DWG	SHEET TITLE	SPECIAL REQUIREMENTS AND NOTES
848.06	CURB RAMP	NOTE 1: RAMP/LANDING WIDTH SHALL MATCH SIDEWALK WIDTH TRUNCATED DOMES MUST MEET LIDS #1022
862.01	GUARDRAIL PLACEMENT	
862.02	GUARDRAIL INSTALLATION	

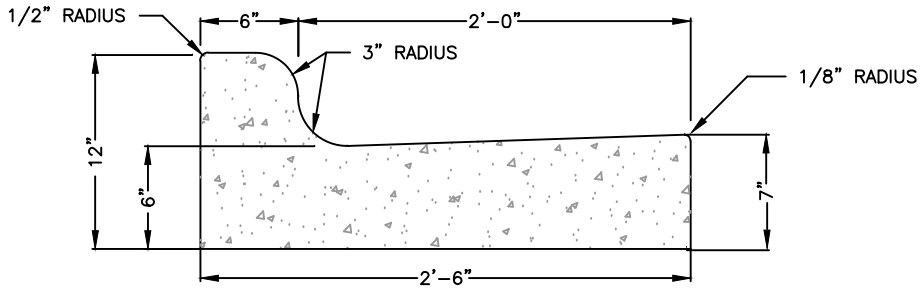
NOTE 1: FOR ALL STRUCTURES – NCDOT REQUIRES CLASS B CONCRETE (2500PSI). THE CITY REQUIRES 3500 PSI CONCRETE STRENGTH @ 28 DAYS. 3500 PSI CONCRETE SHALL BE USED IN ALL PROJECTS.

NOT TO SCALE

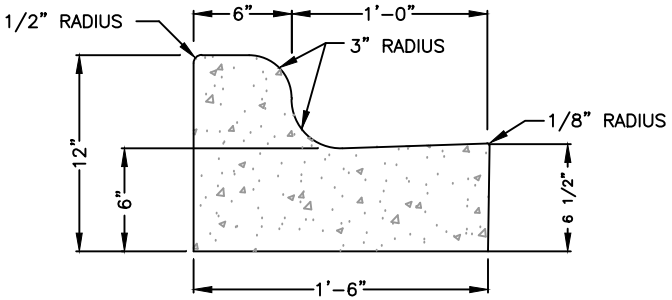
REV.	STD. NO.
1	1000

NCDOT STANDARDS APPROVED FOR USE IN CITY OF LEXINGTON

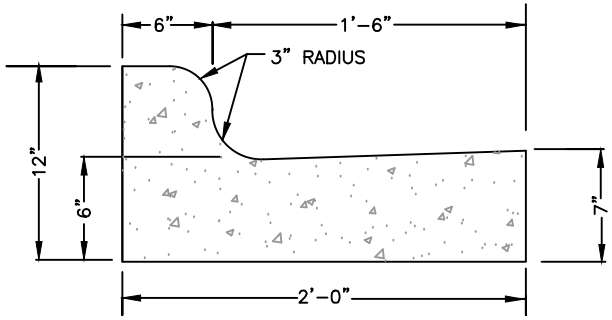
CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



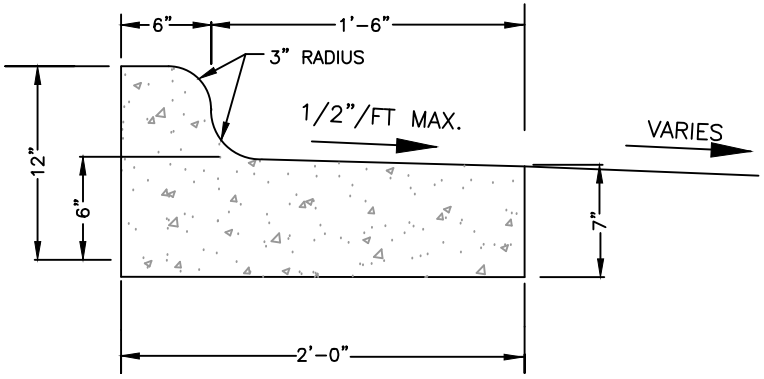
STANDARD 2'-6" CURB AND GUTTER



1'-6" STANDARD CURB AND GUTTER



2'-0" STANDARD CURB & GUTTER



2'-0" SPILL CURB AND GUTTER

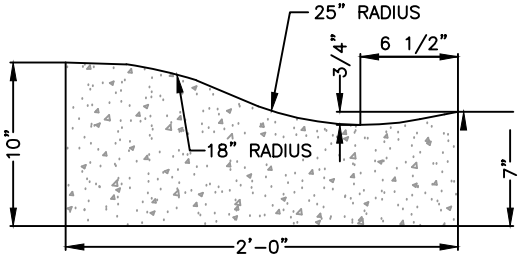
NOT TO SCALE

REV.	STD. NO.
1	1010

STANDARD CURB AND GUTTER

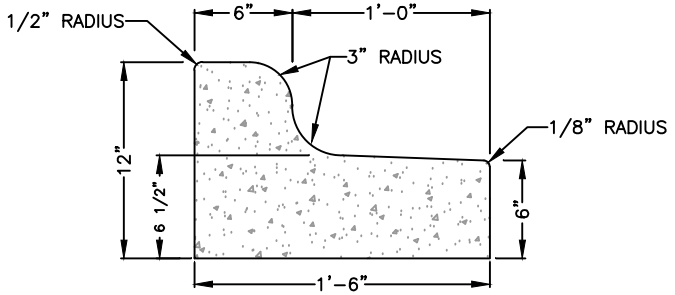
CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

2'–0" VALLEY GUTTER



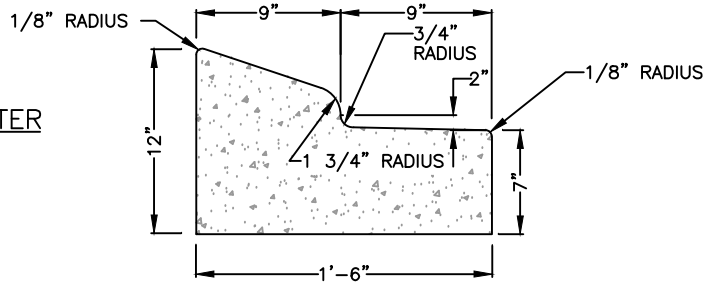
1'–6" MEDIAN CURB AND GUTTER

TO BE USED IN MEDIANS WHEN LANES ARE SLOPED FROM ISLAND OR AS SPECIFIED BY THE APPROPRIATE CITY DEPT. NOT TO BE USED ON NCDOT STREETS



1'–6" MOUNTABLE CURB AND GUTTER

TO BE USED IN MEDIANS ONLY WHEN SPECIFIED BY THE APPROPRIATE CITY DEPT.

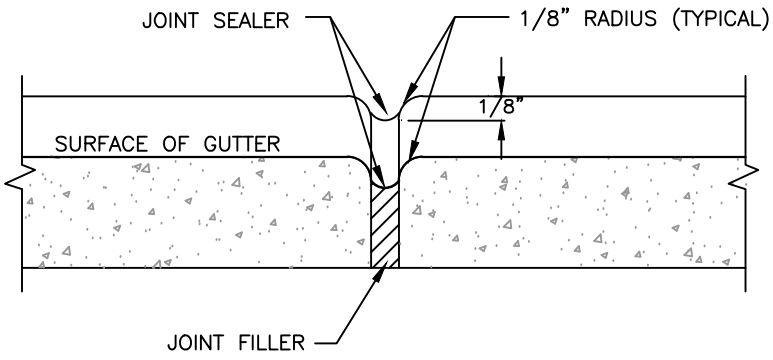


NOT TO SCALE

REV.	STD. NO.
1	1011

CURB AND GUTTER

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



TRANSVERSE EXPANSION JOINT

NOTES:

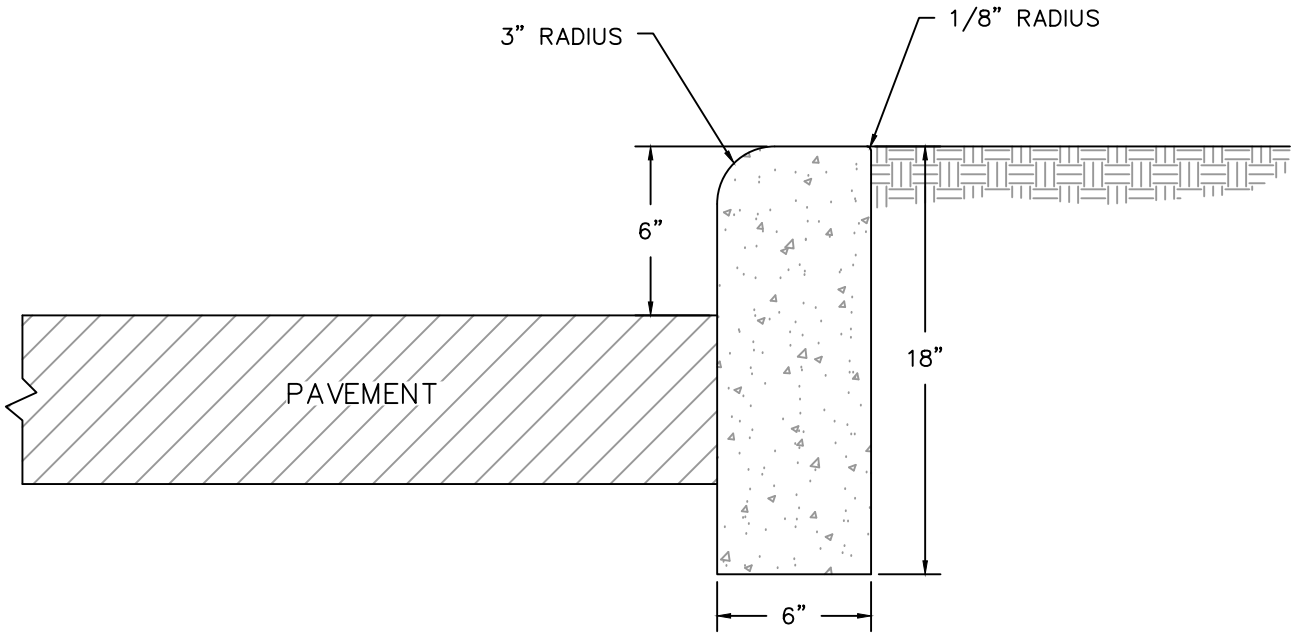
1. CONTRACTION JOINTS SHALL BE SPACED AT 10–FOOT INTERVALS. FOR VALLEY GUTTER, A 10–FOOT SPACING MAY BE USED WHEN A MACHINE IS USED. JOINT SPACING MAY BE ALTERED BY THE CITY ENGINEER TO PREVENT UNCONTROLLED CRACKING.
2. CONTRACTION JOINTS MAY BE INSTALLED BY THE USE OF TEMPLATES OR FORMED BY OTHER APPROVED METHODS. WHERE SUCH JOINTS ARE NOT FORMED BY TEMPLATES, A MINIMUM DEPTH OF 1–1/2" SHALL BE OBTAINED.
3. ALL EXPANSION JOINTS SHALL BE SPACED AT 90–FOOT INTERVALS, AND ADJACENT TO ALL RIGID OBJECTS. JOINTS SHALL MATCH LOCATIONS WITH JOINTS IN ABUTTING SIDEWALK.
4. CONCRETE COMPRESSIVE STRENGTH SHALL BE 3500 P.S.I. IN 28 DAYS.
5. CURB SHALL BE DEPRESSED AT INTERSECTIONS TO PROVIDE FOR FUTURE ACCESSIBLE RAMPS.
6. TOP 6" OF SUBGRADE BENEATH THE CURB AND GUTTER SHALL BE COMPACTED TO 100% STANDARD PROCTOR DENSITY.

