

A BILL FOR AN ORDINANCE AUTHORIZING )  
AND DIRECTING THE MAYOR AND THE )  
RECORDER TO ENTER INTO AN AGREEMENT )  
WITH THE STATE OF OREGON FOR THE )  
IMPROVEMENT OF MAIN STREET IN THE )  
CITY OF LEBANON, AND DECLARING AN )  
EMERGENCY. )

ORDINANCE BILL NO. 15

for 1959.

ORDINANCE NO. 1064

THE PEOPLE OF THE CITY OF LEBANON DO ORDAIN AS FOLLOWS:

Section (1) That the Mayor and the Recorder of the City of Lebanon are hereby authorized and directed to enter into an agreement with the State of Oregon for the improvement of Main Street in the City of Lebanon, and that the agreement shall refer to the plans and specifications heretofore filed by the State Highway Engineer and approved by the Common Council and shall be in the following form, to-wit:

ERASE-ERASE  
ERASE-ERASE  
ERASE-ERASE



Section (2) That inasmuch as this Agreement is for the improvement of Main Street, it is necessary for the peace, health and safety of the City of Lebanon that said work be done immediately, therefore, an emergency is hereby declared to exist and this agreement shall be in full force and effect immediately upon passage by the Council and approval by the Mayor.

Passed by the Council and approved by the Mayor on this 18th day of August, 1959.

Jean R. Blalock  
Mayor

ATTEST:

Vau R. Shomy  
City Recorder

# 1064

COMMISSIONERS  
M. K. McIVER, CHAIRMAN  
PORTLAND  
KENNETH N. FRIDLEY, MEMBER  
WASCO  
GLENN L. JACKSON, MEMBER  
MEDFORD  
FLOYD QUERY, SECRETARY  
SALEM



W. C. WILLIAMS  
STATE HIGHWAY ENGINEER  
FORREST COOPER  
DEPUTY STATE HWY. ENGR.  
LEONARD I. LINDAS  
CHIEF COUNSEL

STATE OF OREGON  
STATE HIGHWAY DEPARTMENT  
SALEM

August 6, 1959

Mr. Van R. Thome  
City Recorder  
City Hall  
Lebanon, Oregon

Dear Mr. Thome:

Enclosed are two copies of an agreement covering the Main Street (Lebanon Canal) Section on the Santiam Highway in Lebanon.

Will you please present the agreement to the City Council and, if approved, have both copies signed and return them to this office. It will be necessary for the Council to adopt an ordinance or resolution authorizing the Mayor and Recorder to enter into the agreement and a copy of same shall be attached to the agreement.

Also enclosed are five copies of a standard form of encroachment resolution. As this project is to be partially financed with federal funds it is a requirement of the Bureau of Public Roads that the city concerned adopt this form of resolution which in effect states that the city will permit no encroachments on the right-of-way which will prohibit the free and convenient flow of traffic. Will you please return four copies of the resolution with the agreement.

*Done  
Rec #*

Very truly yours,

W. C. Williams  
State Highway Engineer

By

John D. Graham  
Office Engineer, County & City Relations

JDG:cg

Encl.



H/064

COMMISSIONERS  
M. K. McIVER, CHAIRMAN  
PORTLAND  
KENNETH N. FRIDLEY, MEMBER  
WASCO  
GLENN L. JACKSON, MEMBER  
MEDFORD  
\_\_\_\_\_  
FLOYD QUERY, SECRETARY  
SALEM



W. C. WILLIAMS  
STATE HIGHWAY ENGINEER  
FORREST COOPER  
DEPUTY STATE HWY. ENGR.  
LEONARD I. LINDAS  
CHIEF COUNSEL

STATE OF OREGON  
STATE HIGHWAY DEPARTMENT  
SALEM

September 3, 1959

Mr. Van R. Thome, City Recorder  
City Hall  
Lebanon, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Lebanon a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and the City of Lebanon covering the Main Street (Lebanon Canal) Section of the Santiam Highway in the City of Lebanon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

*Floyd Query*  
Secretary

rn  
Enc.



AGREEMENT

THIS AGREEMENT, made and entered into this 1st day of September, 1959, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State", and the CITY OF LEBANON, a municipal corporation, acting by and through its city officials, hereinafter called "City";

W I T N E S S E T H:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to construct the Main Street (Lebanon Canal) Section of the Santiam Highway, State Primary Highway No. 16. Hereinafter, all acts necessary to effectively accomplish this end shall be referred to as "project".

2. Pursuant to ORS 366.775 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement or repair of any road, highway or street and the State may, with consent of City, change the grade of any street, highway or road over which state highway traffic is routed.

3. Pursuant to such authority, State and City propose to enter into this cooperative agreement for the purpose of completing said project.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right of way by purchase or otherwise, let and award all contracts and supervise the construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is one sheet of paper setting forth the general location and plans of said project.

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State shall, upon receipt of an itemized statement, reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes and other such facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities or facilities are located on PUBLIC or PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes and valves that are necessary in order to extend any of the said existing city utilities or facilities to conform to the plans of said project.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A", including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall relocate, or cause to be relocated and extended if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes and all other such facilities of every kind and nature required to be relocated or extended to conform to the plans of said project. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes and other such facilities of every kind and nature which are located within any PUBLIC STREET OR WAY within the city limits and which are required to be relocated to conform to the plans of the said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2) to any and all changes of grade within the city limits, if any there be, in connection with or arising out of the project covered by this agreement.

5. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto. \_\_\_\_\_

\_\_\_\_\_  
IN WITNESS WHEREOF, the parties hereto have hereunto set their hands



LVN:klf  
7/28/59

and affixed their seals as of the day and year first above written.

ATTEST:

Hoop Query  
Secretary

STATE OF OREGON, by and through its  
State Highway Commission

By W R Mc Lury  
Chairman

APPROVED:

W D Oswald  
Assistant State Highway Engineer

By \_\_\_\_\_  
Commissioner

APPROVED AS TO FORM:

Roudas  
Chief Counsel

By Glenn Jackson  
Commissioner

ATTEST:

\_\_\_\_\_

CITY OF LEBANON, by and through its  
city officials

By Gene R. Blalock  
Mayor

By Van R. Howe  
Recorder

LVN:klf  
7/28/59

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary, Typ. Sec., Plan & Profile

Drg. No's.  
 2050 Misc. Structures  
 15193 }  
 15194 } Structure  
 15195 }  
 14382 }  
 14654 }

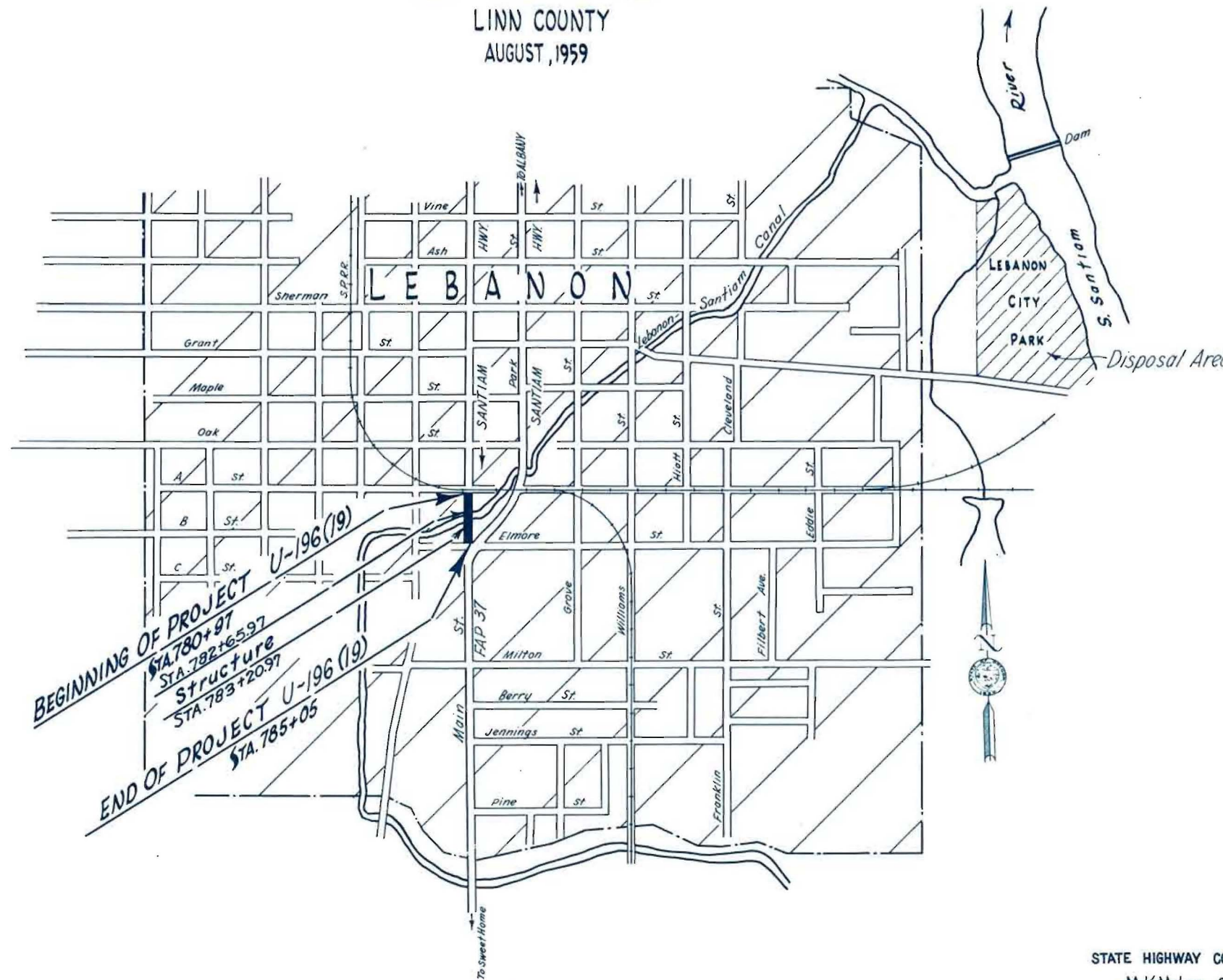
MAIN ST. BR. (LEBANON-SANTIAM CANAL) SEC.				SHEET No.
SANTIAM HIGHWAY				1
LINN COUNTY				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	U-196 (19)		See Index

STATE OF OREGON  
 STATE HIGHWAY DEPARTMENT  
 PLANS FOR PROPOSED PROJECT

STRUCTURE, GRADING & PAVING

**MAIN ST. BRIDGE (LEBANON-SANTIAM CANAL) SECTION**  
 SANTIAM HIGHWAY  
 LINN COUNTY  
 AUGUST, 1959

EXHIBIT "A"



CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- (Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

Sketch Map

Scale 0 500 1000 Feet



STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION  
 M. K. McIver Chairman  
 Kenneth N. Fridley Commissioner  
 Glenn L. Jackson Commissioner

DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS  
 APPROVED: \_\_\_\_\_  
 DIVISION ENGINEER DATE

