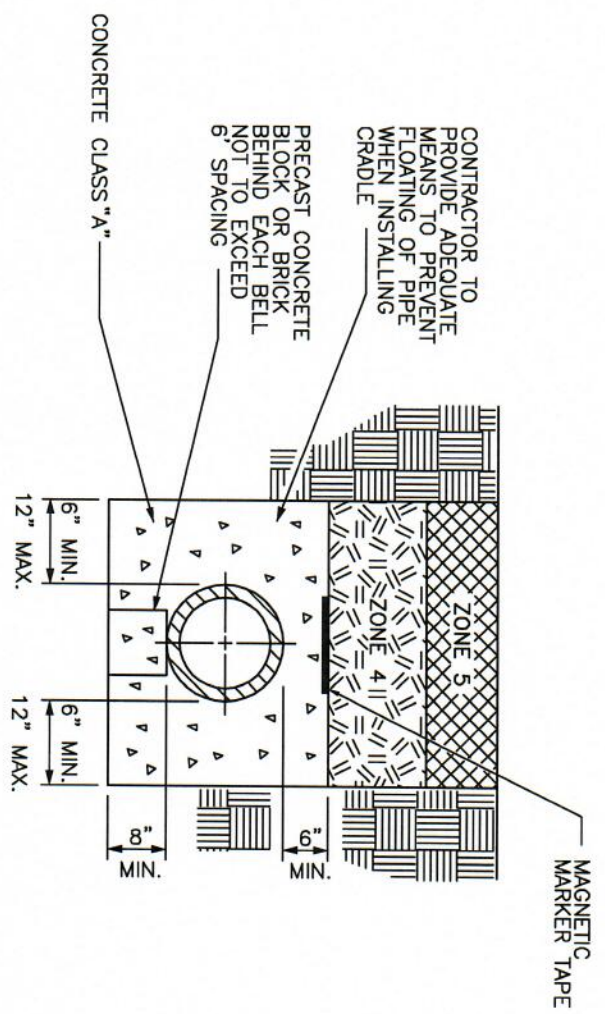


**PIPE LAID IN ROCK
OR SOIL TRENCH**

PIPE BACKFILL DESCRIPTIONS	
ZONE 1	NO. 9 STONE
ZONE 2	NO. 9 OR NO. 57 STONE
ZONE 3	COMPACTED DGA
ZONE 4	CONSOLIDATED SOIL (NO ROCK GREATER THAN 6" DIAMETER) NO. 9, OR NO. 57 STONE
ZONE 5	12" MAX. TOPSOIL NO ROCK ALLOWED



**STANDARD CONCRETE ENCASUREMENT
(NOTE: AS REQUIRED BY DESIGN)**

- NOTES:**
1. COVER, UP TO AND INCLUDING ZONE 4 SHALL BE ESTABLISHED BEFORE TRENCH EXCAVATION.
 2. ALL SANITARY SEWER LINES CONSTRUCTED FROM NON-METALLIC MATERIALS SHALL HAVE MAGNETIC MARKER TAPE INSTALLED IN THE TRENCH ABOVE THE SANITARY SEWER LINE.
 3. MAGNETIC MARKER TAPE FOR SANITARY SEWER ONLY.



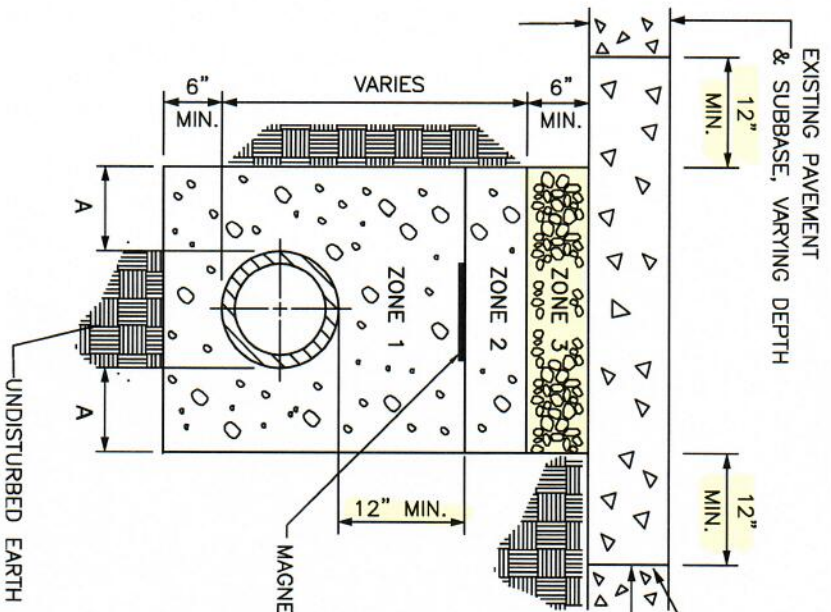
LEXINGTON

DIVISION OF ENGINEERING

TRENCHING, LAYING,
BACKFILLING AND BEDDING
OUTSIDE R/W LIMITS

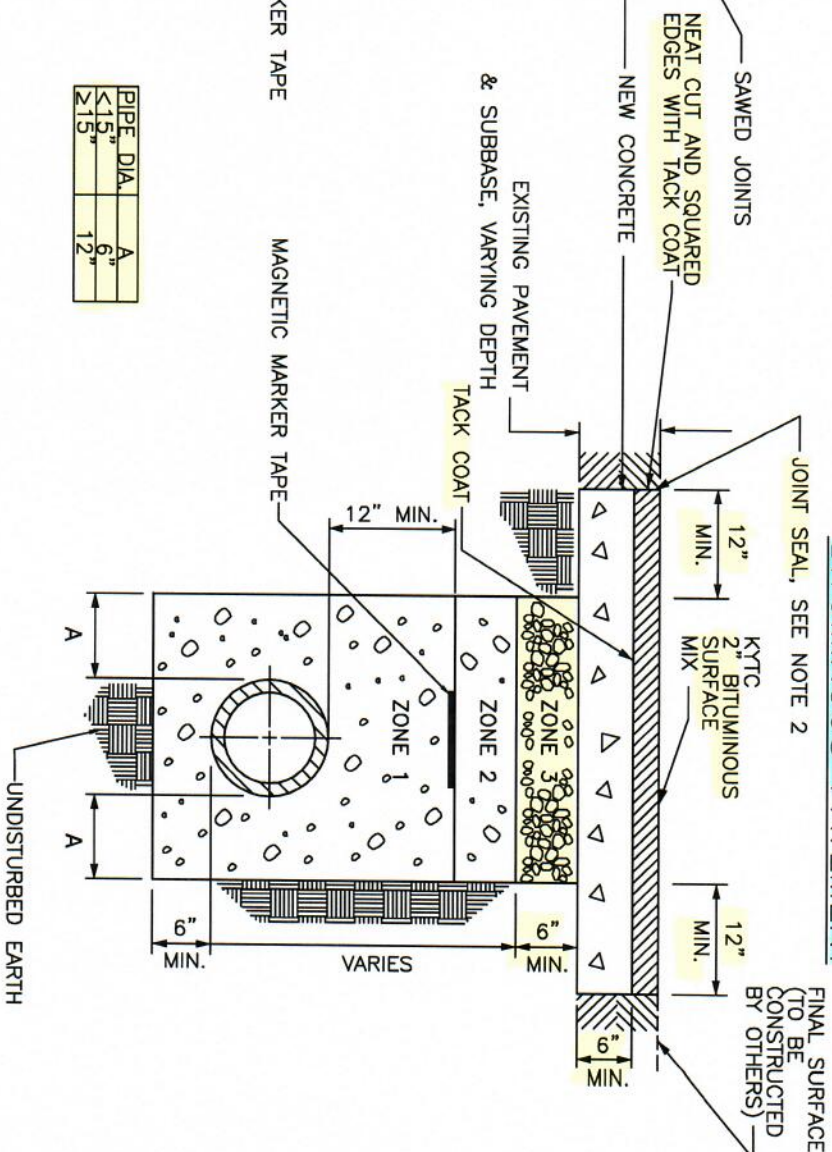
STANDARD DRAWING NO.	200
APPROVAL	9/22/17
URBAN COUNTY ENGINEER	9/22/17
COMMISSIONER	DATE