NOT TO SCALE

REV.	STD. NO.
1	1012

CONCRETE CONTRACTION JOINT

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



NOTES:

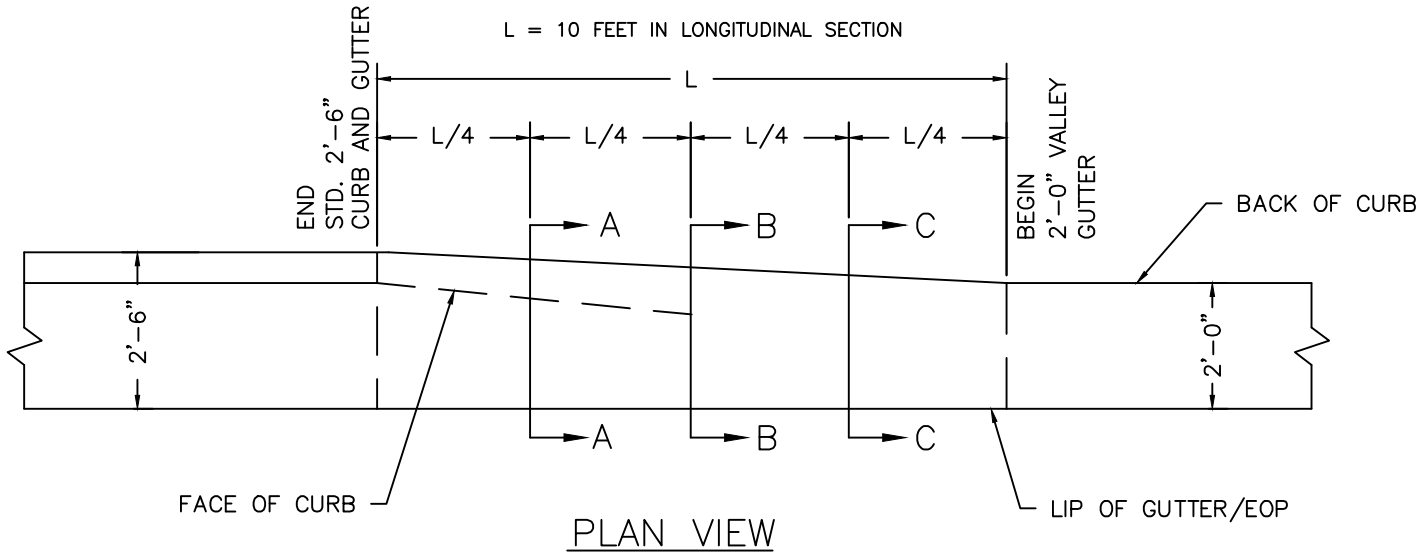
1. CONTRACTION JOINTS SHALL BE PLACED AT 10 FOOT INTERVALS. JOINT SPACING MAY BE ALTERED BY THE ENGINEER TO PREVENT UNCONTROLLED CRACKING
2. CONTRACTION JOINTS MAY BE INSTALLED BY THE USE OF TEMPLATES OR FORMED BY OTHER METHODS. WHERE SUCH JOINTS ARE NOT FORMED BY TEMPLATES, A MINIMUM DEPTH OF 1–1/2" SHALL BE OBTAINED.
3. ALL EXPANSION JOINTS SHALL BE SPACED AT 90 FOOT INTERVALS AND ADJACENT TO ALL RIGID OBJECTS.
4. CONCRETE COMPRESSIVE STRENGTH SHALL BE 3500 PSI IN 28 DAYS.
5. CURB SHALL BE DEPRESSED AT INTERSECTIONS TO PROVIDE FOR FUTURE ACCESSIBLE RAMPS.
6. TOP 6" OF SUBGRADE BENEATH THE CURB SHALL BE COMPACTED TO 100% STANDARD PROCTOR DENSITY.
7. DETAIL MAY BE USED FOR PRIVATE DRIVES, PARKING LOTS, AND INTERIOR CIRCULATION DRIVES. IT MAY NOT BE USED ON PUBLIC STREETS UNLESS APPROVED BY THE CITY ENGINEER.

NOT TO SCALE

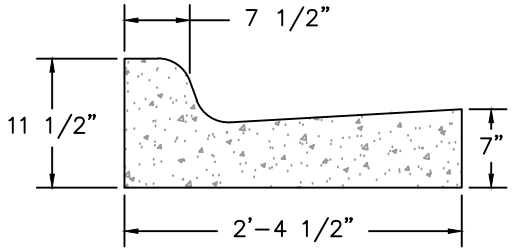
18" VERTICAL CURB

REV.	STD. NO.
1	1013

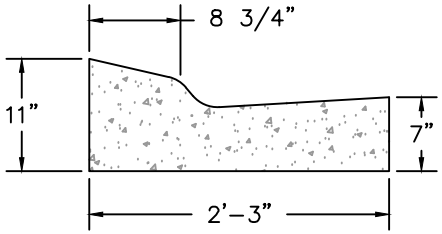
CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



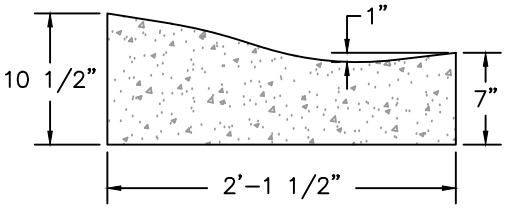
PLAN VIEW



SECTION A–A



SECTION B–B



SECTION C–C

NOTES:

1. TRANSITION IS NOT TO BE LOCATED WITHIN THE CURB RADIUS

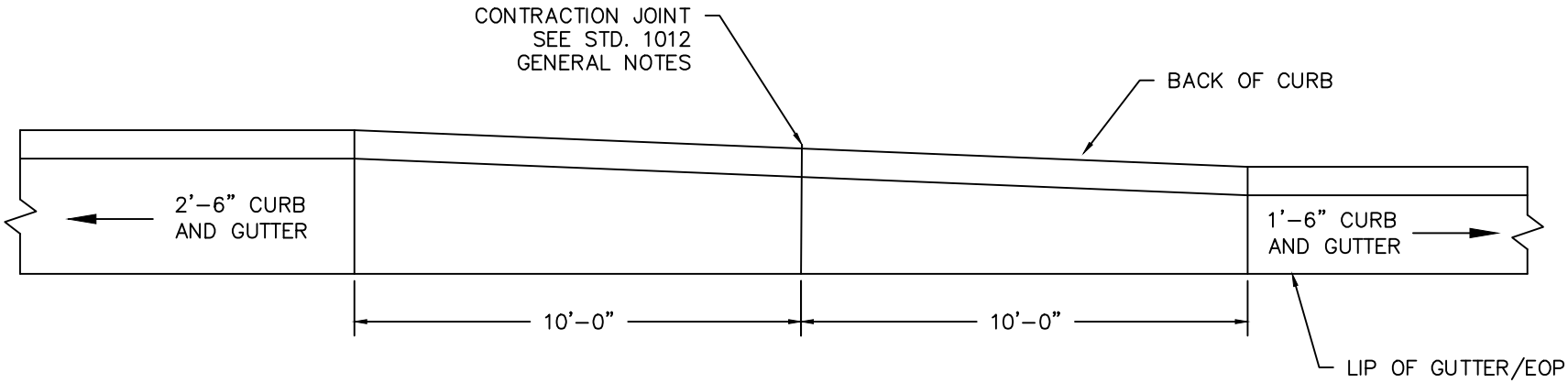
NOT TO SCALE

REV.	STD. NO.
1	1014

CURB TRANSITION

2'-6" CURB & GUTTER TO 2'-0" VALLEY GUTTER

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



PLAN VIEW

NOTES:

