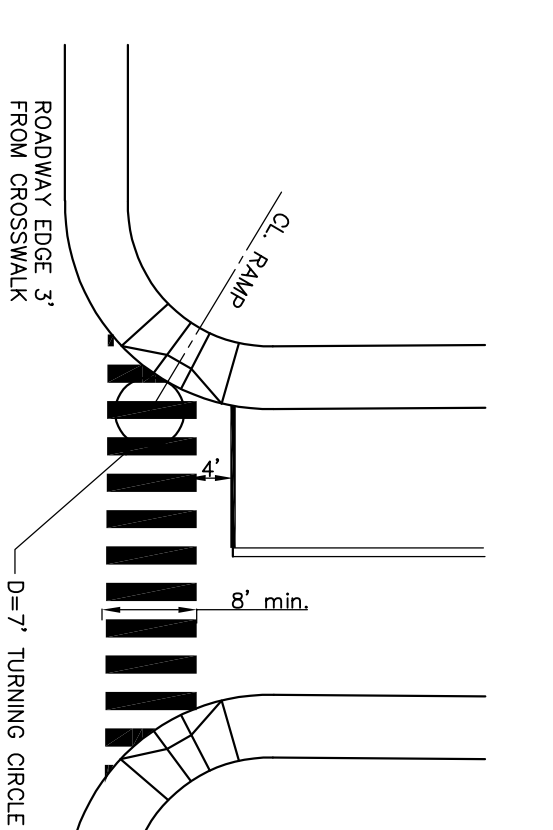


**CROSSWALK ALL LOCATIONS**

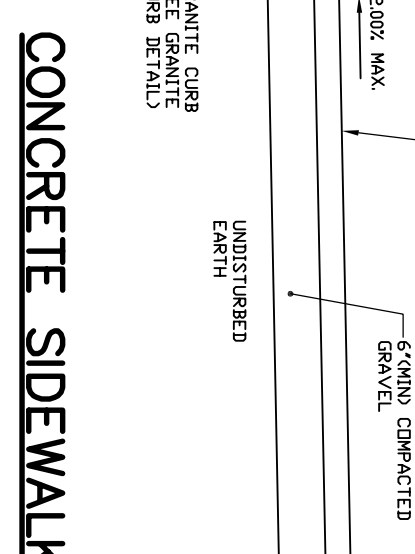
- NOTES:**
- WHERE PROVIDED, STOP LINES SHOULD BE PLACED NO LESS THAN 4 FEET BEHIND AN ADJACENT CROSSWALK LINE.
  - NO-BLOCK CROSSWALKS SHALL NOT BE USED AT ANY LOCATION WHERE THE DISTANCE LESS THAN THAT SHOWN IN THE TABLE BELOW.

DESIGN SPEED	SIGHT DISTANCE
30	200
40	225
50	375
60	525
70	625

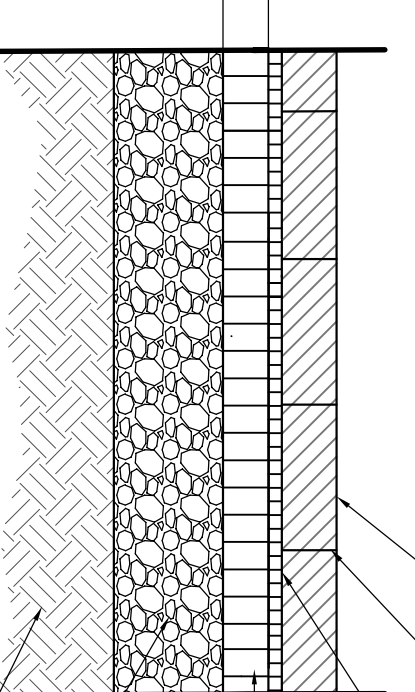


**DETAIL FOR CROSSWALK ALL LOCATIONS**

- BRICK PAVERS SET IN RUNNING BOND PATTERN PERPENDICULAR TO CURB - 1.6% LESS THAN 5% DOWN-SLOPE ON SIDEWALKS
- HAND TIGHT JOINTS SWEEP W/ DRY SAND-CEMENT WATERED IN TO FILL JOINTS