CONCRETE PAVEMENT



PIPE BACKFILL DESCRIPTIONS	
ZONE 1	NO. 9 STONE OR AS SPECIFIED BY THE UTILITY
ZONE 2	NO. 9 OR NO. 57 STONE
ZONE 3	COMPACTED DGA

BITUMINOUS PAVEMENT



PIPE DIA.	A
<15"	6"
≥15"	12"

NOTES:

1. REPLACE CONCRETE PAVEMENT WITH NEW CONCRETE PAVEMENT, 6" MINIMUM OR EXISTING THICKNESS, WHICHEVER IS GREATER, PER KYTC SPECIFICATION 601.03.03 A) CLASS A FROM STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
2. SEAL PERIMETER OF CUT PAVEMENT WITH CRACK SEALANT THAT MEETS ASTM D6690, TYPE 2.
3. MAGNETIC MARKER TAPE FOR SANITARY SEWER ONLY.

NO.	DATE	REVISION DESCRIPTION	BY
01	06/07/19	UPDATE NOTES AND TITLE	TL



DIVISION OF ENGINEERING

TRENCHING, LAYING,
BACKFILLING AND BEDDING
UNDER STREET PAVEMENT
USING AGGREGATE

STANDARD DRAWING NO.	201-1
APPROVAL	9/22/17
URBAN COUNTY ENGINEER	9/29/17
COMMISSIONER	DATE

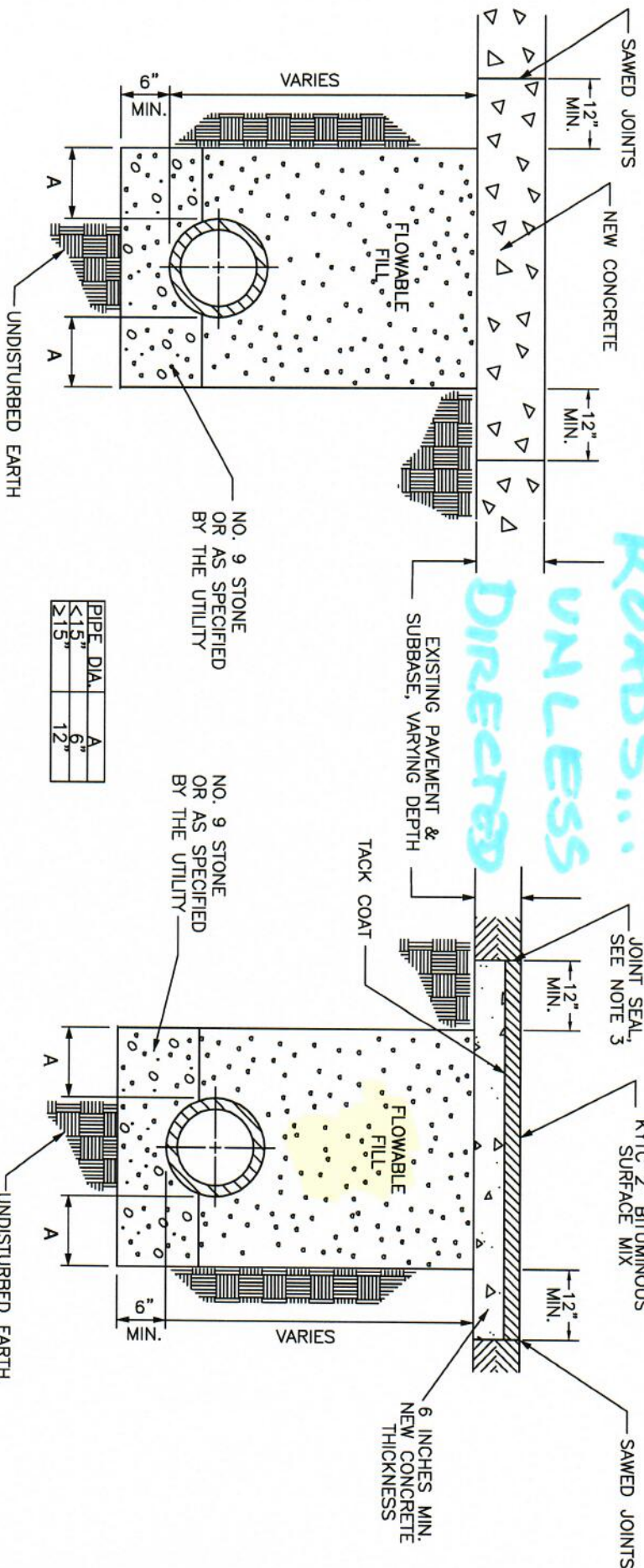
TO BE USED WITH STANDARD
DRAWING 201-4

CONCRETE PAVEMENT

BITUMINOUS PAVEMENT

ONLY STATE ROADS... UNLESS

Directed



NOTES:

1. FLOWABLE FILL PER KYTC SPECIFICATION 601.03.03 FROM STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION CURRENT EDITION.
2. REPLACE CONCRETE PAVEMENT WITH NEW CONCRETE PAVEMENT, 6" MINIMUM OR EXISTING THICKNESS, WHICHEVER IS GREATER. PER KYTC SPECIFICATION 601.03.03 A) CLASS A FROM STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
3. SEAL PERIMETER OF CUT PAVEMENT WITH CRACK SEALANT THAT MEETS ASTM D6690, TYPE 2.
4. UTILITY DESIGNERS AND CONTRACTORS SHALL ACCOUNT FOR AND PROVIDE ANY SUITABLE MEANS TO PREVENT PIPE/CONDUIT FLOATATION.

