

(21) Notes for "Sawing Pavement":

21.1) This pay item is intended for full-depth sawing existing asphalt or concrete pavement, for the following purposes:

- At interfaces where new construction meets existing pavement. For example, for a new concrete apron on a sidestreet, or at the construction removal line on a concrete driveway.
- To permit removal and replacement of the curb & gutter, by cutting a longitudinal saw cut alongside the old gutter (about 1' away, out in the pavement). This 1' of pavement will have to be removed to permit setting up forms for the new curb & gutter, so a saw cut is needed to avoid undue damage to the pavement.
- A longitudinal saw cut along the face the buildings abutting sidewalk that is being removed and replaced. This is to facilitate removal of the old sidewalk without damage to the building façade, so the sidewalk chunks don't shift and nick the bricks. This is of great importance for 137 South Main, where a faux stone front sits upon the old sidewalk; part of this sidewalk may just have to be left in-place.
- From Kenworthy to French, the existing pavement is about 50' wide, but only the inner 24' will be milled and overlaid. (See typical section). The remaining pavement will be removed and relaid at a 4% sideslope. Longitudinal saw cuts are needed to isolate the pavement that is to be removed. If milling is used to remove the asphalt, then sawing may not then be needed.

21.2) It is not the intent of the sawing pay item to pay for every saw cut that the Contractor makes. Apart from the general extents described in 21.1, the Contractor may make numerous secondary cuts to facilitate removal, but those cuts will be considered included in "other items of work".

(22) Notes for "Pipe Railing":

- 22.1) Pipe railing will be needed at the special sidewalk platforms discussed under the notes for 4" sidewalk, and at some of the wheelchair ramps at the accessible parking bays. Railing locations are denoted on the Plan & Profile sheets, and detailed in special drawings.
- 22.2) Because the exact platform dimensions and grades cannot be known until the concrete work is formed up and poured, the railing should be assembled and welded on-site. Field cutting and welding will be permitted, so long as the welds are properly cleaned and painted afterwards.
- 22.3) Payment will per the horizontal linear measurement of the rail, and shall include installation and all incidental materials such as plates and anchor bolts.

(23) Notes for "Construction Staking Level II":

23.1) The Contractor shall provide the following surveying:

- All elevation control for gutter elevations and culvert pipe.
- Before pouring gutters, double-checking forms with a level to insure positive drainage (i.e., no unintended bird baths).
- Laying out any ramps, driveways and any other structure or thing to be constructed under this project.
- Establishing roadway centerline, whenever needed for overlaying or for proper placement of the new curb and gutters.
- Slope stakes and/or other subgrade elevation control for the roadway widening.
- Any other elevation or horizontal control necessary to construct the job.

23.2) The State will provide initial stationing at intersections and bench marks.

23.3) The stationing for this project was taken from STPY-160B(135), J/P 21932(04), Payne Co., circa 2012.