1. TRANSITION TO BE ALONG BACK OF CURB

NOT TO SCALE

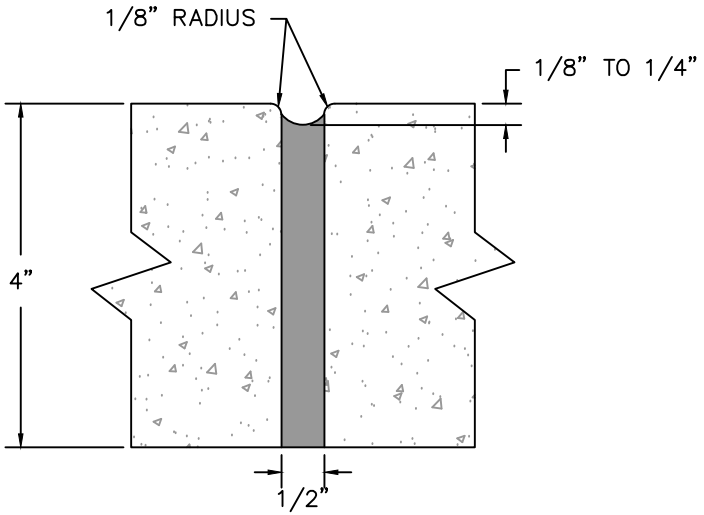
CURB TRANSITION

2'-6" CURB & GUTTER TO 1'-6" CURB & GUTTER

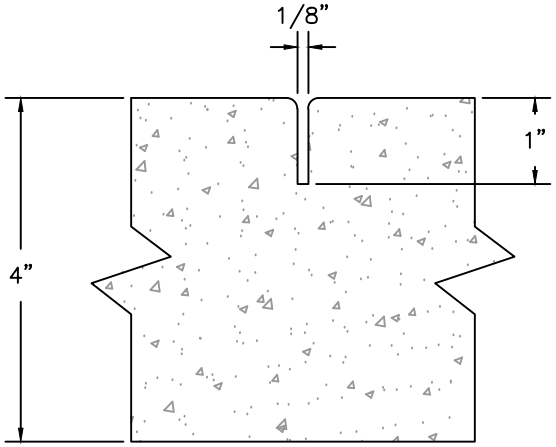
REV.	STD. NO.
0	1015

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

\\COL-DATA1\PUBLIC SERVICES\ENGINEERING\COL_DETAILS\1000 - ROADWAY\1015.DWG



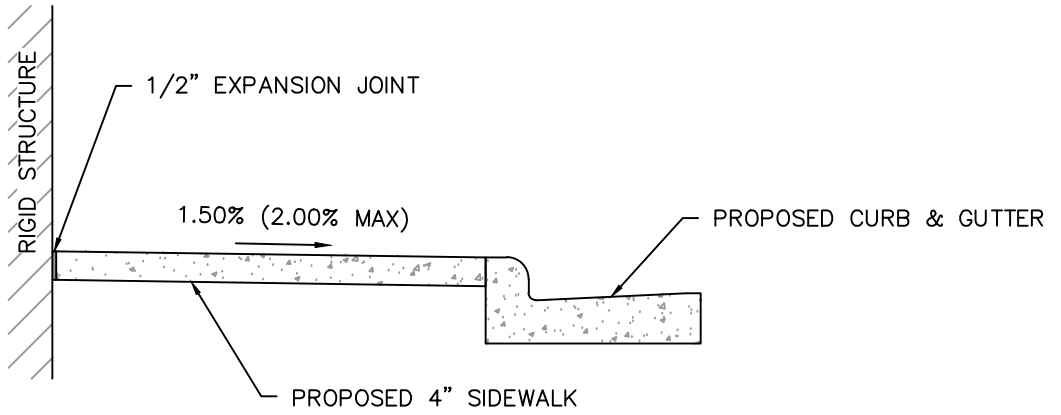
TRANSVERSE EXPANSION JOINT IN SIDEWALK



GROOVE JOINT IN SIDEWALK

NOTES:

1. A GROOVE JOINT 1" DEEP WITH 1/8" RADII SAHLL BE REQUIRED IN THE CONCRETE SIDEWALK WITH JOINT SPACING EQUAL TO THE WIDTH OF THE SIDEWALK, UP TO 10' WIDTH. WIDER THAN 10' REQUIRES SPECIAL DESIGN (SEE LIDS #1018 FOR MULTI-USE PATH).
2. ONE 1/2" EXPANSION JOINT WILL BE REQUIRED AT INTERVALS OF NOT MORE THAN 45' AND MATCHING EXPANSION/CONSTRUCTION JOINT IN THE ADJACENT CURB. A SEALED 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE.
3. SIDEWALKS OVERLAPPING DRIVEWAYS SHALL BE 6" THICK.
4. WIDTH OF SIDEWALK ON THOROUGHFARES SHALL BE A MINIMUM OF 6'. WIDTH OF SIDEWALKS ON NON-THOROUGHFARES SHALL BE A MINIMUM OF 5'. WIDTH OF SIDEWALK IN THE UPTOWN LEXINGTON DISTRICT SHALL BE DETERMINED BY THE CITY ENGINEER.
5. SIDEWALK TO BE POURED TO THE END OF RADIUS AT INTERSECTING STREETS.
6. CONCRETE COMPRESSIVE STRENGTH SHALL BE 3500 PSI. IN 28 DAYS.
7. ZONING CONDITIONS MAY REQUIRE ADDITIONAL WIDTH SIDEWALKS WHICH SHALL SUPERCEDE THESE STANDARD DIMENSIONS SHOWN.
8. LIDS FOR JUNCTION BOXES, OPEN THROAT INLETS, AND UTILITY BOXES SHALL BE NON-SKID AS SPECIFIED BY THE ENGINEER.
9. JOINT MATERIALS SHALL LIMIT SHRINK/SWELL SO POST CONSTRUCTION INSTALLATION RESULTS IN A MAXIMUM OF 1/4" FROM FLUSH.



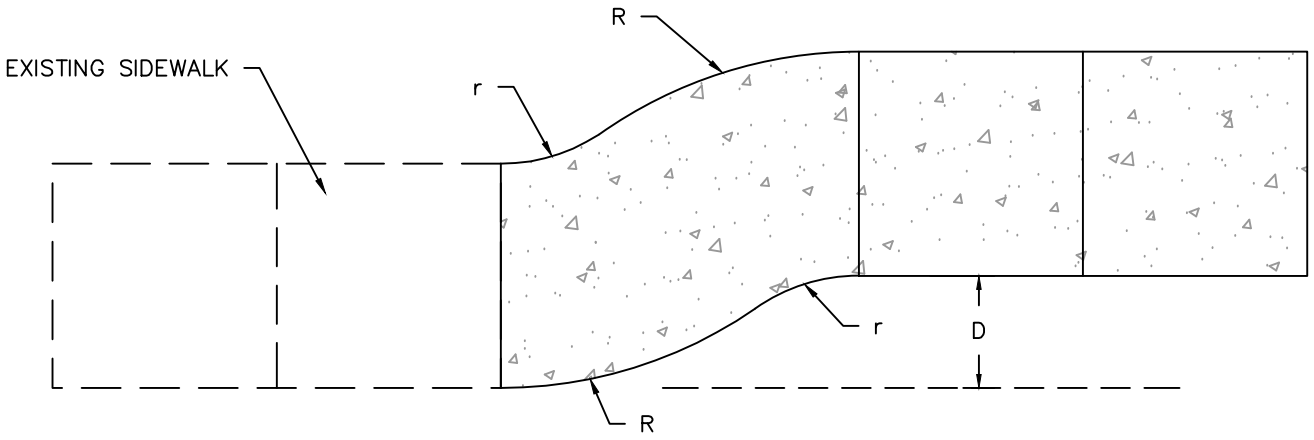
EXPANSION JOINT IN SIDEWALK JOINING RIGID STRUCTURES

NOT TO SCALE

CONCRETE SIDEWALKS

REV.	STD. NO.
1	1016

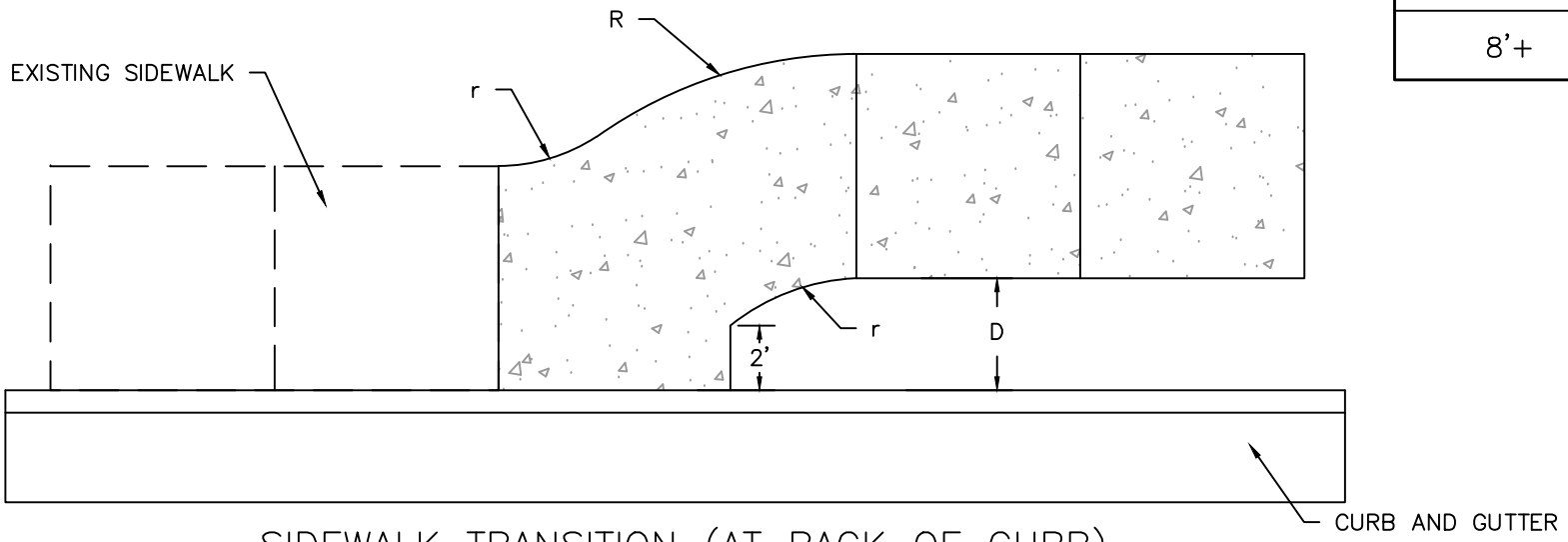
CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



SIDEWALK TRANSITION (PLANTING STRIP BOTH SIDES)

KEY

D	R	r
0'–2.9'	10'	4'
3'–7.9'	25'	19'
8'+	50'	44'



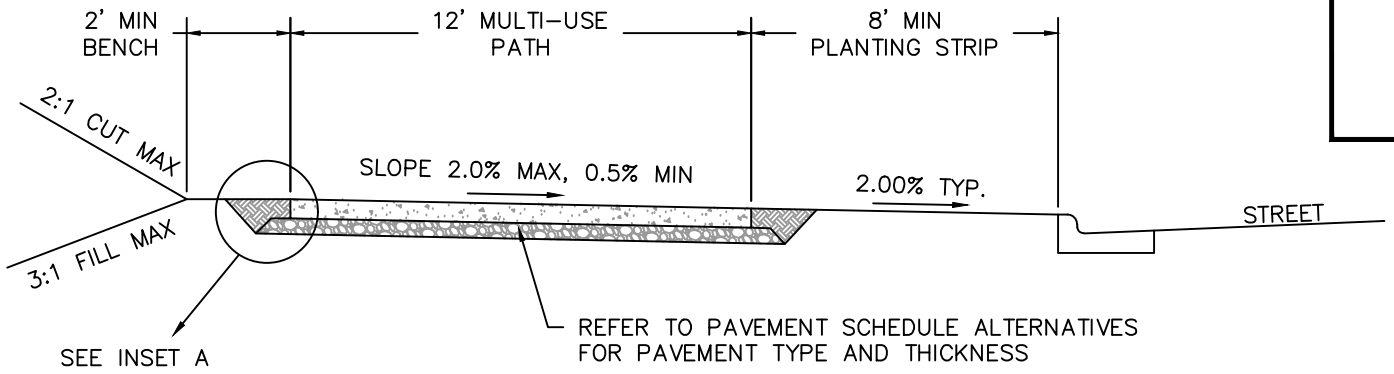
SIDEWALK TRANSITION (AT BACK OF CURB)