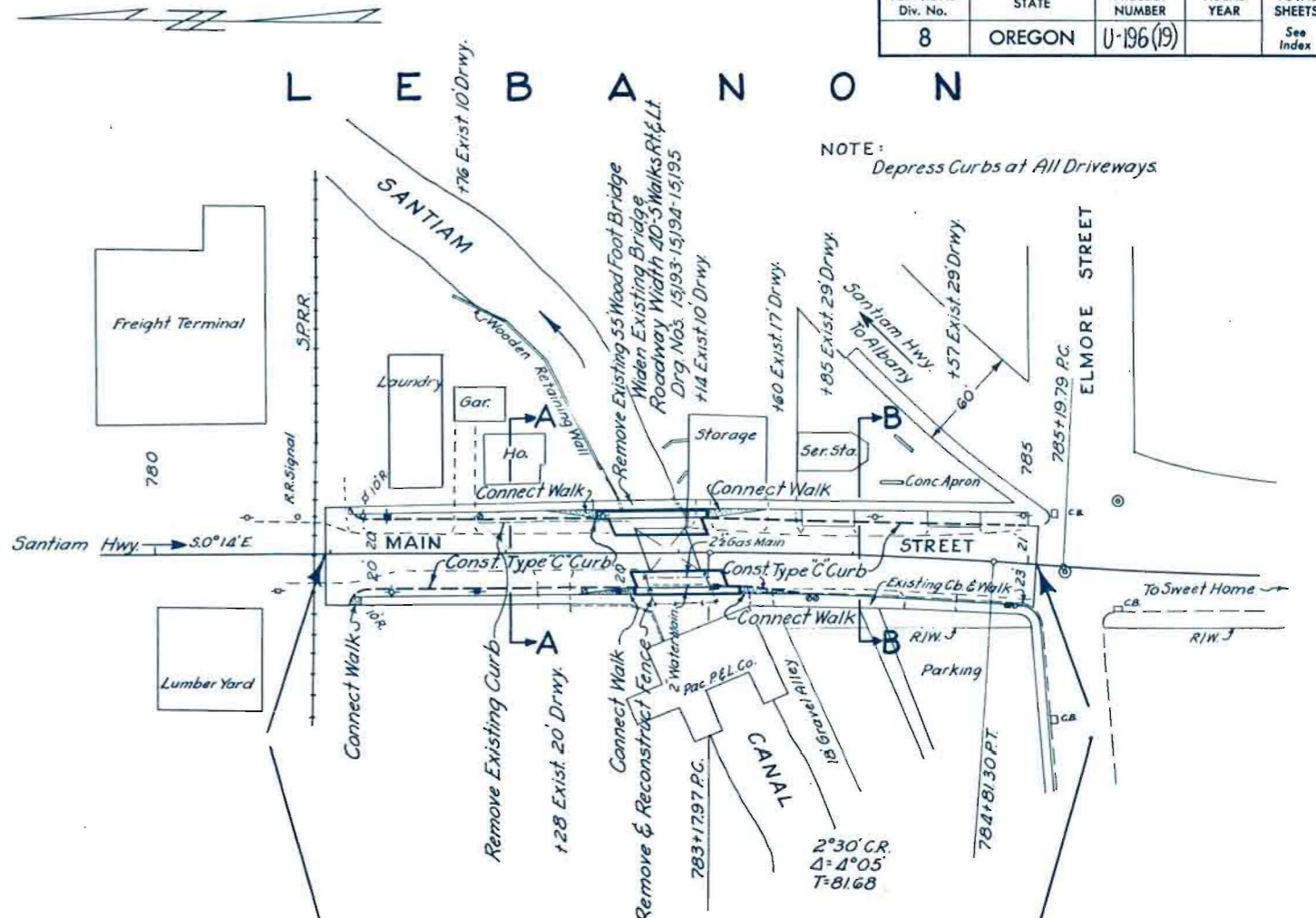


MAIN ST. BR. (LEBANON-SANTIAM CANAL) SECT.					SHEET No. <b>2</b>
SANTIAM HIGHWAY LINN COUNTY					
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	See Index
8	OREGON	U-196(19)			

**SUMMARY**

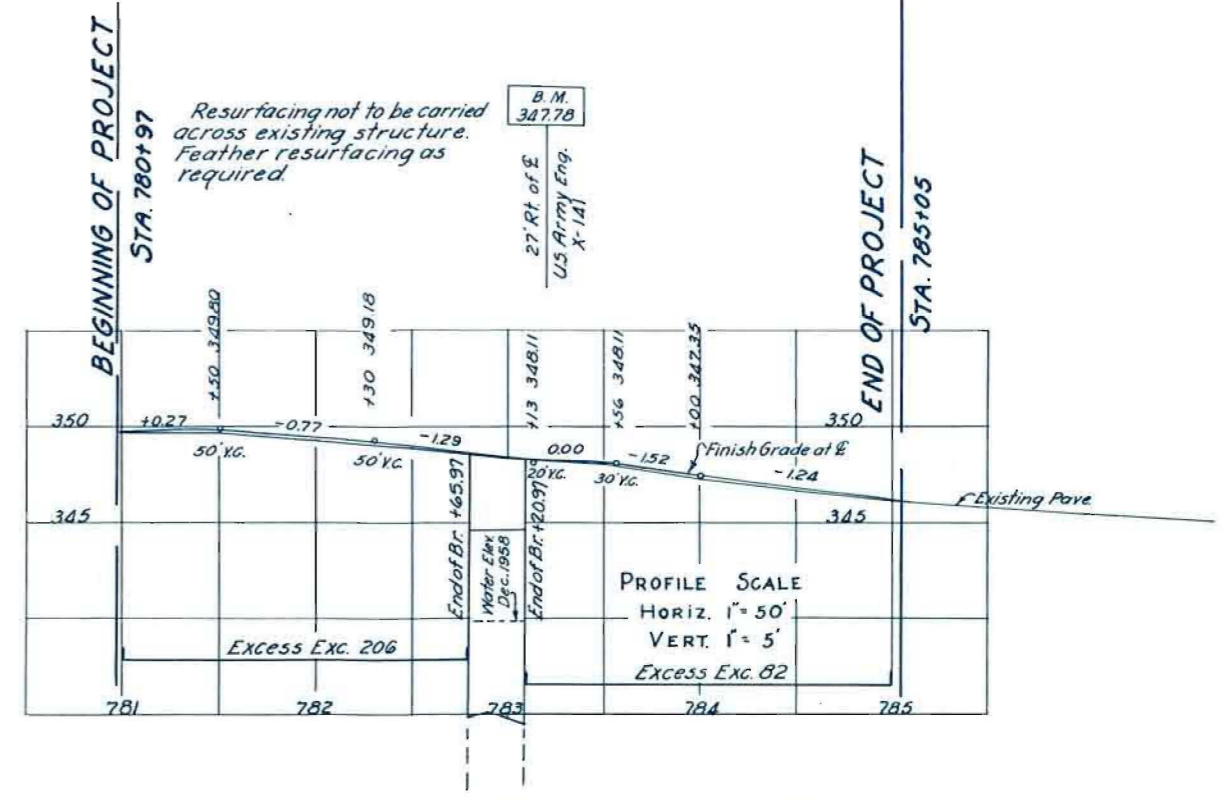
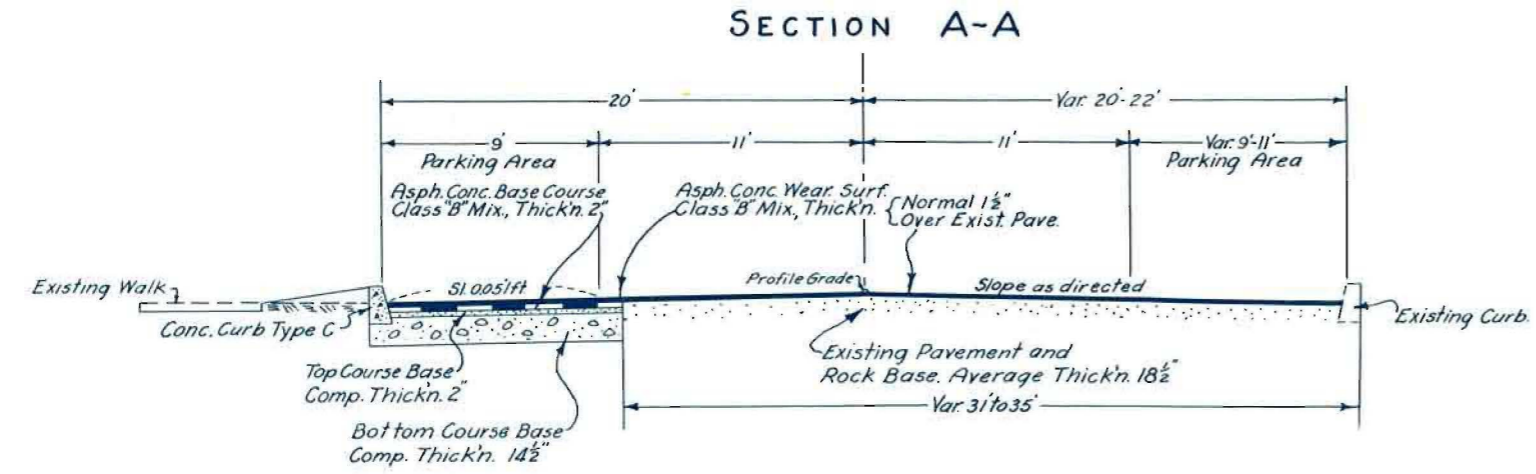
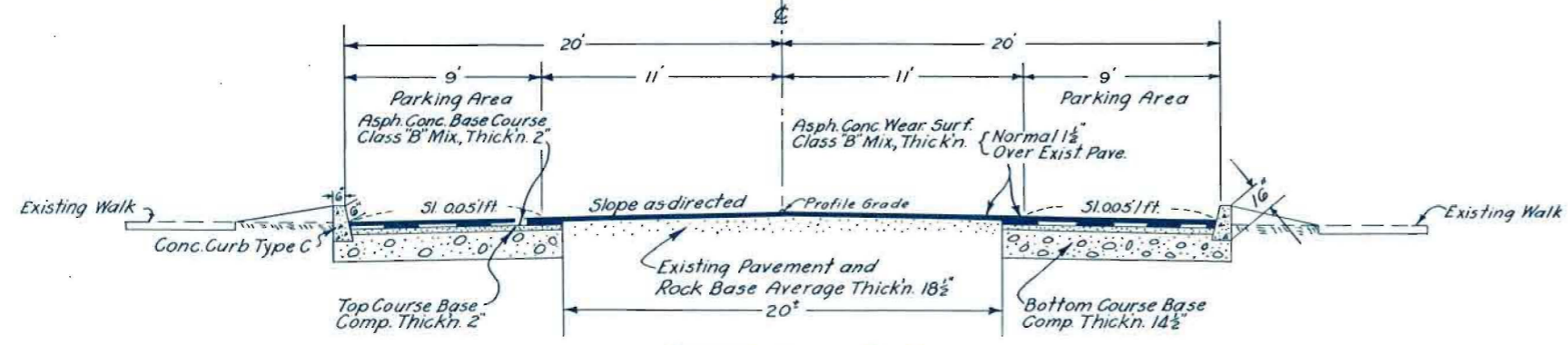
Length of F.A. Project 0.077 Mi.

	ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL
Roadwork	General Excavation, Unclassified	Cu. Yd.	288	12	300
	Concrete Curbs	" "	17	1	18
	Concrete Walks	Sq. Yd.	37	3	40
	Reconstruction of Fence	All	All		All
	Coarse Crushed Material in Base	Cu. Yd.	269	31	300
	3/4" O Material in Base	" "	38	2	40
	Sprinkling	M. Gal.	8	2	10
Structure	Class "B" Asphaltic Concrete	Ton	208	12	220
	Remodel Old Bridge	All	All		All
	Structural Excavation	Cu. Yd.	135	15	150
	Furnish Prestressed Concrete Piling	Lin. Ft.	264		264
	Drive Piles	Each	12		12
	Splice Piles	Each		3	3
	Class "A" Concrete	All	All		All
	55-foot (Nominal Length) Prestressed Beams	Each	6		6
	Metal Handrail	Lin. Ft.	128		128



NOTE: Depress Curbs at All Driveways.

