

FILED  
FOR RECORD  
78 JUL -7 AM 10: 27

WASHINGTON COUNTY  
ARKANSAS  
JULIA HOLLMAYER  
CLERK

Law # 78-6-1

ORDINANCE NO. 601

ORDINANCE VACATING AND CLOSING AN UNNAMED STREET  
LYING AND SITUATED IN BLOCK 3, LAKEVIEW SUBDIVISION  
ELM SPRINGS, ARKANSAS

WHEREAS, a petition was duly filed with the City Council of Elm Springs, Arkansas, on the 27th day of April, 1978, by Arkle W. Martin and Helen E. Martin, his wife, and J. Vernon Jones and Carolyn Jones, his wife, asking the City Council to vacate and abandon an unnamed street lying and situated in Block 3, Lakeview Subdivision, a part of the NE1/4, NE1/4 of Section 31, Township 18 North, Range 30 West, in Elm Springs, Washington County, Arkansas, which unnamed street is more particularly described as follows, to-wit:

An unnamed street 30 feet in width, lying and situated in Block 3, Lakeview Subdivision, lying and situated south of and adjacent to Lot 1 in said Block 3, and north of and adjacent to Lot 2 in said Block 3, and running 30 feet in width between Lots 1 and 2 of said Block 3, from a public road on the east, westerly to a point which is the Northwest Corner of Lot 2 in said Block 3, said street then continuing 30 feet in width and curving to the south and lying and situated west of and adjacent to the west side of Lots 1 and 4 of said Block 3, to a point where said unnamed street intersects with an existing street or drive serving Blocks 1 and 2 of said subdivision.

AND WHEREAS, hearing on said petition was set for June 5, 1978, at 7:00 p.m., and notice thereof was duly published in the Springdale News on the 1st and 8th days of May, 1978, in the time and manner required by law.

AND WHEREAS, the City Council at said time and place heard all persons desiring to be heard on the question, and there being no protestants appearing, found that the said above described unnamed street heretofore had been dedicated to public use as a street, had not been actually used by the public as a public street for more than five years preceeding the filing of said petition, that all of the owners of the property abutting upon the aforesaid described unnamed street have filed their written consent by joining in the petition filed herein, and that the public interest and welfare will not adversely be affected by the vacating and abandoning of same.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Elm Springs, Arkansas:

Section 1: The City Council of Elm Springs, Arkansas, hereby releases, vacates and abandons all of the rights of Elm Springs, Arkansas, together with the right of the public generally in and to the portions of the above described unnamed street in Lakeview Subdivision, Elm Springs, Arkansas.

Section 2: A copy of this ordinance, duly certified by the City Clerk and Recorder of Elm Springs, Arkansas, shall be filed in the office of the Recorder of Deeds of Washington County, Arkansas.



Section 3: It being necessary for the peace, safety and welfare of the citizens of Elm Springs, Arkansas, an emergency hereby is declared and this ordinance shall be in full force and effect from and after its passage and publication.

PASSED this the 5 day of June, 1978.

  
MAYOR

ATTEST:  
  
City Clerk

CERTIFICATE OF RECORD

STATE OF ARKANSAS | SS.  
Washington County |  
I, Alma L. Kollmeyer, Circuit Clerk and Ex-Officio Recorder for Washington County, do hereby certify that the annexed or foregoing instrument was filed for record in my office on the 7 day of June 1978 at 10:27 A.M. and the same is duly recorded in Deed record 965 at page 442.  
Witness my hand and seal this 7 day of June, 1978.  
  
Circuit Clerk and Ex-Officio Recorder  
By   
Deputy Clerk

NewH 88-7-1

ORDINANCE NO. 127 -

A STREET ADDRESSING ORDINANCE  
ESTABLISHING AN ORDERLY SYSTEM FOR  
NAMING STREETS, ADDRESSING PROPERTY AND  
INSURING CONTINUITY FOR FUTURE GROWTH.

The City of Elm Springs, Arkansas, orders as follows:

SECTION 1. PURPOSE

1.1 This ordinance establishes a system for assigning street names and address numbers which will assist the public and private sector in locating individual streets, buildings and places in an easy and logical manner and for the protection of public health and safety of all persons living, working or visiting in the City of Elm Springs.

SECTION 2. STREET ADDRESS MAP

2.1 The official Street Address Map is a part of this ordinance and shall contain the ordinance number and certifications which appear upon this document. The map shall identify all named streets, numbering centerlines and block numbering grids which specify address number ranges. A typical section of land shall be divided into 10 blocks, or grids, North/South and East/West. Each grid interval shall be 528 feet except in non-standard areas identified on the map.

2.2 The official Street Address Map shall be automatically updated upon final plat approval of any plat or large scale development. The map shall include a revision block which lists the date and ordinance number of the latest change.

SECTION 3. CENTERLINES

3.1 The address grid centroid is the intersection of School Avenue, Elm Street, and Water Avenue. The address numbers increase proceeding North, South, East and West. The East and West address centerline is a line extending North and South from the grid centroid. The North and South address centerline South of the centroid is Elm Street until it intersects a North/South line extending from the centroid. The North/South address centerline North of the centroid is a line extending to city limit.

#### SECTION 4. STREET NAMES

4.1 For the purpose of this ordinance the word "street" shall mean all roadways, public and private, open for general public travel. Access drives to apartment and commercial complexes shall not be considered as streets and shall not be named as such.

4.2 Streets running East and West shall be identified with the suffix "avenue" or "boulevard." Streets running North and South shall be identified with the suffix "road" or "street."

4.3 Streets which are also state and federal highways will be identified by their local street name followed by their state or federal designation in parenthesis on the official Street Address Map. For example, Elm St (AR 112).

4.4 Cul-de-sac streets which have only one entrance/exit shall not be called "avenue" or "road" but shall have a suffix name such as "cove, lane, place, or terrace" to indicate their dead end nature.

4.5 Loop streets are circular or rectangular plan streets which begin at one point and end at another point along a common street and do not connect to any other streets. The street name suffixes on these streets must not be "road" or "avenue" but shall be "loop, circle, court" or other name indicating a closed street layout.

#### SECTION 5. ADDRESS NUMBERS

5.1 Address numbers shall be even on the North and East sides of the street and odd on the South and West sides of the street. 100 numbers shall be assigned to each identified grid block with the lowest number beginning at the point nearest the grid centerline. Address numbers shall be determined by the number grid in which the property is located.

5.2 In new residential subdivisions each standard sized lot shall be given a pre-assigned street number by the CITY CLERK upon final plat approval. Address numbers will be assigned to large lots relative to their capacity to be divided into two or more minimum sized lots for the minimum width allowed by the zoning district. Address numbers shall be assigned to lots in the appropriate odd or even numerical sequence relative to their location, such as 201, 203, 205, etc.

5.3 Address numbers for unplatted residential and all other nonresidential buildings shall be determined by calculation. The distance from the center of the driveway to the last corner or grid shall be measured to get a located number. The location number is then divided by 5.28 to get the address. If the block number is 1200 and the location number divided by 5.28 is 43, the address is 1243 or 1244 depending upon which side of the street the building is located.

5.4 When street intersections are within 120 feet of a grid line the number series change shall be made at the intersection to be more logical to the public. When a long block faces two blocks divided by a street, the number series on the long block shall change at the intersecting street so that houses facing each other will have compatible addresses.

5.5 Diagonal streets which run 45 degrees or less from a North/South line will be numbered by the North/South grid and those more than 45 degrees from the North/South line will be numbered by the East/West grid. Curving streets will be assigned numbers based upon the grid of their greatest length. For instance, if the beginning is more South than East of the end then the North/South grid will be used.

5.6 On loop streets and cul-de-sac streets address numbering shall begin at the entrance nearest the grid centerline. Address numbers shall increase or decrease relative to their initial movement from the grid centerline and continue to the opposite end as if the street were in a straight line. Block number changes will be made every 528 feet with odd and even numbers remaining on the same side of the street as they began.

5.7a Apartment buildings on public streets shall be assigned individual addresses. Apartments clustered about a central parking area immediately facing a public street shall also be assigned separate street addresses.

5.7b When apartments are arranged along a private street a sign showing the apartment complex name, with public street address below it, must be posted at the entrance. In these instances each building is lettered A, B, C, etc. but a central postal facility for all apartments must be located so it is readily accessible to a mail carrier for the public street serving the complex.

5.7c Each apartment must be identified on the exterior entrance by number or building letter and number for multiple buildings. The numbers shall be in sequence 1, 2, 3, etc. Apartments in lettered buildings shall have the building letter as part of each apartment number, such as B-210. When units are on multiple floors, ground floor numbers shall be in the 100 series (101, 102, 103 ... ), second floor in the 200 series (201, 202, 203 ... ) etc. If a common hallway is used for several apartments, the external hallway entrance to each apartment shall contain a list of the apartments served. When addressing townhouses and other buildings containing units separately owned, each address shall be placed upon the principal external entryway to the unit.

5.7d The official address for each apartment on a public street shall be the building address followed by the apartment number, such as "329 Fernway Avenue, Apt. 8." Addresses for units in apartment buildings not on a public street shall include the public street address and the building number with the apartment designation. The official address for each apartment will be the public street address followed by the building letter, a dash, and the apartment number -- such as "329 Fernway Avenue, Apt. C-104."

#### SECTION 6. SIGNS, NUMBERS AND SYSTEM MAINTENANCE

6.1 Public and private street signs shall be installed at the expense of the original developer and thereafter maintained by the City of Elm Springs.

6.2 Private street signs shall be required. They shall conform to the public street sign standards except shall have a blue background with white letters.

6.2a Only street name signs which are authorized by the Mayor shall be installed within the corporate limits of the City of Elm Springs. All street name signs, public or private, found not to conform with this ordinance shall be removed by the designated representative of the City of Elm Springs. Non-conforming, damaged or deteriorated public street signs shall be replaced as soon as possible by the City's designated representative.

6.2b Requests for private street signs on existing streets shall be submitted to the City Clerk. The City Clerk shall forward the request to the Mayor for authorization after which the designated representative of the City of Elm Springs shall have the sign prepared and installed as soon as possible.

6.3 Address numbers shall be assigned by the City and shall be installed by the builder before final inspection and shall be the owner's responsibility thereafter.

6.4 Replacement of address numbers is required within 15 days after written notice to the owner by the Building Inspector. New and replacement numbers must be placed so that they will be clearly visible from the street of primary access to the building.

6.5 Address numbers shall be a minimum of 3 inches high with black block letters on a white background and shall be visible from the street. Other colors which have sufficient contrast to be read from the street under normal nighttime conditions may be approved by the Building Inspector. The numbers shall be placed as near as possible to the primary entrance of the building and preferably above the entrance doorway. The location, style, size and color of the required numbers shall be approved by the Building Inspector. Appeals concerning numbers shall be made to the City Council.

#### SECTION 7. NUMBER ASSIGNMENT, REVIEW AND APPROVAL

7.1 Official records of address numbers shall be maintained by the City Clerk. If the Building Inspector's office is the first point of contact regarding new buildings that office shall coordinate with the City Clerk to obtain an official address assignment. The City Council shall have the final authority to change any assignment upon an appeal by any affected party.

7.2 All proposed street names and name changes shall be reviewed for continuity with this ordinance by the City Clerk who shall recommend alternative names when a proposed name duplicates or is so similar to an existing name that confusion could hamper prompt delivery of emergency services. The City Council shall hold a public hearing on street name changes and shall make a determination. Appeals of street name assignment can be made to the City Council who shall have the final authority to change any assignment upon an appeal by any affected party.

#### SECTION 8. AMENDMENTS

8.1 On any proposed amendments to these regulations or to the Street Address Map the City Council shall hold a public hearing, a notice of which shall be published in a local newspaper of general distribution at least fifteen (15) days prior to the date of the hearing. Following the public hearing, the City Council may adopt the amendment or amendments by a majority vote.

ORDINANCE NO. 89-7-1

AN ORDINANCE CHANGING THE NAME OF THE STREET, FORMERLY KNOWN AS JONES ROAD OR COUNTY ROAD 910, AND CURRENTLY NAMED OAK GROVE ROAD, SITUATE IN THE CITY OF ELM SPRINGS, WASHINGTON COUNTY, ARKANSAS, TO HAR-BER AVENUE; AND DECLARING AN EMERGENCY.

WHEREAS, it has come to the attention of the City Council for the City of Elm Springs, Arkansas, that there is an east--west street, formerly known as Jones Road or County Road 910, also currently named Oak Grove Road; and

WHEREAS, it has been learned that a hearing was held on a petition to the Springdale Planning Commission on April 4, 1989, requesting a change of the name of the new east--west Oak Grove Road in Springdale to Har-Ber Avenue;

WHEREAS, the Springdale Planning Commission voted unanimously to recommend the change to the City Council of Springdale, Arkansas, which then adopted said change; and

WHEREAS, it is deemed that said street name should be consistent for the western portion of said street which is located in the City of Elm Springs, formerly known as Jones Road, as the eastern portion of the same street is now named Har-Ber Avenue in the neighboring City of Springdale as a result of Springdale's name change.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL FOR THE CITY OF ELM SPRINGS, ARKANSAS:

Section 1: That the east--west street formerly known as Jones Road or County Road 910, currently named Oak Grove Road, shall be changed to Har-Ber Avenue in the City of Elm Springs.

Section 2: All ordinances in conflict with this ordinance are hereby repealed.

Section 3: EMERGENCY CLAUSE: The City Council determines that an emergency exists and that this ordinance, being necessary for the preservation of the health, safety and welfare of the citizens of Elm Springs, Arkansas, shall be effective immediately upon its passage, approval, and publication.



PASSED AND APPROVED this 2nd day of July,

1989.

W. C. McClinton  
Mayor

ATTEST:  
Betty Lewis  
City Clerk

APPROVED AS TO FORM:  
Michele A. Harrington  
Michele A. Harrington  
City Attorney

ORDINANCE NO. 92-9-8

AN ORDINANCE ACCEPTING A PLAT OF LAKE VIEW SUBDIVISION TO THE CITY OF ELM SPRINGS, WASHINGTON COUNTY, ARKANSAS.