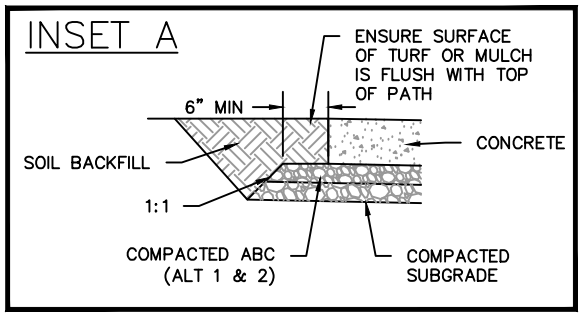
NOT TO SCALE

REV.	STD. NO.
1	1017

SIDEWALK TRANSITION

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS





NOTES:

1. AT INTESECTIONS WITH STREETS OR DRIVEWAYS, RAMP WIDTH MUST MATCH MULTI-USE PATH (MUP) WIDTH.
2. IF MUPs ARE NOT PART OF OR PARALLEL TO A ROADWAY, THE PAVEMENT SCHEDULE ALTERNATIVE #1 MUST BE USED.
3. CONTRACTOR MUST SEAL ALL JOINTS. SEAL MUST BE NON-SHRINKING AND FLUSH WITH FINISHED GRADE OF CONCRETE PATH.
4. ALL CONCRETE SHALL BE AT LEAST 3500 PSI COMPRESSIVE STRENGTH.
5. JOINTS MUST BE SAWCUT A MINIMUM OF 1/4 OF THE CONCRETE DEPTH, BUT NO MORE THAN 1/2 CONCRETE DEPTH.
   - TRANSVERSE JOINTS MUST BE SAWCUT EVERY 6 FEET WHEN PAVEMENT SCHEDULE ALTERNATIVES #1 AND #2 ARE USED.
   - TRANSVERSE JOINTS MUST BE SAWCUT EVERY 10 FEET WHEN PAVEMENT SCHEDULE ALTERNATIVE #3 IS USED.
   - CONSTRUCTION JOINTS MUST BE EVERY 40 FEET.

PAVEMENT SCHEDULE ALTERNATIVES

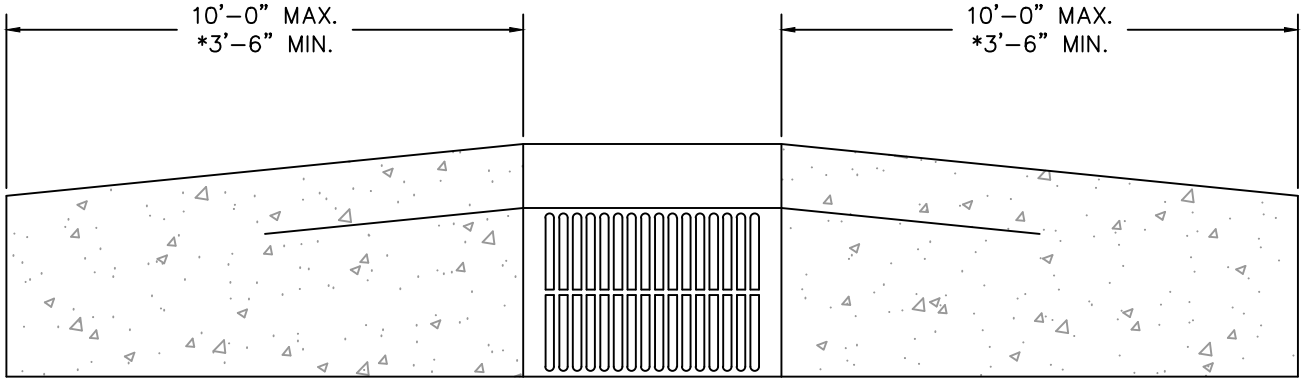
ALTERNATIVE	DESCRIPTION
1 (PREFERRED)	6" CONCRETE
	3" COMPACTED AGGREGATE BASE COURSE (ABC)
	COMPACTED SUBGRADE
2	4" CONCRETE
	3" COMPACTED AGGREGATE BASE COURSE (ABC)
	COMPACTED SUBGRADE
3	6" CONCRETE
	COMPACTED SUBGRADE

NOT TO SCALE

MULTI-USE PATH (MUP)

REV.	STD. NO.
1	1018

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



PLAN

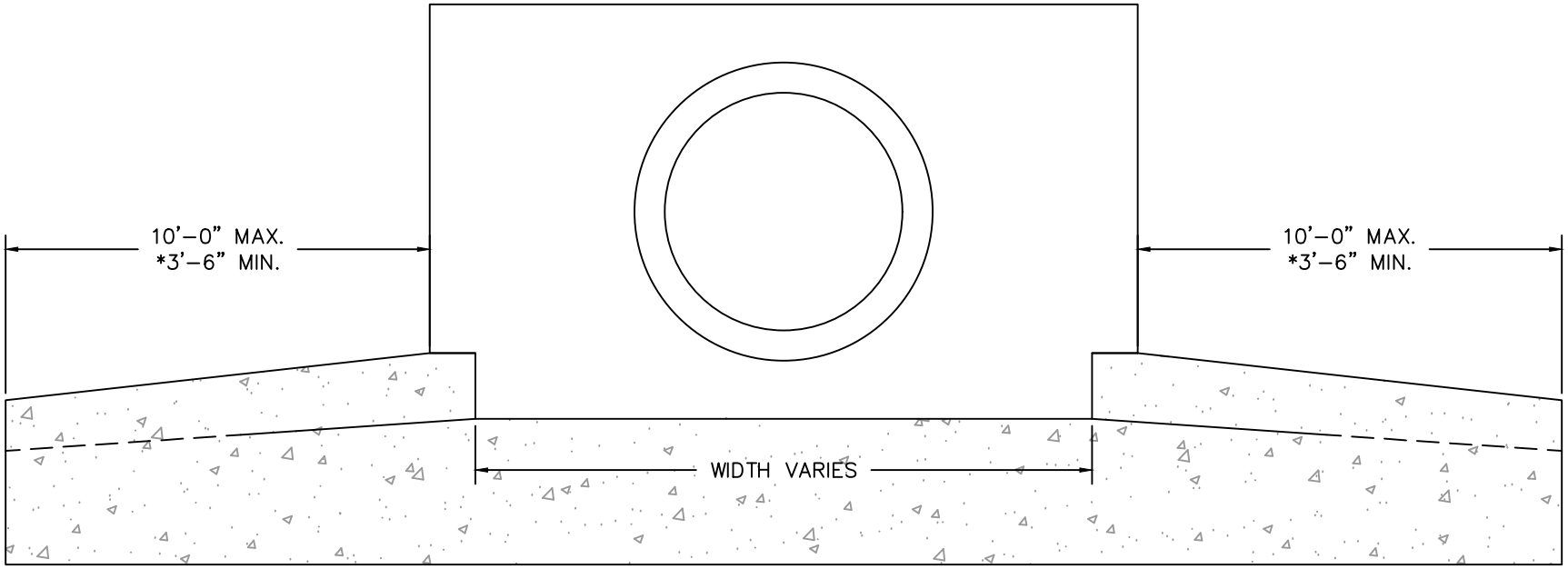
NOTE:
*TRANSITION FROM 2'–6" STANDARD CURB TO VALLEY CURB AT A STORM DRAINAGE INLET ONLY
SEE STD. #1014 FOR CROSS SECTION GEOMETRY

NOT TO SCALE

STANDARD GRATE CURB INLET IN VALLEY GUTTER

REV.	STD. NO.
1	1019A

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



PLAN

NOTE:

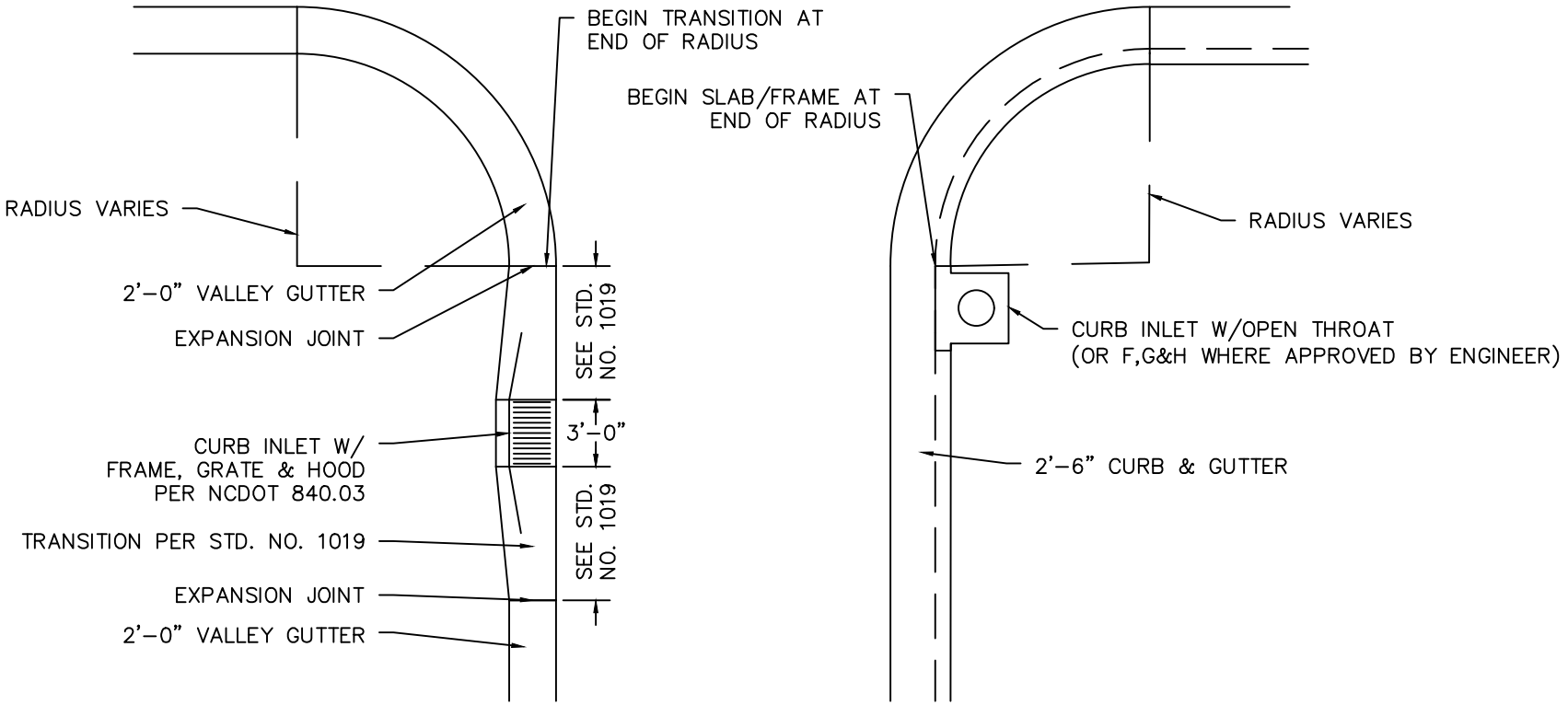
1. TRANSITION FROM 2'–6" STANDARD CURB TO VALLEY CURB AT A STORM DRAINAGE INLET ONLY. SEE STD. #1014 FOR CROSS SECTION GEOMETRY
2. FOR INLET THROAT CROSS SECTION GEOMETRY SEE STD. #3010C
3. SEE STD. #3010A/B/D/E FOR INLET AND SLAB DIMENSIONS