**TYPICAL SECTIONS**





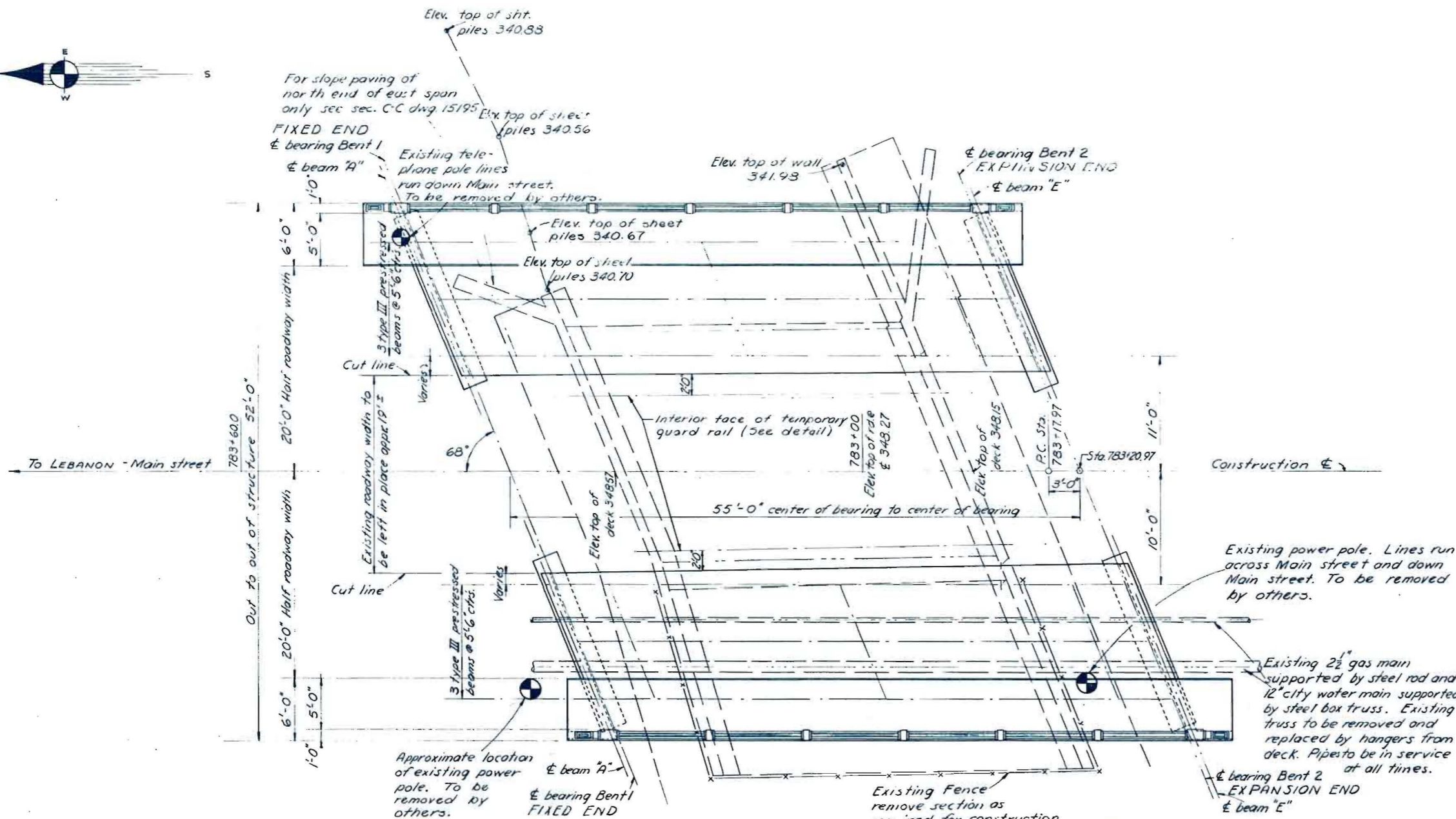


**GENERAL NOTES:**

Bridge designed for H20-S16-44 loading  
 All longitudinal beam loads are assumed to be distributed according to Case II, Sect. 3-3.1 of Oregon State Highway Commission Specifications  
 All conc., except prestressed conc., shall be class "A" and shall attain a breaking strength of 3,300 p.s.i. in 28 days ( $f'_c = 1320$  p.s.i.)  
 All reinforcing steel shall be intermediate grade deformed bars. Bars from No 3 to 11 inclusive shall conform to A.S.T.M. specifications A305 and shall be lapped 20 diameters at all splices unless shown or noted otherwise. All bars shall be spaced 2" clear of nearest face of concrete unless shown or noted otherwise. ( $f'_s = 20,000$  p.s.i.)  
 \*See dwg. 15194 for prestressed beam details.

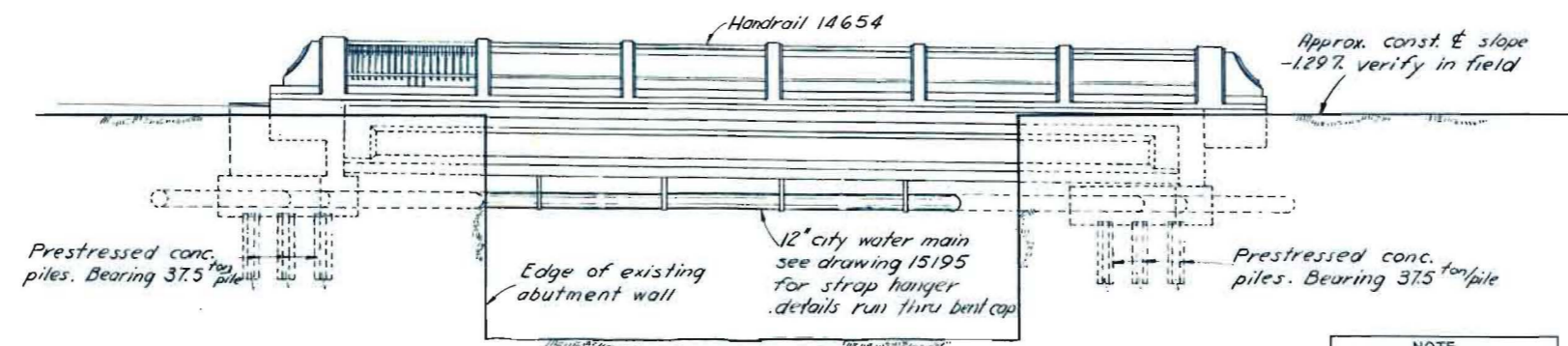
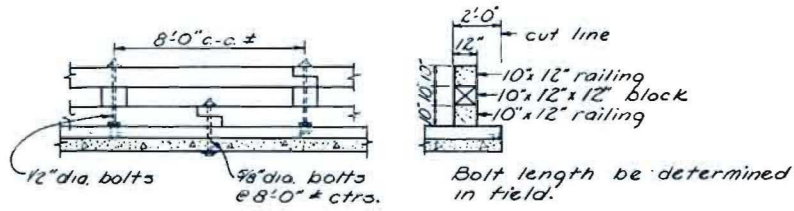
**PRESTRESSED BEAM NOTES:**

**Prestressed concrete:** All concrete shall be class "AA". This concrete shall have a 28 day compression strength of 5000 p.s.i. and shall have attained a strength of 4500 p.s.i. at prestress release.  
**Pretensioning Steel:** All strands shall be  $\frac{7}{16}$ " dia. 7-wire strands with an ultimate strength of 27,000 lbs. Strands shall be tensioned initially to 18,900 lbs (Deflected strands shall have a load of 18,900 lbs after deflecting).  
**Mild Steel Reinforcing:** All reinforcing steel shall be intermediate grade deformed bars and shall conform to A.S.T.M. specifications A305. All bars shall be lapped 20 dia. at all splices and placed 2" clear of the nearest face of concrete unless shown otherwise.  
**Handling Prestressed Concrete Girders:** The girders shall be maintained in an upright position at all times. They shall be lifted by means of lifting bars securely anchored in the end block as approved by the Engineer.



PLAN  
 SCALE: 1" = 6'-0"