WHEREAS, the Plat of Lake View Subdivision, Washington County, Arkansas, is herein submitted to the Elm Springs City Council on this 8<sup>th</sup> day of September, 1992 for the purpose of accepting a 25 foot road commonly known as "Dixon Street" as depicted on said Plat; and

WHEREAS, said plat and its legal description are attached hereto as Exhibit "A"; and

WHEREAS, after consideration and deliberation said City Council is of the opinion that said road should be accepted by the City of Elm Springs, Washington County, Arkansas.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL FOR THE CITY OF ELM SPRINGS, WASHINGTON COUNTY, ARKANSAS:

Section 1: That the 25 foot wide road depicted in the Plat of Lake View Subdivision and commonly known as "Dixon Street" be and is hereby accepted by the City of Elm Springs as property of the City for improvement, maintenance, and regulation by said city.

Section 2: That the Mayor and City Clerk be and are hereby authorized and directed to evidence the acceptance of said street by certifying said acceptance on this Ordinance by their signatures and attestation hereto.

PASSED and APPROVED this 8<sup>th</sup> day of September, 1992.

APPROVED: [Signature]  
MAYOR

ATTEST: [Signature]  
CITY CLERK

TO THE MAYOR AND CITY COUNCIL ELM SPRINGS ARKANSAS  
SUBJECT; DEDICATION OF STREET NOW NAMED DIXON AVENUE.

WE WOULD LIKE TO DEDICATE THE ROAD NOW KNOWN AS DIXON AVENUE, TO THE  
CITY OF ELM SPRINGS AS DRAWN ON THE ORIGINAL PLAT, KNOWN AS THE

LAKEVIEW SUBDIVISION. THE FOLLOWING NAMED PEOPLE ARE THE REGISTERED

OWNERS OF LOT/LOTS INDICATED.

Block 1 Lots 4, 5, 6 PUTZET DONALD L MARSELL *Donald L Marzell*  
30 APR 1991

LOT PARKING AREA & DRIVE

W. O. WARD WARD 4/30/92

Block 1 Lot (1/2) of 2 + Lot 3 Thomas F. Amber 4-30-92.

Block 2 Lot 3 + 1/2 of 2 Mary Ambrose 4-30-92

Block 1 Lot 1 + 1/2 of 2 Susan Lovelace 4-30-92

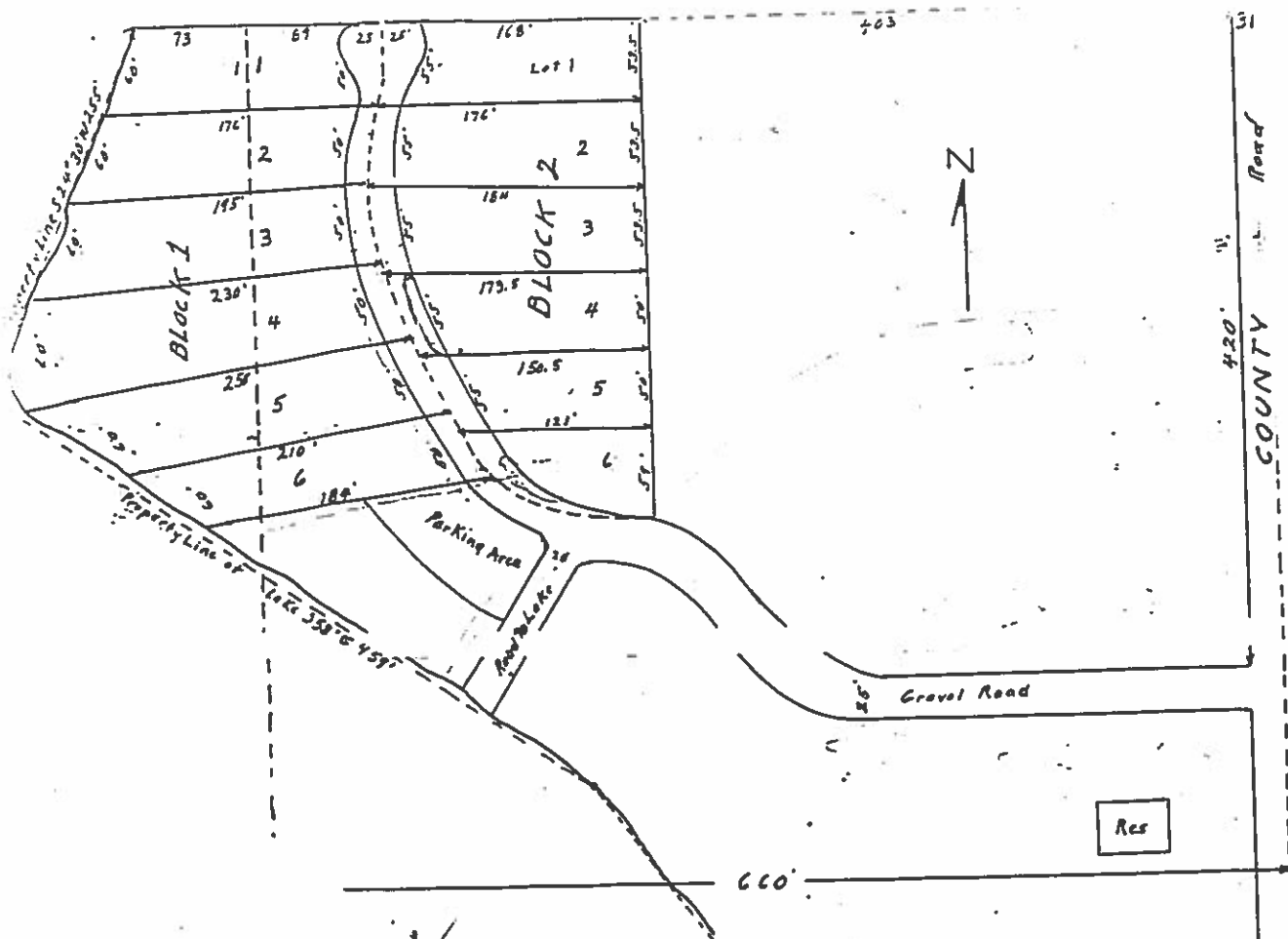
VERA BROOM 5-2-92

David Sullivan - 5-3-92

Block 2 Lot 1 Jim Johnson 5-4-92

Block 2 Lot 6 J. Van Patten 6-3-92

EXHIBIT 'A'



Plat of the Lake View Subdivision Located on the  
 N. E. Shore Line of the New fish and game Lake in the  
 NE  $\frac{1}{4}$  NE  $\frac{1}{4}$  Sec. 31. T-18-N; R-30-W  
 Scale 1" = 60'  
 Property of Royal Ross

Sept. 9, 1953

Res

ORDINANCE NO. 93-12-6

City of Elm Springs, Arkansas

AN ORDINANCE TO ABANDON AND VACATE AN UNNAMED AND UNUSED STREET IN BAIRD'S SUBDIVISION OF THE CITY OF ELM SPRINGS, ARKANSAS.

WHEREAS, a Petition was duly filed with the City Council of the City of Elm Springs, Arkansas, on the 1<sup>st</sup> day of November, 1993, to vacate and abandon the following street:

An unnamed street running North and South and East and West along the Eastern-most and Southern-most boundaries of Baird's Subdivision, a part of the NW $\frac{1}{4}$  of the NE $\frac{1}{4}$  of Section 25, Township 18 North, Range 31 West, as shown in Plat Record 1 at Page 54, Office of the Washington County Circuit Clerk.

AND WHEREAS, after due notice as is required by law, the City Council of Elm Springs, Arkansas, has, at the time and place mentioned in the Notice, heard all persons desiring to be heard on the question and has ascertained that the street described hereinabove has heretofore been dedicated to the public use as a street; has not actually been used by the public for a period of at least five years prior to the filing of the petition; that all of the owners of the property abutting upon the portion of the street to be vacated have filed with the City Council their written consent to such abandonment, and that public interest and welfare will not be adversely effected by the abandonment of such street.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Elm Springs, Arkansas:

Section 1: The City of Elm Springs, Arkansas, hereby releases, vacates and abandons all its rights, together with the rights of the public generally, in and to the street described above.

Section 2: A copy of this ordinance duly certified by the City Clerk shall be filed in the office of the Circuit Clerk and Recorder of Washington County and recorded in the deed records of the County.

Section 3: This ordinance shall take effect and be in force from and after its passage.

PASSED AND APPROVED on this 6<sup>th</sup> day of December, 1993.

  
THOMAS D. LUNDSTRUM, MAYOR

ATTEST:

  
BARBARA ANN DILLARD, CITY RECORDER

I CERTIFY THIS IS A TRUE AND  
CORRECT COPY OF THE ORIGINAL DOCUMENT.  
DATED THIS 12<sup>th</sup> DAY OF JULY 1995.  
CITY CLERK

ORDINANCE NO. 95-3-3

**AN ORDINANCE TO REGULATE THE  
EXCAVATION IN, OR BORING UNDER  
STREETS IN THE CITY OF ELM SPRINGS,  
ARKANSAS.**

**AN ORDINANCE REGULATING AND  
RESTRICTING EXCAVATIONS IN AND  
UNDER THE CITY STREETS OR ALLEYS,  
AND CURB CUTS FOR DRIVEWAYS WITHIN  
THE CITY, AND DECLARING AN  
EMERGENCY.**

This Ordinance is adopted pursuant to the authority conferred upon the City Council of the City of Elm Springs by Legislative Act of March 9, 1875, No. 1, §7 (1st sentence), p. 1; Crawford & Moses Digest, §7607, Pope's Digest §9702, codified as A.C.C. 14-301-101.

It is hereby found that from time to time it becomes necessary for various persons or agencies to excavate in or bore under city streets or alleys in order to make repairs or to install water, gas and sewer pipes, electrical lines, or other utilities or equipment in or under the streets and alleys of the City of Elm Springs.

It is further found that the opening and closing of such excavations and borings must be controlled and monitored by the City of Elm Springs to insure that the streets are closed for minimum time, that such repairs and alterations are made in a safe and workmanlike manner, and that the party responsible for making the openings, alterations or repairs, and closing the openings is accountable for any damage to the city streets or injuries to any city property caused by the actions of such parties.

It is also found that supervision and inspection of cuts made in curbs to accommodate driveways and for other purposes is necessary to insure the health, safety and welfare of the citizens of the City of Elm Springs.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE  
CITY OF ELM SPRINGS, ARKANSAS;**

**SECTION 1: EXCAVATION IN STREETS**

(a) **Permit Requirements.** Before any person shall dig, excavate in, bore under, or remove any portion of any street, alley, curb or sidewalk in the City, he shall obtain a permit issued by the City Street Superintendent. At the time of making application for the permit, an inspection fee of fifty dollars (\$50.00) shall be paid. An applicant for such permit shall deposit cash or a sufficient surety bond at the Office of the City Clerk before a permit shall be issued. The amount of the cash and/or bond shall be determined by

the street superintendent based upon the estimated cost of the permanent repair as described under (2)(d) below, but shall not be less than five hundred dollars (\$500.00). The cash and/or bond shall be forfeited for failure to comply with the rules of public safety, failure to close the opening as quickly as possible, failure to complete the backfill and repair in accordance with specifications, failure to complete the necessary cleanup, or causing unnecessary inconvenience or damage to vehicular or other traffic.

(1) **Jacking or boring.** The depth of bury on installations which are jacked or bored under any street shall have a minimum depth of bury of two and one-half (2.5) feet below the low points of the street cross-section to the top of the pipe or casing, or three and one-half (3.5) feet below the bottom of the pavement structure (top of subgrade) to the top of the pipe or casing, whichever gives the greatest depth. If the pavement structure is damaged by the jacking or boring installation, it shall be repaired in accordance with (2) below.

(2) **Street cuts.** All street cuts shall be made and repaired in accordance with Figures 1, 2, or 3, depending on the type of street surfacing.

(a) The person making the street cut shall saw cut the pavement in a smooth straight line before any excavation commences. Flares, barricades, warning signs, and similar warning devices shall be used to protect the public from harm. The City Street Superintendent or his authorized representative shall inspect the street opening before any crushed stone base (SB-2) backfill is placed in the opening and during the backfill operation. The backfill shall be watered and compacted by hand or machine tampers. A temporary patch of two (2) inches of cold mix asphalt shall be used over the top of the backfill matching the existing grade of the street surface. After the trench has had time to settle, the person who makes the street cut shall make the permanent repair in accordance with Figures 1, 2, or 3.

(b) If it is necessary to make a street cut during off-duty hours, the person making the cut shall notify the City Police Department. Normal duty hours are from 7:30 a.m. until 4:00 p.m. Monday through Friday with the exception of holidays. The City Street Superintendent or his authorized representative shall inspect all street cuts made during off-duty hours. An extra charge in the amount of fifteen dollars (\$15.00) per hour shall be billed to the person making the cut during off-duty hours to compensate the City Street Superintendent or his authorized representative.

(c) The person who makes the street cut shall be responsible for making any needed repairs due to settling of the cut or loss of cold mix asphalt for a period of ninety (90) days from the time the temporary patch is completed, or until the permanent repair is completed by the person who makes the street cut, whichever comes first.

(d) After the temporary patch is complete, the City Street Superintendent or his authorized representative shall make a final inspection and measure the width and length of the street cut. The cash and/or bond deposited with the City shall be returned to the applicant after the applicant has paid for the cost of the permanent repair, and the final clean-up of the trench cut is complete.

(3) **Curb cuts for driveways.** Curb modifications for driveways shall be in accordance with the detail in Figure 4. The driveway shall slope up to a minimum elevation at the street right-of-way equal to the height of the curb. As an alternate, the entire curb and gutter section for the driveway may be sawed vertically for the full depth and removal. The curb and gutter shall then be construed as a part of the driveway.

The modified curb and gutter must have the shape shown in Figure 4, and have one-half inch filled construction joints at each end of the driveway.

(a) The Street Superintendent or his authorized representative shall inspect the curb cut after the excavation for the driveway is complete and before any base material, asphalt, or concrete is placed for the construction of the driveway. A final inspection shall be performed after the driveway construction and clean-up is complete. The cash and/or bond deposited with the City shall be returned to the applicant when the curb modification is completed in accordance with Section 1, paragraph 3 of this Ordinance.

(b) **Exceptions.** Whenever a building permit has been issued to construct, alter, or repair a building, and a curb cut is required, the Chief City Building Inspector shall be responsible for issuing curb cut penalties. The fifty dollar (\$50.00) inspection fee and requirement of cash and/or bond to be deposited with the City shall be waived. The same construction and inspection procedures as outlined above under (a) shall be followed, with the exception that the Chief City Building Inspector or his representative shall be responsible for making all inspections.