NOT TO SCALE

OPEN THROAT CURB INLET IN VALLEY GUTTER

REV.	STD. NO.
1	1019B

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

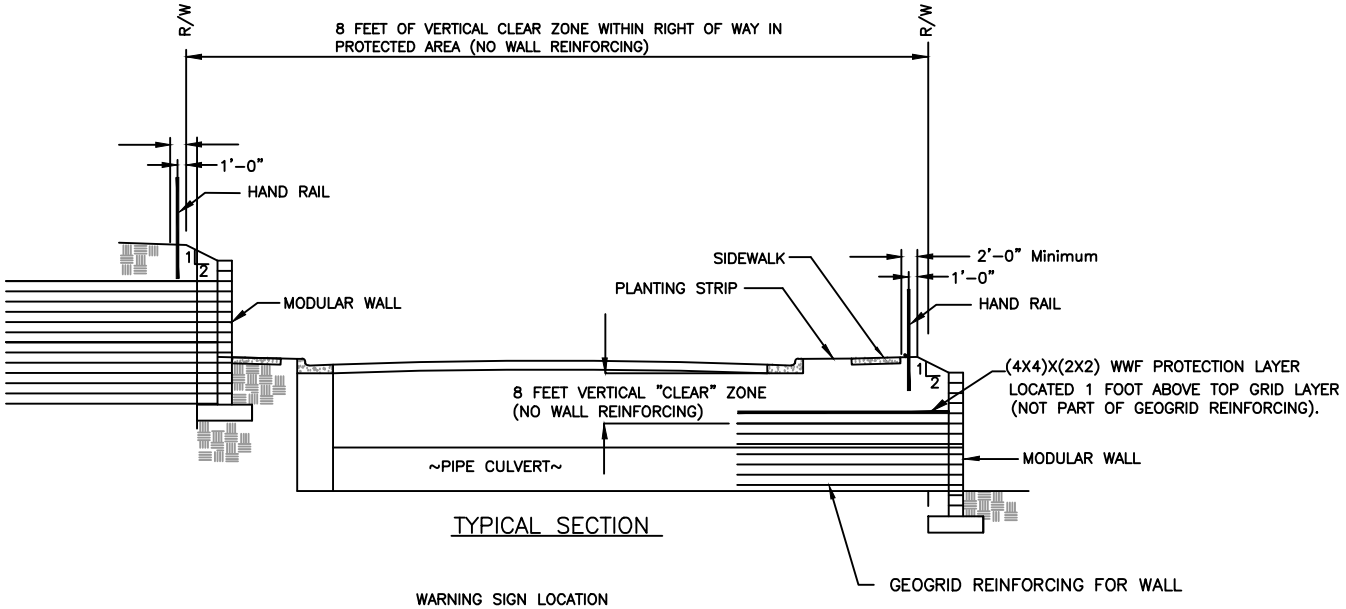


NOT TO SCALE

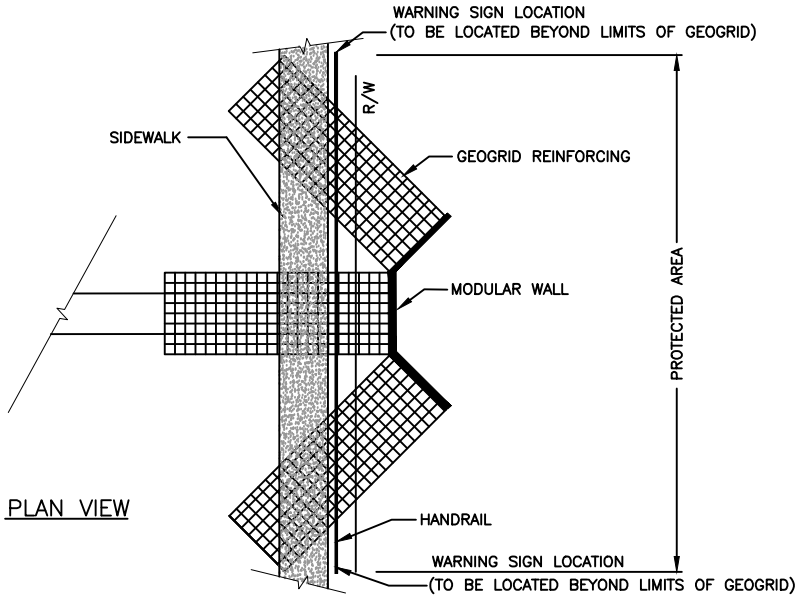
CURB INLET PLACEMENT AT INTERSECTIONS

REV.	STD. NO.
1	1020

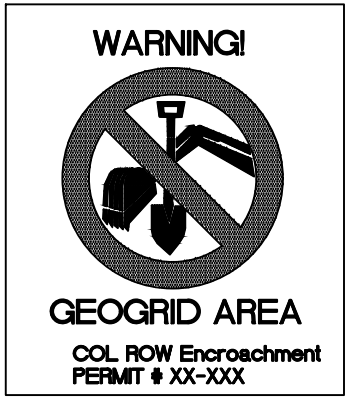
CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



TYPICAL SECTION



PLAN VIEW



WARNING SIGN
DETAIL

NOTES

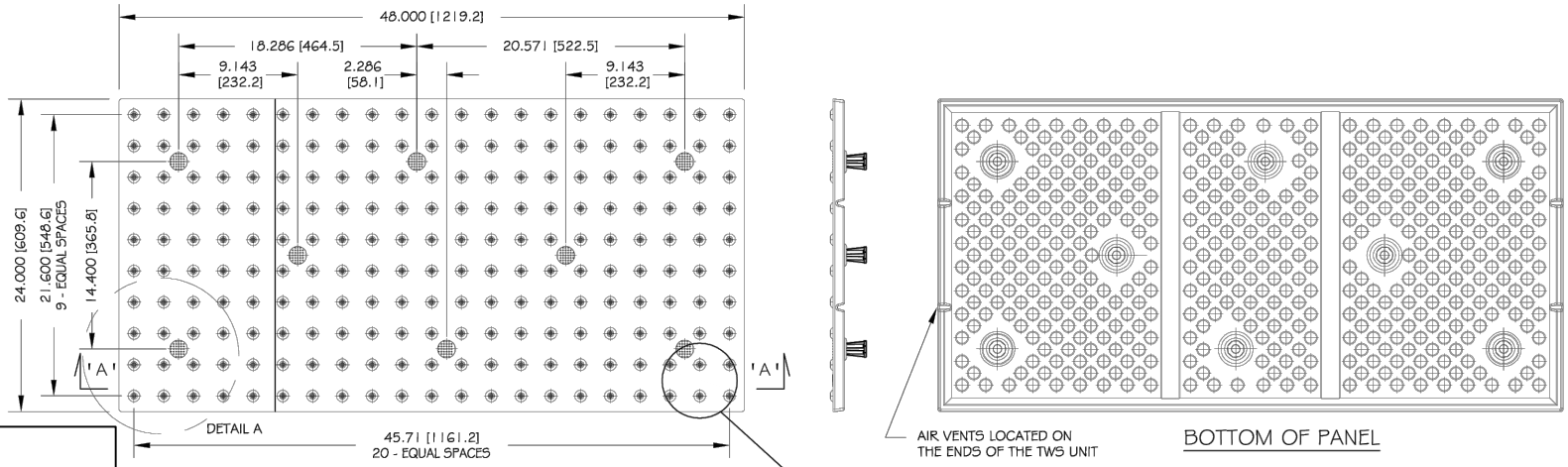
1. THIS DRAWING ILLUSTRATES THE CONCEPTS TO BE USED FOR MODULAR WALL INSTALLATIONS REGARDING WARNING SIGN PLACEMENT, CLEAR SPACE REQUIREMENTS, GEOGRID PROTECTION, AND THE NEED TO OBTAIN AN ENCROACHMENT AGREEMENT PRIOR TO CONSTRUCTION. THIS DETAIL DOES NOT CONSTITUTE A STRUCTURAL DESIGN. FULL CONSTRUCTION PLANS FOR RETAINING WALLS MUST BE SEALED BY A PROFESSIONAL ENGINEER LICENSED IN NORTH CAROLINA AND SUBMITTED TO THE CITY DURING THE PLAN REVIEW PROCESS.
2. PLACEMENT OF ANY PORTION OF A MODULAR RETAINING WALL IN THE RIGHT-OF-WAY (R/W) SHALL REQUIRE AN ENCROACHMENT AGREEMENT TO BE EXECUTED WITH CITY OF LEXINGTON PRIOR TO CONSTRUCTION.
3. HANDRAILS SHALL EXTEND THROUGH THE PROTECTED AREA AND WARNING SIGNS SHALL BE ATTACHED TO THE HANDRAIL AT EACH END OF THE PROTECTED AREA.
4. ADDITIONAL MEASURE(S) MAY BE REQUIRED BY LEXINGTON ENGINEERING.
5. THIS DETAIL APPLIES ONLY TO STREETS MAINTAINED (OR TO-BE-MAINTAINED) BY THE CITY OF LEXINGTON. USE OF THIS DETAIL ON AN EXISTING NCDOT-MAINTAINED ROADWAY, OR ALONG ONE THAT WOULD NEED TO BE MAINTAINED BY NCDOT, OCCURS AT THE DEVELOPER'S OWN RISK. SUCH RETAINING WALLS NEED THE APPROVAL OF NCDOT.
6. CITY OF LEXINGTON PREFERS THAT ALL RETAINING WALLS AND APPURTENANCES BE LOCATED OUTSIDE OF THE R/W IN ORDER TO PROVIDE ADEQUATE SPACE FOR UTILITES (AERIAL AND UNDERGROUND), LANDSCAPING, SIDEWALKS, AND OTHER ITEMS.