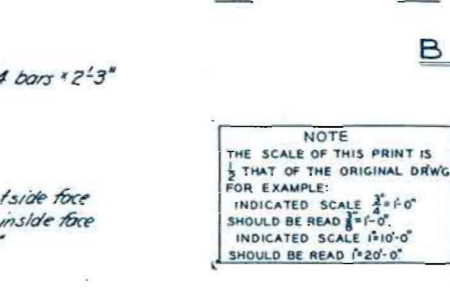
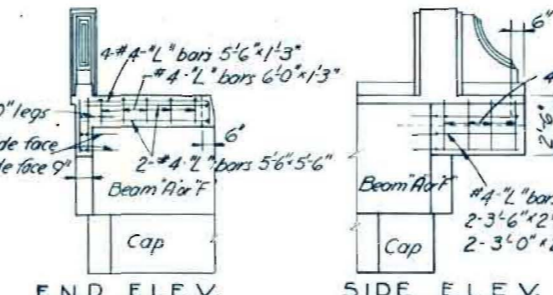
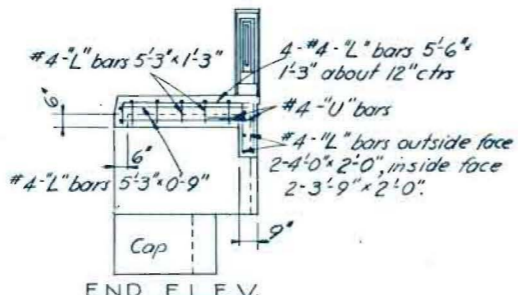
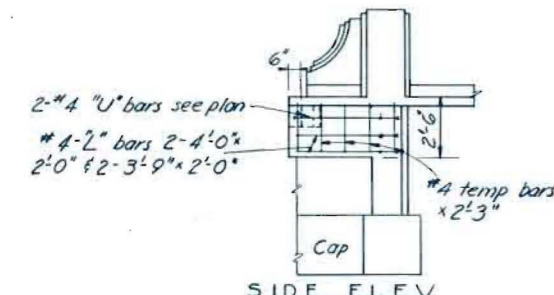
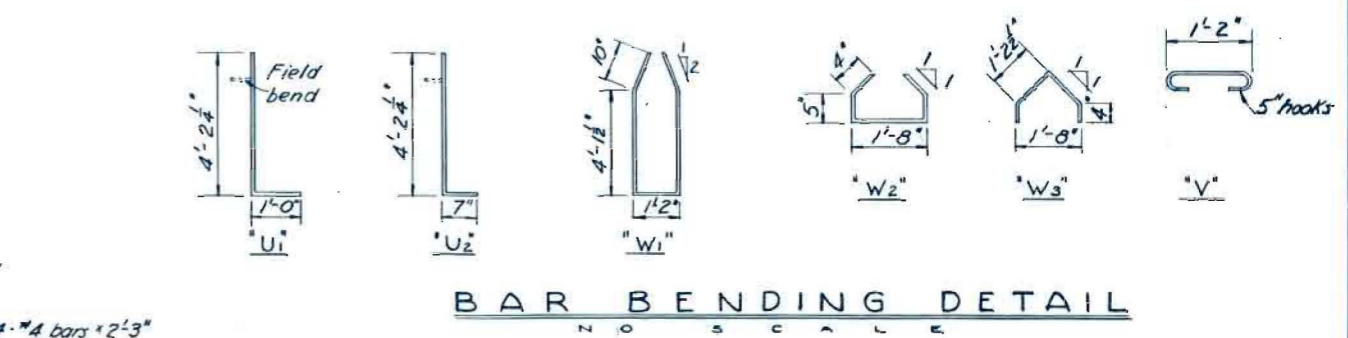
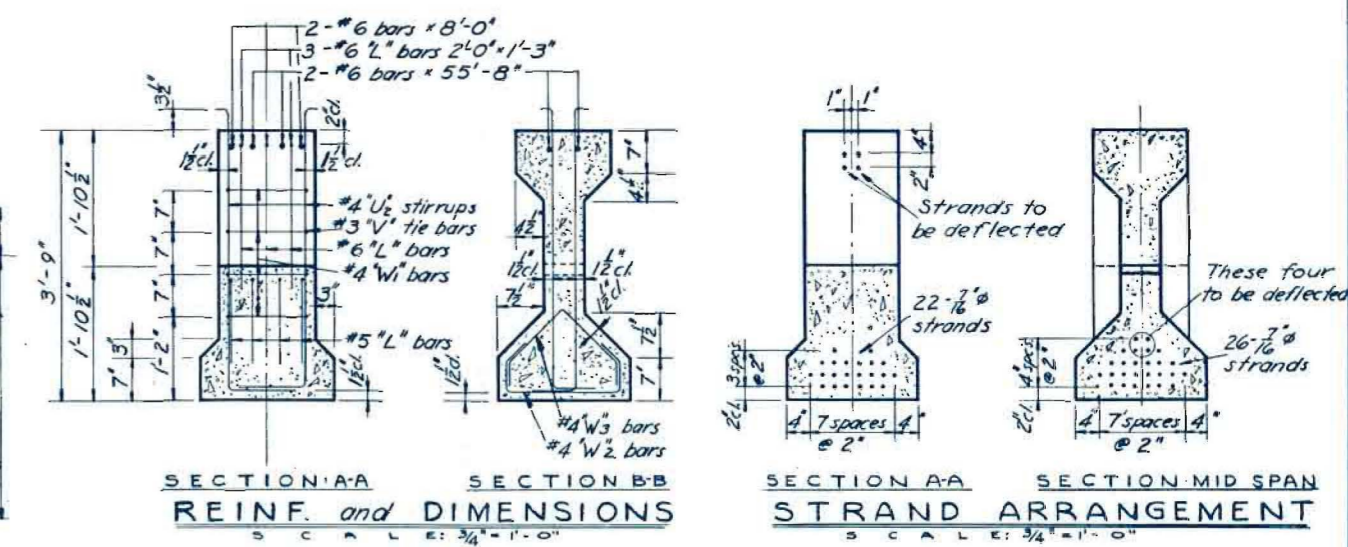
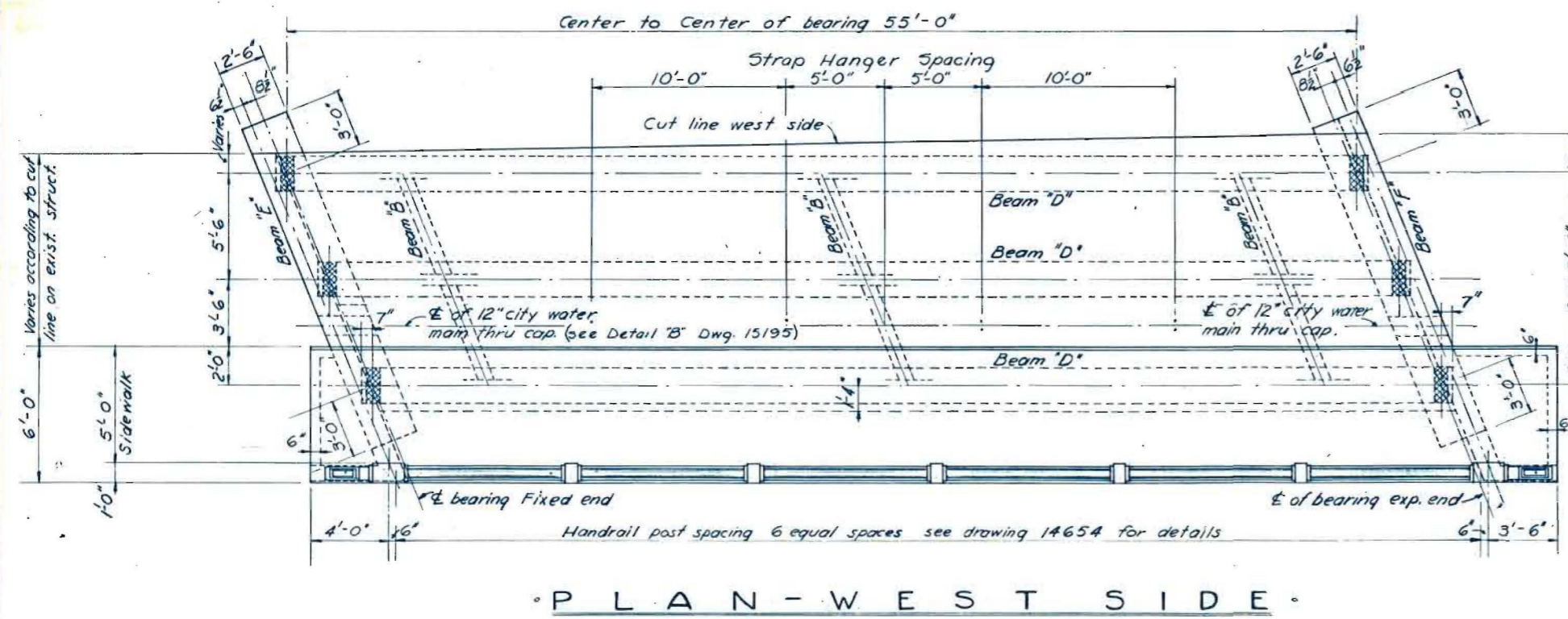
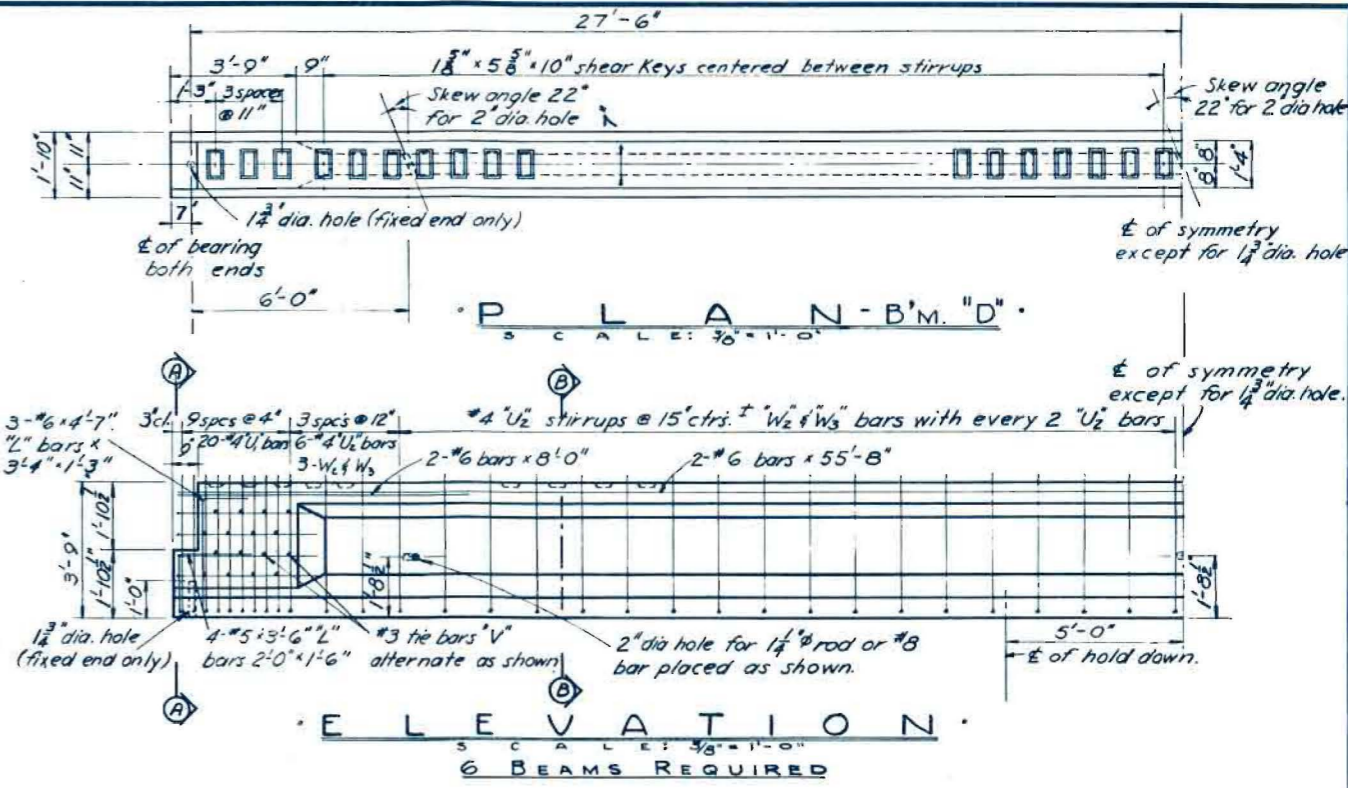
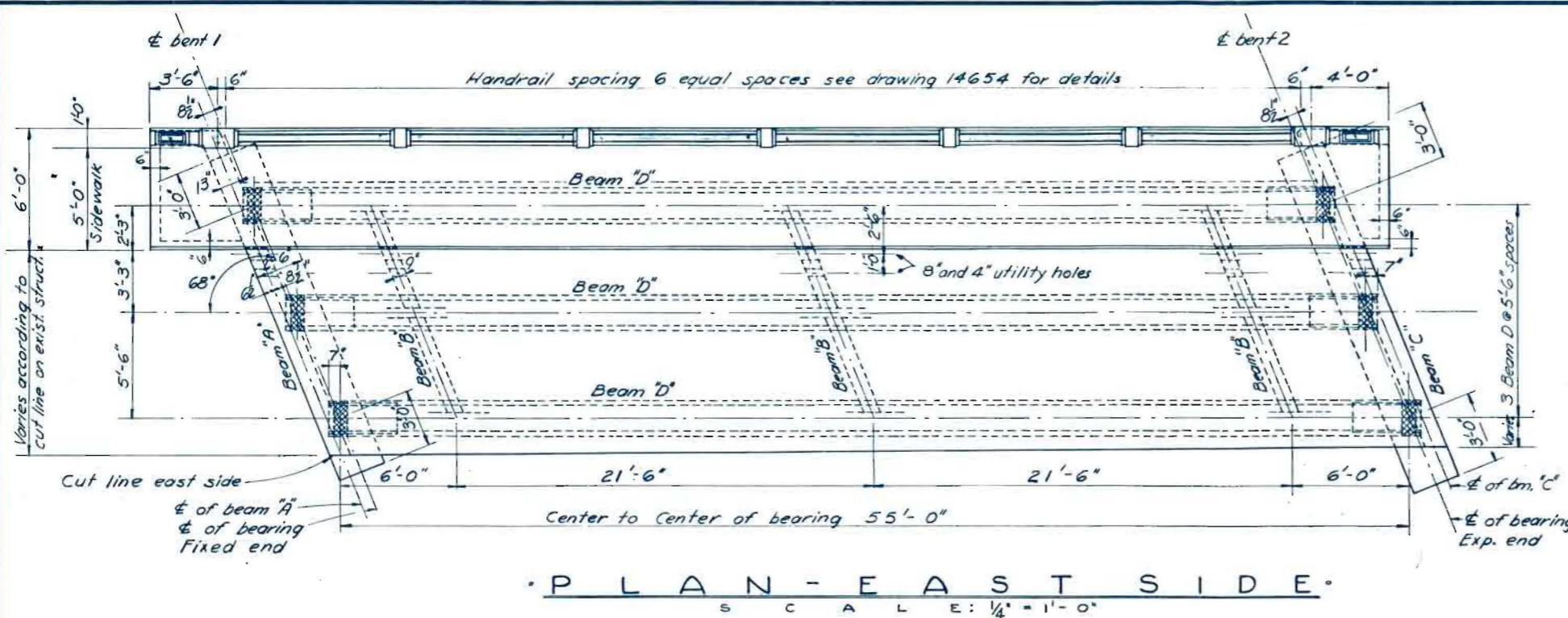
Note:  
 West side of structure to be completed and open to traffic before beginning work on east side of structure.