**SECTION 2: SEVERABILITY**

(a) If any of the provisions of this Ordinance or the application thereof to any person or circumstances are held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this Ordinance are declared to be severable.

**SECTION 3: EFFECTIVE DATE**

(a) WHEREAS, the immediate application of this Ordinance is necessary for the preservation of the public health, public safety, and general welfare, an EMERGENCY is hereby declared to exist, and this Ordinance shall be in full force and effect from and after its passage by the City Council, City of Elm Springs and publication and posting as required by law.

1995. PASSED AND APPROVED this 6<sup>th</sup> day of March,

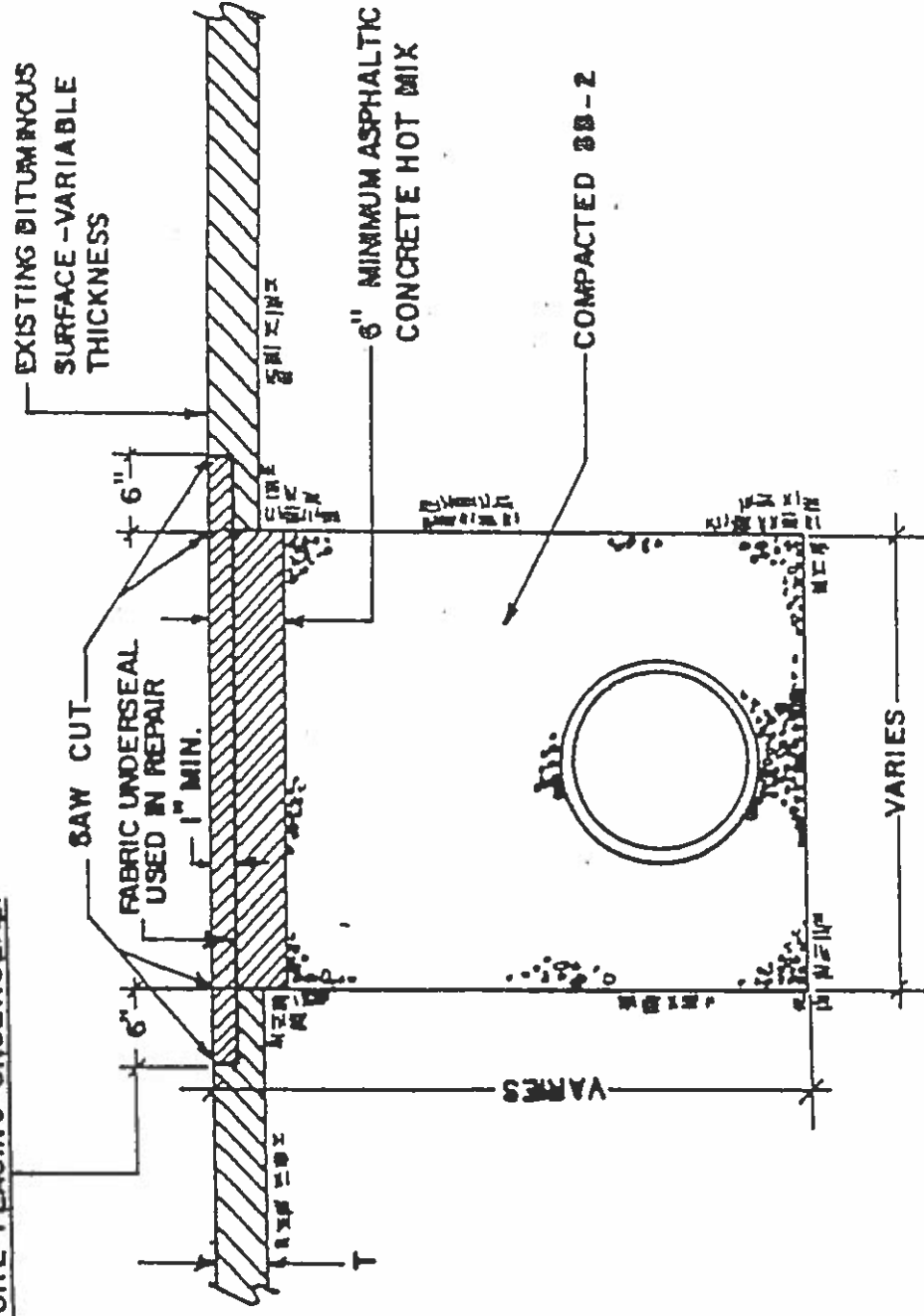
ATTEST:

Suzanne Dillard  
TREASURER/RECORDER

Richard J. Thirion  
MAYOR



SAW CUT 6" FROM TRENCH CUT AND REMOVE EXISTING BITUMINOUS SURFACE. TACK WITH SS-1 EMULSION AT 0.25 GSY BEFORE PLACING UNDERSEAL.



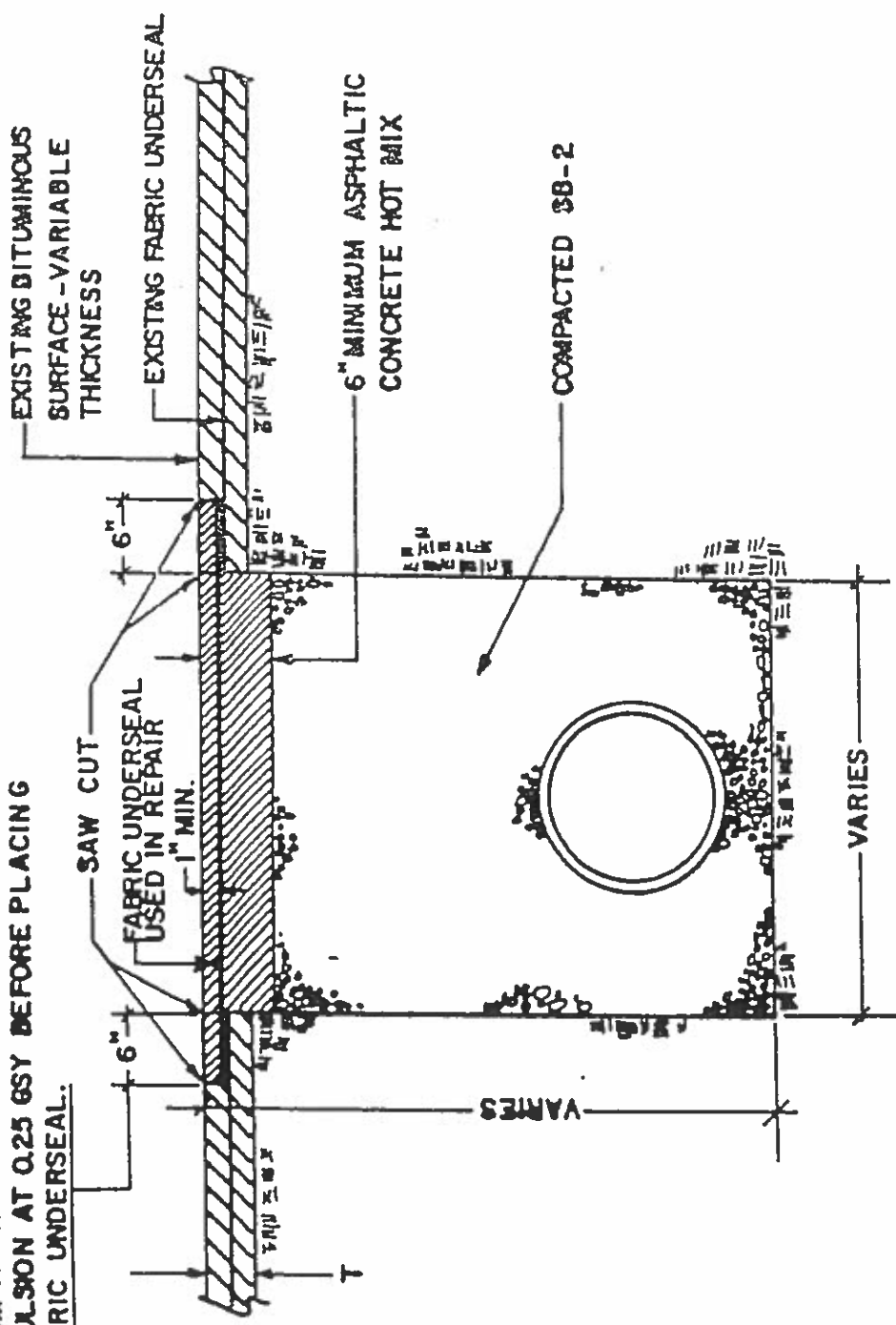
NOTES: 1. THE SB-2 BASE MATERIAL SHALL BE BROUGHT UP EVENLY IN LIFTS NOT TO EXCEED FOUR (4) INCHES (LOOSE MEASUREMENT) AND COMPACTED WITH MECHANICAL EQUIPMENT TO AT LEAST 95% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T 180.

2. THICKNESS OF ASPHALTIC CONCRETE REPLACEMENT SHALL BE 6" OR 1 1/2 T, WHICHEVER IS GREATER.

BITUMINOUS PAVEMENT REMOVAL & REPLACEMENT DETAIL

FIGURE 1

SAW CUT 6" FROM TRENCH CUT WITHOUT PENETRATING EXISTING FABRIC UNDERSEAL AND REMOVE EXISTING BITUMINOUS SURFACE FROM FABRIC UNDERSEAL. TACK WITH SS-1 EMULSION AT 0.25 GSY BEFORE PLACING FABRIC UNDERSEAL.

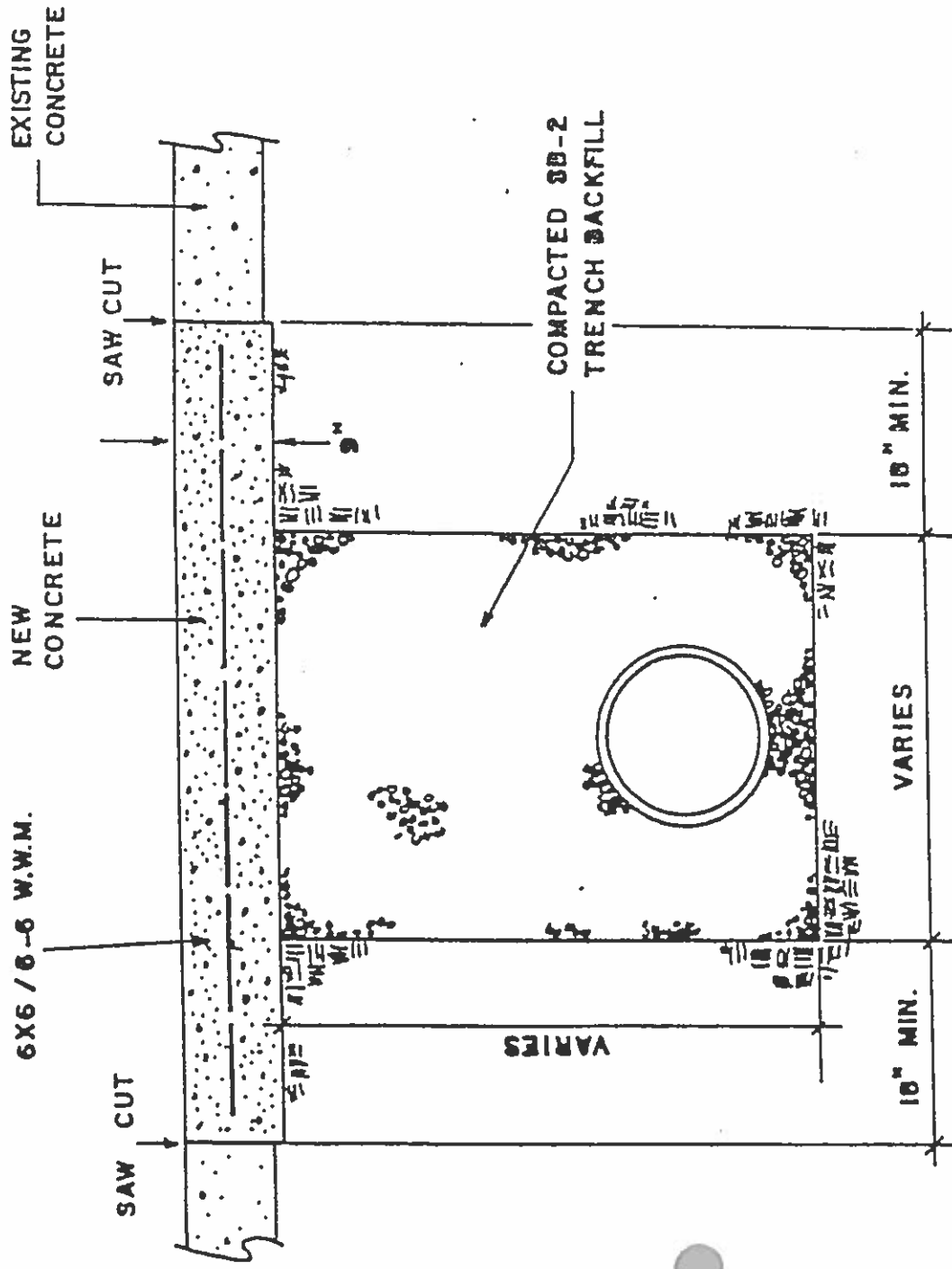


NOTES: 1. THE SB-2 BASE MATERIAL SHALL BE BROUGHT UP EVENLY IN LIFTS NOT TO EXCEED FOUR (4) INCHES (LOOSE MEASUREMENT) AND COMPACTED WITH MECHANICAL EQUIPMENT TO AT LEAST 95% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T 100.

2. THICKNESS OF ASPHALTIC CONCRETE REPLACEMENT SHALL BE 6" OR 1 1/2 T, WHICHEVER IS GREATER.

BITUMINOUS PAVEMENT REMOVAL & REPLACEMENT DETAIL FOR STREETS WITH EXISTING FABRIC UNDERSEAL

FIGURE 2



NOTES: 1. THE SB-2 BASE MATERIAL SHALL BE BROUGHT UP EVENLY IN LIFTS NOT TO EXCEED FOUR (4) INCHES (LOOSE MEASUREMENT) AND COMPACTED WITH MECHANICAL EQUIPMENT TO AT LEAST 95% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T 100.