LEXINGTON — FAYETTE URBAN COUNTY GOVERNMENT

TO BE USED WITH STANDARD DRAWING 201-4

NO.	DATE	REVISION DESCRIPTION	BY
01	06/07/19	UPDATE NOTES AND TITLE	TAL

LEXINGTON

DIVISION OF ENGINEERING

TRENCHING, LAYING, BACKFILLING, AND BEDDING UNDER STREET PAVEMENT USING FLOWABLE FILL

STANDARD DRAWING NO. 201-2

APPROVAL: *[Signature]* 9/22/17 DATE

URBAN COUNTY ENGINEER *[Signature]* 9/22/17 DATE

COMMISSIONER

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NO.	DATE	REASON DESCRIPTION	BY
01	06/07/18	SHEET OMITTED	TKL

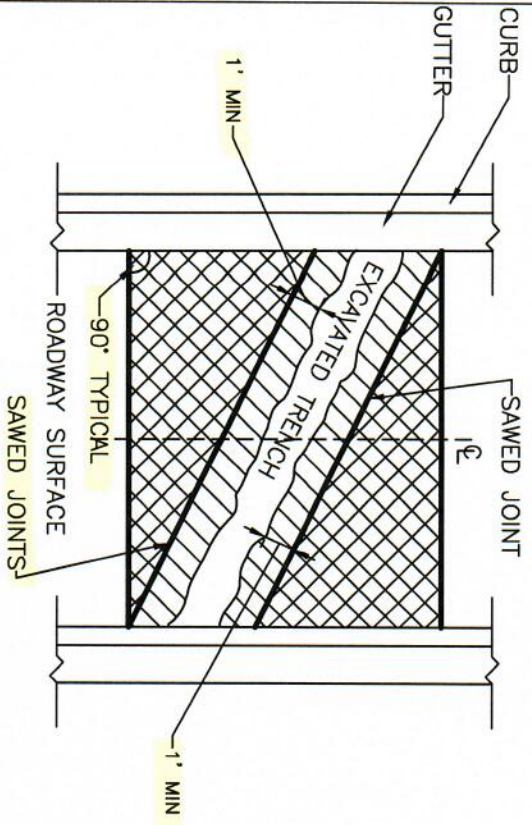


LEXINGTON

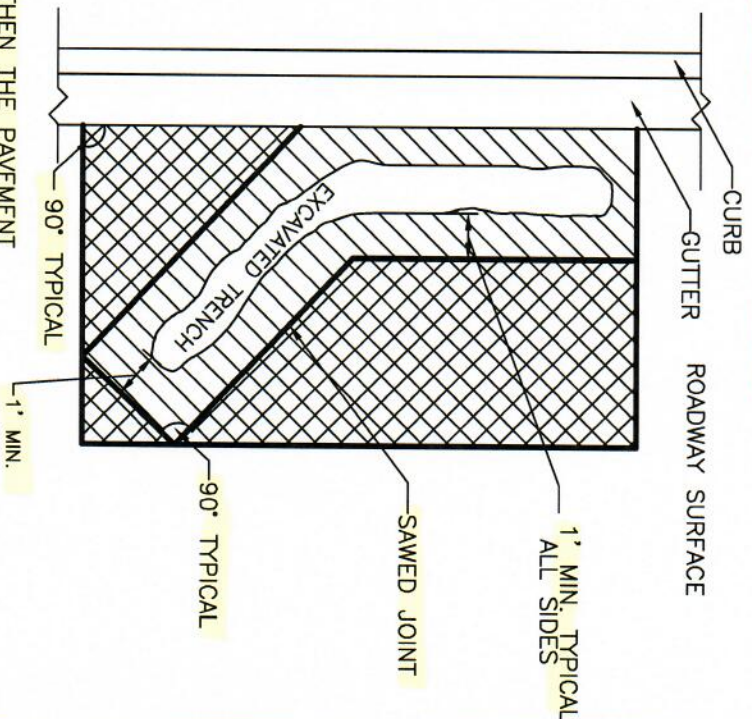
DIVISION OF ENGINEERING

STANDARD DRAWING NO.	201-3
APPROVAL:	 9/22/17
URBAN COUNTY ENGINEER	9/22/17
COMMISSIONER	DATE

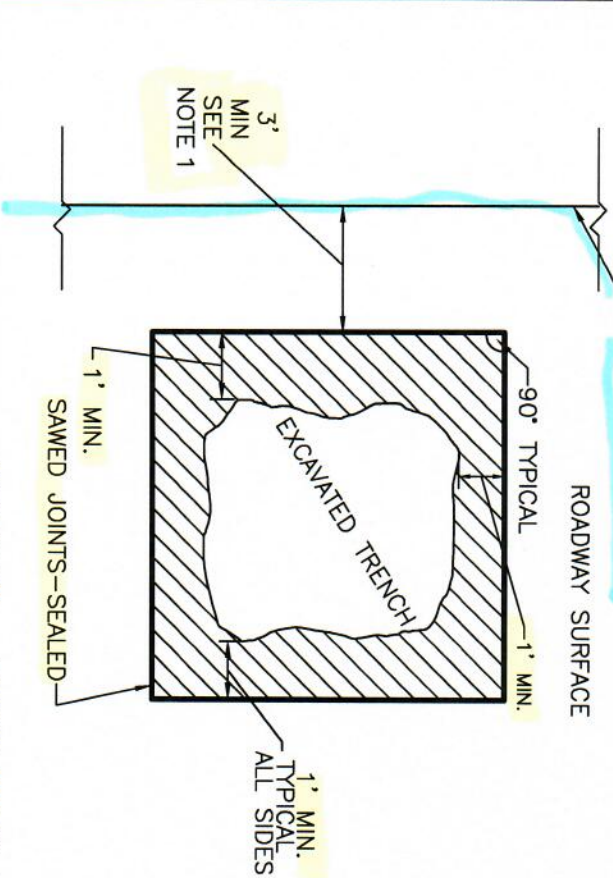
TRANSVERSE EXCAVATION



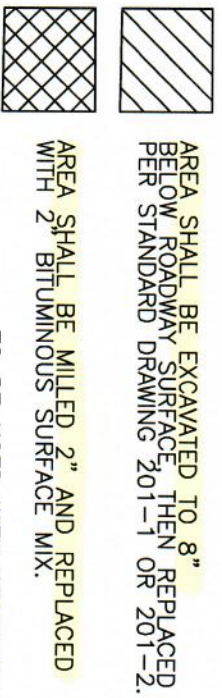
LONGITUDINAL EXCAVATION - ADJACENT TO CURB OR GUTTER



ISOLATED EXCAVATION



- NOTES:**
1. WHEN LESS THAN 3', THEN THE PAVEMENT SHALL BE REMOVED TO THE EDGE OF PAVEMENT AND REPLACED PER STANDARD DRAWING 201-1 OR 201-2.
 2. STREET CUT SHALL BE ORIENTED EITHER PARALLEL OR PERPENDICULAR TO CURB OR GUTTER.
 3. ALL SAWED JOINTS SHALL PRODUCE NEAT CUTS WITH SQUARED EDGES.



TO BE USED WITH STANDARD DRAWINGS, 201-1 OR 201-2

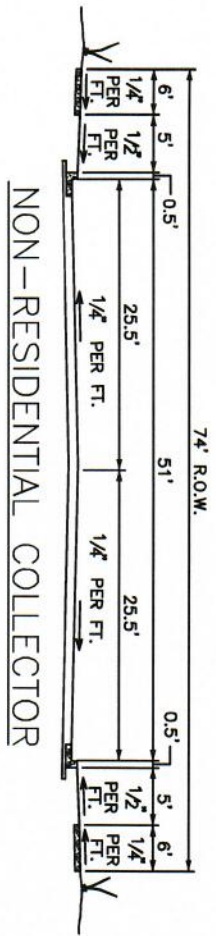


LEXINGTON
DIVISION OF ENGINEERING
TRENCHING, LAYING,
BACKFILLING AND BEDDING
UNDER STREET PAVEMENT
(PLAN VIEW)