NOTE  
 THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRWG. FOR EXAMPLE:  
 INDICATED SCALE 3/4" = 1'-0" SHOULD BE READ 3/8" = 1'-0"  
 INDICATED SCALE 1/2" = 1'-0" SHOULD BE READ 1/4" = 1'-0"

APPROVED:	OREGON STATE HIGHWAY DEPARTMENT BRIDGE DIVISION	
DESIGNED: CVR	CHECKED:	DATE: JUNE 24, 1959
DRAWN: CVR	CALC. BOOK: 460	BRIDGE NO. 578A
SANTIAM HIGHWAY MAIN STREET BRIDGE LEBANON - SANTIAM CANAL LINN COUNTY		ACCOMPANIED BY DWGS. 15194
PLAN and ELEVATION		SHEET 1 of 5
DRAWING NO. 15193		





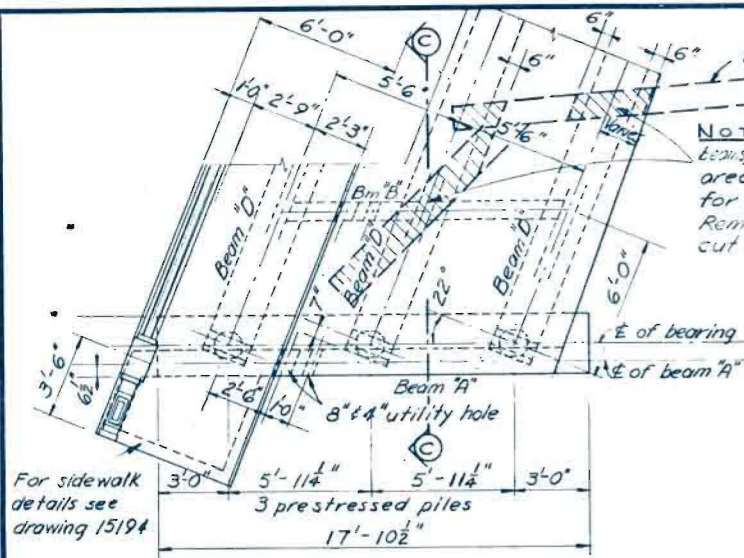
SIDEWALK DETAILS - NORTH & SOUTH ENDS OF WEST AND EAST SIDES RESPECTIVELY

SIDEWALK DETAILS - NORTH & SOUTH ENDS OF EAST AND WEST SIDES RESPECTIVELY

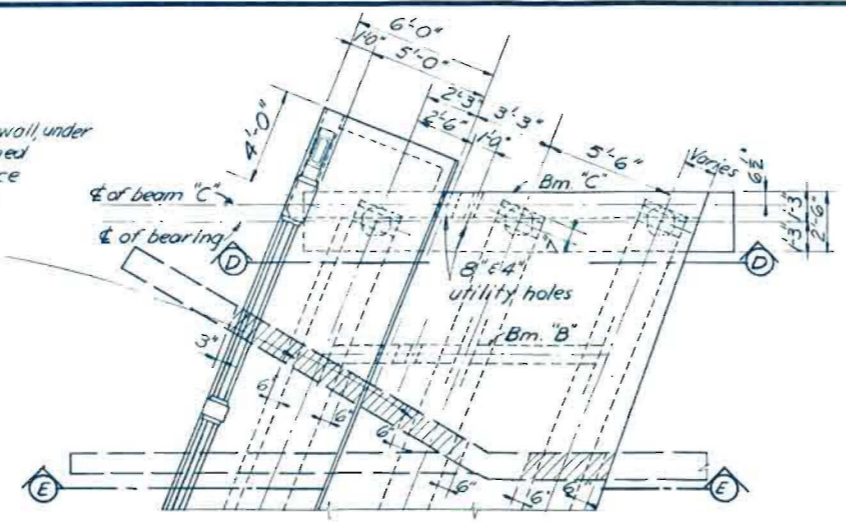
NOTE  
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRWG.  
FOR EXAMPLE:  
INDICATED SCALE 3/8" = 1'-0"  
SHOULD BE READ 3/16" = 1'-0"  
INDICATED SCALE 1/8" = 1'-0"  
SHOULD BE READ 1/16" = 1'-0"

DATE	REVISION	OREGON STATE HIGHWAY DEPARTMENT BRIDGE DIVISION	
		MAIN STREET BRIDGE	
APPROVED: <i>Innes Murchant</i> BRIDGE ENGINEER		PLANS and BEAM DETAILS	
DESIGNED: C.V.R. DRAWN: C.V.R.		DATE: JULY 1, 1959	SHEET: 2 OF 5
CHECKED: _____ CALC. BOOK: _____		BRIDGE NO. 578A	DRAWING NO. 15194

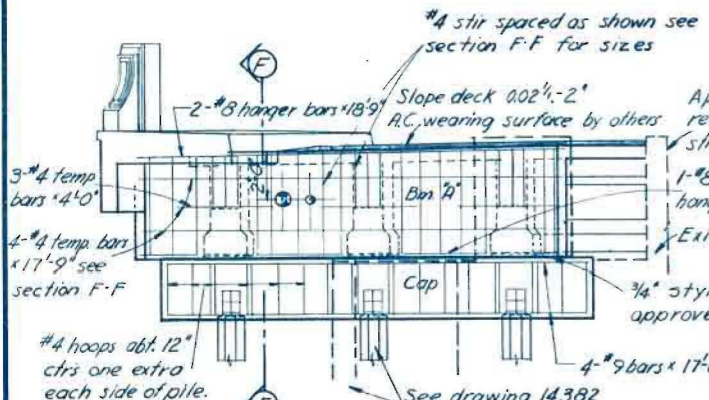




PLAN-BENT I-EAST  
SCALE: 1/4" = 1'-0"



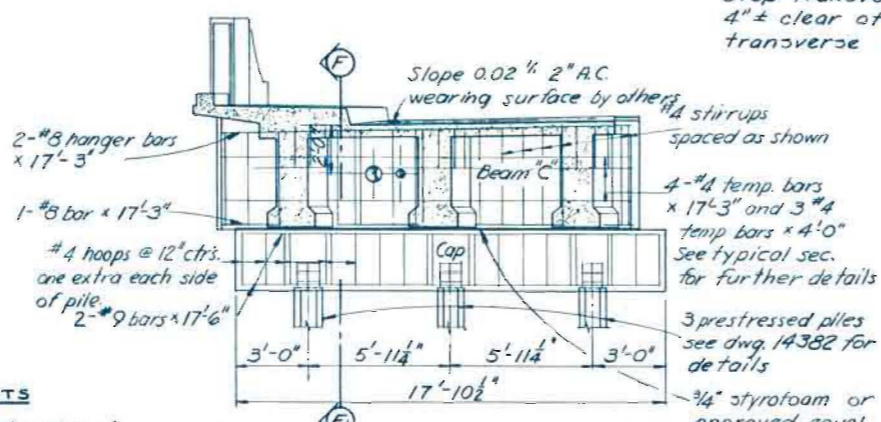
PLAN-BENT 2-EAST  
SCALE: 1/4" = 1'-0"



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

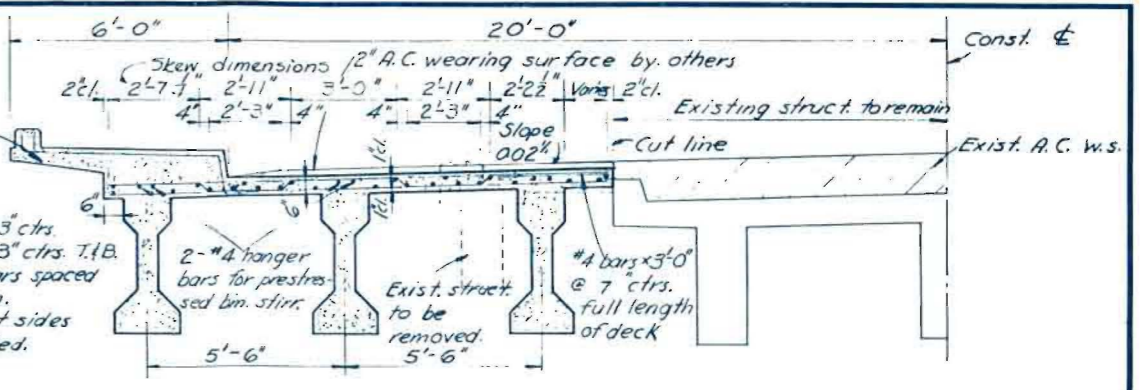
GENERAL NOTE FOR BENTS

All caps are same for east and west structures. All beam on caps are similar. All existing conc. shall be removed (including reinf.) to provide for prestressed beams, bottom of deck and utilities where needed. Clearance shall be min. dimensions as shown in plan and elev. this sheet. Verify all elev. in the field.

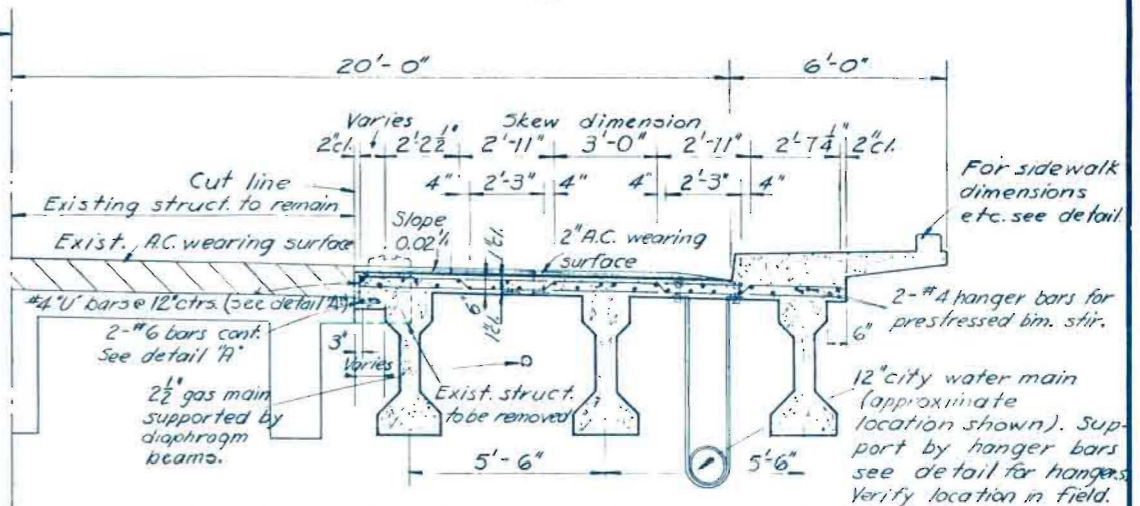


SECTION D-D  
SCALE: 1/4" = 1'-0"

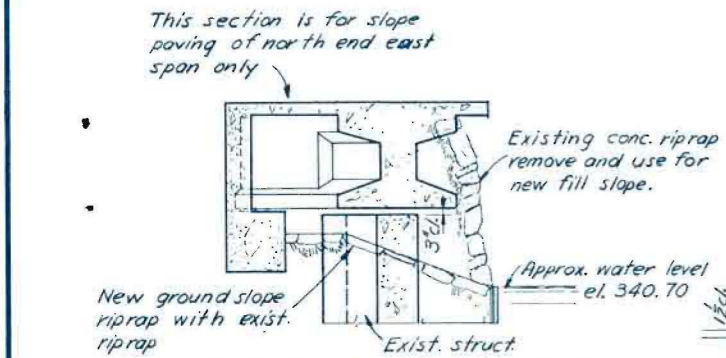
Note: Place transverse deck steel parallel to transverse beams. Stop transverse deck steel 4"± clear of face of all transverse beams.