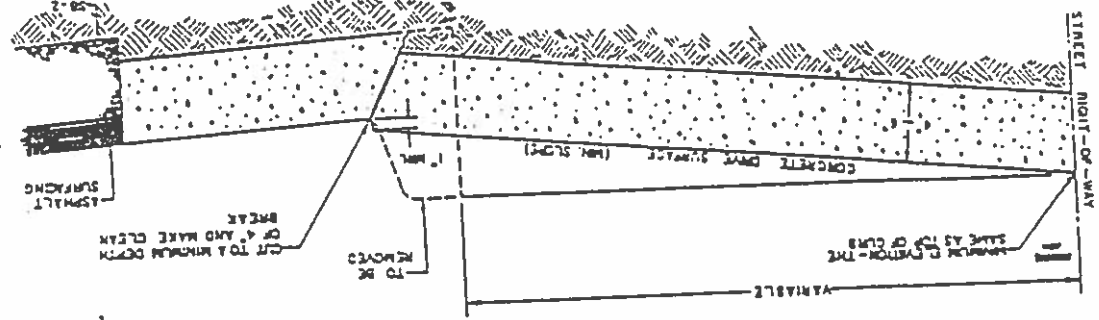
2. CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 P.S.I.
- PORTLAND CEMENT CONCRETE PAVEMENT  
REMOVAL & REPLACEMENT DETAIL

FIGURE 3

§ 29-62

STREETS AND SIDEWALKS

§ 29-62



OPTIONAL CONSTRUCTION METHOD

As an alternate, the entire curb and gutter section for the driveway may be sawed full depth and removed. The curb and gutter section removed shall then be reconstructed as a part of the driveway. The modified curb and gutter must have the shape shown above, and have  $\frac{1}{2}$ " filled construction joints at each end of the driveway.

TYPICAL DRIVEWAY CUT

FIGURE III

1645

Supp. No. 42

FIGURE 4

**ORDINANCE NO. 25-8-7**

**AN ORDINANCE ACCEPTING A MASTER STREET PLAN MAP FOR THE CITY OF ELM SPRINGS, ARKANSAS; TO DECLARE AN EMERGENCY; AND FOR OTHER PURPOSES.**

WHEREAS, the City Council of Elm Springs, Arkansas deems it necessary to have a Master Street Plan Map, to better cope with increasing needs and insure quality development, to keep pace in growth; and

WHEREAS, the City Council of Elm Springs, Arkansas has determined that there is a need to establish certain maps to used as development guidelines.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF ELM SPRINGS, ARKANSAS in regular session assembled as follows:

SECTION 1: The City of Elm Springs, Arkansas hereby adopts a Master Street Plan Map, a copy of which is attached hereto and marked "City of Elm Springs Master Street Plan Map" for reference and which is hereby adopted as part of this ordinance. The Official Master Street Plan Map shall be filed in the office of the City Clerk.

SECTION 2: . It has been found and hereby declared by the City Council of the City of Elm Springs, Arkansas in regular session assembled, that this Ordinance is immediately required in order to lessen congestion in streets; to promote healthful living conditions; to provide adequate light and air; to prevent the overcrowding of land and undue concentration of population; to stabilize property values and to insure orderly development of the community for the general welfare of the citizens.

SECTION 3: THEREFORE, an emergency is hereby declared to exist and this Ordinance being necessary for the preservation of the public peace, health, and safety shall be in full force and effect from the date of its approval.

PASSED AND APPROVED this 7<sup>th</sup> day of Aug., 1995.



MAYOR

ATTEST:



RECORDER/TREASURER

ORDINANCE NUMBER 96-7-2

**AN ORDINANCE ADOPTING AND ESTABLISHING  
MINIMUM SPECIFICATIONS AND REQUIREMENTS  
RELATING TO THE CONSTRUCTION AND IMPROVEMENT  
OF STREETS IN THE CITY OF ELM SPRINGS ARKANSAS,  
AND DECLARING AN EMERGENCY.**

WHEREAS, the City Council of the City of Elm Springs Arkansas has determined that it is in the best interests of the City of Elm Springs, and its inhabitants that minimum specifications and requirements relating to the construction and improvement, of streets within the corporate limits and the planning authority of the City of Elm Springs, Arkansas, be adopted.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Elm Springs, Arkansas:

SECTION 1: Specifications and requirements relating to the construction and improvement of streets within the City of Elm Springs, Arkansas, or to streets to be constructed in subdivisions or platted additions coming within the planning authority of the City of Elm Springs, Arkansas, as hereinafter set forth, be, and the same are, hereby adopted as minimum requirements for the City of Elm Springs, Arkansas.

SECTION 2: The following standards shall apply:

A. Rights-of-ways and minimum pavement widths for all roads and streets shall be in accordance with the City of Elm Springs Master Street Plan Map. The Official Master Street Plan Map shall be filed in the office of the City Clerk.

B. Unless curbed and guttered, all roads and streets shall be adequately ditched. Ditches must be kept open, as well as culverts and bridges.

C. Bridges and culverts shall be four (4) feet wider than the traveling surface, and shall have a minimum capacity of twenty (20) tons. Bridge approaches shall have guard rails designed according to standard road engineering practices.

SECTION 3: The typical cross section, attached as a part of this ordinance, and the following specifications shall govern the construction of new streets and roadways and the upgrading of existing streets and roadways to meet the standards as set forth herein.

SECTION 4. BASE:

A. Roadway excavation -- Roadway excavation shall include the removal and satisfactory disposal of all material taken from within the limits of the typical cross section in excavation. All suitable material removed from the excavation for roadways shall be used as far as practicable in the formation of embankments and subgrades. Excavated material in excess of the quantity that can be placed in the embankment section shall be hauled away and disposed of in an acceptable manner. In construction of embankments, grading operations shall be conducted so that the most suitable soil is placed in the top layer of the embankment in order to form an acceptable subgrade. When detached boulders or rock is placed in an embankment, all voids shall be filled with embankment material. No rock greater than six (6) inches in size will be permitted higher than one (1) foot below finished subgrade or one (1) foot from a drainage structure.

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B. Drainage -- Ditches shall be constructed to the sides of the roadbed as required to handle storm water runoff and should be sized according to good engineering practices. Normal ditches shall be a Flat-bottom with eight (8) inches minimum depth below the base course. Maximum side slopes shall be 2:1, and ditch bottom slope shall be 1.0 percent minimum to prevent ponding of water. Drainage structures such as culverts and bridges shall be sized and located according to good engineering practices to divert water under roads and drives. Minimum cover over culverts shall be twelve (12) inches.

C. Embankment material -- Embankment material shall consist of a satisfactory soil, or a mixture of soil and stone or gravel, or other acceptable material free from sod, stumps, logs, roots or other perishable or deleterious matter, and capable of forming a stable embankment when compacted.

D. Subgrade -- The base course and surfacing shall be placed on a firm foundation that is thoroughly stable. The top six (6) inches of the subgrade shall be compacted to a density not less than ninety-five percent (95%) of the maximum density obtained by the Standard Method of Test for the Compaction and Density of Soils, AASHTO Designation T-99. Areas of soft unsuitable material shall be completely excavated and replaced with good embankment material.

E. Base Course -- The base course shall be either gravel or crushed stone. The base course may be deleted for portions of a road where the subgrade meets the requirements as outlined below for compaction, gradation, and shaping.

1) Gravel. This material shall consist of a natural or artificial mixture of gravel and soil mortar uniformly well graded from coarse to fine. The gravel shall consist of crushed or uncrushed hard pebbles or crushed boulders, and the material shall be reasonably free from objectionable or injurious matter. The grading of the material shall conform as closely as is deemed feasible to GB-2 or GB-3 "Standard Specifications for Highway Construction", Arkansas State Highway Commission, Edition of 1978.

2) Crushed Stone. This material shall consist of crusher run stone or a mixture of crushed stone and soil mortar uniformly mixed. The stone shall be hard and durable and the mixture shall be free from objectionable, injurious matter. The Grading of the material shall conform as closely as is deemed feasible to Class SB-2 "Standard Specifications for Highway Construction", Arkansas State Highway Commission, Edition of 1978.

3) Construction Methods. The base course material shall be placed on a completed and approved subgrade that has been bladed smooth and uniform, and conforming to the typical section shown. Base course material shall not be placed on a frozen subgrade. The base course shall be placed on the subgrade and spread uniformly to such depth and lines that when compacted, it will have the thickness, width, and conform with the cross section shown on the plans. When the compacted depth of the base course as shown on the typical section exceeds six (6) inches, the material shall be placed in two or more courses of approximately equal depths. No course shall exceed six (6) inches in compacted thickness. Each course shall be compacted by any satisfactory method that will obtain a density of ninety-five percent (95%) of a laboratory run Proctor Density Test on the material.



## SECTION 5. BLACKTOP SPECIFICATIONS:

A. Prime Coat -- A single application of bituminous material, generally a medium curing cut black asphalt, shall be applied to the approved base course prior to the surfacing. Immediately preceding the prime coat application, the surface to be treated shall be swept free of foreign material. After the surface to be treated has been prepared, the prime coat shall be sprayed uniformly over the surface by means of an approved mechanical pressure distributor at a rate of application between 0.25 and 0.30 gallons per square yard. Following the application of the prime coat, where practical, the road shall be closed to traffic for a period of time sufficient to allow the proper curing of the bituminous material. Prime coat shall not be applied when the air temperature is below 50 degrees F., nor shall it be applied to a surface having excess moisture. The distributor shall be so adjusted and operated at all times as to distribute the bituminous material evenly.

B. Asphaltic Concrete Hot Mix Surface Course -- This item shall consist of an asphaltic concrete wearing surface composed of a compacted mixture of mineral aggregate and base course. The wearing surface shall be composed of a mixture of mineral aggregate and asphalt cement as shown for Type II, "Standard Specifications for Highway Construction", Arkansas State Highway Commission, Edition of 1978. The mineral aggregate for asphaltic concrete hot mix surface course shall consist of a combination of course aggregate, fine aggregate and mineral filler. The coarse aggregate shall be crushed gravel or crushed stone. The coarse aggregate is that fraction retained on the number 10 sieve. Crushed stone shall consist of hard, tough, durable fragments of rock of uniform quality, free from an excess of soft particles. Gravel shall consist of hard, durable pebbles free from an excess of soft particles. Crushed gravel is that gravel of which one hundred percent (100%) of the particles have been produced from larger particles. Asphalt cement shall be prepared from petroleum, shall be homogeneous, free from water, shall not foam when heated to 347 degrees F., and shall comply with specifications shown in "Standard Specifications for Highway Construction", Arkansas State Highway Commission, Edition of 1978. The mixture shall be compacted while in a plastic condition and as soon after being spread as it will bear the weight of the rollers without undue displacement. No roller shall be operated at a speed greater than three (3) miles per hour. The finished surface course shall be compacted to not less than ninety-two percent (92%) of the theoretical density. Hot mix bituminous material shall not be mixed or placed when the air temperature is below 40 degrees F., or when there is frost on the base or subgrade. The minimum thickness of the wearing surface shall be no less than two (2) inches.

SECTION 6 : All new private driveways connected to a city street shall have installed, their own eighteen (18) inch minimum drainage tile with a minimum length of twenty (20) feet. All landowners are required to keep tile installed across their private drives open and free of obstruction. Any person who fills in a ditch with dirt or gravel to gain access to a city street or road shall be subject to a fine of fifty Dollars (\$50.00) for each offense and each day shall constitute a new offense.

SECTION 7: Any individual, organization, business, corporation, or public utility desiring to cut a ditch, a trench, cut any curb, or cross any city street for any purpose, shall do so in accordance with the procedure set forth in City Ordinance No. 95-3-3, Entitled, An Ordinance to regulate the excavation in, or boring under streets in the City of Elm Springs, Arkansas. And, An Ordinance regulating and restricting excavation in and under the City streets or alleys, and curb cuts for driveways within the City, and declaring an emergency. Violation of this provision shall result in a fine of Two Hundred Fifty Dollars (\$250.00) for each offense and each day shall constitute a new offense.

SECTION 8: Any individual, organization, business, corporation, or public utility desiring to cut trenches, ditches, lay cable or pipe or other device, or otherwise disturb the existing right-of-way surfaces along any city street shall do so in accordance with the procedure set forth in City Ordinance No. 95-3-3, Entitled, An Ordinance to regulate the excavation in, or boring under streets in the City of Elm Springs, Arkansas. And, An Ordinance regulating and restricting excavation in and under the City streets or alleys, and curb cuts for driveways within the City, and declaring an emergency. Violation of this provision shall result in a fine of Two Hundred Fifty Dollars (\$250.00) for each offense and each day shall constitute a new offense.

SECTION 9: The City Council shall determine the load limit of all hard surface roads built or maintained by the City and post said limits. Limits may vary according to conditions. Violations of the Load Limits shall result in a fine of Two Hundred Fifty Dollars (\$250.00) for each offense. The Mayor, or his duly authorized representative may issue an overweight permit if he determines there is sufficient justification. Said permit fee shall be One Hundred Dollars (\$100.00) per day.

SECTION 10: No property owners joining any street right-of-way in the City of Elm Springs shall plant or allow to grow any brush or trees in the right-of-way of any city street.

SECTION 11: Before beginning the construction of any street within the City of Elm Springs, Arkansas, for the construction or improvement of any street within any subdivision or platted addition to be brought within the Planning Authority of the City of Elm Springs, Arkansas, the developer or owner who proposes to construct said street improvements shall present to the City Council a master plan of the overall street construction proposed, which plan shall show the general work to be done, including paving with surfacing, drainage and other features for approval. After approval of the overall plan and before construction work is actually started, the owner or developer shall present to the City Council, plans of construction, which shall show street grades, drainage, sizes, and the grades construction to be done, and, that construction shall be done in accordance with good engineering and construction practices. Violation of this provision shall result in a fine of Two Hundred Fifty Dollars (\$250.00) for each offense and each day shall constitute a new offense.

SECTION 12: The provisions of this Ordinance are hereby declared to be severable. If any section, paragraph, sentence, or clause of this ordinance shall be held invalid, the invalidity of such section, paragraph, sentence, or clause shall not affect the validity of the remaining portion of the said ordinance.

SECTION 13: EMERGENCY CLAUSE. The City Council hereby finds that there is currently existing proposed street construction within the planning authority of the City of Elm Springs, Arkansas and that the public has been and will be injured through improper street construction and street improvement, and that this Ordinance is necessary for the public health and safety.

Therefore, an emergency is hereby declared to exist. This Ordinance shall be in full force and effect from and after its approval, passage, and publication.

