDELINES – ROADWAY WIDTH < 28'
 MINIMUM TURNING RADIUS (INSIDE RADIUS) 30'
 MINIMUM TURNAROUND RADIUS 35'
 NO PARKING IN CUL-DE-SAC / TURNAROUND

NOTES:

1. SURFACE SHALL BE AN APPROVED ASPHALT CONCRETE PAVEMENT
 STRUCTURAL SECTION, MINIMUM 4" COMPACTED THICKNESS.



FOR CUL-DE-SACS ONLY
GUIDELINES - ROADWAY WIDTH > 28'
 MINIMUM TURNING RADIUS (INSIDE RADIUS) 30'
 MINIMUM TURNAROUND RADIUS 44'
 PARKING MAY BE ALLOWED IN CUL-DE-SAC

GUIDELINES - ROADWAY WIDTH ≤ 28'
 MINIMUM TURNING RADIUS (INSIDE RADIUS) 30'
 MINIMUM TURNAROUND RADIUS 35'
 NO PARKING IN CUL-DE-SAC / TURNAROUND

NOTES:

1. ROAD SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH
 PRIVATE STREET DETAILS: PVT1, PVT2, PVT3, PVT4, PVT5 & PVT6



STREET DETAIL
 DEAD END TURNAROUND-PRIVATE STREETS

DETAIL APPROVED BY: *Jan C. Crother* 1/20/23
 DATE

NOT TO SCALE

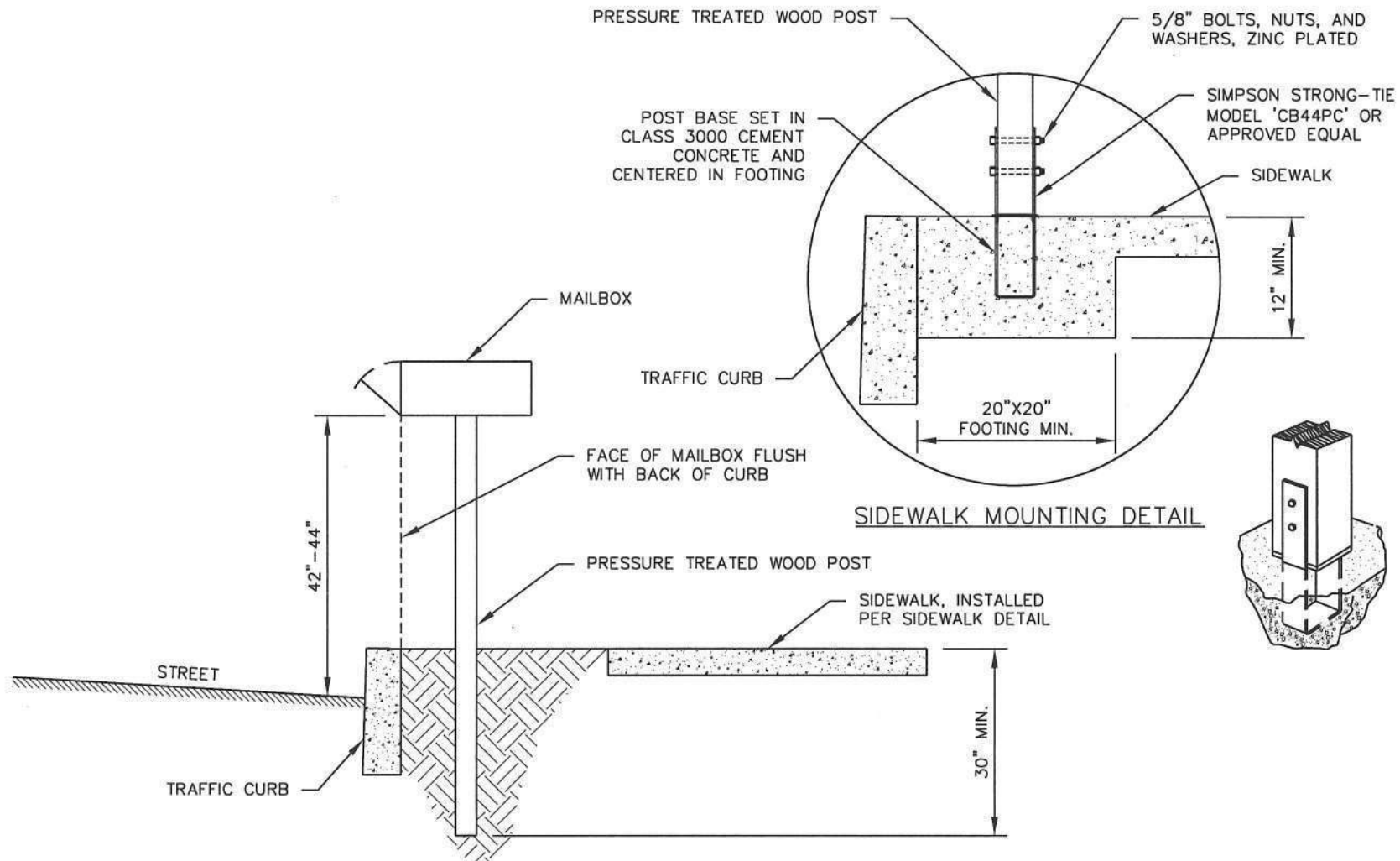
DETAIL NO.