NOT TO SCALE

REV.	STD. NO.
1	1021

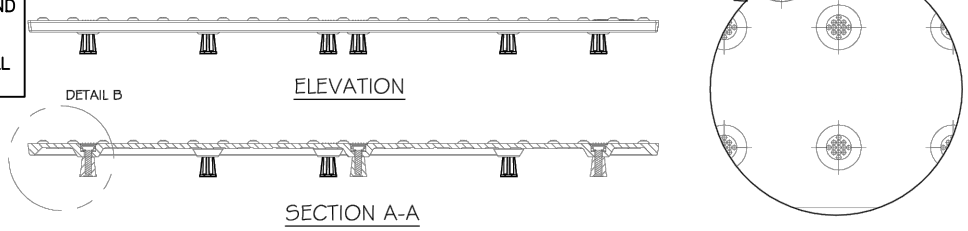
MODULAR RETAINING WALLS USING GEOGRID IN THE RIGHT-OF-WAY

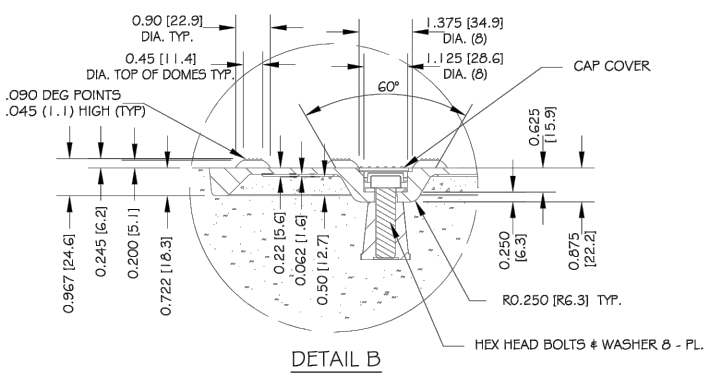
CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

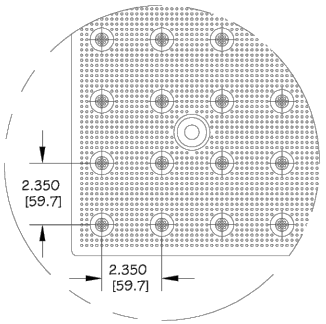


NOTES:

1. THIS DETAIL SHALL BE USED AT ALL ACCESSIBLE RAMP LOCATIONS INSTALLED WITHIN THE PUBLIC RIGHT-OF-WAY AND NCDOT RIGHT-OF-WAY.
2. ALL TACTILE WARNING SURFACES SHALL BE BLACK IN COLOR.





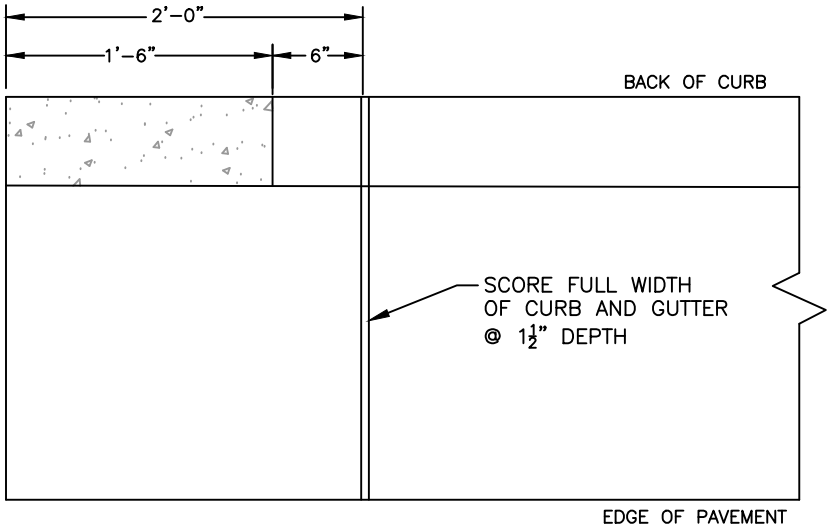


NOT TO SCALE

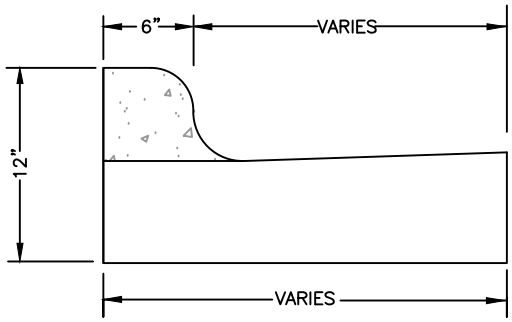
TRUNCATED DOMES

REV.	STD. NO.
1	1022

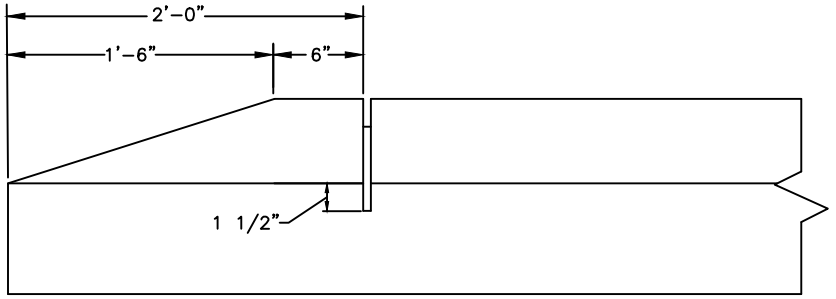
CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



PLAN



SECTION



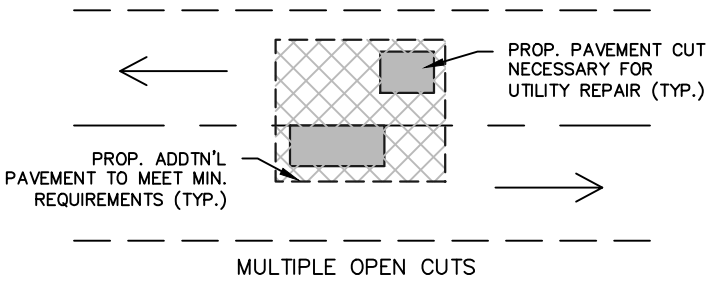
PROFILE

NOT TO SCALE

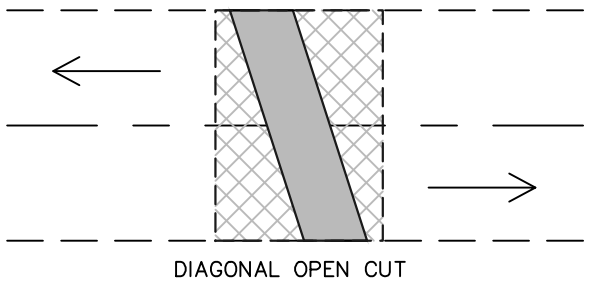
REV.	STD. NO.
1	1023

TERMINATION OF STANDARD CURB AND GUTTER

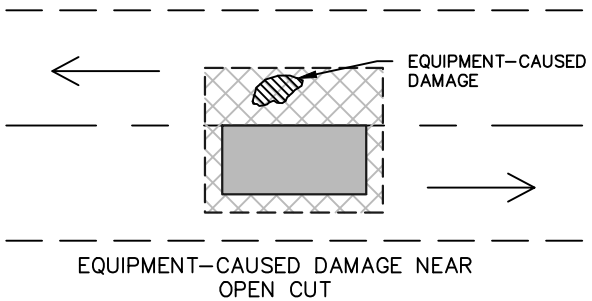
CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



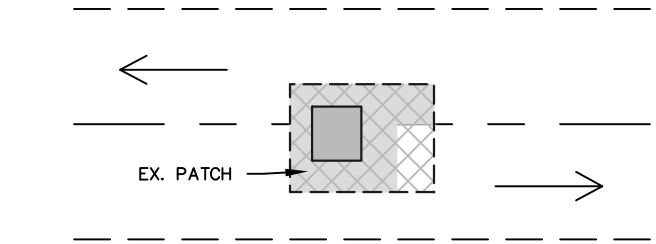
MULTIPLE OPEN CUTS



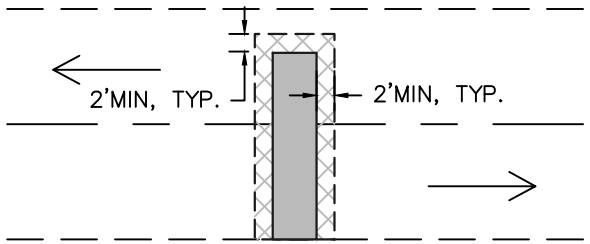
DIAGONAL OPEN CUT



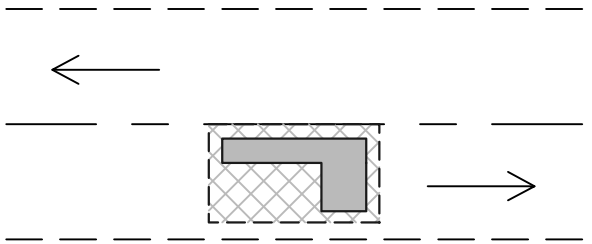
EQUIPMENT-CAUSED DAMAGE NEAR OPEN CUT



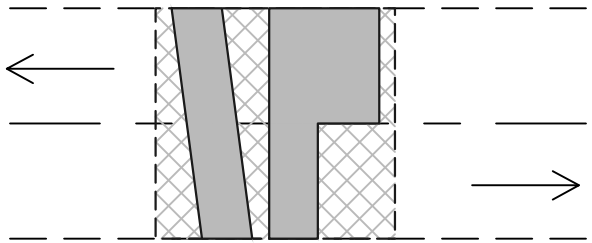
PROP. OPEN CUT WITHIN EXIST. PATCH



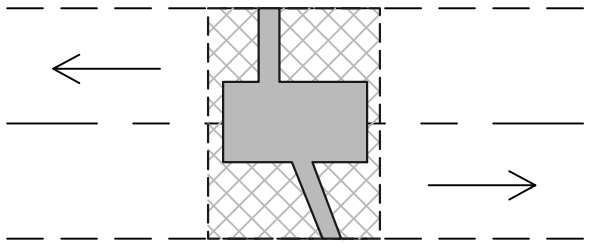
TRANSVERSE OPEN CUT



NON-RECTANGULAR OPEN CUT AREA



SERIES OF OPEN CUTS



OPEN CUT FOLLOWING IRREGULAR PATH OF VARYING WIDTHS

LEGEND

EXISTING PATCH

PROPOSED OPEN CUT FOR UTILITY REPAIR

PROPOSED ADDITIONAL PAVEMENT

NOT TO SCALE

PAVEMENT REPAIR FOR OPEN-CUT UTILITY MAINTENANCE/INSTALLATION

REV.	STD. NO.
1	1024A

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

BACKFILL SEQUENCE:

SUBGRADE TO SPRINGLINE OF PIPE:

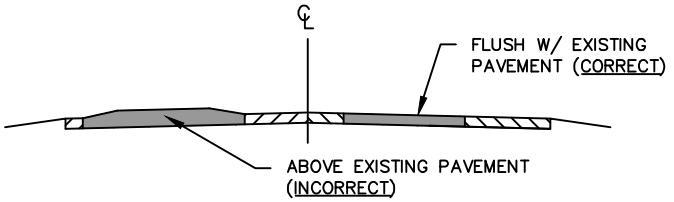
- MATERIAL SHALL BE HAND PLACED AND HAND TAMPED IN 6" LIFTS UNDER THE LOWER HAUNCHES OF THE PIPE THEN BROUGHT TO THE SPRINGLINE (1/2 HEIGHT) OF THE PIPE USING EITHER HAND OR POWER TAMPS
- CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE PIPE DURING THE TAMPING OPERATION.