PASSED AND APPROVED BY the City Council of Elm Springs, Arkansas on this

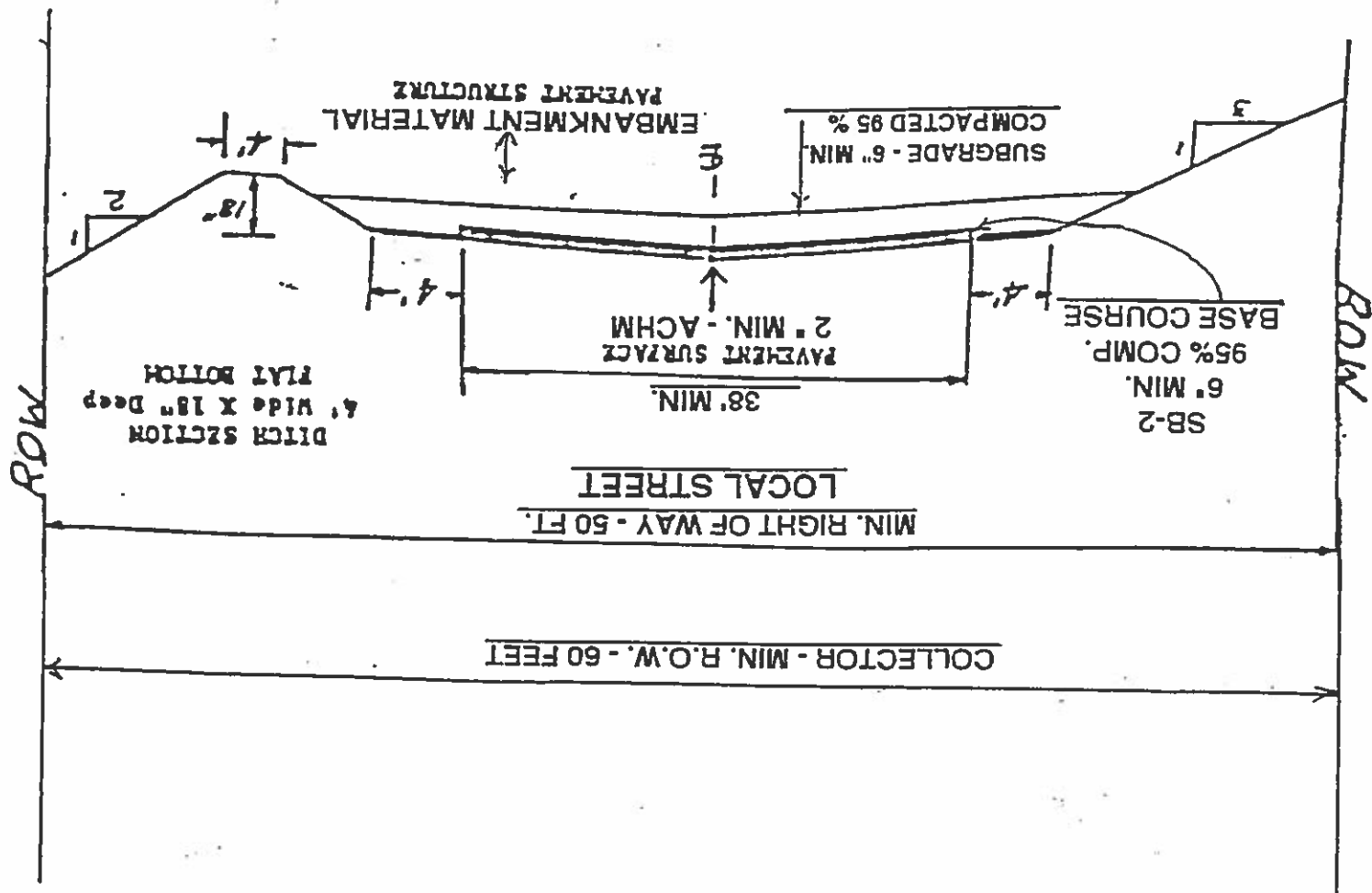
1st day of July 1996.



*Edward Thomas*  
MAYOR

96041226

FIGURE 1 - LOCAL STREET & COLLECTOR

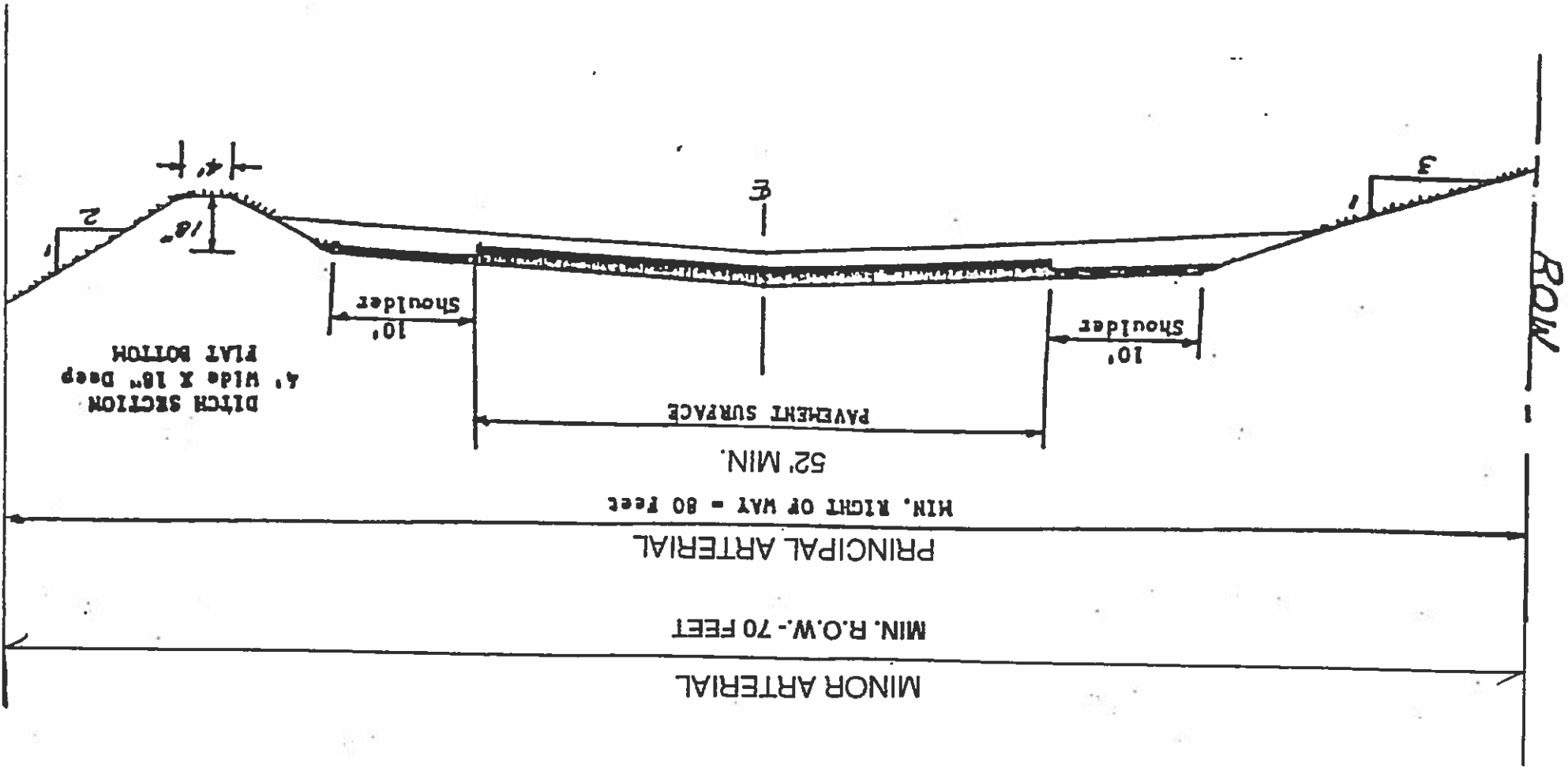


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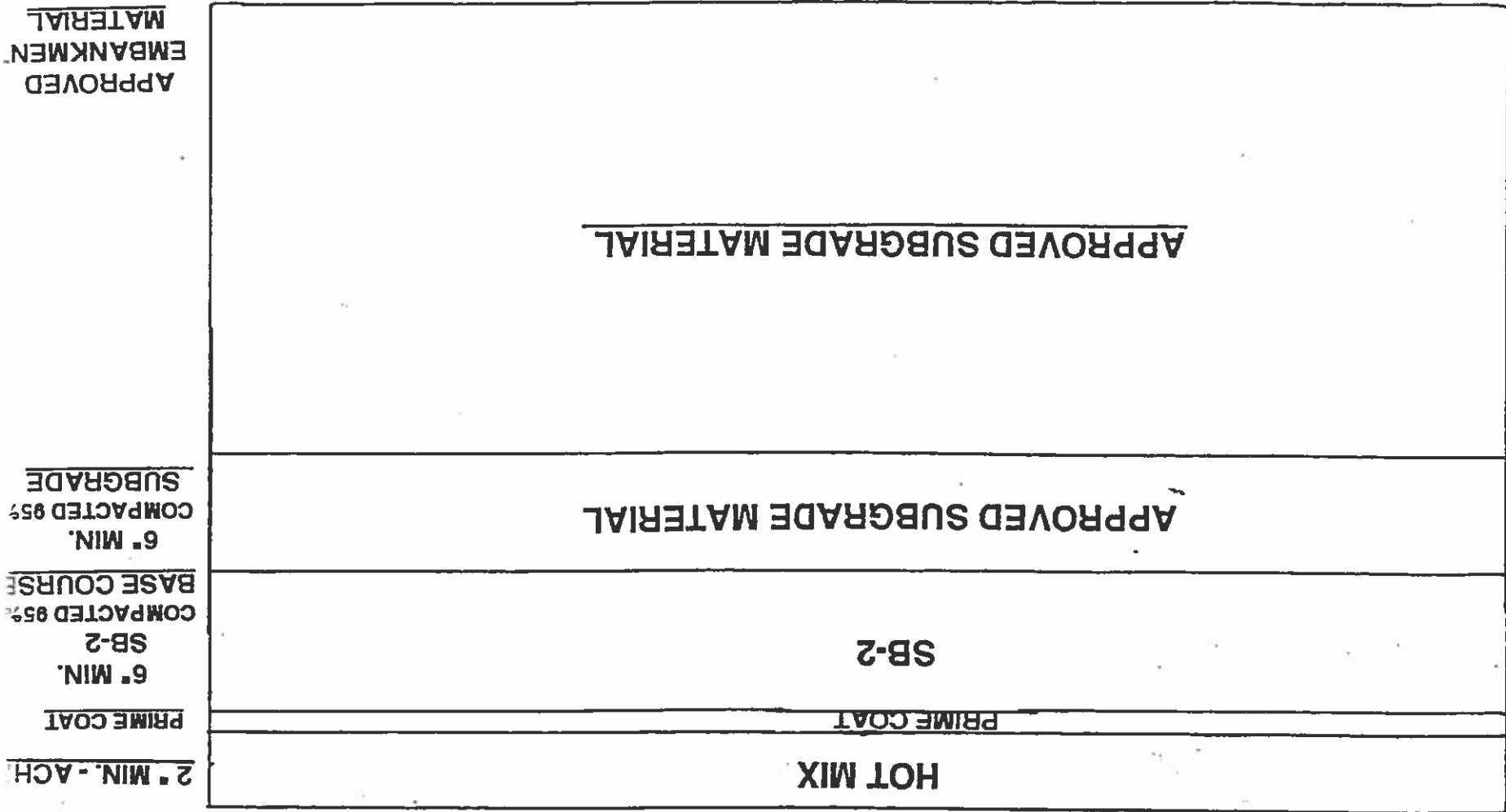
FIGURE 2 - MINOR ARTERIAL & PRINCIPAL ARTERIAL

PAVEMENT STRUCTURE TO MEET ARK. HWY. COMM. STANDARDS FOR HIGHWAY CONSTRUCTION



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FIGURE 4 - TYPICAL CROSS SECTION



# COMBINATION CURB & GUTTER

## ASPHALT PAVING

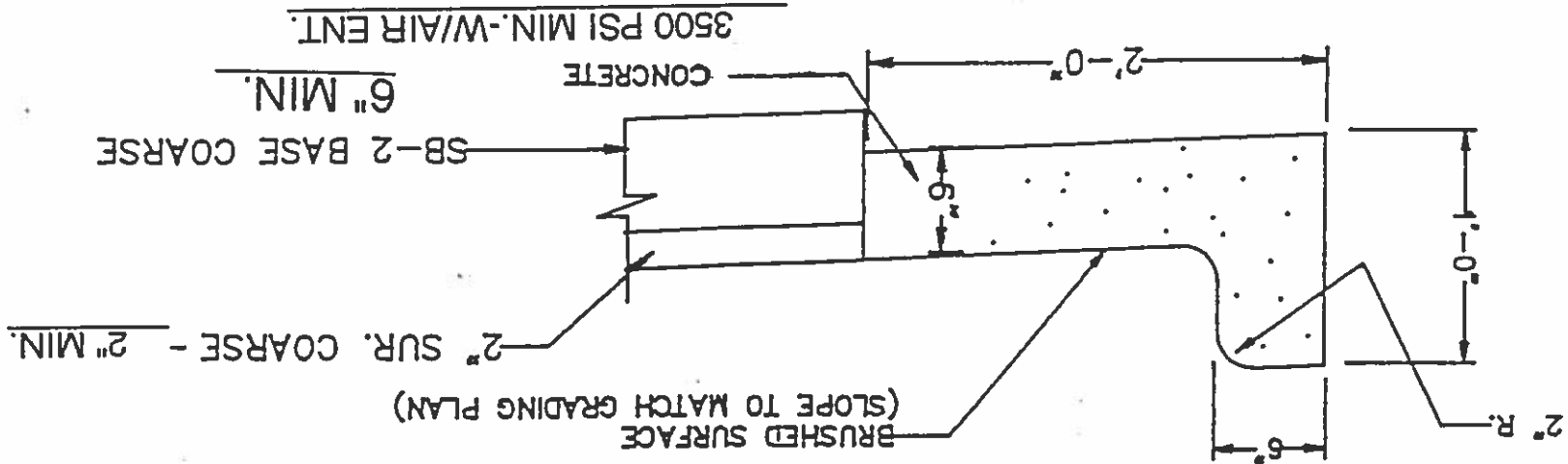


FIGURE 3 - CURB & GUTTER DETAIL

ORDINANCE NUMBER 98-05

**AN ORDINANCE SETTING AND ESTABLISHING  
MINIMUM PAVEMENT WIDTHS AND RIGHTS OF WAY  
RELATING TO THE CONSTRUCTION AND IMPROVEMENT  
OF STREETS WITHIN THE CITY OF ELM SPRINGS ARKANSAS, AND ITS  
AREA OF PLANNING JURISDICTION;  
FOR THE REPEAL OF CONFLICTING ORDINANCES;  
AND FOR OTHER PURPOSES**

WHEREAS, the City Council of the City of Elm Springs Arkansas has determined that it is in the best interests of the City of Elm Springs, and its inhabitants that an Ordinance clarifying minimum street widths and rights-of way relating to the construction and improvement, of streets within the corporate limits and the planning authority of the City of Elm Springs, Arkansas, be adopted.