ST36A

REVISION: 1

DATE: 01/20/2023

ST-MISC.DWG



NOTES:

1. IF THERE IS NO PLANTER STRIP, USE POST MOUNTING BASE AND SET IN CONCRETE (SEE INSET DETAIL).
2. POST MOUNTING BASE SHALL BE SIMPSON STRONG-TIE 'CB44PC' WITH POWDER COAT FINISH, OR APPROVED EQUAL.

REV. NO.	DATE	BY	APPR.
1	5/1/07	SCD	JC
2	1/1/11	SCD	JC



CITY OF CAMAS ~ STREET DETAIL
MAILBOX INSTALLATION GUIDELINES

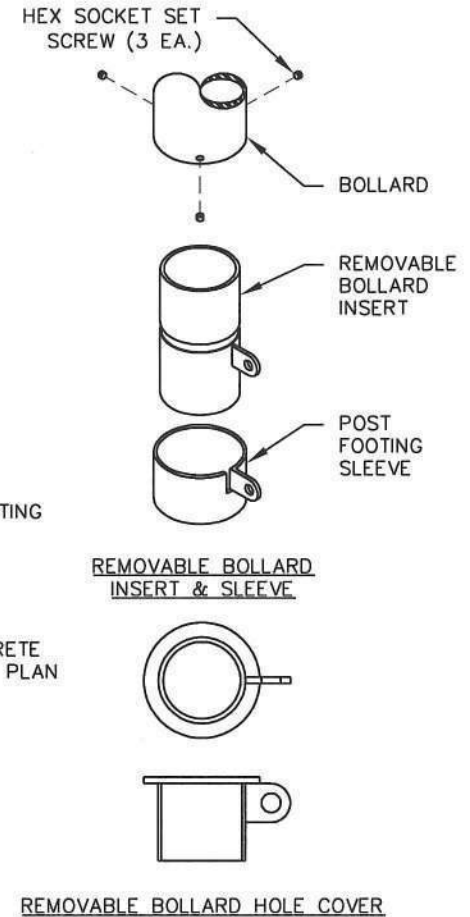
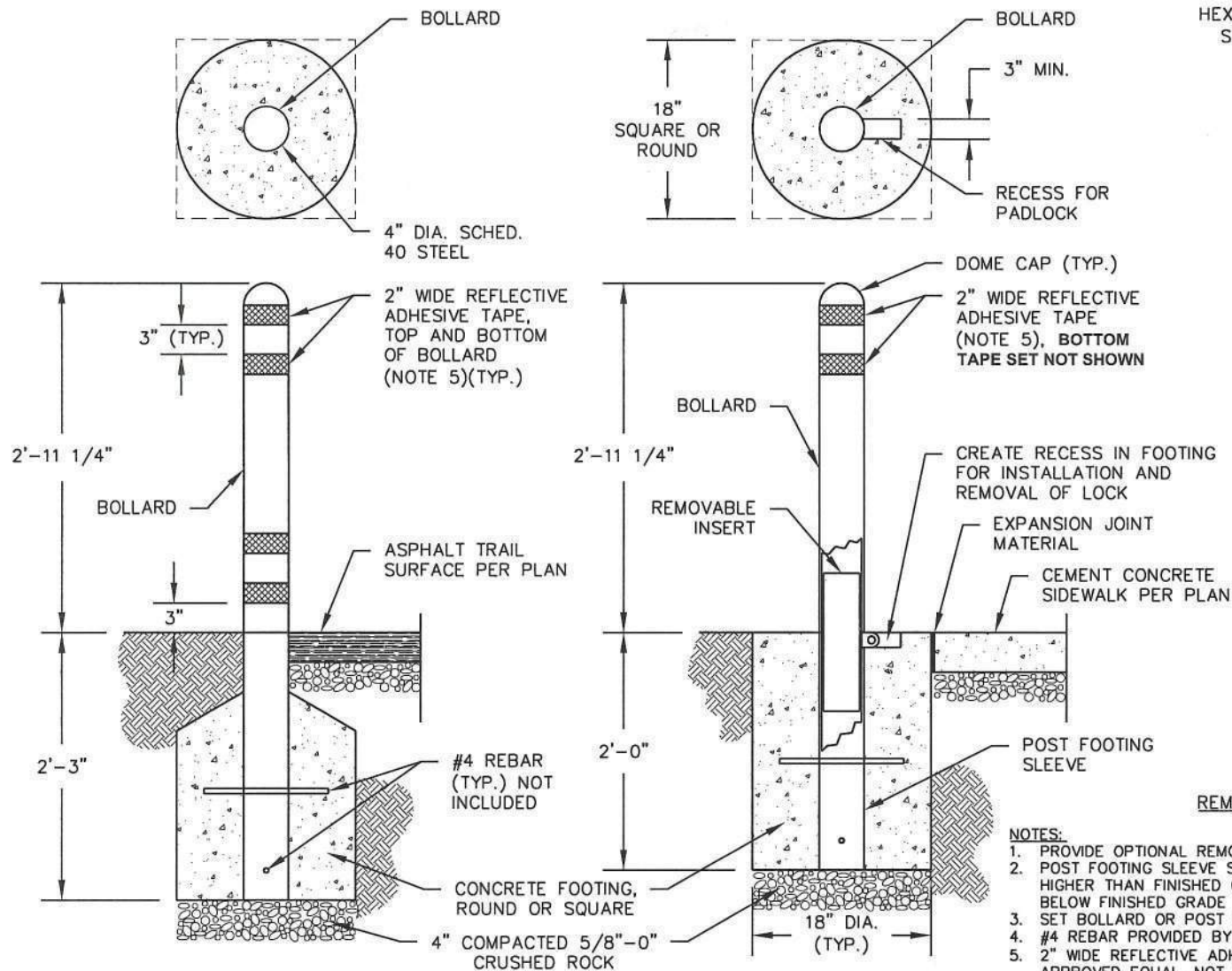
Jim E. Caruth 1-4-11
 DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

ST37

ST-MISC.DWG



- NOTES:**
1. PROVIDE OPTIONAL REMOVABLE BOLLARD HOLE COVER WHEN SPECIFIED.
 2. POST FOOTING SLEEVE SHALL BE SET IN FOOTING SO THE TOP IS NOT HIGHER THAN FINISHED GRADE, AND PADLOCK TAB SHALL BE RECESSED BELOW FINISHED GRADE WITH SPACE FOR PADLOCK LOOP.
 3. SET BOLLARD OR POST FOOTING SLEEVE PLUMB IN CONCRETE FOOTING.
 4. #4 REBAR PROVIDED BY CONTRACTOR.
 5. 2" WIDE REFLECTIVE ADHESIVE TAPE, 3M DIAMOND GRADE RED, OR APPROVED EQUAL, NOT INCLUDED WITH BOLLARD.
 6. BOLLARD MFD. BY COLUMBIA CASCADE, M/N 2190-E (EMBEDMENT), 2190-R (REMOVABLE), 2190-RC (REMOVABLE WITH CAP), POWDER COAT COLOR "CHROME YELLOW", OR APPROVED EQUAL.
 7. BOLLARDS SHALL BE LOCATED AS SHOWN IN THE PLANS. WHEN MULTIPLE BOLLARDS ARE REQUIRED, SPACING SHALL BE NO LESS THAN 6.5 FEET.