SPRINGLINE TO 1 FT ABOVE PIPE:

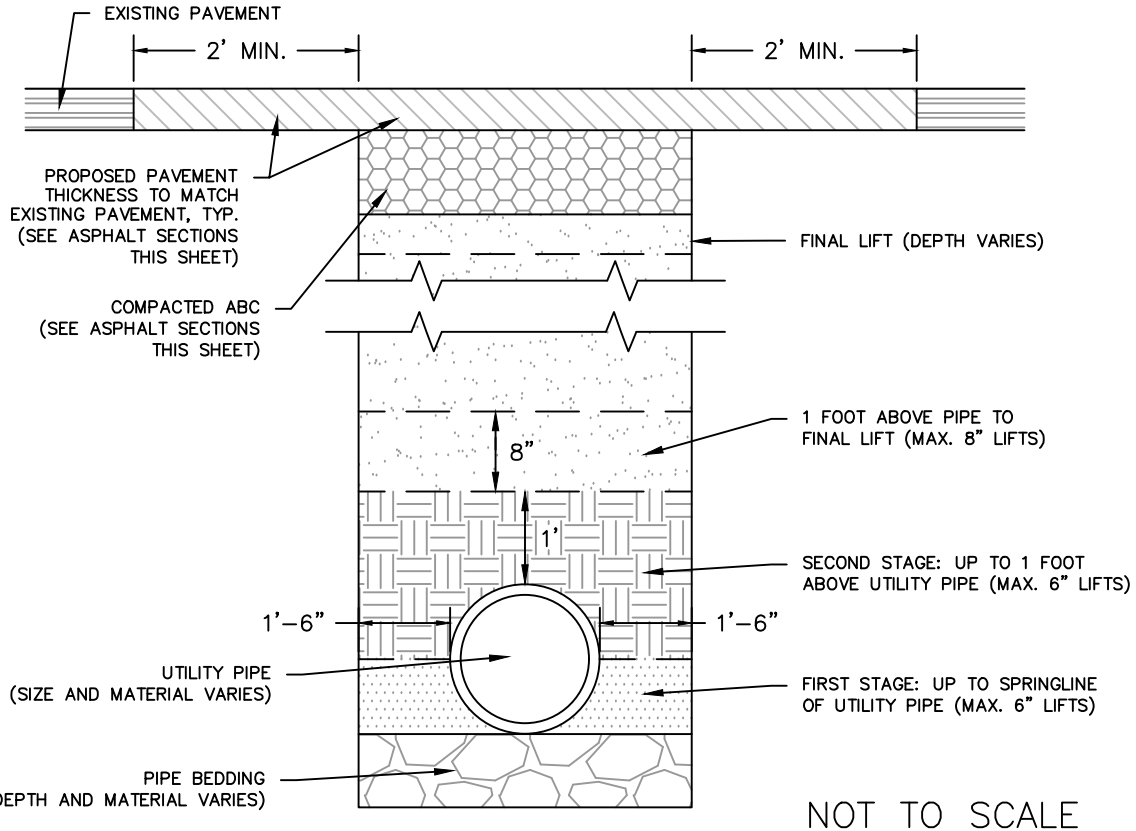
- MATERIAL SHALL BE PLACED IN 6" LIFTS AND COMPACTED TO 95% STANDARD PROCTOR DENSITY
- CARE SHOULD BE TAKEN WHEN TAMPING DIRECTLY ABOVE THE PIPE TO PREVENT ANY DAMAGE TO THE PIPE.

1 FT ABOVE PIPE TO PAVEMENT SUBSURFACE:

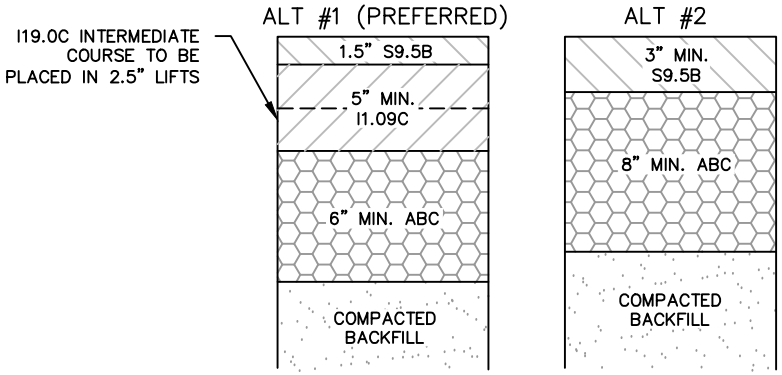
- BACKFILL MATERIAL SHALL BE PLACED AND COMPACTED TO 95% STANDARD PROCTOR DENSITY.



REPAIR CROSS-SECTION



ASPHALT SECTION ALTERNATIVES



APPROVED DATE: 5/11/2022

NOT TO SCALE

PAVEMENT REPAIR FOR OPEN-CUT UTILITY MAINTENANCE/INSTALLATION

REV.	STD. NO.
1	1024B

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

NOTES:

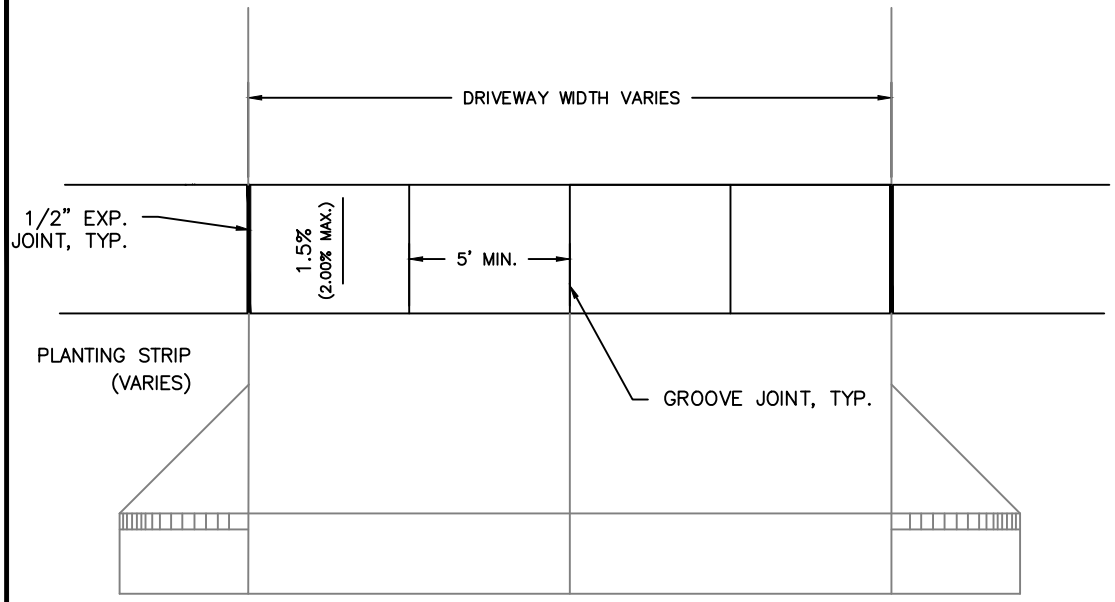
1. ALL PAVEMENT PATCHES SHALL BE RECTANGULAR IN NATURE WITH 90° CORNERS. TRENCHES THAT ARE NOT ALIGNED SQUARE WITH THE ROADWAY SHALL BE MADE SQUARE WITH THE PATCH.
2. ALL PAVEMENT SHALL BE SAWCUT AND CARE BE TAKEN TO NOT DAMAGE THE EDGE PRIOR TO THE PATCH INSTALLATION.
3. ASPHALT SHALL BE 2'–0" MINIMUM BEYOND TRENCH ON ALL SIDES.
4. PROPOSED PATCH SHALL FOLLOW THE LONGITUDINAL AND CROSS SLOPE OF THE EXISTING PAVEMENT.
5. PATCHES SHALL BE TESTED FOR UNIFORMITY ON A 4' SPAN AND SHOULD BE WITHIN 1/4" OF TOLERANCE.
6. IF PROPOSED OPEN–CUT OCCURS INSIDE OF EXISTING PATCH, THE NEW ASPHALT AREA SHALL ENCOMPASS THE ENTIRE EXISTING PATCH WHILE ALSO FOLLOWING OTHER REQUIREMENTS FOR PAVEMENT REPAIR.
7. IF THE REQUIRED PAVEMENT REPAIR IS WITHIN 2.0FT OF THE EXISTING EDGE OF PAVEMENT, THE PATCH SHOULD EXTEND TO THE EXISTING EDGE OF PAVEMENT.
8. MULTIPLE SCENARIOS MAY APPLY TO A SINGLE REPAIR AND SHALL BE COMBINED WHERE APPLICABLE.
9. MILLING MAY BE USED IN LIEU OF FULL–DEPTH AT THE DISCRETION OF THE CITY ENGINEERING.
10. BEDDING MATERIAL AND THICKNESS TO BE SPECIFIED BY UTILITY DEPARTMENT (OR #57 STONE)
11. BACKFILL MATERIAL TO BE SPECIFIED BY UTILITY DEPARTMENT (OR SELECT MATERIAL)
12. ALL TRENCHES SHALL HAVE 18" EITHER SIDE OF UTILITY PIPE UNLESS APPROVED BY CITY ENGINEERING.
13. THE FIRST AND SECOND STAGES OF BACKFILL SHALL BE PLACED IN MAX. 6" LIFTS.
14. ALL FULL DEPTH REPAIRS SHOULD BE PERFORMED IN CONJUNCTION WITH LIDS #1024 (A, B, & C)
15. ALL AGGREGATE BASE COURSE (ABC) TO BE INSTALLED BY UTILITY DEPARTMENT.
16. STEEL PLATES MAY BE INSTALLED OR ABC MAY BE BROUGHT TO SURFACE IF UTILITY MAINTENANCE/PAVEMENT REPAIR REQUIRES MULTIPLE WORKING DAYS TO FULLY COMPLETE. AT DISCRETION OF UTILITY DEPT. AND STREET MAINTENANCE DEPT.
17. THIS DETAIL IS FOR USE ON CITY OF LEXINGTON MAINTAINED STREETS ONLY. UTILITY CUTS ON ALL OTHER STREETS SHALL COMPLY WITH THE LATEST VERSION OF THE NCDOT ROADWAY STANDARDS AND DETAILS

