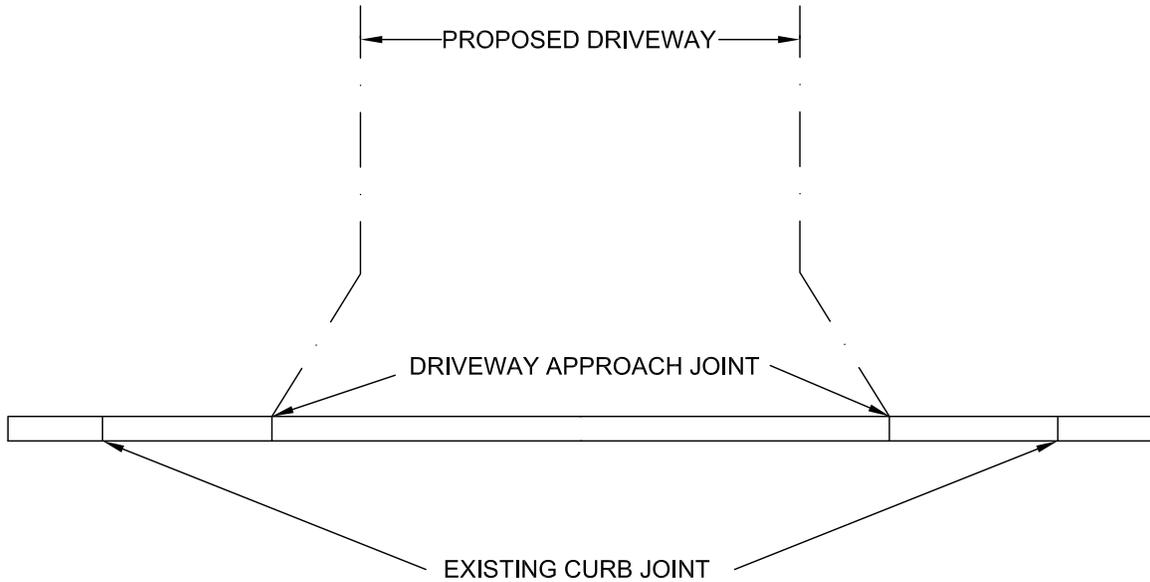


THIS DETAIL DRAWING SHALL NOT BE ALTERED OR CHANGED IN ANY MANNER EXCEPT BY THE CITY ENGINEER. IT IS THE RESPONSIBILITY OF THE USER TO ACQUIRE THE MOST CURRENT VERSION OF THE DETAIL.



**NOTE:**

1. FOR THE INSTALLATION OF A DRIVEWAY APPROACH, THE REMOVAL OF CURB SHALL ADHERE TO THE FOLLOWING:
  - A. FOR STANDARD CURB, IF THE EXISTING CURB JOINT IS 8 FEET OR LESS FROM THE DRIVEWAY APPROACH JOINT, REMOVAL SHALL BE TO THE EXISTING CURB JOINT.
  - B. IF THE EXISTING CURB JOINT IS MORE THAN 8 FEET FROM THE DRIVEWAY APPROACH JOINT, OR IF THE AREA IS CURB & GUTTER, THEN THE TOP AND FACE OF THE CURB SHALL BE SAW-CUT TO A MINIMUM DEPTH OF 2" PRIOR TO REMOVAL.
  - C. THE REMOVAL OF CURB TO THE EXISTING CURB JOINT MAY BE ADJUSTED UPON THE CITY'S APPROVAL.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF CURB DAMAGED DUE TO CONSTRUCTION. AN INSPECTION OF THE CURBS SHALL BE PERFORMED PRIOR TO FINAL APPROVAL FOR OCCUPANCY. REMOVED SECTIONS CANNOT BE SMALLER THAN 4'.
3. IF CONTRACTOR ELECTS TO REMOVE ONLY THE CURB FACE OF CURB AND GUTTER INSTALLATIONS, REBAR DOWELING WILL BE REQUIRED. DOWELS SHALL BE PLACED AT 18"-24" ON CENTER PERPENDICULAR TO THE CURB ( AND BENT UP VERTICALLY INTO THE FUTURE FACE OF CURB) WITH AT LEAST ONE REBAR RUNNING PARALLEL TO THE CURB.

## CURB REMOVAL AND DAMAGE INSPECTION



CITY OF  
**West  
Linn**

DATE:  
2010

DRAWING NO.  
**WL-505**

FILE NO.