WHEREAS, the City Council of Elm Springs, Arkansas deems it necessary to establish minimum pavement widths, and minimum rights-of-way, relating to the construction and improvement of streets, to keep pace with growing traffic and parking demands, to provide for the safe movement of vehicles and pedestrians, to limit congestion in the public streets, to insure quality development for it's growing population, and for the purposes of promoting the health, safety, and general welfare of the citizens of Elm Springs, Arkansas; and

WHEREAS, the Elm Springs City Council has prepared an ordinance which sets minimum pavement widths, and minimum rights-of-way, relating to the construction and improvement of streets; and repeals areas of conflict within other City Ordinances.

NOW THEREFORE BE IT ORDAINED by the City Council of Elm Springs, Arkansas, in regular session assembled, as follows:

SECTION 1. No street or roadway shall be constructed or improved except in accordance with the minimum requirements as set forth below.

<u>Street designation</u>	<u>Right of way</u>	<u>Width of Pavement</u>
1. Local	Fifty (50) feet	Twenty eight (28) feet
2. Collector	Sixty (60) feet	Thirty Six (36) feet
3. Minor Arterial	Seventy (70) feet	Forty Eight (48) feet
4. Principal Arterial	Ninety (90) feet	Sixty (60) feet

All streets or roadways shall be constructed with a "Stand-up" type curb and gutter on both sides of said street or roadway, in accordance with the Elm Springs Street Standards Ordinance. "Rolled" type curb and gutters are not permitted.

SECTION 2. When an existing right-of-way is greater than the planned right-of-way, the existing right-of-way line shall be used. The City Council or Planning Commission shall have the authority and discretion to grant exceptions to the provisions of this ordinance when topographical or other limiting factors exist.

SECTION 3. If any paragraph, sentence or clause of this ordinance shall be declared invalid by a court of competent jurisdiction, such determination of invalidity shall not affect the remaining portion of this ordinance.

SECTION 4. All ordinances or parts of ordinances of the City of Elm Springs in conflict with this ordinance are hereby rescinded to the extent of the conflict.

SECTION 5. It has been found and is hereby declared by the City Council of the City of Elm Springs, Arkansas, in regular session assembled, that this ordinance is immediately required in order to allow for the immediate upgrade of certain City streets, to lessen congestion in the streets; to secure safety from fire and other dangers; to provide adequate light and air; to prevent the overcrowding of land; to clarify language, and repeal conflicting ordinances, and to insure the orderly development of the community for the general welfare of the citizens; and that the provision of this ordinance is essential to protect the health and welfare of the public; and that the immediate passage of this ordinance is necessary to adequately accomplish these purposes. Therefore, an emergency is hereby declared to exist and this ordinance being necessary for the public welfare shall be in full force and effect from and after its passage, approval, and publication.

PASSED AND APPROVED this 27<sup>th</sup> day of July, 1998.

Edward Thine  
MAYOR

ATTEST:

Barbara Dillard  
CITY CLERK



**ORDINANCE NO. 98-06**

**AN ORDINANCE PROVIDING FOR REGULATIONS TO CONTROL THE DEVELOPMENT OF SIDEWALKS WITHIN THE CITY OF ELM SPRINGS, ARKANSAS, ITS AREA OF PLANNING JURISDICTION, AND FOR OTHER PURPOSES.**

WHEREAS; the City of Elm Springs Arkansas deems it necessary to have a uniform policy on sidewalk standards within the city limits of Elm Springs and its planning area, to better cope with the growing population and to ensure a high standard of quality, and;

WHEREAS; the Planning Commission has determined that a uniform standard for sidewalk construction is necessary within the city limits of Elm Springs, Arkansas and its area of planning jurisdiction;

**NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF ELM SPRINGS, ARKANSAS IN REGULAR SESSION ASSEMBLED AS FOLLOWS:**

**SECTION ONE:** Sidewalks shall be constructed according to city standards and specifications in all new developments, as adopted by the City Council, along both sides of all streets.

**SECTION TWO:** All sidewalks shall be constructed to the following specifications:

1. Sidewalks shall be located a minimum of a two foot set back from curb, and not to exceed a five foot set back from curb.
2. In all new subdivisions and developments, sidewalks shall be laid out by the developer on the preliminary plat along with the streets and presented to the Planning Commission for approval.
3. Sidewalks will be the responsibility of the builder and shall be in place before final inspection by the City of Elm Springs.
4. Handicapped curb ramps shall be provided wherever a sidewalk crosses a curb at crosswalks, driveways, and street intersections.
5. Sidewalks shall be constructed on a compacted grade which shall be free from dust pockets, ruts and other defects.
6. Sidewalks shall be constructed of portland cement concrete, containing 5 percent (5%) air entrainment, and with a minimum twenty-eight day compressive strength of three thousand five hundred (3,500) pounds per square inch, reinforced with 6x6 - #10 welded reinforcing wire.
7. Sidewalks shall be constructed with a minimum transverse slope of one-fourth (1/4) inch per foot.
8. Sidewalks shall be forty-eight (48) inches wide.
9. The concrete shall be four (4) inches thick.
10. Expansion joints shall be at maximum intervals of twenty-five (25) feet.
11. Traverse joints between expansion joints shall be scored at five (5) foot intervals.
12. Sidewalks shall be troweled to an even surface and finished with a broom finish.
13. Sidewalk subgrade shall be inspected by the city building inspector prior to pouring the sidewalk.
14. The property owner shall be responsible for the repair and maintenance of the sidewalk and the greenspace between the curb and sidewalk after installation

**SECTION THREE:** The City Planning Commission and/or the Code Enforcement Officer shall have the authority and discretion to grant exceptions.

**SECTION FOUR:** In addition to the above requirements, sidewalks shall be constructed in accordance with the American National Standards Institutes' Accessibility requirements (ANSIA 117.1)

**SECTION FIVE:** This Ordinance shall become effective immediately after its passage, approval, and publication.

PASSED AND APPROVED THE 27<sup>th</sup> DAY OF July, 1998.

  
MAYOR

ATTEST:

  
CLERK/RECORDER

ORDINANCE NO. 99-001

**AN ORDINANCE ESTABLISHING THE RIGHT TO CREATE CONTROLLED ACCESS HIGHWAYS OR THOROUGHFARES WITHIN THE CITY OF ELM SPRINGS, WASHINGTON COUNTY, ARKANSAS AND DECLARING AN EMERGENCY THEREOF**

Whereas, after consideration and deliberation, the City Council of the City of Elm Springs, Washington County, Arkansas, is of the opinion that there should be established within the City of Elm Springs, certain controlled access highways, pursuant to A.C.A. 27-68-102 et. Seq., and other statutes of the State of Arkansas.

**NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL FOR THE CITY OF ELM SPRINGS, WASHINGTON COUNTY, ARKANSAS:**

**SECTION 1:** The City of Elm Springs, Arkansas shall have the right to establish certain controlled access highways, within the city of Elm Springs, upon which the Council can restrict traffic by trucks and other commercial vehicles.

**SECTION 2:** Upon posting of said streets or roadways with adequate signs stating No Through Trucks, or providing for similar limitations, restrictions provided for in the signs shall be in effect. Posting shall be as set forth in the Regulations of the Arkansas Highway and Transportation Department.

**SECTION 3:** For purposes of no through truck postings, a truck shall be considered any commercial vehicle in excess of 10,000 lbs., or any commercial vehicle having in excess of three axles, including trailer, which may be pulled behind the truck.

**SECTION 4:** No Through Truck postings shall not apply to trucks with a beginning point, or final destination within the corporate limits of the City of Elm Springs.

**SECTION 5: PENALTY.** The penalty for violating the provisions of this Ordinance shall be court costs as established by the Court in setting judgment of said violation, and pursuant to 93-4-B, Section 2 of the Ordinances of the City of Elm Springs, plus an additional penalty of not more than \$50.00.

**SECTION 6:** Should any portion of this Ordinance be deemed illegal and/or unconstitutional and/or held null and void, said findings and or holding shall not affect the other portions of this Ordinance and any portion of this Ordinance not so found shall remain in full force and effect.

Ordinance No. 99-001 (cont.)

Section 7: This Ordinance is declared necessary for the immediate health, safety and welfare of the citizens of the City of Elm Springs, Washington County, Arkansas, and therefore and emergency is declared to exist and this Ordinance shall be in full force and effect from and after the date of its passage.

PASSED AND APPROVED this 4<sup>th</sup> day of January, 1999.

Therefore:

APPROVED:

*Ed Thiesse*  
ED THIESSE, Mayor

ATTEST:

*Barbara Dillard*  
BARBARA DILLARD, City Clerk

ORDINANCE NO. 2001-03

**AN ORDINANCE ADOPTING MINIMUM STREET STANDARDS FOR THE CITY OF ELM SPRINGS, AND DECLARING AN EMERGENCY**

WHEREAS, it has been brought to the attention of the City Council of the City of Elm Springs, Arkansas, that the City is in need of adequate standards for the construction of streets within the City, for safety and protection of its citizens; and

WHEREAS, the Planning Commission of Elm Springs, Arkansas has worked at length after much study and review to set forth practical and safe minimum street standards believed to be appropriate for the construction of streets within the City of Elm Springs at this time and in the foreseeable future; and

WHEREAS, the City Council of Elm Springs, Arkansas believes it is in the best interests of the citizens of Elm Springs to adopt these minimum street standards as recommended by the Planning Commission.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ELM SPRINGS, ARKANSAS, that the Minimum Street Standards be adopted as set forth in the attached code, which is attached hereto as Exhibit A and incorporated herein by reference. Three copies of the Minimum Street Standards shall be at all times maintained in the office of the City Clerk of the City of Elm Springs and are available for inspection and copying during normal business hours with prior notice to the City Clerk.

EMERGENCY CLAUSE: Whereas, it is necessary for this Ordinance to become effective for the preservation of the public peace, health and safety, an emergency is hereby declared and this Ordinance shall be in full force and effect from and after its passage and approval.

PASSED AND APPROVED BY the City Council of Elm Springs, Arkansas on

the 5<sup>th</sup> day of Nov, 2001.

ATTEST:

Glenda Pottus  
Recorder/Treasurer

Edward Thiesse  
Mayor Edward Thiesse

**EXHIBIT "A"**  
**TO**  
**ORDINANCE NO. 01-08**  
**ADOPTING MINIMUM STREET STANDARDS**

**EXHIBIT A  
TO  
ORDINANCE NO. \_\_\_\_\_  
ADOPTING MINIMUM STREET STANDARDS**

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**CITY OF ELM SPRINGS**  
**MINIMUM STREET STANDARDS**  
**SECTION 1.**  
**GENERAL REQUIREMENTS**

**1.1 Requirement To Extend Streets.**

Authority to require street extensions and improvements are included in the Subdivision Regulations of the City of Elm Springs as interpreted by the Planning Commission of the City of Elm Springs and in the Master Street Plan As approved by the Planning Commission and adopted by the Elm Springs City Council.

All of the rules, regulations, and Standards contained herein are promulgated under the authority given the Planning Commission and the City Enforcement Officer and are intended to conform to the above listed authorities.

All new development of any kind shall be required to extend, at the expense of the Owner/ Developer, streets within the development in accordance with these standards, the Master Street Plan and in accordance with applicable ordinances and other rules and regulations governing the extension of streets.

Streets adjacent to and leading to such developments may also be required to be constructed or otherwise upgraded, at the expense of the Owner/Developer, to meet the intent of these Standards.

Streets within developments shall be extended to the edge of the property boundaries where required either to conform to the Master Street Plan or to provide for the general circulation of traffic within the neighborhood. Such extensions to property boundaries shall be fully constructed complete with curb and gutter and drainage. A temporary cul-de-sac may be required on such streets and, depending on the timing of any extension, a permanent cul-de-sac may be required.

## 1.2 City Participation In Street Extension Costs.

In no case shall the City participate in Local or Collector streets within Developments. Where streets classified as Minor Arterial or higher are required to be constructed as part of a Development, the Owner/ Developer shall be financially responsible for their share of the cost of the higher classified street. The developer's share shall be that cost which bears a rational proportion of the needs created by the development. In no case shall the developer be responsible for less than the cost of a standard Local Street. In all cases, regardless of the developer's cost share, the Owner/Developer shall be solely responsible for the granting of all street rights-of-way required by the higher street classification. City participation in any cost sharing project shall be dependent on the availability of funds.

It is recognized that occasionally residents may desire that private streets of driveways be taken into the City street system. While it is the intent that all streets meet the standards contained herein, it is also recognized that residents on existing streets and driveways often do not have the means to bring their street up to standards for acceptance into the street system. In the same manner, it is also understood that the City may not have the means to bring the street up to these Standards. Therefore, a committee shall be appointed and presided over by the Mayor or his appointed representative to resolve questions and present an equitable means whereby the street may be accepted by the City. The committee shall consist of two property owners along the street in question and two at large Planning Commission Members. Of primary consideration shall be the cost of needed improvements. Items to be addressed by the committee shall be:

- a. Right-of-way width. All property owners must present signed and recorded easements dedicating a right-of-way for the street to the City. The right-of-way width must comply with current Master Street Plan requirements where possible.
- b. Off-site Drainage. A signed and recorded easement dedicating any off street drainage rights-of-way to the City will also be required.
- c. Obstructions. All structures, utilities and vegetation that would interfere with safe occupation and use of the right-of-way by the public shall be removed.
- d. Pavement and Drainage. The type of pavement, curbing and drainage shall be recommended.
- e. Sidewalks and Lighting. The committee will determine who will be responsible for pouring the sidewalks and street lighting desired.