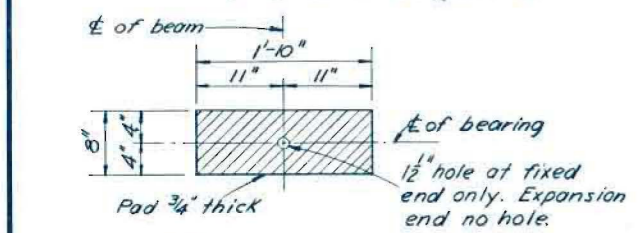
TYPICAL SECTION EAST SIDE  
SCALE: 3/8" = 1'-0"



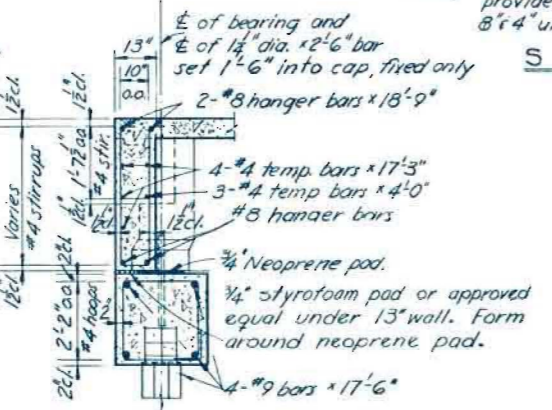
TYPICAL SECTION WEST SIDE  
SCALE: 3/8" = 1'-0"



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

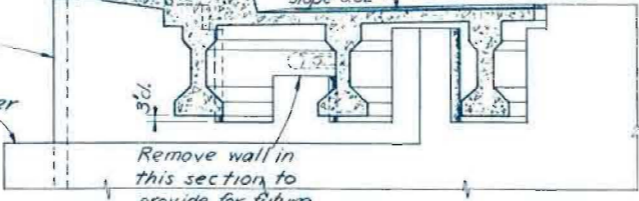


3/4" NEOPRENE PAD DETAIL  
SCALE: 1" = 1'-0"

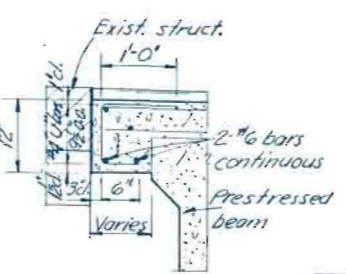


SECTION F-F TYPICAL  
SCALE: 3/8" = 1'-0"

NOTE: Match top of new 2" AC wearing surface with top of exist. wearing surface verify cut lines on exist. struct. in field.

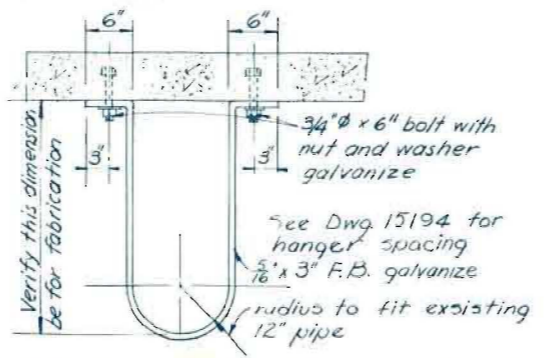


SECTION E-E  
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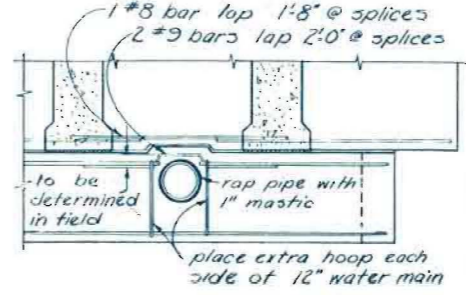


DETAIL A  
SCALE: 3/4" = 1'-0"

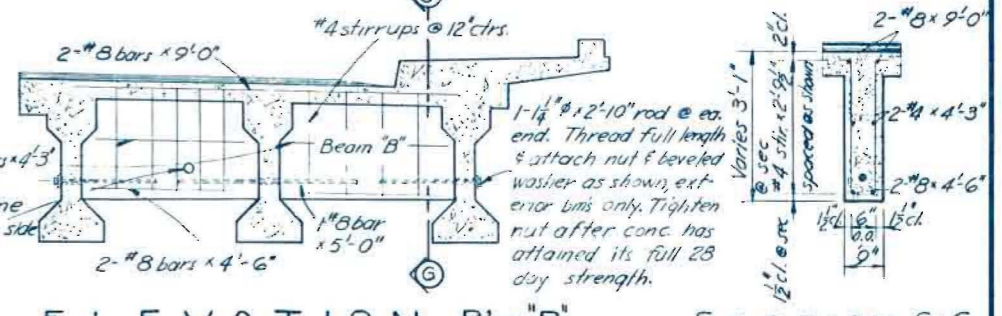
NOTE THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRWG. FOR EXAMPLE: INDICATED SCALE 3/4" = 1'-0" SHOULD BE READ 1'-0". INDICATED SCALE 1/2" = 1'-0" SHOULD BE READ 1'-20".



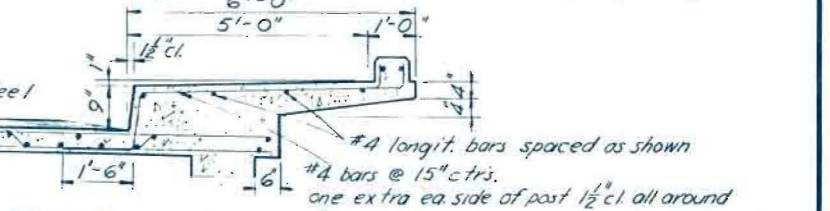
STRAP HANGER DETAIL  
4 REVD ALL PARTS GALVAN.



DETAIL B  
SCALE: 3/8" = 1'-0"



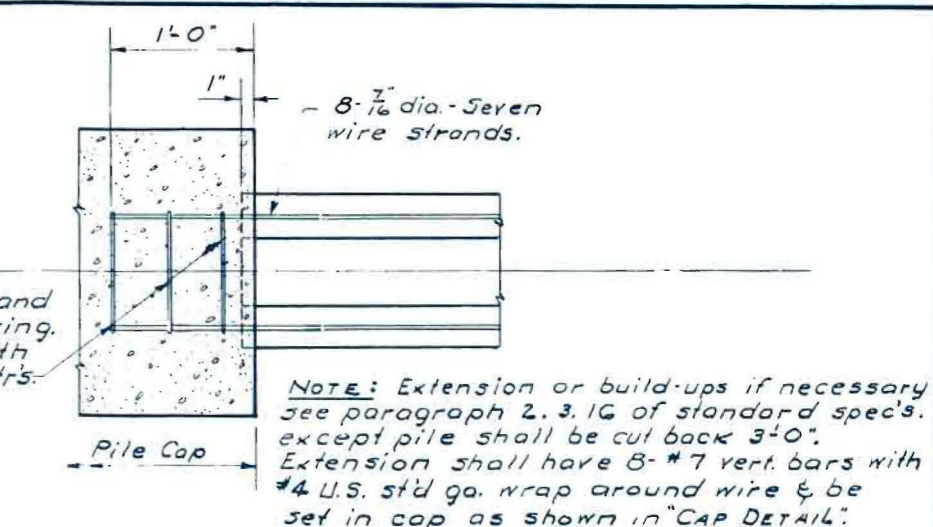
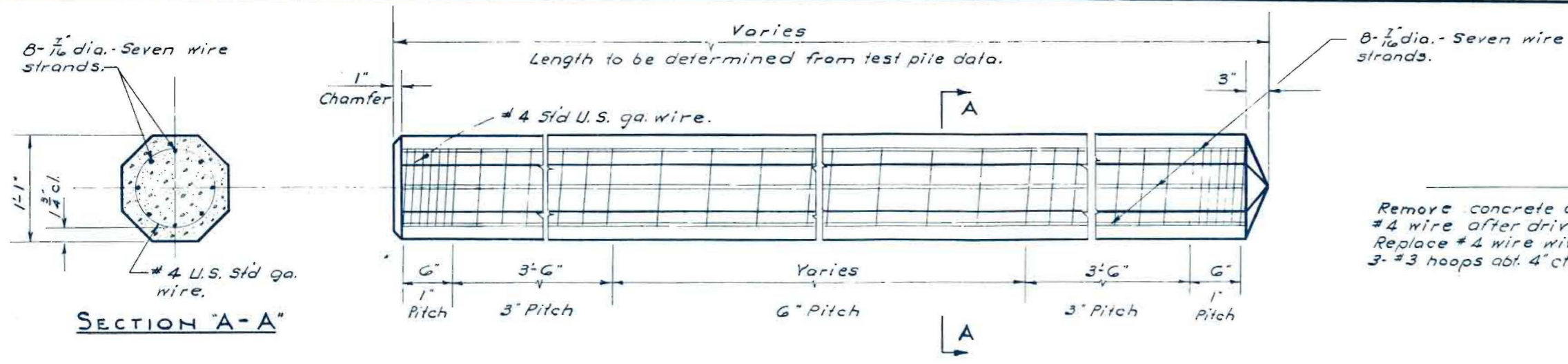
ELEVATION B.M. B  
SCALE: 3/8" = 1'-0"



TYPICAL SIDEWALK SECTION  
SCALE: 1/2" = 1'-0"