REV. NO.	DATE	BY	APPR.
1	1/1/11	SCD	JC

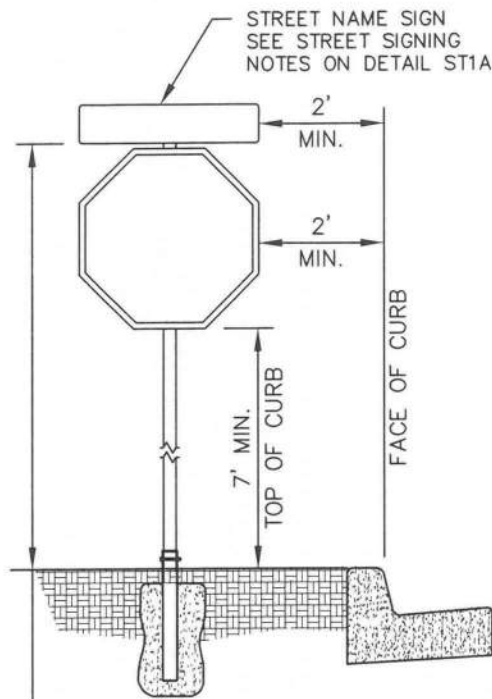


CITY OF CAMAS ~ STREET DETAIL
BOLLARD - TYPE 1 AND TYPE 2

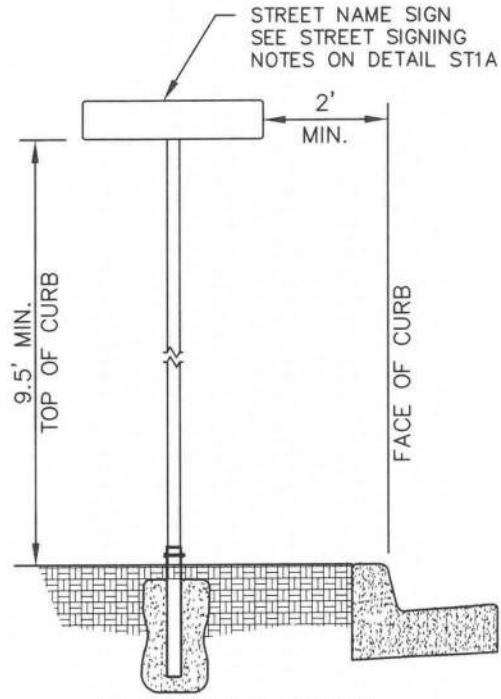
San E. Caruth 1-4-11
DETAIL APPROVED BY DATE