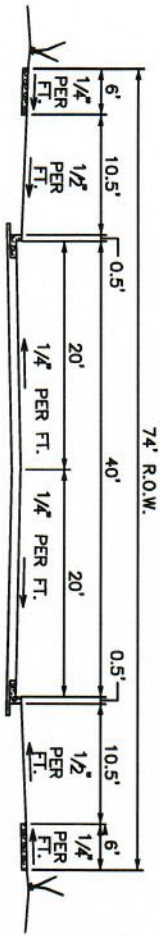
NO.	DATE	REVISION DESCRIPTION	BY
01	06/01/18	UPDATE NOTES AND TITLE	TAL

STANDARD DRAWING NO. 201-4
APPROVAL: TIBBET COUNTY ENGINEER
COMMISSIONER

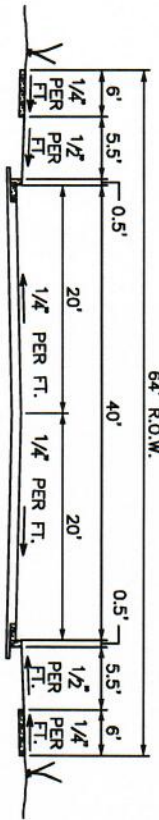
9/22/17 DATE
9/22/17 DATE



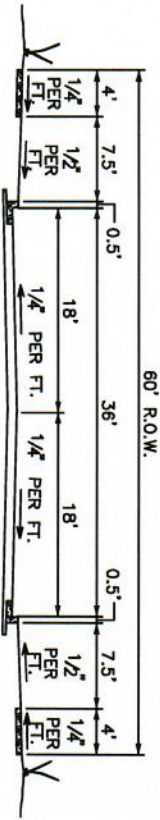
NON-RESIDENTIAL COLLECTOR



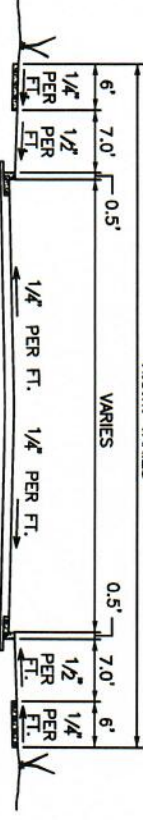
NON-RESIDENTIAL OR INDUSTRIAL COLLECTOR



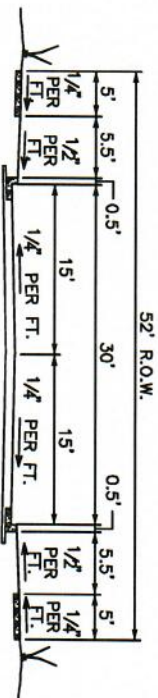
RESIDENTIAL COLLECTOR AND INDUSTRIAL LOCAL



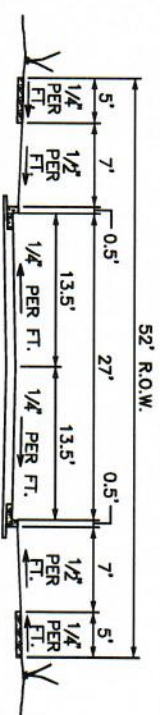
RESIDENTIAL COLLECTOR
(OBSOLETE) - USED TO COMPLETE EXISTING STREETS



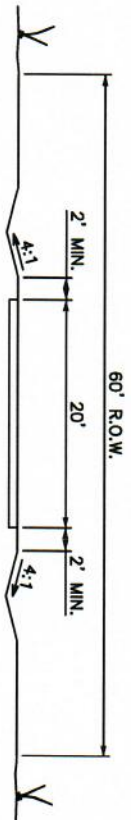
ARTERIAL MAJOR AND MINOR
(SEE NOTE 4)



RESIDENTIAL CONTINUING LOCAL
OR COMMERCIAL SERVICE



RESIDENTIAL CUL-DE-SAC
AND CONTINUING LOCAL



RURAL LOCAL

NOTES:

1. SLOPES AND DRAINAGE DITCHES OUTSIDE THE R.O.W. SHALL BE APPROVED BY THE ENGINEER.
2. THE APPLICATIONS AND USES OF THE ABOVE TYPICAL SECTION SHALL BE IN ACCORDANCE WITH THE L.F.U.C.G. LAND AND SUBDIVISION REGULATIONS, ARTICLE 6.
3. PARKING RESTRICTED TO ONE SIDE OF ROADWAY.
4. SIDEWALK WIDTH SHALL BE 8' IN HIGH USE AREAS, I.E. DOWNTOWN AND URBAN ENVIRONMENTS, NEAR SHOPPING CENTERS, SCHOOLS, CIVIC CENTERS, ETC.

FYI

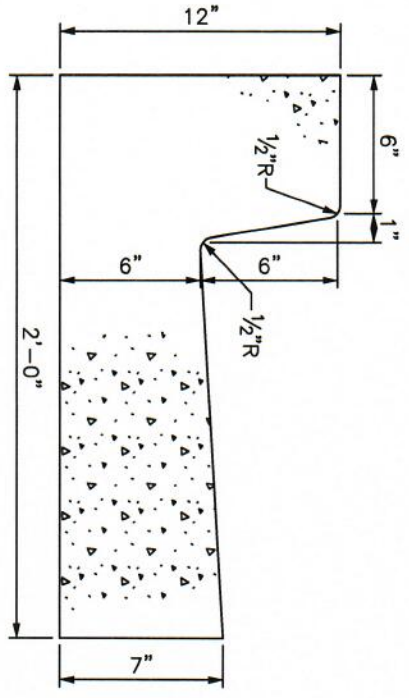
NO.	DATE	REVISION DESCRIPTION	BY
01	06/23/16	UPDATE APPROVAL STATUS	TAL
02	10/29/19	UPDATE SIDEWALK WIDTHS	TAL



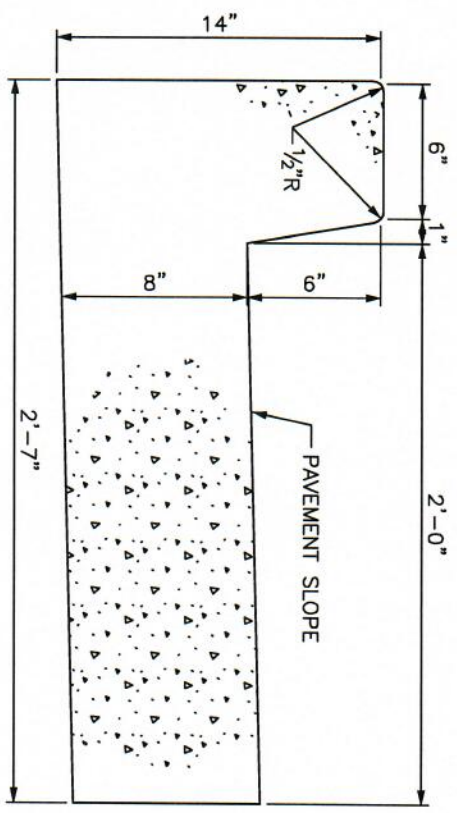
DIVISION OF ENGINEERING

TYPICAL STREET SECTIONS

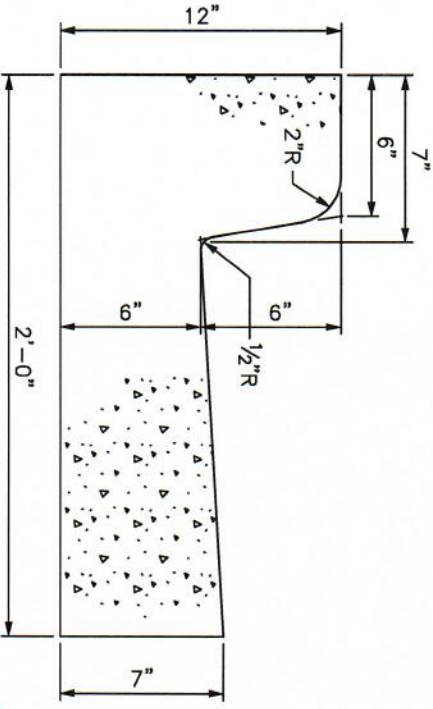
STANDARD DRAWING NO.	300
APPROVAL:	9/12/17
URBAN COUNTY ENGINEER	9/27/17
COMMISSIONER	DATE