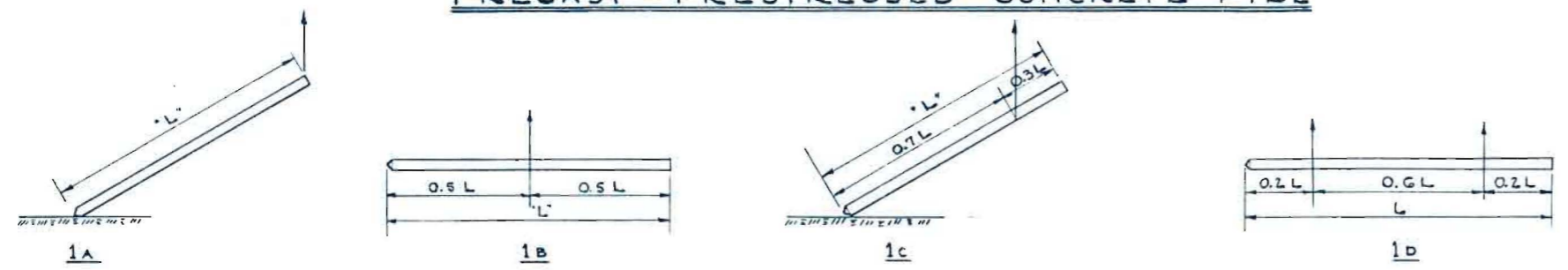
DATE		REVISION	OREGON STATE HIGHWAY DEPARTMENT BRIDGE DIVISION	
			MAIN STREET BRIDGE	
APPROVED: <i>John Merchant</i>			BENT and MISC. DETAILS	
DESIGNED: C.V.R.			DATE: JULY 7, 1959	
DRAWN: C.V.R.			SHEET 3 OF 5	
			BRIDGE NO. 578 A	
			DRAWING NO. 15195	





**PRECAST-PRESTRESSED CONCRETE PILE**

**CAP DETAIL**



**PRECAST-PRESTRESSED CONCRETE PILE PICK-UP & SUPPORT LOCATIONS**

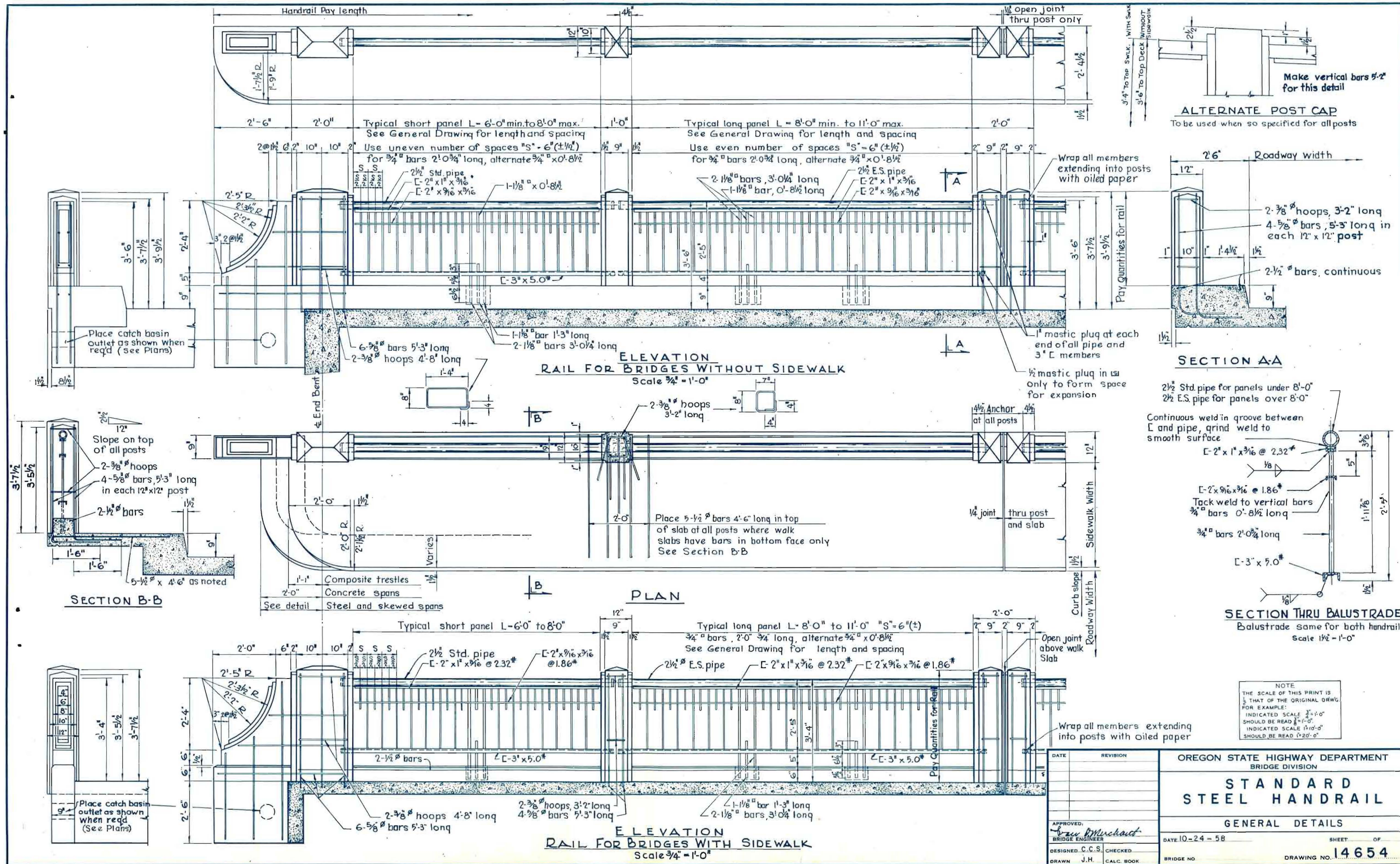
	TYPE	MAX. LGTH "L" (Ft.)
Pick-Up	1A	26
SUPPORT	1B	26
Pick-Up	1c	44
SUPPORT	1D	62

**GENERAL NOTES:**  
 Each prestressing strand shall consist of seven bright stress-relieved wires. Each strand shall have a nominal dia. of 7/16", a net area of 0.1089 sq. inches and a min. ultimate strength of 240,000 p.s.i. An initial tensile force of 18900 pounds shall be applied to each strand.  
 The concrete for prestressed piles shall have a min. compressive strength of 5000 p.s.i. at the age of 28 days. The minimum compressive strength of concrete at the transfer of pre-stress shall be 4000 p.s.i.

NOTE  
 THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRWG.  
 FOR EXAMPLE:  
 INDICATED SCALE 3'-0"  
 SHOULD BE READ 1'-6"  
 INDICATED SCALE 1'-0"  
 SHOULD BE READ 6'-0"

DATE		REVISION	OREGON STATE HIGHWAY DEPARTMENT BRIDGE DIVISION	
			STANDARD PILE	
APPROVED:		GENERAL DETAILS		
BRIDGE ENGINEER		DATE	SEPT. 3, 1955	SHEET
DESIGNED		CHECKED	OF	
DRAWN		CALC. BOOK	BRIDGE NO. STANDARD	
			DRAWING NO. 14382	





Handrail Pay length

Open joint thru post only

3/4" To Top SWLK. With SWLK  
3/6" To Top Deck Without SWLK

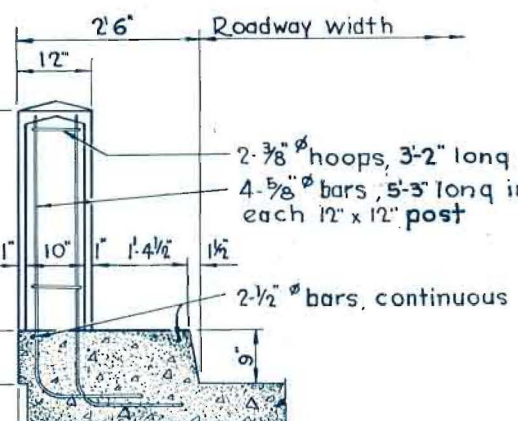
Make vertical bars 5'-2" for this detail

**ALTERNATE POST CAP**  
To be used when so specified for all posts

Typical short panel L = 6'-0" min. to 8'-0" max.  
See General Drawing for length and spacing  
Use uneven number of spaces "S" = 6" (± 1/2")  
for 3/4" bars 2'-0 3/4" long, alternate 3/4" x 0'-8 1/2"

Typical long panel L = 8'-0" min. to 11'-0" max.  
See General Drawing for length and spacing  
Use even number of spaces "S" = 6" (± 1/2")  
for 3/4" bars 2'-0 3/4" long, alternate 3/4" x 0'-8 1/2"

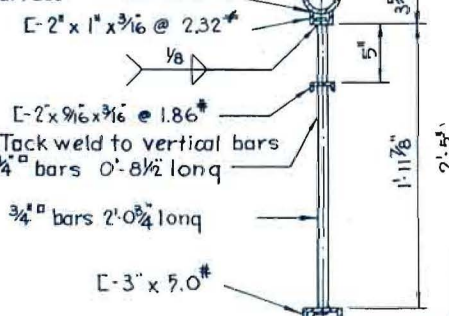
Wrap all members extending into posts with oiled paper



**SECTION A-A**

2 1/2" Std. pipe for panels under 8'-0"  
2 1/2" E.S. pipe for panels over 8'-0"

Continuous weld in groove between E and pipe, grind weld to smooth surface



**SECTION THRU BALUSTRADE**  
Balustrade same for both handrails  
Scale 1/2" = 1'-0"

NOTE  
THE SCALE OF THIS PRINT IS 3/4 THAT OF THE ORIGINAL DRWG.  
FOR EXAMPLE:  
INDICATED SCALE 3/4" = 1'-0"  
SHOULD BE READ 1/2" = 1'-0"  
INDICATED SCALE 1/2" = 1'-0"  
SHOULD BE READ 1/4" = 1'-0"

DATE	REVISION

APPROVED: *Law Merchant*  
BRIDGE ENGINEER

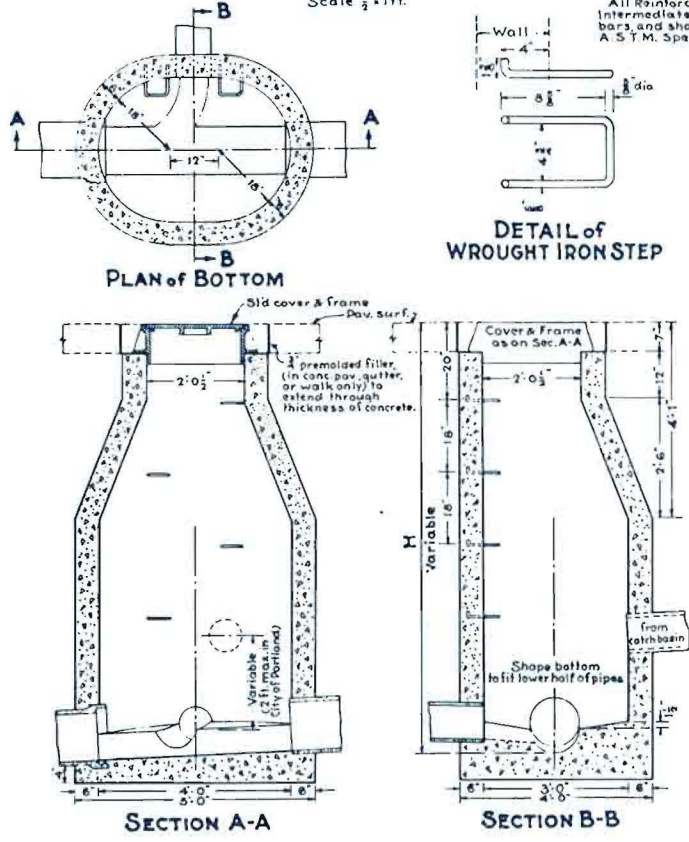
DESIGNED C.C.S. CHECKED: *J.H.*  
DRAWN J.H. CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT BRIDGE DIVISION	
<b>STANDARD STEEL HANDRAIL</b>	
GENERAL DETAILS	
DATE 10-24-58	SHEET OF
BRIDGE NO.	DRAWING NO. 14654