NOT TO SCALE

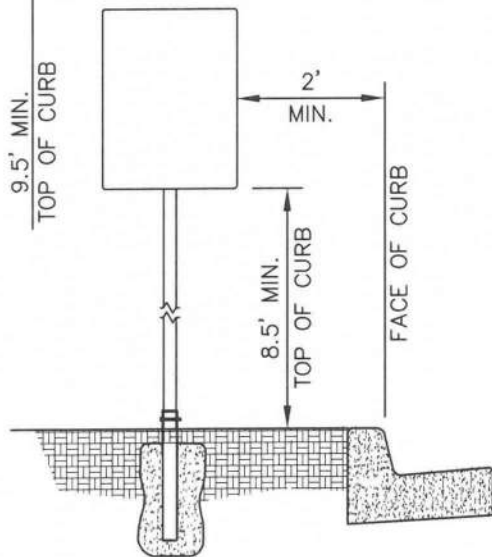
DETAIL NO.
ST38



STOP & STREET NAME SIGNS

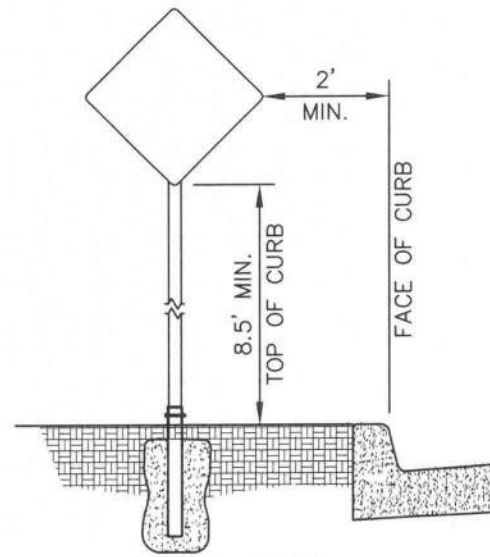


STREET NAME SIGNS



STREET SIGNS

- NO PARKING, SPEED LIMIT, ETC

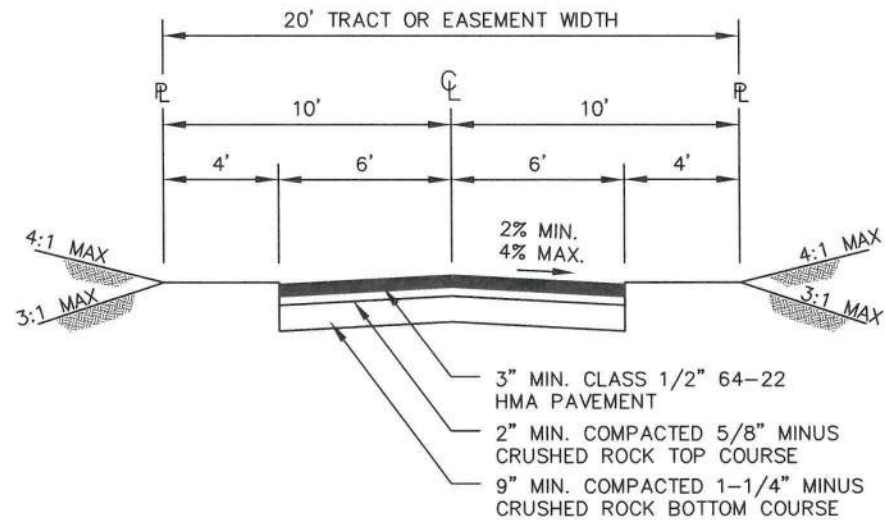


STREET SIGNS

- NO OUTLET, DEAD END, ETC

NOTES:

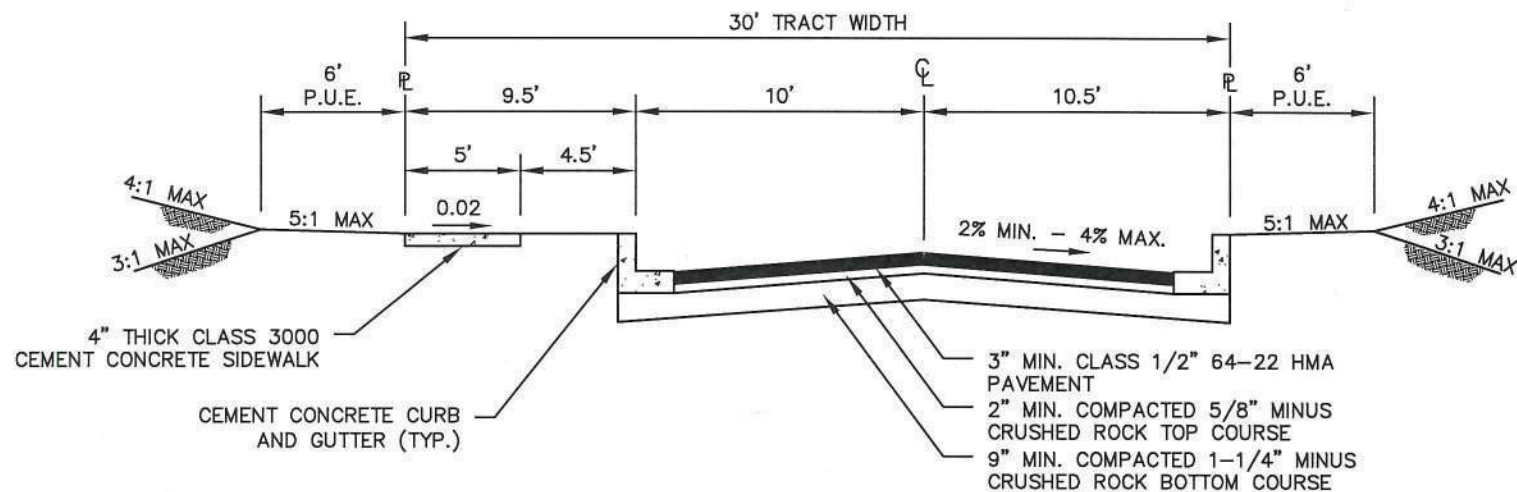
1. POSTS SHALL BE TELESAR POST 2-INCHES SQUARE AND 12 GAUGE GALVANIZED STEEL. ANCHORS SHALL BE 2-1/4 INCH SQUARE 12 GAUGE GALVANIZED STEEL, 30-INCHES LONG, SET IN CONCRETE.
2. ALL SIGNS TO BE HI-INTENSITY PRISMATIC. SIGNS AND POSTS SHALL INCLUDE 3/8-INCH DIAMETER RIVETS AND SHALL BE INSTALLED BY THE CONTRACTOR.
3. STREET SIGNS SHALL BE INSTALLED A MINIMUM OF THREE FEET (3-FT) AWAY FROM ANY FIRE HYDRANT OR ANY OTHER FIRE SERVICE APPURTENANCES.
4. TO THE EXTENT POSSIBLE, STREET NAME SIGNS ARE TO BE LOCATED SUCH THAT THEY WILL NOT BE BLOCKED BY STREET TREES.
5. WITH PRIOR APPROVAL FROM THE CITY, STREET NAME SIGNS MAY BE MOUNTED TO LIGHT POLES.