NOT TO SCALE

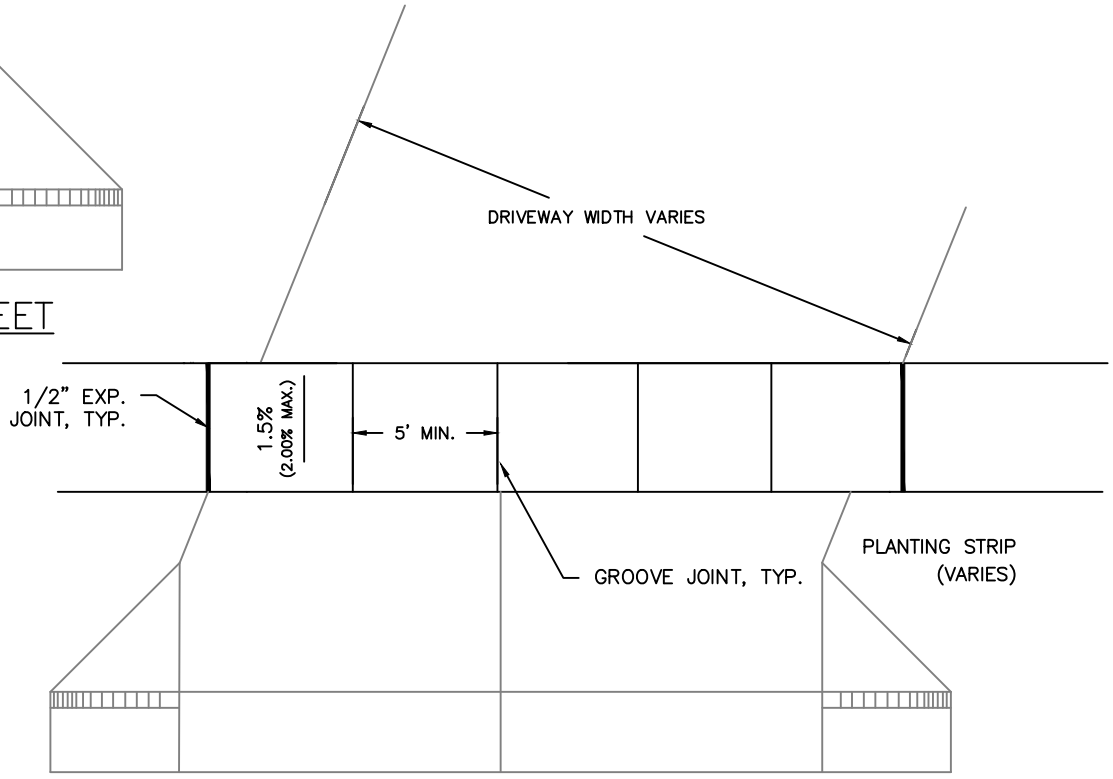
REV.	STD. NO.
1	1024C

PAVEMENT REPAIR FOR OPEN-CUT UTILITY MAINTENANCE/INSTALLATION

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS



DRIVEWAY PERPENDICULAR TO STREET



DRIVEWAY <90° TO STREET

NOTES:

1. CONTROL/GROOVE AND EXPANSION JOINTS SHALL BE PERPENDICULAR TO THE SIDEWALK AT ALL TIMES, REGARDLESS OF DRIVEWAY ANGLE.
2. THE EXPANSION JOINTS SHOULD BE PLACED AT THE FURTHEST POINT FROM THE CENTER OF THE DRIVEWAY WHILE STILL TOUCHING THE DRIVEWAY.
3. GROOVE JOINTS WITHIN DRIVEWAY SHALL BE EVENLY SPACED BETWEEN EXPANSION JOINTS BUT JOINT SPACING SHALL BE 5FT MINIMUM.

NOT TO SCALE

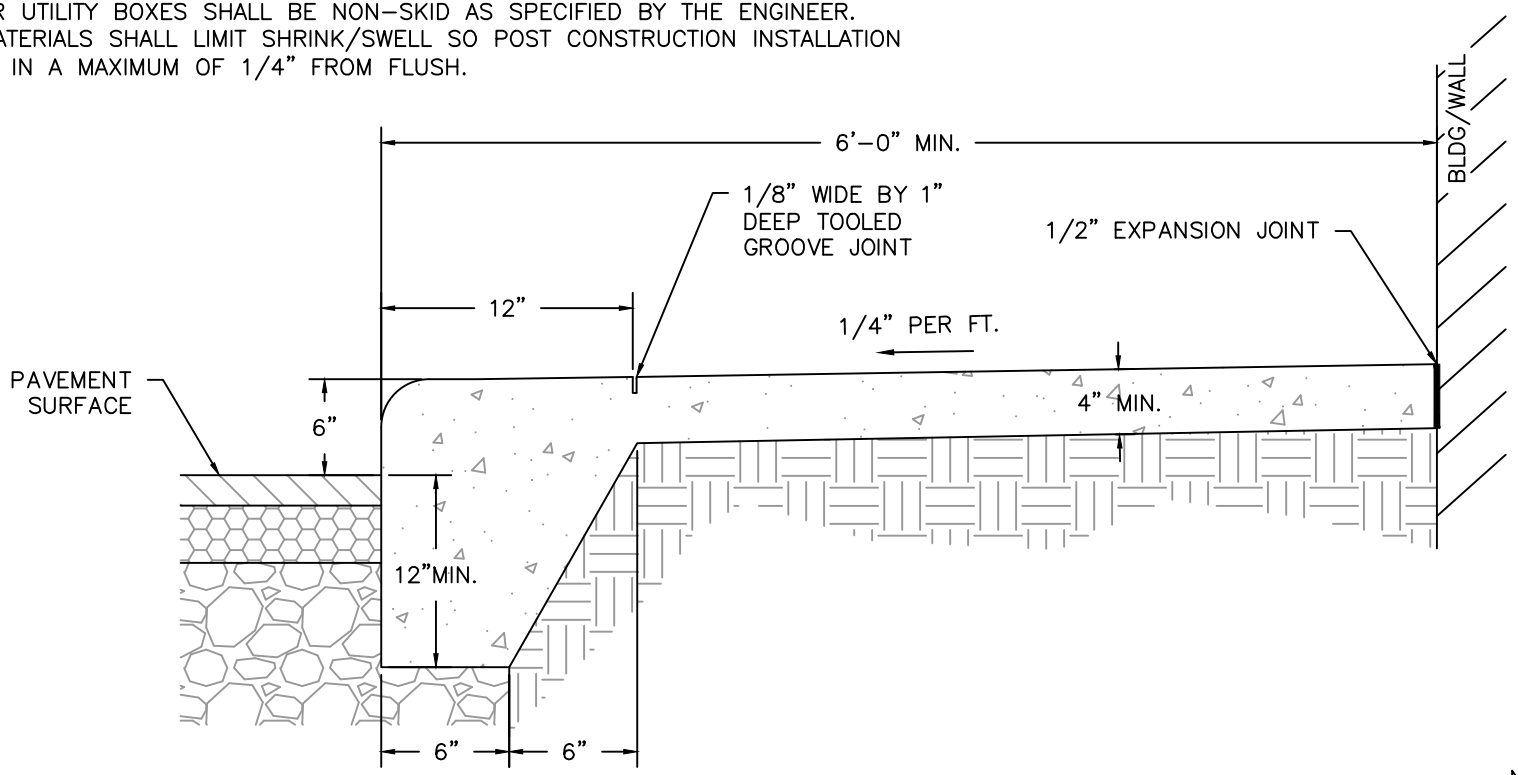
REV.	STD. NO.
1	1025

SIDEWALK JOINTS THROUGH DRIVEWAYS

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS

NOTES:

1. THIS DETAIL SHALL ONLY BE USED IN PARKING AREAS ADJACENT TO THE BUILDING AND MAY NOT BE USED IN THE CITY OF LEXINGTON PUBLIC RIGHTS–OF–WAY OR ON NCDOT MAINTAINED ROADWAYS.
2. A GROOVE JOINT 1" DEEP WITH 1/8" RADII SHALL BE REQUIRED IN THE CONCRETE SIDEWALK WITH JOINT SPACING EQUAL TO THE WIDTH OF THE SIDEWALK, UP TO 10' WIDTH. WIDER THAN 10' REQUIRES SPECIAL DESIGN (SEE LIDS #1018 FOR MULTI–USE PATH).
3. A GROOVE JOINT 1" DEEP WITH 1/8" RADII SHALL BE REQUIRED AT 6" FROM THE FACE OF CURB FOR THE ENTIRE LENGTH.
4. ONE 1/2" EXPANSION JOINT WILL BE REQUIRED AT INTERVALS OF NOT MORE THAN 45' AND MATCHING EXPANSION/CONSTRUCTION JOINT IN THE ADJACENT CURB. A SEALED 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE.
5. CONCRETE COMPRESSIVE STRENGTH SHALL BE 3500 PSI. IN 28 DAYS.
6. LIDS FOR UTILITY BOXES SHALL BE NON–SKID AS SPECIFIED BY THE ENGINEER.
7. JOINT MATERIALS SHALL LIMIT SHRINK/SWELL SO POST CONSTRUCTION INSTALLATION RESULTS IN A MAXIMUM OF 1/4" FROM FLUSH.



NOT TO SCALE

MONOLITHIC CURB AND SIDEWALK

REV.	STD. NO.
1	1026

CITY OF LEXINGTON
INFRASTRUCTURE
DEVELOPMENT STANDARDS