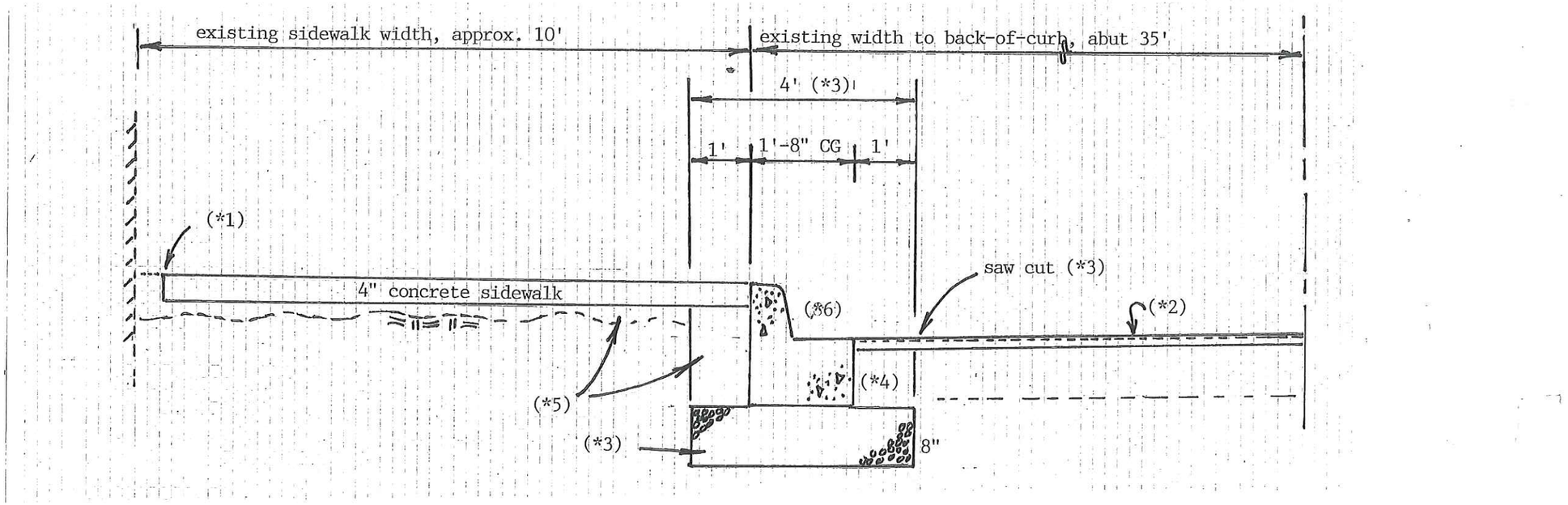

(*1) Take care not to damage existing building facades. If needed, saw a full-depth relief cut during removal of existing sidewalk. The building at 137 S. Main (west side) has a faux stone façade built over the existing sidewalk --- for this building, make a full-depth saw cut parallel to the building and retain whatever existing sidewalk is necessary to avoid damaging said façade. The building at 122 S. to 132 S. Main (east side) have exposed building footings --- do not damage the tops of these footings, just abut the new sidewalk to it. Also, there are some recessed doorways --- tie in the new sidewalk at the building line but do not extend into the recess.

(*2) The existing pavement will be milled 2" and ultimately relaid. The intent is to place the new C&G such that the new gutter remains exposed and flush with the final asphalt lift. The new C&G should have a pleasing line that drains --- any abnormalities with the existing pavement grade should be rectified with the Engineer; it is not the intent to rebuild the existing pavement, but isolated work may be required where there are grade problems.

(*3) Remove the existing curb by full-depth sawing the existing pavement parallel to the curb. Place the new C&G upon 8-inches of ***"Aggregate Base Type A"***. This typical section shows an excavation width of about 4', but the Contractor may suggest other construction methods to the Engineer for consideration. Note that that new gutter will be exposed, meaning that the gutter/asphalt interface needs to be crisp and straight (this would require forming, and would preclude pouring the gutter directly against the excavation face.)

(*4) Any void between the new gutter and the pavement shall be filled with flowable fill ***("CLSM Backfill"***), to within 2" of the top-of-gutter, to minimize any future subsidence.

(*5) Any voids behind the new curb and/or subgrade material needed under the new sidewalk, may be filled with ***"Aggregate Base Type A"***. The Engineer may approve other suitable materials.

(*6) The curb height between Hert and Kenworthy will range from six to eight inches, as denoted on the "Plan & Profile Sheets, New Work". Six inches is the desirable, but an eight-inch curb height was chosen for the west side from Hert to Stumbo and the east side from Stumbo to Kenworthy, to aid in getting PROWAG sidewalk slopes to the doorways without having to resort to platform ramps. Unfortunately, platform ramps still had to be used at several locations.

TYPICAL HALF-SECTION for new C&G and sidewalk from Hert to Kenworthy