PRIVATE STREET - A
(CROWN OR INVERT SECTION)

NOTES:

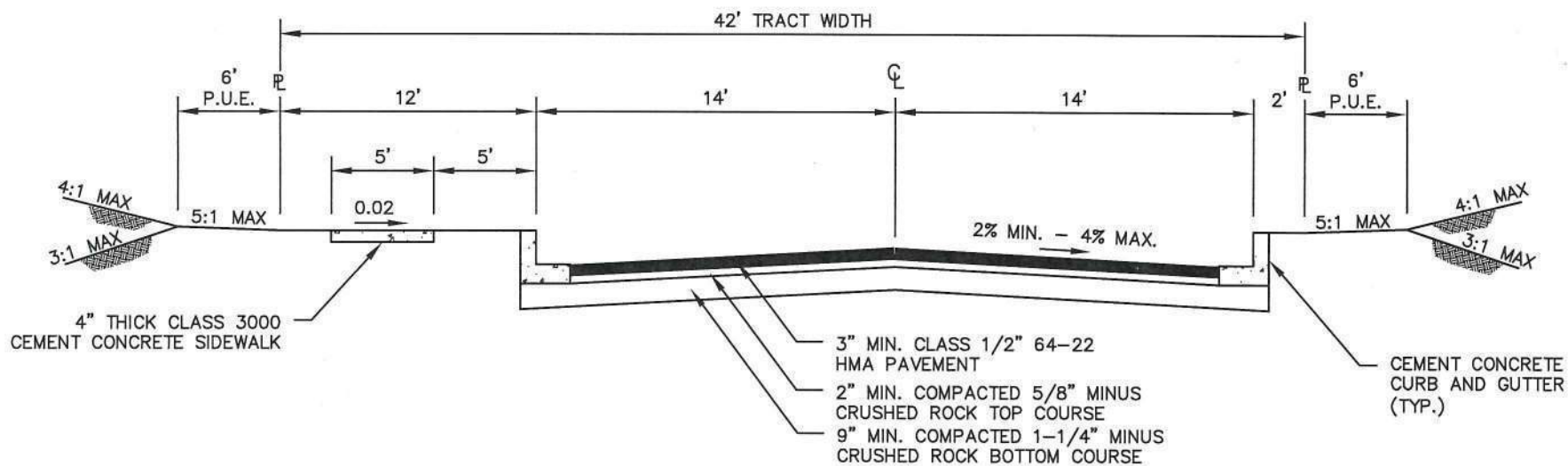
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. ACCESS TO FOUR OR LESS DWELLING UNITS.
4. TRACT WIDTH AND PAVEMENT WIDTH MAY BE INCREASED FOR FIRE AND/OR GARBAGE/RECYCLING ACCOMMODATIONS WHEN THIS IS THE SOLE ACCESS TO ONE OR MORE LOTS.