### STANDARD MANHOLE (TYPE A MANHOLE) Scale 1/2" = 1'-0"

**NOTE**  
All Concrete in drainage structures to be Class A  
All Reinforcing Steel to be Intermediate grade deformed bars and shall conform to A.S.T.M. Spec. 305-42

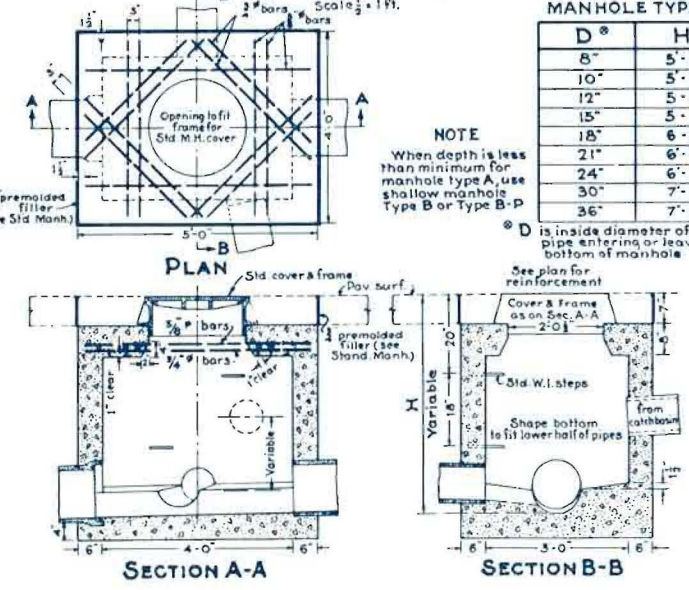


### STANDARD SHALLOW MANHOLE (TYPE B MANHOLE) Scale 1/2" = 1'-0"

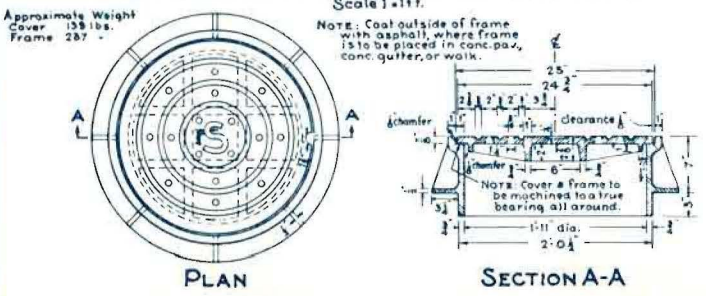
**MINIMUM DEPTH OF MANHOLE TYPE A**

D*	H
8"	5'-0"
10"	5'-3"
12"	5'-6"
15"	5'-9"
18"	6'-0"
21"	6'-3"
24"	6'-6"
30"	7'-2"
36"	7'-8"

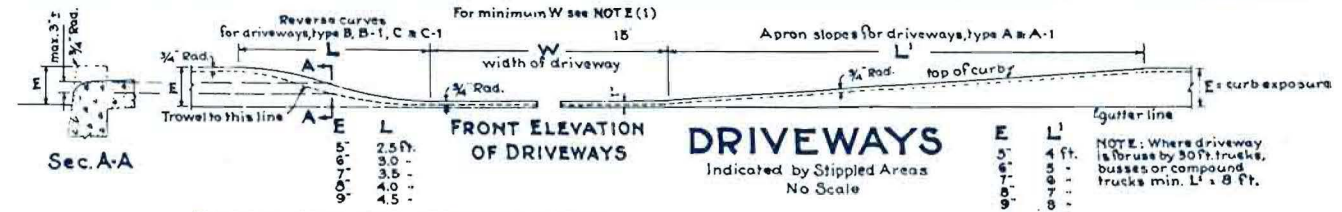
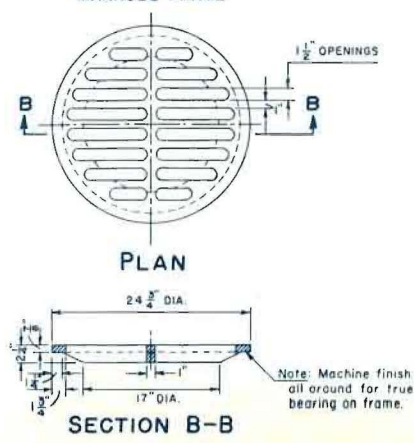
**NOTE**  
When depth is less than minimum for manhole type A, use shallow manhole Type B or Type B-B



### STANDARD MANHOLE COVER and FRAME Scale 1/2" = 1'-0"

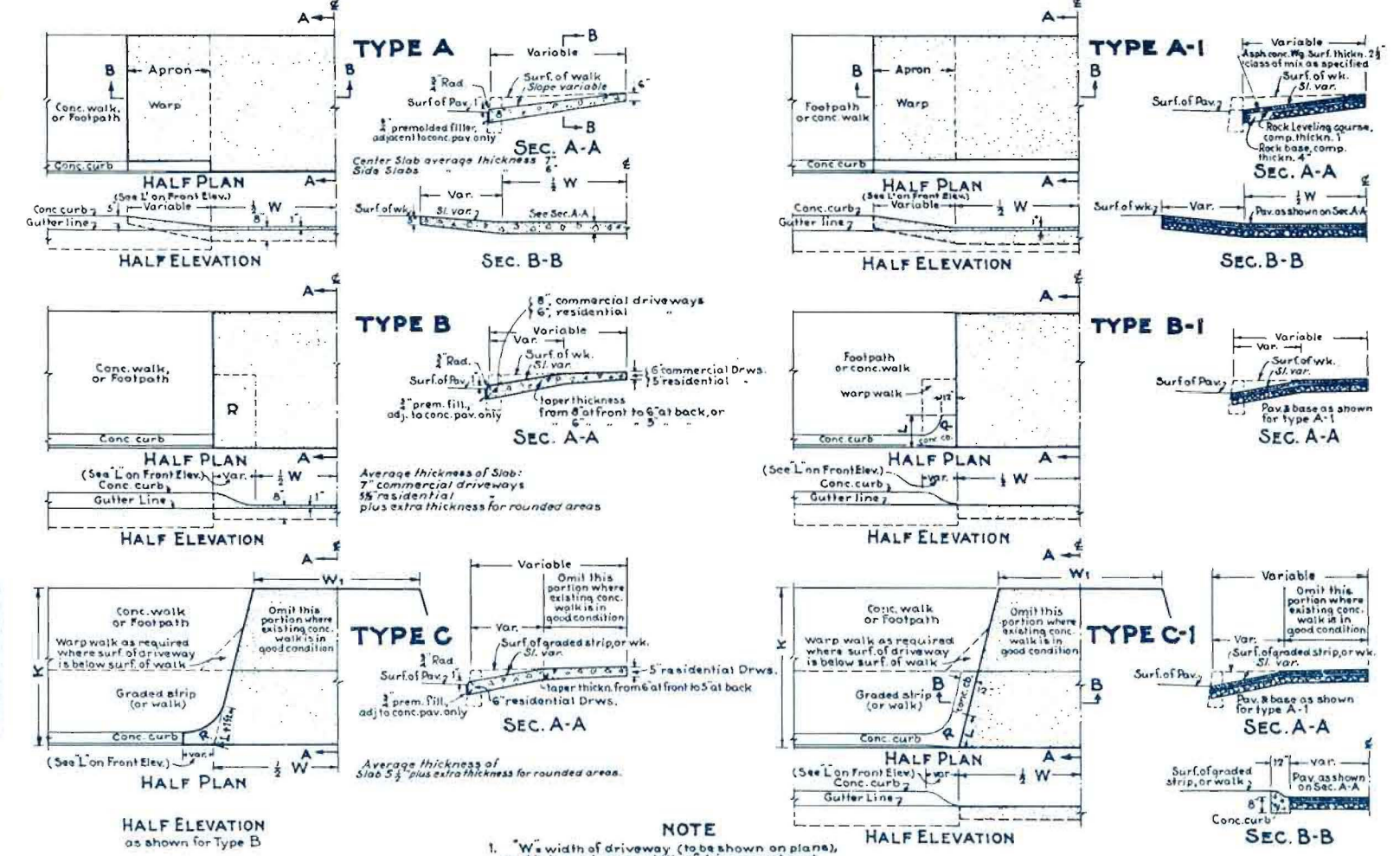


### MANHOLE GRATE FOR USE WITH STANDARD MANHOLE FRAME



### PORTLAND CEMENT CONCRETE

### ASPHALTIC CONCRETE



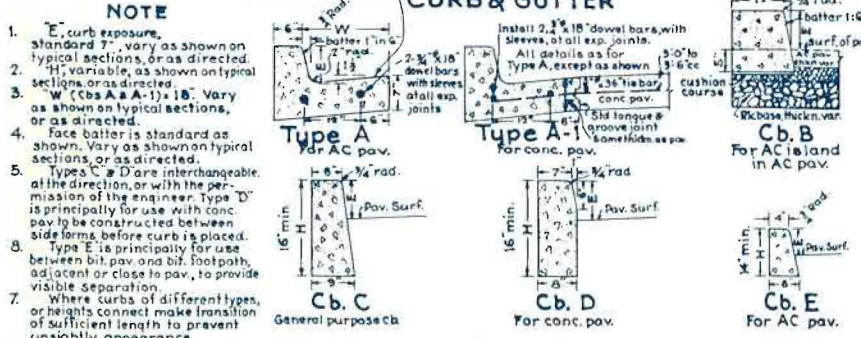
**MINIMUM WIDTH OF DRIVEWAYS, TYPES C & C-1**

K	W	W <sub>1</sub>	W <sub>2</sub>	W <sub>3</sub>	W <sub>4</sub>
5'	20'	15'	15'	12'	11'
6'	14'	13'	13'	10'	10'
8'	13'	12'	12'	10'	10'
10'	12'	11'	11'	10'	10'
12'	11'	10'	10'	9'	9'
15'	10'	10'	10'	9'	9'
20'	9'	9'	9'	8'	8'

\* See NOTE (1)

- NOTE**
- W width of driveway (to be shown on plan), and is the entrance width of driveway at curb line or at edge of shoulder. W is 20 ft. minimum on one-way highways or streets and on heavy traffic.
  - W is 15 ft. minimum on all other highways and on important streets and on minor streets.
  - All types can be used with or without graded strip between curb & walk. (Graded strip is shown only for types C & C-1).
  - Where existing driveway is in good condition, construct only as much as required for satisfactory connection with new work.
  - Make driveway slopes as flat as conditions permit. (Not over 12% where practicable, where required min W is 20' or 15').
  - Where driveways are adjacent to pavement without curb select most suitable type and modify details as required.
  - Areas marked "Warp" are to be warped.
  - Increase thickness of Asphaltic Concrete and Base, where directed on industrial or commercial driveways.

### MONOLITHIC CURB & GUTTER



### CONCRETE CURBS

OREGON STATE HIGHWAY DEPARTMENT  
Details of  
**MISCELLANEOUS STRUCTURES**  
FOR URBAN PROJECTS  
Scales: As Shown July, 1940

Revised: Jan., 1953 Rev. Aug. 1956  
Revised: May 1, 1958  
Revised: July 15, 1958

**NOTE**  
THE SCALE OF THIS PRINT IS THAT OF THE ORIGINAL DRAWG. FOR EXAMPLE: INDICATED SCALE 1/2" = 1'-0" SHOULD BE READ 1" = 1'-0". INDICATED SCALE 1/4" = 1'-0" SHOULD BE READ 1/2" = 1'-0".