- f. Financing and Timetable. The method whereby the project is to be financed, the proportioning of any shared cost, and when the improvements are to be completed. This could be accomplished by the formation of an Improvement District, which would be organized with the aid of the City.

### **1.3 Required Street Rights-of-Way.**

Street rights-of-way in connection with required street extensions and improvements shall be granted to the City by the Owner/Developer either by virtue of a Final Plat or Easement Plat filed at the County Court House or by a separate easement instrument. Such rights-of-way shall be controlled by the City and shall be utilized by the City for all purposes allowed by City and State law, including, but not limited to the construction of streets, extension and replacement of utility lines, drainage facilities, and all related appurtenances, and by private utility companies and franchised cable services for the replacement of their lines.

Additional rights-of -way may be required on existing streets where no street construction or improvements are anticipated either for the eventual extension or improvement of the street or to bring the existing right-of-way width into conformance with the Master Street Plan.

Rights-of-way and pavement widths shall be as called for in the City's Master Street Plan and Appendix 'D' as adopted or as may be amended from time to time. It is understood that the widths listed in the Master Street Plan are minimum widths only. Additional rights-of-way may be required where the need for wider rights-of-way is dictated by the topography or other features of the property.

### **1.4 Permits.**

All permits required to accomplish the work shall be the responsibility of the Developer/ Owner.

### **1.5 Plans and Specifications.**

Detailed plans and specifications shall be required for all new streets and street extensions and shall be prepared by a Professional Engineer registered to do business in the State of Arkansas, and shall be designated Engineer of Record.

The current editions of the Standard Specifications for Highway Construction and the Standard Drawings as published by the Arkansas State Highway and Transportation Department shall be the governing standards for the preparation of the detailed plans and specifications and shall apply in all cases except where these Standards are in direct conflict with them.

Approval of the detailed plans and specifications by the City of Elm Springs does not constitute a warranty of the plans and specifications and does not relieve the Engineer of his professional responsibility in the design of the facilities or in the preparation of any engineering reports done in association with the project.

#### **1.6 Responsibilities of the Owner/Developer.**

The Owner/Developer shall be responsible for installation of streets, including all design and construction, and for all costs associated therewith.

All formal agreements entered into by the City will be with the Owner/Developer only. Such agreements will bind each principal of the Owner/Developer regardless of the Owner/Developer's form of organization.

The Owner/Developer shall provide all engineering services required for planning, design, investigations, inspection, testing, and related activities necessary for construction of the development, and shall be responsible for construction of street improvements in accordance with the design approved by the City as satisfying the requirements of these standards.

The Developer shall compose a letter which guarantees that the construction will conform to the plans and specifications as approved by the City; that acknowledges the conditions of the approval and agrees to honor those conditions. This letter must be received by the Chairman of the Planning Commission prior to the beginning of construction and shall be of the form shown in Appendix C.

The Owner/Developer is hereby required to have contained within the construction contract he executes with his contractor a requirement to obtain a Performance and Payment Bond for the entire contract amount. The Owner/Developer shall assign said Performance and Payment Bond to the City of Elm Springs in a form approved by the City Attorney. The bond shall be issued by a company licensed to do business in the State of Arkansas.

The Owner/Developer may, in lieu of assignment of the Performance and Payment Bond to the City, post a cash deposit or an irrevocable Letter of Credit with the City in the full amount of the proposed improvements. If a Letter of Credit is issued as assurance of construction, the City shall have the right of approval of the financial institution involved and the terms of the Letter of Credit.

The amount of security shall be the total estimated construction cost associated with the street construction. That amount may not be diminished or drawn down during construction. The total shall remain intact until Final Acceptance.

The Developer shall provide a Two (2) year Maintenance Bond to the City of Elm Springs as specified in Section 1.11 of these Standards.

#### **1.7 Engineering Services.**

All engineering services, including but not limited to planning, design, investigations, inspection and testing shall be under the supervision of a Professional Engineer registered in the State of Arkansas.

The design data, plans, specifications and related information shall bear the name of the Engineer. The registration seal and signature of the Engineer shall be placed on each sheet of the plans and on the cover page of the Specifications.

Soils investigations, materials testing and quality control testing shall be performed by a laboratory approved by the Planning Commission. All reports submitted shall bear the name of the Engineer.

The Engineer shall certify that materials and construction conform to the approved plans and specifications. Inspection and testing requirements are outlined in Section 7 of these Standards.

#### **1.8 Plan Submittal.**

Plans, specifications, and all data submitted in conjunction with the plans and specifications shall constitute a complete design. Approval by the City will not be issued until all plans, specifications and designs are completed in accordance with City requirements. Approval of the plans and specifications shall remain in effect for twelve (12) months from the date of approval. If construction has not begun or has ceased to progress at the end of the approval period, the approval will expire and a new set of plans and specifications must be submitted. Any and all new regulations or rules adopted by the City between the time of the original submittal and the new submittal date must be followed.

All significant changes in the design or construction of a project or development, including all significant changes in the plans and/or specifications, shall be submitted to the City for approval. The City shall be notified immediately of all significant field changes in order that a timely approval may be issued.

Upon review of the plans and specifications, the Secretary of the Planning Commission shall issue a formal Letter of Approval as outlined in Appendix C, signed by the Planning Commission Chairman and Secretary.

#### **1.9 Observation of Construction by the City.**

The City shall have the right of access to all of the construction sites during the planning, design, and construction phases of the development as outlined in Section 7 of these Standards. The Developer shall schedule all activities to provide the City with adequate notice and review time of all phases of construction.

#### **1.10 Acceptance by the City.**

After the Final Inspection and Acceptable Completion of the construction, the Owner/Developer shall provide a Maintenance Warranty to the City which guarantees the maintenance, repair, and/or reconstruction of the project in whole or in part for a period of 24 months from the date of the Final Inspection and Acceptance. The Maintenance Warranty shall be in the amount of 100 percent of the cost of construction of the improvements as certified by the Engineer of Record.

Final Acceptance of the project by the Planning Commission as approved by the City Council will be made in writing after the posting of the Maintenance Warranty. The date of the Final Acceptance shall be the same date as given in the Maintenance Warranty.

#### **1.11 Maintenance Warranty.**

The Maintenance Warranty may be either:

- a. A formal Maintenance Bond issued by a company licensed to do business in the State of Arkansas. The bond shall be for a period of 24 months, the date of beginning being the date of the Final Acceptance.

- b. An extension of the Performance and Payment Bond for the full 24 month warranty period provided all parties acknowledge and agree to accept the extension and assignment.
- c. A cash deposit or letter of credit to satisfy the Maintenance Warranty requirements.

The Maintenance Warranty must state the specific project involved, the warranty amount, how and under what conditions the City has the right to draw upon the Maintenance Warranty. Regardless of the type of Maintenance Warranty selected, the terms, conditions, form, and content must be approved by the City Attorney.

### **1.12 Definitions.**

Whenever the following terms, abbreviations, or acronyms are used in these specifications, the intent and meaning shall be interpreted as follows:

- a. City. The City of Elm Springs, Arkansas and its duly elected and/or appointed representatives expressly authorized by the Mayor to accomplish the specified task.
- b. Owner/Developer. The person, firm, partnership, corporation or other entity planning, constructing, altering or reconstructing a property within the City.
- c. Engineer of Record. The Arkansas Registered Professional Engineer responsible for the design of the improvements, usually engaged by the Owner/Developer.
- d. Engineer. The Arkansas Registered Professional Engineer responsible for insuring that the materials and construction conform to the approved Plans and Specifications and that inspection and testing requirements are met. The Engineer may or may not be the Engineer of Record.
- e. AASHTO. The American Association of State Highway and Transportation Officials.
- f. AHTD. The Arkansas State Highway and Transportation Department.
- g. ASTM. The American Society for Testing and Materials.

- h. Contractor. The licensed contracting company hired by the Owner/Developer to construct the improvements.
- i. Acceptable Completion. This term shall mean substantial completion of the construction as agreed upon by the City and the Engineer of record.
- j. Final Acceptance. Acceptance of the construction in writing after a Maintenance Warranty has been submitted to and approved by the City.
- k. Street Construction. Where this term is used, it shall mean construction of the street, curb and gutter, drainage (whether on the street or not), and all other appurtenances normally associated with street construction and approved as part of the street plans, whether on site or off site.
- l. Final Inspection. This shall be the formal inspection of the construction by the City, the Engineer of Record, and the Contractor which results in a declaration of acceptable completion.
- m. Maintenance Warranty. The security instrument which binds the Owner/Developer to a 24 month responsibility for construction repairs and/or reconstruction in the event of construction failure.
- n. USGS. The United States Geological Survey.
- o. CBR. The California Bearing Ratio.
- p. ESAL. The Equivalent Single Axle Load.
- q. Sidewalk. Where the term sidewalk is used, it shall mean either a sidewalk or trail as defined in the Master Street Plan.

#### 1.13 Need for Traffic Study.

A formal Traffic Study may be required in connection with a development if, in the opinion of the Planning Commission and/or City, it is required to properly determine future street loadings.



#### **1.14 Subdivision Signs and Ornamental Structures.**

Subdivision signs proposed for installation by the Owner/Developer for the benefit of his development shall be shown on the plans. They shall be sized and located in compliance with the City's Sign Ordinance.

The location and size of all ornamental structures constructed by the Owner/Developer shall be approved by the City. In addition, the need to conform to zoning regulations shall be determined by the Planning Commission.

No subdivision sign or ornamental structure shall be located on City rights-of-way. All permanent street and traffic signs shall be furnished and installed by the City at no cost to the Owner/Developer.

#### **1.15 Sidewalks and/or Trails.**

Sidewalks and/or trails, where required shall be engineered and shown as part of the street plans and specifications to be approved by the City. The sidewalks shall then be constructed as part of the development improvements as required by City ordinance. The necessary grading and subgrade preparation for sidewalks and/or trails shall be done as part of the street construction even if the installation of the actual sidewalks are delayed. The sidewalk subgrade shall be inspected by the City prior to cement placing. Sidewalks are required in accordance with the City's Minimum Street Standards as adopted or as may be amended from time to time.

Sidewalks shall be built along both sides of all streets. It is the ultimate responsibility of the Owner/Developer to construct the sidewalks. However, he may require the individual lot owner or developer to install the sidewalks on their lot. All sidewalks must be installed no later than 24 months after acceptance of the Final Plat. Should the lot owner fail to install the sidewalk within the required time, the City may elect to install the walk and place a lien on the property for the amount of the cost of the construction plus 10% penalty. Construction shall be according to the following specifications:

- a. Sidewalks shall be entirely within the street right-of-way, with a minimum setback of the street side edge of 2 feet from the back of the curb. The yard side edge of the sidewalk may be contiguous with the right-of-way line. Where trails do not parallel streets, the rights-of-way for the trails shall be a platted and dedicated easement the same as street rights-of-way. The paved portion of a trail shall be centered on the right-of-way for the trail with a minimum width of 4 feet greater than the pavement width.

- b. In all new subdivisions and developments, sidewalks and/or trails shall be laid out by the Owner/Developer on the preliminary plat along with the streets and presented to the Planning Commission for approval.
- c. Where sidewalks or trails are damaged by subsequent construction activities, such as house construction, the builder shall be held responsible for proper restoration of the sidewalk.
- d. Sidewalks shall be constructed in accordance with the current edition of the American National Standards Institutes' accessibility requirements (ANSI A 117.1). Handicapped curb ramps shall be provided wherever a sidewalk crosses a curb.
- e. Sidewalks shall be constructed on a compacted grade which shall be free from dust pockets, ruts or other defects.
- f. Sidewalks shall be constructed of Portland Cement concrete, containing 5% air entrainment, and with a minimum twenty-eight day compressive strength of 3,500 psi. It shall be reinforced with 6x6, 10-10 welded wire fabric.
- g. Sidewalks shall be constructed with a minimum transverse slope of 0.25 inch per foot. They shall be a minimum of 48 inches in width and a minimum of 4 inches thick. The reinforcing fabric shall be placed in the center of the slab thickness and shall not be exposed any surface of the sidewalk.
- h. Full expansion joints shall be at maximum intervals of 25 feet. The joint material shall be the same as approved for street construction. Wood shall not be acceptable material for expansion joints. Transverse joints between expansion joints shall be scored at 5 foot intervals and shall not be more than 0.5 inch deep.
- i. Sidewalks shall be screeded and troweled to an even surface and finished with a broom finish transverse to the length of the walk. Where alternate finishes are desired by the Owner/Developer, the finish shall be approved by the Planning Commission.
- j. The property owner shall be responsible for maintenance of the green space between the curb and sidewalk.

k. Sidewalks shall be continuous through driveways with an expansion joint at the lot side edge of the sidewalk. The street side edge shall have an expansion joint or groove the same as the transverse joints. The sidewalk elevation at the street side shall be 0.1 foot above the top of the curb. The area remaining between the sidewalk and the flow line of the gutter shall slope up to the elevation of the sidewalk.

l. Any exceptions to these specifications shall be granted by the Planning Commission

#### **1.16 Applicability.**

The regulations and requirements contained in these Street Standards shall be applicable to all land or parcels of land being developed for commercial, industrial or residential use. Where private streets are constructed either under the Planned Unit Development section of the Zoning Ordinance or as otherwise approved by the City, the subbase, base, and paving shall meet the applicable requirements of these Minimum Street Standards.

Sidewalk construction in areas that have been developed prior to the adoption of these Standards shall conform to the requirements herein.

**CITY OF ELM SPRINGS**  
**MINIMUM STREET STANDARDS**  
**SECTION 2.**  
**DESIGN DATA AND PLAN SUBMISSION**

**2.1 General.**

The submittal shall be complete with all necessary information included for review of the project. The material required shall include, but not be limited to the Design Report, the Plans, the Specifications, and the Drainage Report. No review based on a partial submittal will be made. The final review will be concurrent with the review of all public improvements, including water, sewer and drainage.

**2.2 Design Report.**

The Design Report shall be a separately bound document and shall contain all information not normally shown on the plans or given in the specifications, including design calculations, results of soil borings, soil test results, and any other design data used in the development of the Plans and Specifications.

**2.3 Horizontal and Vertical Datum.**

All elevations shall be based on the USGS Survey referenced to Mean Sea Level and all horizontal controls shall tie to the State Plane Coordinate System, all in English Units.