PRIVATE STREET - B
(CROWN OR SHED SECTION)

NOTES:

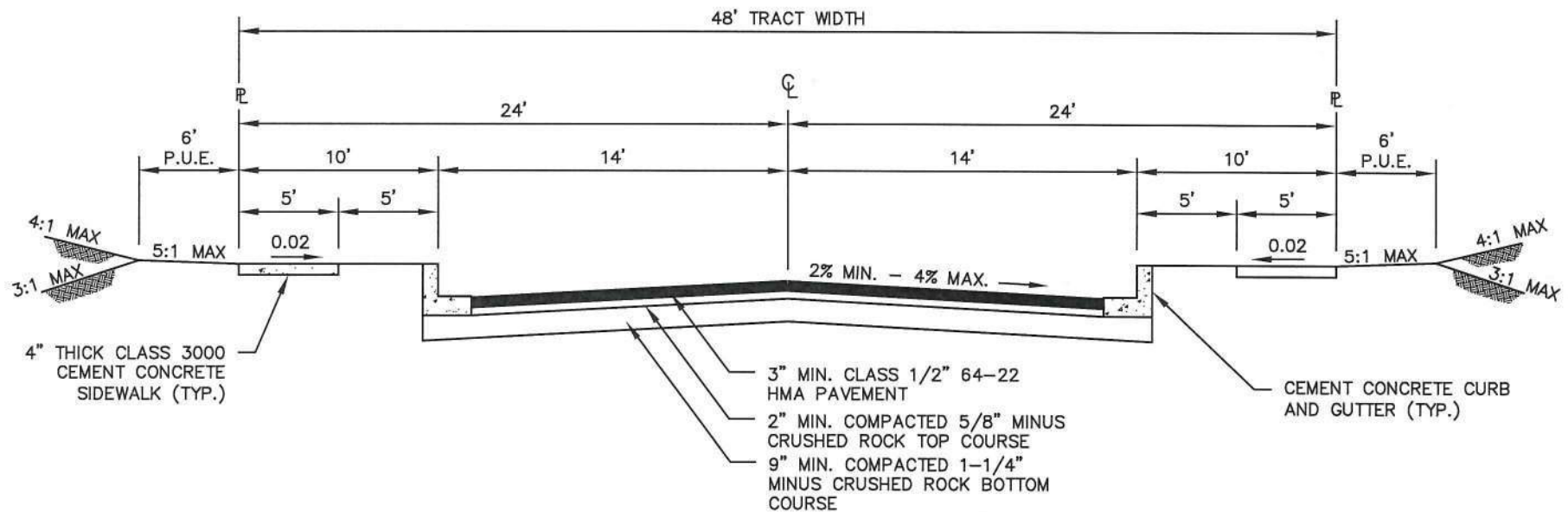
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. ACCESS TO FIVE OR MORE DWELLING UNITS, LESS THAN OR EQUAL TO 100' IN LENGTH.



PRIVATE STREET - C
(CROWN OR SHED SECTION)

NOTES:

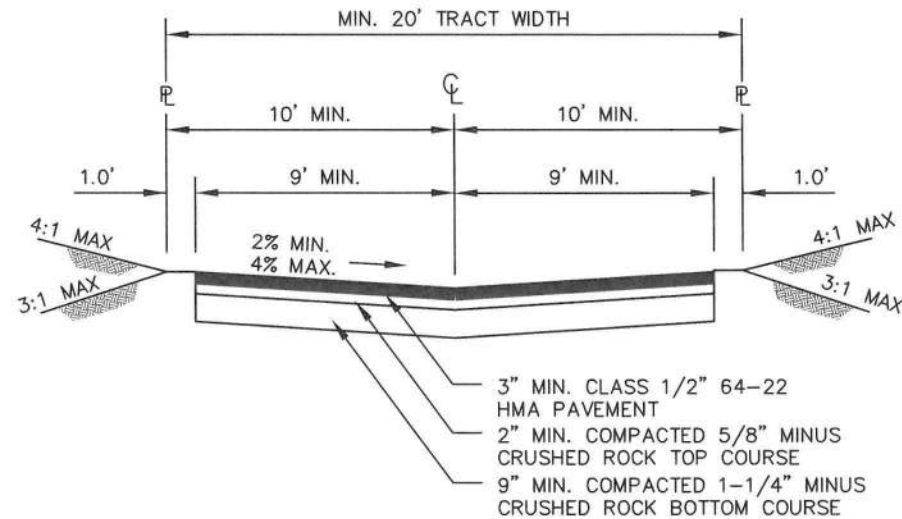
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. ACCESS TO FIVE OR MORE DWELLING UNITS, GREATER THAN 100', AND NOT OVER 300' IN LENGTH.