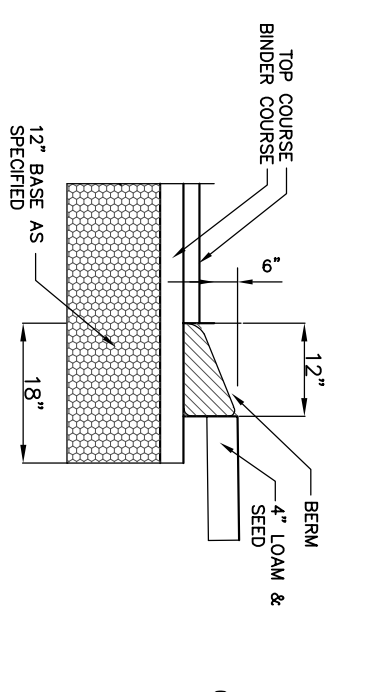


**CONCRETE SIDEWALK**

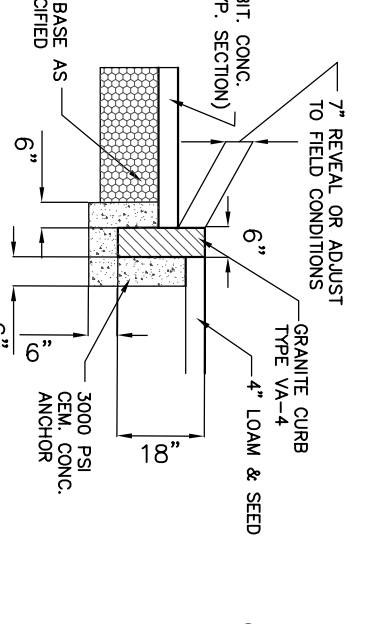


- NOTES:**
- DETAIL AS SHOWN SHALL BE USED ON TYPICAL BRICK SIDEWALKS.
  - WHERE SHOWN ON PLANS AT LOCATIONS FOR TRENCH RESTORATION, BRICK SIDEWALKS SHALL BE CONSTRUCTED OVER CRUSHED STONE AND 2\"/>