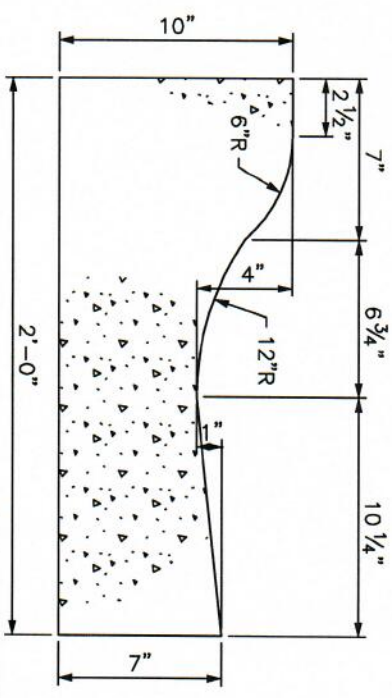
TYPE 1



TYPE 2



TYPE 3







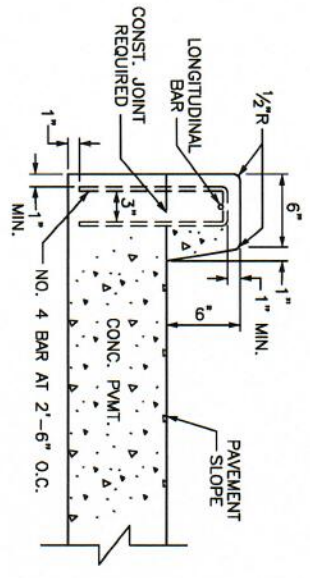
TYPE 4
(RESIDENTIAL LOCAL STREETS ONLY)

FY1

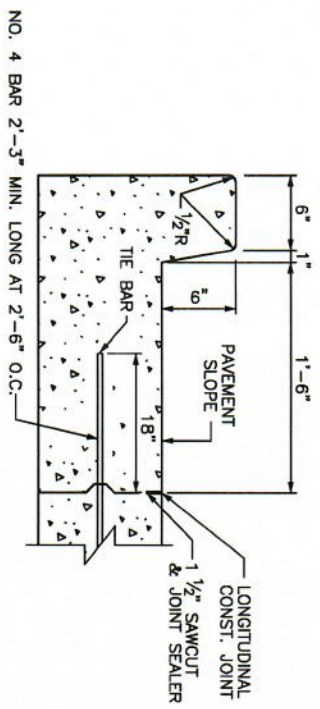
- NOTES:**
1. CONCRETE SHALL BE KDOT CLASS "A".
 2. SAWED CONTRACTION JOINTS SHALL BE CONSTRUCTED EVERY 20 FEET, WITH A MIN. DEPTH OF 3", IN ACCORDANCE WITH KDOT STANDARD SPECIFICATION.
 3. ALL CURB & GUTTER SHOULD BE CONSTRUCTED ON COMPACTED SUBGRADE OR DGA.

4. FULL DEPTH EXPANSION JOINTS SHALL BE CONSTRUCTED AT ALL BREAKS IN ALIGNMENT, AT CONTACT WITH NEW OR EXISTING CONCRETE, AT ALL DRAINAGE INLETS, AT THE BEGINNING AND ENDING POINTS OF CURVES, AND NOT TO EXCEED 200' MAXIMUM SPACING FOR SLIP FORM APPLICATION AND 50' MAXIMUM SPACING FOR HAND PLACED.
5. ALL CONCRETE SHALL BE CURED WITH WHITE PIGMENTED MEMBRANE FORMING COMPOUND (ASHSTO M 148, TYPE 2).

NO.	DATE	REVISION DESCRIPTION	BY
	01/01/18	UPDATE NOTES	TAL
 LEXINGTON			
DIVISION OF ENGINEERING			
CURB & GUTTER			
STANDARD DRAWING NO.	301		
APPROVAL:	 9/22/17		
URBAN COUNTY ENGINEER	 9/22/17		
COMMISSIONER	 DATE		

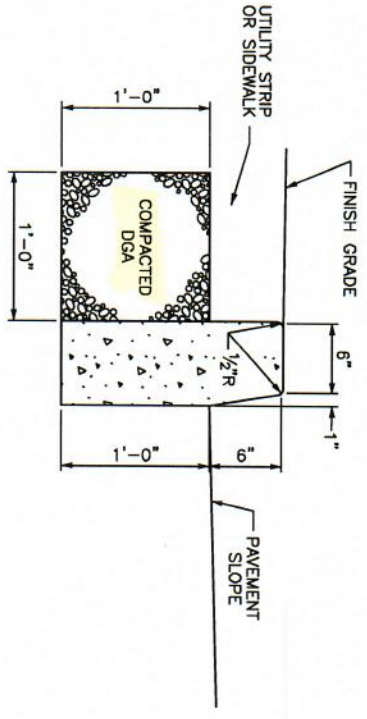


INTEGRAL CURB, TYPE 1

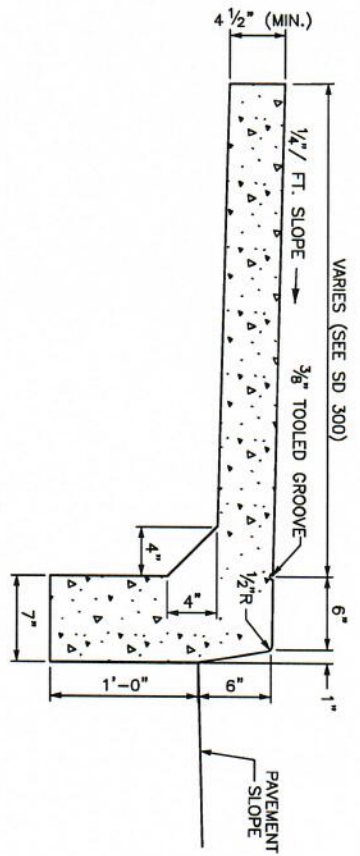


INTEGRAL CURB, TYPE 2

- NOTES:**
1. CONCRETE SHALL BE KDOT CLASS "A".
 2. SAWED CONTRACTION JOINTS SHALL BE CONSTRUCTED EVERY 20 FEET, 3" MINIMUM DEPTH.
 3. THE CONTRACTOR HAS THE OPTION OF CONSTRUCTING THE STANDARD INTEGRAL CURB AS DETAILED IN EITHER TYPE 1 OR 2. IF TYPE 2 IS CHOSEN A LONGITUDINAL CONSTRUCTION JOINT SHALL BE REQUIRED AND THE REMAINING PAVEMENT AND CURB SHALL BE CONSTRUCTED MONOLITHIC WITHOUT A HORIZONTAL CONSTRUCTION JOINT AND ACCOMPANYING REINFORCING STEEL (TYPE 1).