PRIVATE STREET - D
(CROWN OR SHED SECTION)

NOTES:

1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. ACCESS TO FIVE OR MORE DWELLING UNITS, GREATER THAN 300' IN LENGTH.



ALLEY — PRIVATE
(INVERT SECTION)

NOTES:

1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. TRACT WIDTH AND PAVEMENT WIDTH MAY BE INCREASED FOR FIRE AND/OR GARBAGE/RECYCLING ACCOMMODATIONS WHEN AN ALLEY IS THE SOLE ACCESS TO ONE OR MORE LOTS.



STREET DETAIL
ALLEY — PRIVATE

DETAIL APPROVED BY *Jim P. Caruth* DATE *1/20/23*

NOT TO SCALE

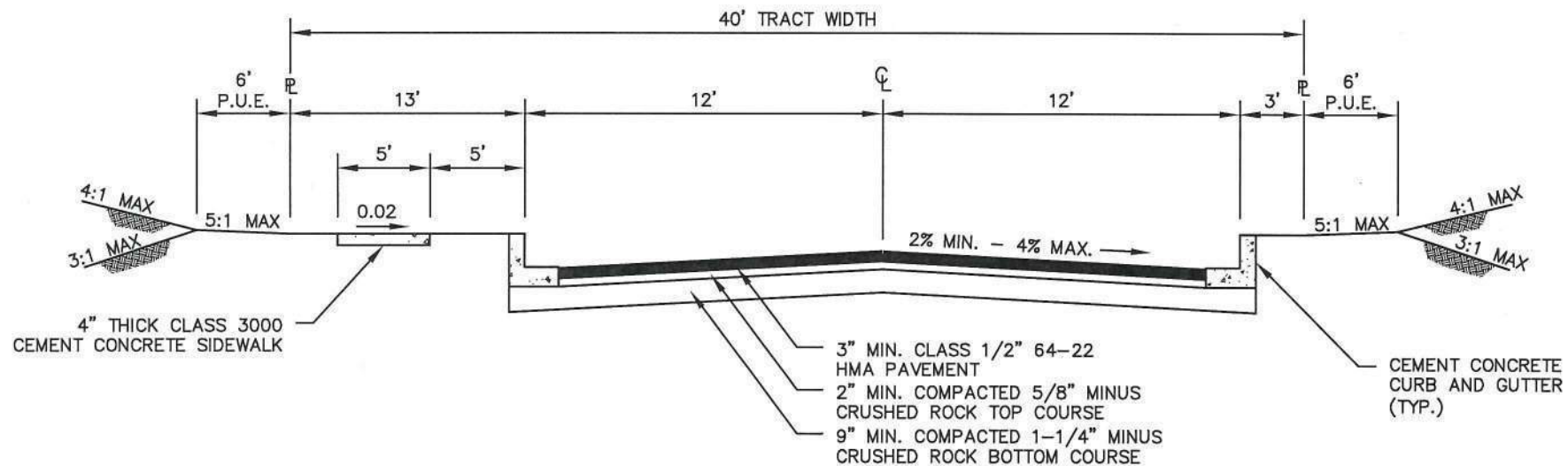
DETAIL NO.

PVT5

REVISION: 4

DATE: 1/20/2023

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COMMERCIAL / INDUSTRIAL

NOTES:

1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.



STREET DETAIL
COMMERCIAL / INDUSTRIAL

San P. Caruth 6-17-19
DETAIL APPROVED BY DATE

NOT TO SCALE

DETAIL NO.

PVT6

REVISION: 3

DATE: 5/30/2019

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