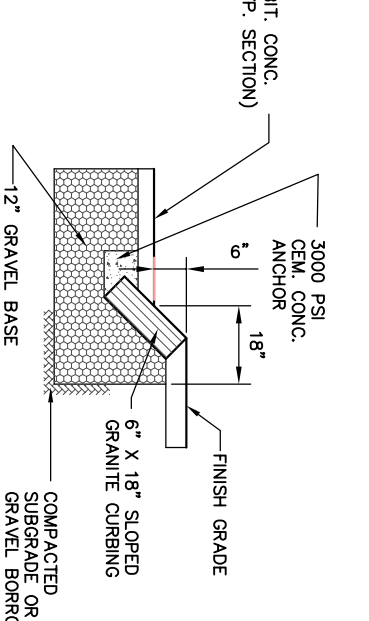
**BRICK SIDEWALK PAVING**



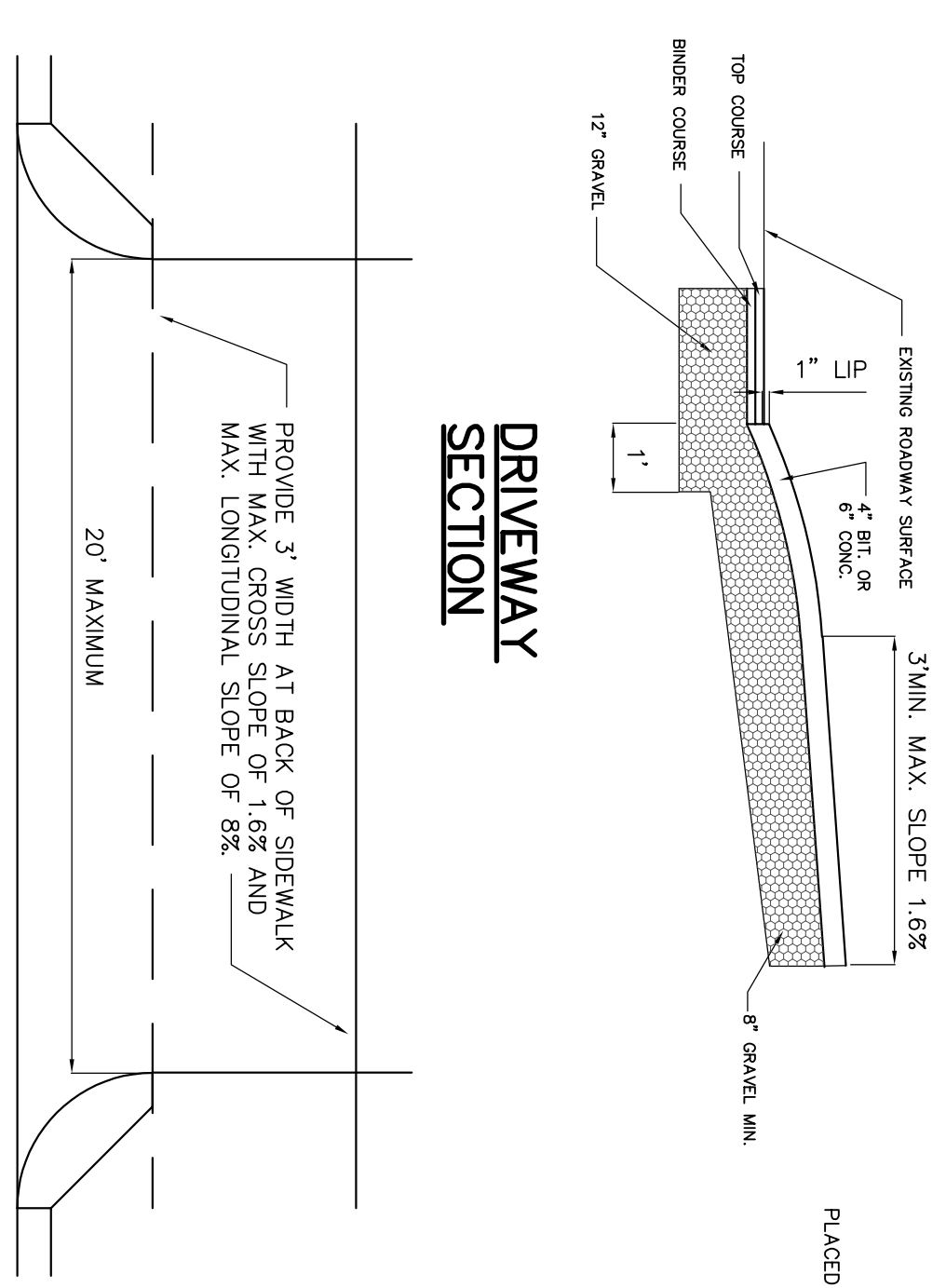
**BIT. CONC. BERM**



**GRANITE CURB TYPE VA-4**



**SLOPED GRANITE CURB DETAIL**



**DRIVEWAY SECTION**

PROVIDE 3' WIDTH AT BACK OF SIDEWALK WITH MAX. GROSS SLOPE OF 1.6% AND MAX. LONGITUDINAL SLOPE OF .8%.