HEADER CURB



MONOLITHIC CURB AND SIDEWALK

4. FULL DEPTH EXPANSION JOINTS SHALL BE CONSTRUCTED AT ALL BREAKS IN ALIGNMENT, AT ALL DRAINAGE INLETS AND AT THE BEGINNING AND ENDING POINTS OF CURVES.
5. ALL CONCRETE, EXCEPT BONDING SURFACES, SHALL BE CURED WITH WHITE PIGMENTED MEMBRANE FORMING COMPOUND (AASHTO M 148, TYPE 2).

NO.	DATE	REVISION DESCRIPTION	BY
01	06/01/19	UPDATE NOTES AND TITLE	TAL
02	10/26/19	UPDATE SIDEWALK NOTES	TAL

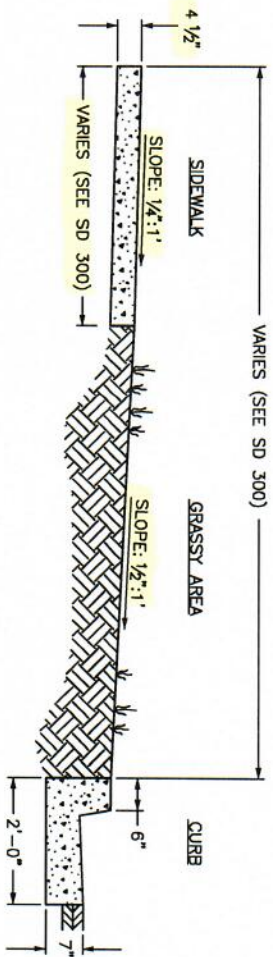
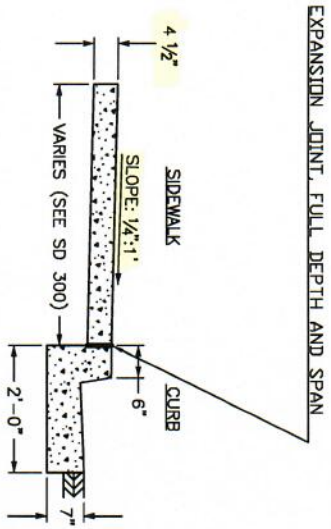
DIVISION OF ENGINEERING

LEXINGTON

INTEGRAL CURB,
HEADER CURB,
MONOLITHIC CURB
& SIDEWALK

STANDARD DRAWING NO. **302**

APPROVAL:  **9/22/17**
BRENT COUNTY ENGINEER **9/22/17**
COMMISSIONER **9/22/17**



SIDEWALK/CURB AND GUTTER

NOTES:

1. CONCRETE SIDEWALKS AND WALKWAYS SHALL BE CONSTRUCTED ON A THOROUGHLY COMPACTED SUB-GRADE AND SHALL BE FOUR AND ONE HALF (4 1/2) INCHES IN THICKNESS AND A MINIMUM WIDTH OF FIVE (5) FEET. CONCRETE SHALL MEET THE REQUIREMENTS FOR CLASS "A" AND SHALL BE COATED WITH WHITE PIGMENTED CURING COMPOUND TYPE 2, ALL AS SPECIFIED IN KYTC SPECIFICATION, SECTION 823.02.
2. FULL DEPTH EXPANSION JOINTS SHALL BE PLACED AT CONTACT WITH NEW OR EXISTING CONCRETE, EXISTING CONCRETE, AT ABUTTING RIGID STRUCTURES OR FEATURES SUCH AS BUILDINGS, DRIVEWAYS, UTILITY POLES, FIRE HYDRANTS, ECT. AND NOT TO EXCEED 200' MAXIMUM SPACING FOR SLIP FORM APPLICATION AND 32' FOR HAND PLACED. EXPANSION MATERIAL SHALL BE 1/2" ASPHALTIC MATERIAL OR APPROVED EQUAL MEETING KYTC 807.04.03.
3. CONTROL JOINTS SHALL BE PLACED AT INTERVALS EQUIVALENT TO THE SIDEWALK WIDTH, WITH A DEPTH OF 1/4 THE SIDEWALK THICKNESS.
4. THE SIDEWALKS SHALL BE PLACED ADJACENT TO THE STREET RIGHT-OF-WAY LINE. SLOPE TOWARD CURB SHALL BE ONE QUARTER (1/4) OF AN INCH TO THE FOOT. CONSTRUCTION IN EXISTING NEIGHBORHOODS SHALL REQUIRE THE CONTRACTOR TO MATCH EXISTING GRADE AND SIDEWALK WIDTH UNLESS SPECIFIED OTHERWISE BY THE DIVISION OF ENGINEERING.
5. SIDEWALK REPAIR FOR ANY CUTS MADE FOR UTILITY WORK REPLACEMENT SHALL BE FULL PANEL MATCHING THE ORIGINAL DIMENSIONS.

SIDEWALK/CURB AND GUTTER WITH GRASS UTILITY STRIP

NO.	DATE	REVISION DESCRIPTION	BY
01	10/29/18	UPDATE SIDEWALK WIDTHS	TAL



LEXINGTON

DIVISION OF ENGINEERING

SIDEWALK CONSTRUCTION SPECIFICATIONS

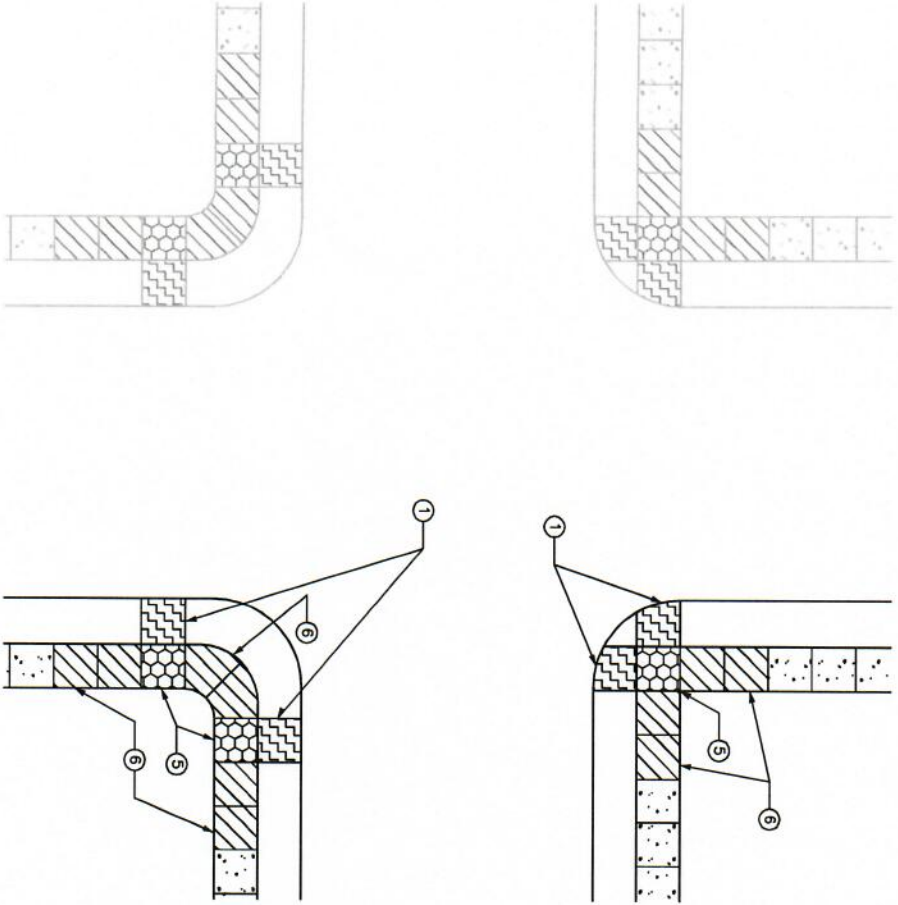
STANDARD DRAWING NO.	303
APPROVAL:	9/22/17
URBAN COUNTY ENGINEER	DATE
COMMISSIONER	9/22/17
	DATE