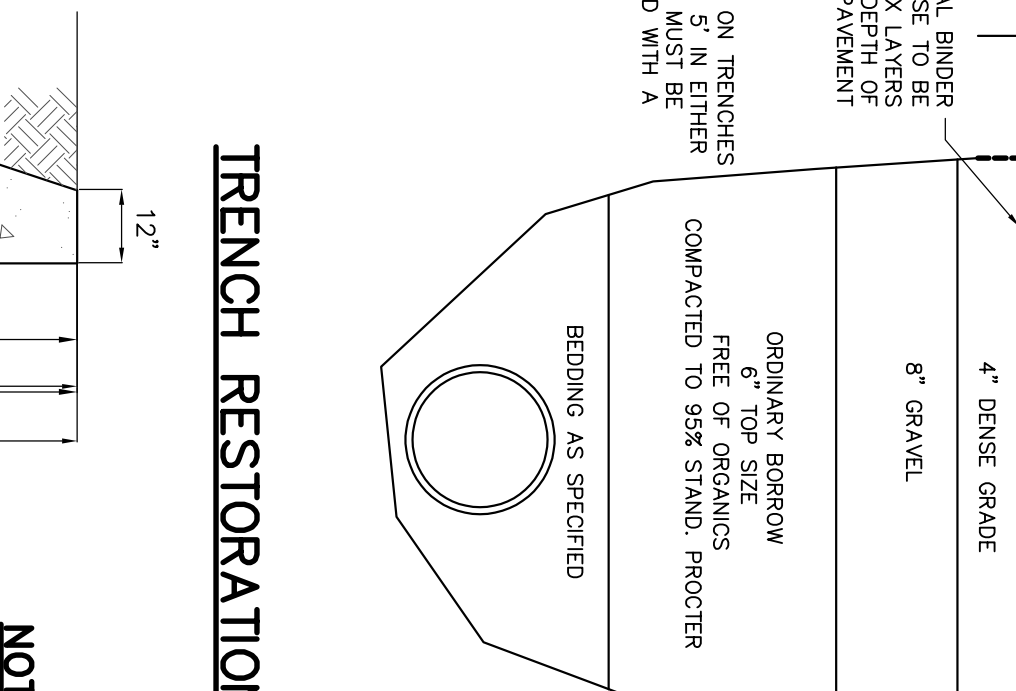
ZONING OFFSETS

ZONING DISTRICT	DISTANCE FROM STREET INTERSECTION	DISTANCE FROM LOT LINE	WALL OF PRINCIPAL BUILDING
RS-R0-RT	25	5	5
RD-R0-RT	50	10	5
CR-CROSS-SECTION	10	10	5

MAXIMUM DRIVEWAY GRADE = 12%

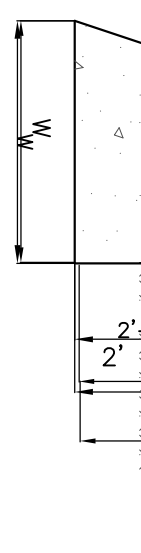
**DRIVEWAY PLAN-RESIDENTIAL**

**NOTE:**  
NUMBER OF DRIVEWAYS PER LOT LINE IS LIMITED TO TWO.  
ZONING BY LAW SECTION 5.110.2



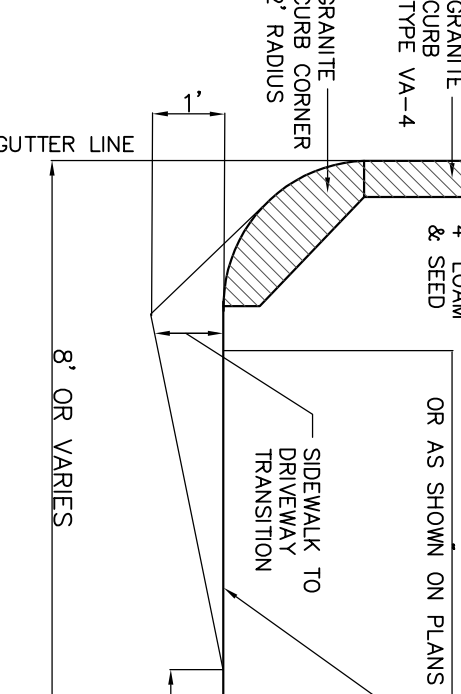
**TRENCH RESTORATION**

- NOTES:**
- CLASS 1 CEMENT CONC. TO BE USED
  - EXPANSION JOINTS TO BE PLACED 90' O.C. MAX. WITH INTERMEDIATE CONSTRUCTION JOINTS 30' O.C.
  - ALL CONC. DIMENSIONS SHOWN ARE MINIMUM

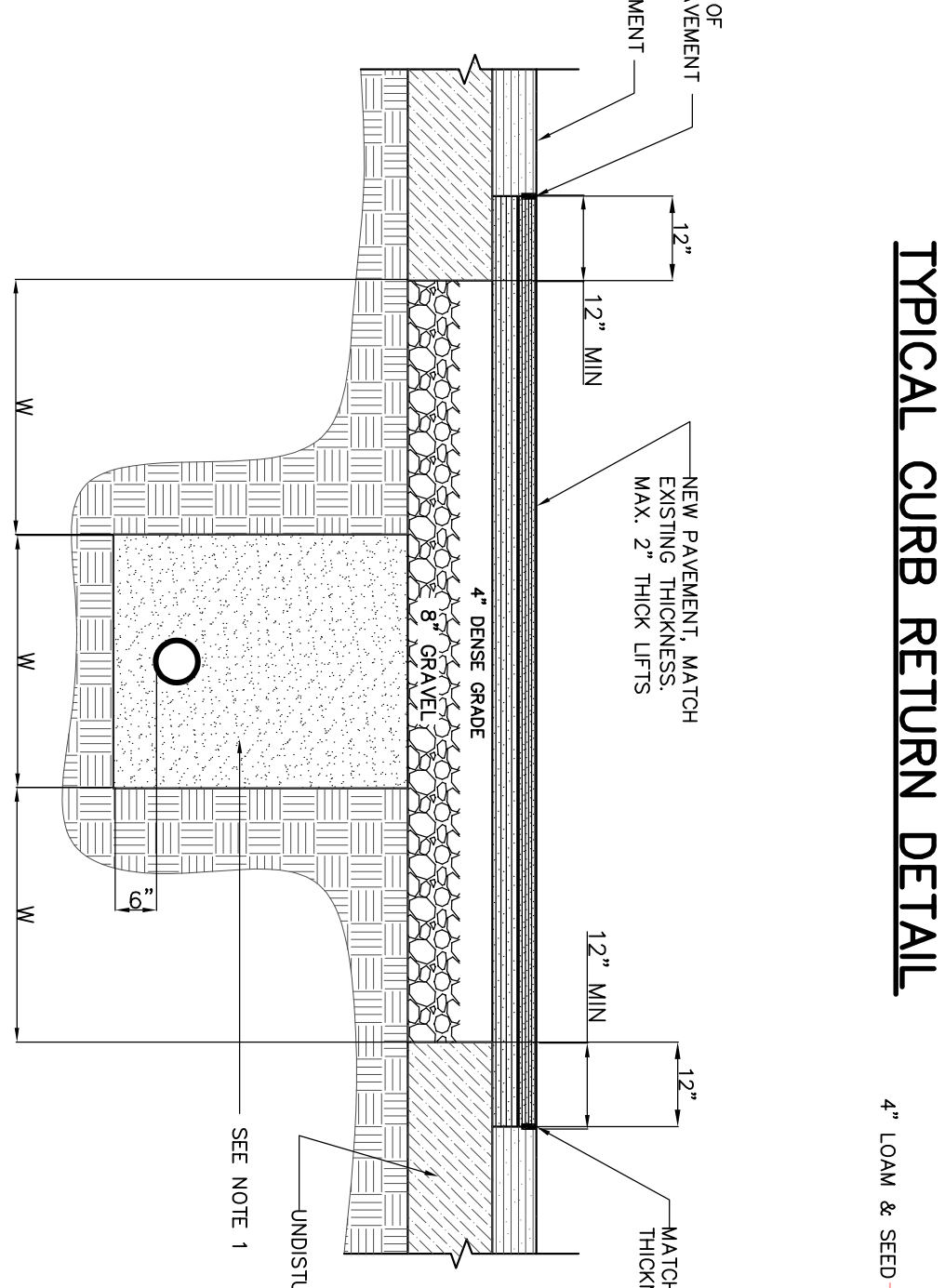


**LOW RETAINING WALL**

A	T	W	W	AREA SQ. FT.	CU. YDS.
2'-0"	4'-0"	2'-4"	6.667	0.247	
2'-0"	4'-6"	2'-6"	7.875	0.282	
3'-0"	5'-0"	2'-8"	9.165	0.339	
3'-6"	5'-6"	2'-10"	10.541	0.380	
4'-0"	6'-0"	3'-0"	12.000	0.444	
4'-6"	6'-6"	3'-2"	13.541	0.502	
5'-0"	7'-0"	3'-4"	15.182	0.562	