NOTES:

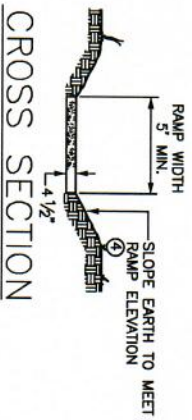
1. INLET LOCATIONS WILL VARY, DEPENDENT ON CROSSWALK AND RAMP LOCATION.
2. THE RAMP SHALL BE CONSTRUCTED OF CLASS A* CONCRETE AND SHALL UTILIZE CAST IN PLACE REPLACEMENT TACTILE WARNING TILE, SUCH AS ADA SOLUTIONS, INC., ACCESS TILE SYSTEMS, ARMOR-TILE HERCULITE OR APPROVED EQUAL. TILE COLOR SHALL BE FEDERAL YELLOW.
3. THE NORMAL GUTTER LINE SHOULD BE MAINTAINED THROUGH THE RAMP.
4. RAMPS SHOULD BE LOCATED WITHIN MARKED LIMITS OF CROSSWALKS.
5. WHERE NO CURB EXISTS, STREET EDGE SHALL BE SAW CUT, OR AS DIRECTED BY L.F.U.C.G. ENGINEER.
6. MAXIMUM CROSS SLOPE OF SIDEWALK 1/4": 1'.
7. SIDEWALK REPAIR FOR ANY CUTS MADE FOR UTILITY WORK REPLACEMENT SHALL BE FULL PANEL MATCHING THE ORIGINAL DIMENSIONS.

SHEET NOTES:

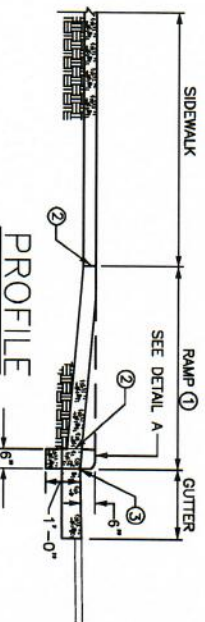
- ① MAXIMUM RAMP SLOPE 1": 1'.
- ② 1/2" EXPANSION JOINT AT BACK OF CURBLINE AND SIDEWALK LINE, FULL DEPTH.
- ③ NO BUMP PERMITTED.
- ④ SLOPE VARIES UNIFORMLY TO A MAXIMUM OF 1": 1' AT GUTTER LINE.
- ⑤ MAXIMUM CROSS SLOPE OF LANDING 1/4": 1' IN ALL DIRECTIONS.
- ⑥ MAXIMUM LONGITUDINAL SLOPE 1/2": 1', OR ALONG THE CENTERLINE GRADE OF THE ADJACENT ROADWAY.



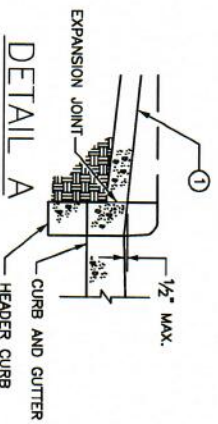
PLAN VIEW



CROSS SECTION



PROFILE



DETAIL A

NO.	DATE	REVISION DESCRIPTION	BY
01	06/05/18	UPDATE PLAN VIEW NOTE	TAL
02	10/24/19	UPDATE DETAIL WORKS	TAL



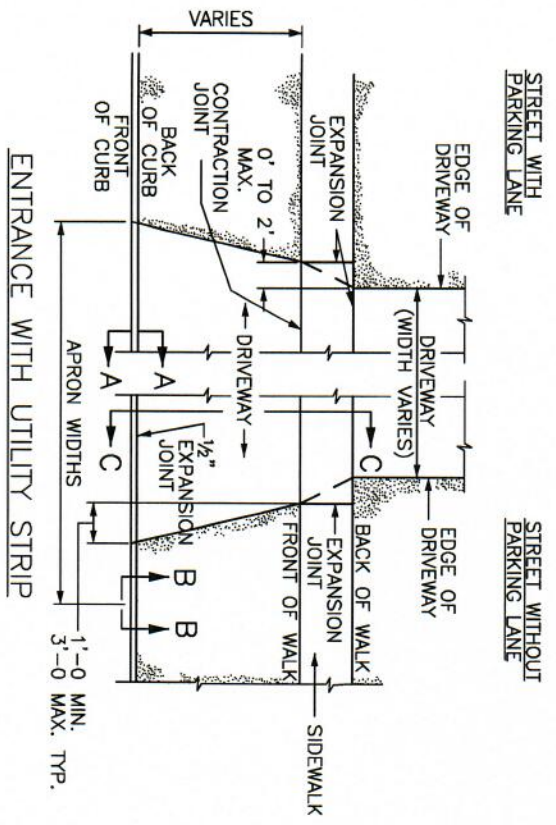
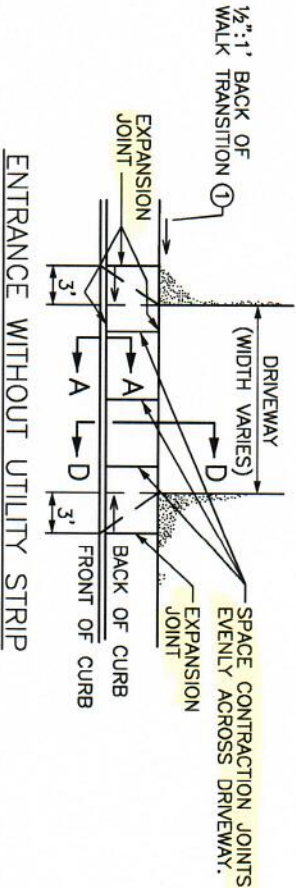
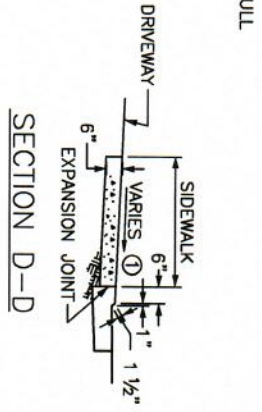
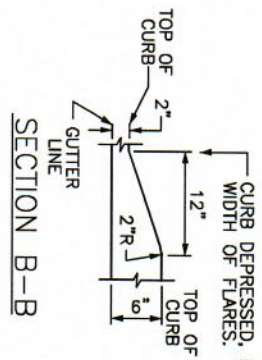
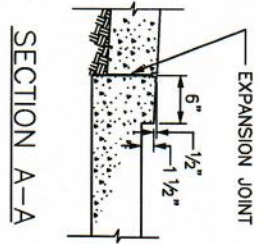
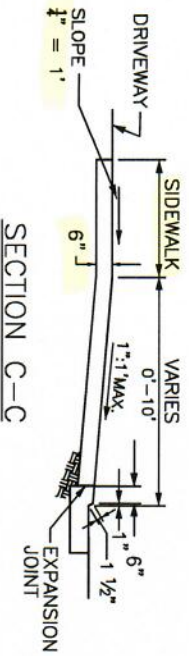
DIVISION OF ENGINEERING