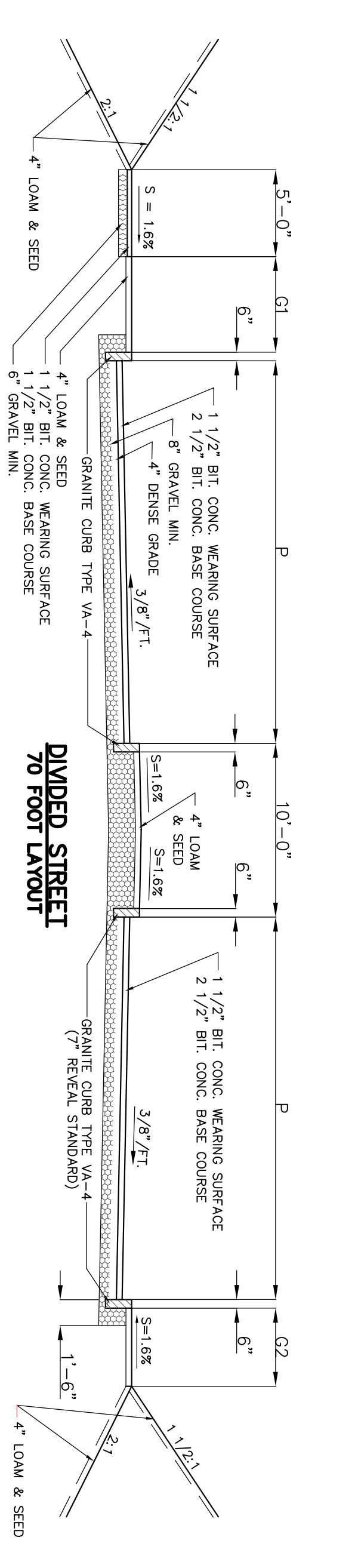


**TYPICAL CURB RETURN DETAIL**

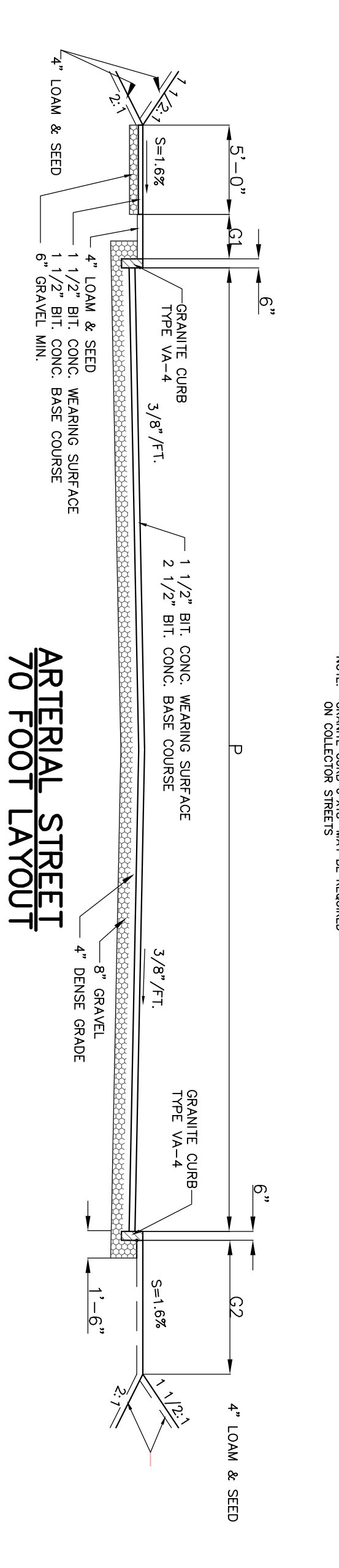


**TYPICAL DETAIL FOR MORATORIUM STREETS**

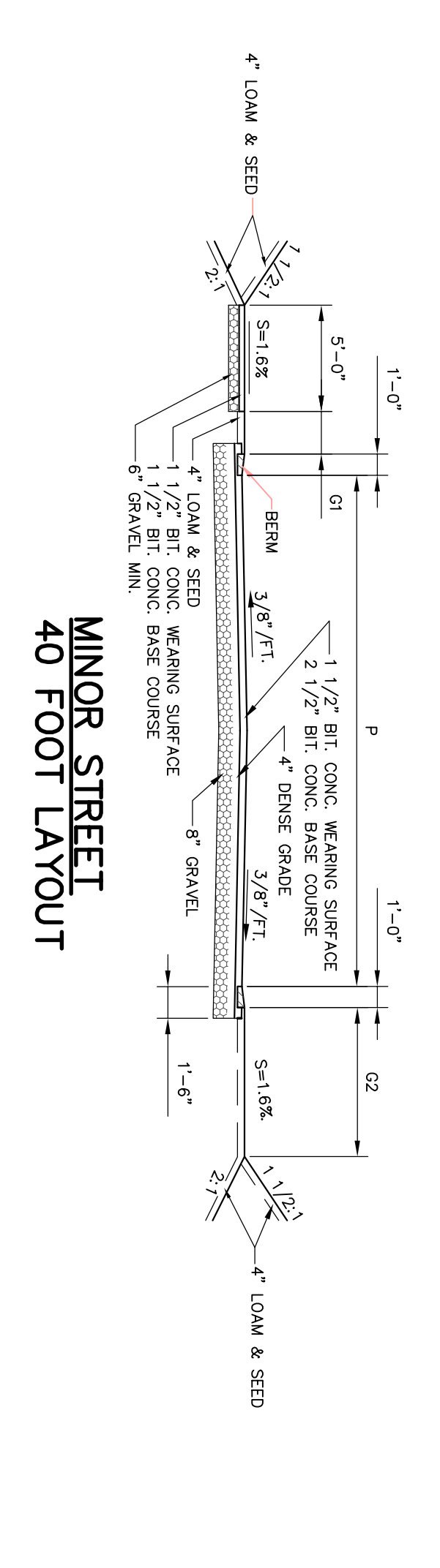
- NOTES:**
- THE TRENCH EXCAVATION AROUND THE UTILITY WILL BE MADE IN SUCH A MANNER THAT THE GRAVEL WILL BE COMPACTED TO 92% DENSITY.
  - NEW GRAVEL SUB BASE WILL BE INSTALLED AND COMPACTED TO 92% DENSITY.
  - THE FINAL TRENCH PATCH WILL BE FROM CURB TO CURB, OR AS APPROVED BY THE ENGINEER.
  - PAVEMENT THICKNESS AND MATERIAL, IN ACCORDANCE WITH THE TOWN OF LEXINGTON SPECIFICATIONS, APPLY HEREIN BY APPROVED INCREASED WIDTH TO SOLID FULL JOINTS.