SIDEWALK RAMP

STANDARD DRAWING NO.	304
APPROVAL:	9/22/17
DESIGN:	9/22/17
CHECK:	9/22/17
DATE:	9/22/17

MAXIMUM ALLOWABLE APRON AND DRIVEWAY WIDTHS

CLASSIFICATION	DRIVEWAY	APRON
SINGLE RESIDENTIAL	12'	18'
DOUBLE OR JOINT RESIDENTIAL	20'	26'



- NOTES:**
1. DROP BACK OF SIDEWALK GRADE $1\frac{1}{2}''$ OVER $3'$ TO PROVIDE A MAXIMUM SLOPE OF $1\frac{1}{2}''/3'$.
 2. PROVIDE A SAWED JOINT ALONG CENTER LINE OF APRON.
 3. MAXIMUM DROP AT BACK OF SIDEWALK SHALL NOT EXCEED $1\frac{1}{2}''$.
 4. MAXIMUM CROSS SLOPE ON SIDEWALK SHALL NOT EXCEED $\frac{1}{4}'' = 1'$.
 5. MAXIMUM SLOPE ON APRON SHALL NOT EXCEED $1\frac{1}{2}''/3'$ (8.3%).
 6. ENTIRE APRON FROM BACK OF CURB TO BACK OF SIDEWALK SHALL BE CONSTRUCTED WITH A SINGLE POUR.
 7. ALL EXPANSION JOINTS SHALL BE FULL DEPTH.

NO.	DATE	REVISION DESCRIPTION	BY
01	10/28/18	UPDATE SIDEWALK WIDTHS	TLL

LEXINGTON

DIVISION OF ENGINEERING

RESIDENTIAL
ENTRANCE DETAILS

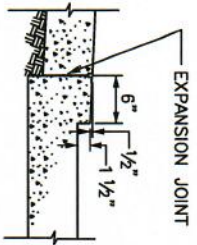
STANDARD DRAWING NO. **307-1**

APPROVAL: **9/22/17**
 URBAN COUNTY ENGINEER **9/22/17**
 DATE

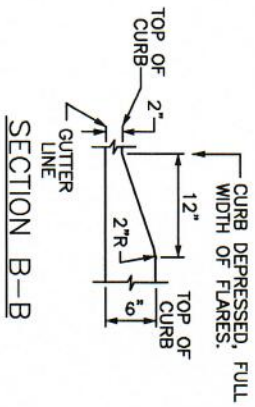
COMMISSIONER **9/22/17**
 DATE

MAXIMUM ALLOWABLE APRON AND DRIVEWAY WIDTHS

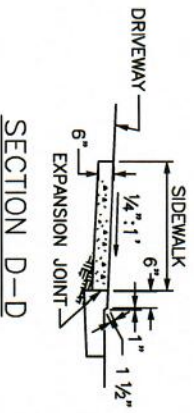
CLASSIFICATION	DRIVEWAY	STANDARD APRON	ALTERNATE APRON
NON-RESIDENTIAL	30'	5' STRAIGHT FLARE=40° CURB CUT	10' RADIAL FLARE=50° CURB CUT
COMMERCIAL LOADING	30'	15' STRAIGHT FLARE=60° CURB CUT	20' RADIAL FLARE=70° CURB CUT
INDUSTRIAL	40'	20' STRAIGHT FLARE=80° CURB CUT	25' RADIAL FLARE=90° CURB CUT



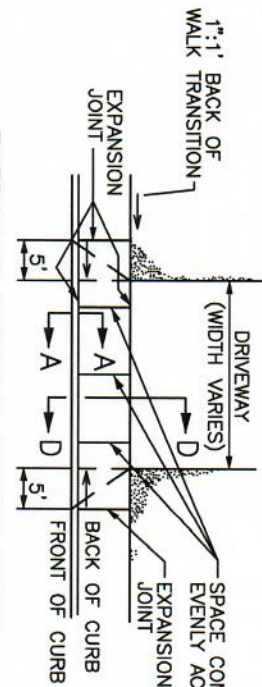
SECTION A-A



SECTION B-B



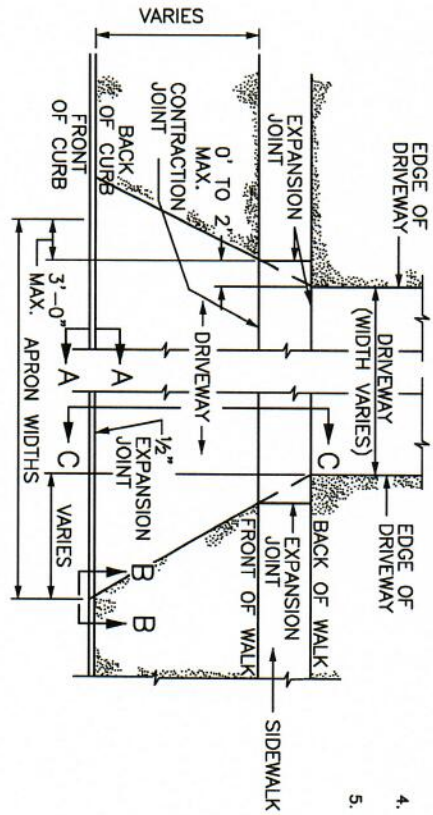
SECTION D-D



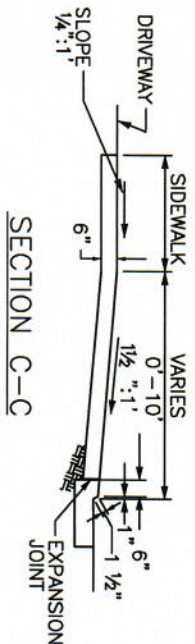
ENTRANCE WITHOUT UTILITY STRIP

STREET WITH PARKING LANE

STREET WITHOUT PARKING LANE



ENTRANCE WITH UTILITY STRIP



SECTION C-C

FRONT OF SIDEWALK ELEVATION DETERMINED BY ADDING 1/2" : 1" ACROSS UTILITY STRIP FROM TOP OF CURB. IF COMING OFF 1 1/2" LIP ADD ANOTHER 4 1/2" TO DETERMINE ELEVATION AT FRONT OF SIDEWALK.

NOTES:

1. PROVIDE A SAWED JOINT ALONG CENTER LINE OF APRON.
2. MAXIMUM GROSS SLOPE ON SIDEWALK SHALL NOT EXCEED 1/4" : 1"
3. MAXIMUM SLOPE ON APRON SHALL NOT EXCEED 1 1/2" : 1"
4. NO CATCH BASINS WILL BE PUT IN APRONS.
5. ALL EXPANSION JOINTS SHALL BE FULL DEPTH.



LEXINGTON

DIVISION OF ENGINEERING

COMMERCIAL ENTRANCE DETAILS

STANDARD DRAWING NO. 307-2 APPROVAL:  URBAN COUNTY ENGINEER COMMISSIONER	DATE: 9/22/17 DATE: 9/22/17
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