  - JOINT BETWEEN EXISTING PAVEMENT AND PATCH MUST BE INCREASED.



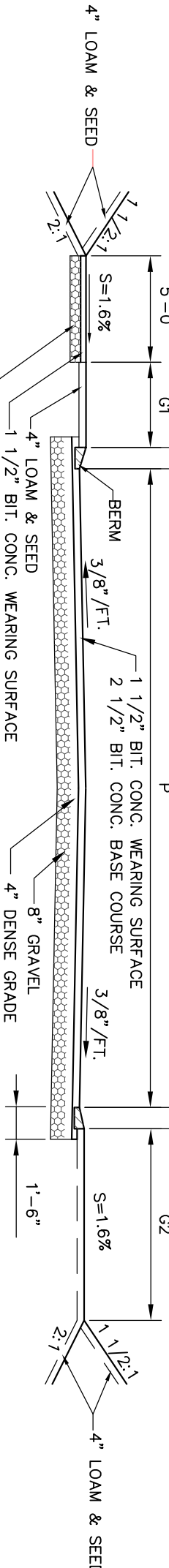
**DIVIDED STREET 70 FOOT LAYOUT**



**COLLECTOR STREET 60 FOOT LAYOUT**



**ARTERIAL STREET 70 FOOT LAYOUT**



**MINOR STREET 40 FOOT LAYOUT**



**LOCAL STREET 50 FOOT LAYOUT**

LAYOUT WIDTH	PAVEMENT WIDTH	SHOULDER WIDTH
1'-0"	24'-0"	7'-0"
40'	30'-0"	9'-0"
50'	44'-0"	7'-0"
60'	54'-0"	2'-6"
70'	62'-0"	7'-6"
70' (CROWDED)	22'-0"	4'-6"

DATE	REVISION	BY
3/11/22	1	AW

**TOWN OF LEXINGTON STANDARD DETAILS STREET CONSTRUCTION**

DESIGNED BY: \_\_\_\_\_ DATE: JUNE 2020 SCALE: AS NOTED

APPROVED BY: \_\_\_\_\_ CHECKED BY: \_\_\_\_\_

ENGINEERING DIVISION

SHEET NO.