**2.4 Plans.**

The Plans shall be submitted on 24 inch by 36 inch sheets and in electronic data storage compatible with the current edition of Auto Cad. No other paper size will be allowed unless specifically approved by the Planning Commission prior to submission. The plans shall be submitted at a scale easily read and interpreted, but not less than 1 inch equals 50 feet. The layout shall include, but not be limited to the following information:

- a. Street rights-of-way, existing and proposed.
- b. Existing and proposed utility easements.
- c. Curve datum and Stationing, including street intersection angles and curb radii.

- d. Locations and sizes of existing and proposed City utilities and drainage facilities.
- e. Soil boring locations and CBR test locations.
- f. Elevations at the beginning, midpoint, and end of the radius returns at all intersections.
- g. A legend showing all symbols used on the plans.
- h. Existing and proposed property lines.
- i. North arrow on each sheet or segment.
- j. Street and rights-of-way dimensions.
- k. Sidewalks and trails.
- l. All adjoining property owners of record and their addresses.

Street profiles shall be shown on a horizontal scale to match the layout with a vertical scale of not less than 1 inch equals 5 feet. Information to be shown with the profiles shall include, but not be limited to:

- a. Existing ground elevations.
- b. Proposed top of curb and sidewalk grades on each side of the street.
- c. Vertical curve datum.
- d. Proposed and existing drainage and utility line crossings (size and locations).
- e. Proposed finished grades.
- f. Cross sections shall be spaced at a maximum spacing of 100 feet on tangents; 50 feet on vertical and horizontal curves and within 100 feet either side of all street intersections; and where needed for clarification of special conditions.
- g. Profiles of all sidewalks and trails that are off street rights-of-way.

A typical street section of all designs proposed shall be included in the plans and shall show the following features:

- a. Pavement type, width and thickness.
- b. Cross slope and crown.
- c. Location of profile grade.
- d. Curbs and sidewalks.
- e. Existing and proposed grades.
- f. Right-of-way width.
- g. Landscaping.

Revisions to drawings shall be indicated adjacent to the title block and shall show the nature of the revisions and the date they were made.

## **2.5 Specifications.**

Technical specifications shall include material requirements and methods of construction, quality control requirements, sampling and testing procedures and sampling frequency as delineated in other Sections of these Standards.

## **2.6 As-built Plans.**

As-built plans shall depict an accurate account of the finished construction. All changes approved and made during construction shall be recorded on the as-built plans. One set of the as-built plans shall be required along with the final costs associated with the construction, and shall be reviewed by the City Inspector for accuracy prior to filing of the Final Plat.

**CITY OF ELM SPRINGS**  
**MINIMUM STREET STANDARDS**  
**SECTION 3.**  
**STREET DESIGN PRINCIPLES**

**3.1 General.**

The principles governing the design of streets shall conform to the requirements of these standards, to the standards that may be referenced herein, and to appropriate City ordinances. General criteria with regard to street classification and other characteristics shall be as stated in other Sections of these Standards.

**3.2 Alignment.**

Horizontal curves shall be circular curves with a minimum centerline radius of not less than 150 feet for Local streets and 200 feet for Collector streets. Curves on streets with higher classifications shall be designed on an individual basis. A tangent of at least 100 feet shall separate reverse curves.

All vertical curves shall be parabolic type curves. Minimum vertical curve length (L) shall depend on the design speed and shall be equal to K times A, where K equals the coefficient as shown in the table below, and A equals the algebraic difference in grades when the grades are expressed as a percentage.

Vertical Curve Coefficient (K)	Speed (mph)	Crest	Sag
	25	20	30
	30	30	40
	35	40-50	50

**3.3 Intersections.**

Intersections shall be planned and designed to provide a safe system for present and anticipated traffic. Intersections shall be graded to provide positive drainage and shall conform to the alignment and grading requirements of these Standards. The following values shall apply to intersection design:

<u>Design Consideration</u>	<u>Local &amp; Collector</u>	<u>Minor &amp; Principal</u>
Approach speed (mph)	20	25
Minimum Sight Distance (ft)	70	90
Grade within 100 ft	4%	0%
Minimum Intersection Angle (deg)	75	75
Minimum Curb Radii (ft)	30	50
Maximum Horizontal Jog (ft)	30	15

Longer sight than listed above may be required where topography dictates.

### **3.4 Cross Sections and Rights-of-Way Widths.**

Pavement cross sections shall conform to these Standards and the Details included in Appendix D. Pavement crown slopes for all streets shall be a minimum of 0.04 foot per foot. Gutters shall have the same slope as the street. On the elevated side of a uniform cross slope or super-elevated street, the gutter may slope toward the street centerline provided the gutter cross slope does not exceed the cross slope of the adjacent lane. Transitions from normal crowns to uniform cross slope or super-elevated sections shall provide for minimum longitudinal grades. Super-elevated sections shall conform to the AHTD Standard drawings. The minimum right-of-way width shall be as discussed in Section 1.3 and called for in the Master Street Plan and Appendix D.

### **3.5 Minimum and Maximum Grades.**

The minimum slope shall be that slope required to provide positive drainage of the street. The maximum allowable slope for Local and Collector streets shall be 10% with a provision for a 15% slope for a maximum distance of 300 feet in the case of hilly terrain. For Minor and Principal Arterial streets, the maximum slope shall be 8% with a provision for a 12% slope for a maximum distance of 300 feet. The City may require special design and construction of streets where the above slopes are encountered, said construction may require but not be limited to the use of reinforced concrete pavement.

### **3.6 Sight Distance Requirements and Design Speeds.**

Minimum sight distance for Local and Collector streets shall be 250 feet. The sight distance may be reduced to 200 feet for hilly conditions. Minor and Principal Arterial streets shall have a minimum sight distance of 350 feet with a reduced sight distance of 250 feet for hilly conditions. The AHTD definition of Sight Distance shall apply. The design speed shall be 20 to 30 miles per hour for Local and Collector streets and 35 to 40 miles per hour for Minor and Principal Arterial streets. Generally, the lower limit shall apply for Local and



Minor Arterial streets in their respective categories and the higher speeds allowed for the higher street classifications.

**CITY OF ELM SPRINGS**  
**MINIMUM STREET STANDARDS**  
**SECTION 4.**  
**PAVEMENT DESIGN**

**4.1 Pavement Types.**

Street pavement sections shall be either flexible type with an asphalt concrete surface or rigid type consisting of a Portland cement concrete section and surface. All Curb and gutter shall be Portland cement concrete. Pavement sections shall be designed in accordance with these Standards and the procedures and criteria of the latest revision of the AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES. Any conflicts between the two standards shall be resolved in favor of the criteria resulting in a stronger pavement section.

Flexible pavements may be composed of a crushed stone base course with an asphaltic concrete surface or a full depth asphalt structure utilizing a bituminous course.

Rigid structures shall be full depth reinforced Portland cement concrete to the designed thickness overlaying a crushed stone base course of no less than 6 inches.

References to various materials, testing and construction shall refer to the latest editions of AASHTO, ASTM, and the Standard Specifications of the Arkansas State Highway and Transportation Department. Typical minimum design requirements are summarized in Appendices A & B.

**4.2 Pavement Materials and Construction.**

All pavement materials, construction methods, standards, time and temperature constraints, seasonal constraints, and performance requirements shall be in accordance with the latest edition of the AHTD STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, and this Specification unless specifically approved otherwise in writing by the Planning Commission for a specific and individual exception. All testing shall be in accordance with Section 7 Inspections and Testing.

**4.3 Subgrade Material.**

Subgrade soils shall be defined as all materials used for subgrade including undisturbed soil and fill materials. Subgrades for pavement shall be stabilized by mechanical compaction. Stabilization methods such as fabrics and chemical may be

submitted for approval when supported by engineering data and calculations to substantiate the adequacy of the procedure.

The top 24 inches of the subgrade shall be impervious to moisture and water intrusion and shall be frost resistant. Methods and procedures for establishing the total depth of soil replacement and/or modification shall be specified by the design engineer and included in the project plans and specifications. The minimum depth of replacement shall be 24 inches in the absence of engineering data showing otherwise. The adequacy of in-place soils and fill material as pavement subgrade shall be evaluated based upon the soils classifications, liquid limit, plasticity limit and California Bearing Ratio. All soils with a liquid limit greater than 40, or a plasticity index greater than 15, or a CBR value of less than 8 shall be removed from the street section. Soils with a CBR of 8 or greater, and classified as GM or GC soil shall be acceptable as fill material and no other treatment or upgrade will be required.

Subgrade compaction requirements including the moisture-density requirements shall be shown both on the plans and in the specifications. Minimum compaction shall be 95% modified proctor.

Pavement designs which utilize a subbase course shall include test data and specifications for the material in the calculations submitted to the Planning Commission for review and approval.

#### **4.4 Base Course.**

Base course material shall be crushed stone meeting the requirements of the latest revision of the AHTD Specifications for class 7 aggregate base course. Base course materials shall be certified by the supplier to meet the AHTD class 7 requirements and identified as to the type of material, properties and source.

The base course for full depth asphalt pavement designs shall utilize plant mix bituminous base and binder courses conforming to the latest edition of AHTD Specifications.

#### **4.5 Surface Course.**

The surface course for flexible pavement sections shall be Asphalt Concrete Hot Mix Type 2 or 3 as specified in the ASTD Specifications. The city will consider other design mixes, including Superpave mixes on an individual basis. The surface course for rigid pavement shall be reinforced Portland cement as specified in the AHTD Specifications.

Where grades are greater than 10% for distances of more than 300 feet, the paving material shall be concrete.

#### **4.6 Curb and Gutter.**

All curb and gutter shall be Portland cement concrete meeting the requirement of the latest revision of the AHTD Specifications.

#### **4.7 Subsurface Drainage.**

The requirement for drainage layers, subsurface drainage and underdrains shall be evaluated by the design engineer on each project. Pipe underdrains shall be installed at all locations where subsurface moisture will affect the stability of the subgrade or result in unsatisfactory pavement performance. All streets in cut sections and on hillsides shall include subsurface drainage systems. The Design Engineer shall be required to perform or acquire geotechnical subsurface investigations to determine the need for subsurface drainage for all streets and street segments to be constructed.

#### **4.8 Pavement Section Design Requirements.**

Unless specifically authorized in writing by the Planning Commission for a specific project or portion thereof, all pavement sections shall be designed in accordance with the latest edition of the AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES. In lieu of formal design for Local and Collector streets, the Design Engineer may use the minimum criteria as provided in Appendix D. A minimum design period of 20 years shall be used for pavement section design. A formal traffic study with projections and supporting data shall be submitted for Minor Arterial and Principal Arterial street classifications. Estimated minimum traffic volumes and an Equivalent Single Axle Load of 18 kips shall be used for Local and Collector street classifications. The City may require a formal traffic study for Local and Collector streets when questions about future uses or other special conditions are anticipated. All street designs shall use a factor of 4.5 for the Initial Serviceability Index. All street designs shall use a factor of 2.5 for the Terminal Serviceability Index.

The investigation and evaluation of subgrade soils shall be an integral component of all pavement designs and shall include the following minimum requirements:

- a. Geotechnical: All testing and geotechnical work shall be provided by a firm approved by the City and provided at the expense of the Developer or the Design

Engineer. The geotechnical firm shall provide copies of all test results, reports, soils classifications and subsurface drainage requirements directly to the City.

- b. **Sampling and Testing:** The investigation and sampling of soils shall conform to the latest revision of AASHTO T 86 (ASTM D420). The sampling of in-place subgrade soils may be accomplished by boring or excavation of test pits. The minimum sampling and testing frequency shall be 1 density test, 1 liquid limit test, 1 plasticity index, 1 gradation and soils classification and 1 CBR for each 500 feet of street or fraction thereof, or change in subgrade material, with a minimum of 2 sets of tests per project. The minimum depth of boring or excavation for in-place materials shall be 4 feet below the top of the elevation of the final compacted subgrade. Additional depth shall be required when deemed necessary by the Design Engineer or the City. The specific locations for additional testing or sampling requested by the City shall be determined by the City's representative.
- c. **Soil Classification:** Subgrade soils shall be classified in accordance with the AASHTO System and the Unified Soil Classification System. All tests required for the classification of the soils shall be performed and reported unless specifically waived by the City.
- d. **Load Bearing Strength:** Load bearing strength of soils shall be determined by the California Bearing Ratio (CBR) test in accordance with AASHTO T 193 or ASTM D 1883. The frequency and location for samples for CBR tests shall be as noted in Section 4.8 b. above, with the specific sample for the CBR Test taken at the proposed finished subgrade elevation. Subgrade support capacity for all pavements (resilient modulus for flexible pavements and modulus of subgrade reaction for rigid pavements) shall be determined from the load CBR of the soils based upon the correlation contained in the AASHTO Guide for the Design of Pavement Structures except where other correlation data are approved in writing by the City.

**CITY OF ELM SPRINGS**  
**MINIMUM STREET STANDARDS**  
**SECTION 5.**  
**UTILITIES AND UTILITY CROSSINGS**

**5.1 In New Developments.**

All utilities to be located within the street rights-of-way shall be installed in accordance with the requirements of the utility company involved and shall be subject to City ordinances governing utilities in street rights-of-way. Utilities or encasements for utilities, either crossing under the street or located within 3 feet of the back of the curb shall be installed prior to the subgrade being completed. No utility shall be laid under the pavement of the street or sidewalk unless specifically allowed in writing by the City.

Minimum depth of water and sewer lines and testing requirements for backfill shall be as specified elsewhere in these Standards and in the Standard Specifications for Sewer Line Construction.

Where encasement pipe is installed for future utility crossings, the encasement shall extend from right-of-way line to right-of-way line to avoid conflict with sidewalks and storm drains.

**5.2 In and Under Existing Streets and Sidewalks.**

Before any person or utility shall dig, excavate in, bore under or remove any portion of any street, alley, curb or sidewalk in the City, they shall obtain a permit issued by the City. A fee of \$50.00 shall be required upon application for a permit. Each crossing, excavation or boring shall be considered alone and separately from any and all other crossings and require an individual permit. Variations from this requirement shall be considered by the City upon application. The applicant shall also deposit cash or a surety bond in the amount of the estimated cost of the permanent repair of any excavation, boring done within the City street right-of-way, as described under 5-4d below. The estimated cost will be determined by the street superintendent, but shall not be less than \$500.00, and shall be deposited with the City Clerk. Failure to comply with the rules of public safety, to complete the backfill and repair in an orderly and timely fashion or in accordance with these Specifications shall result in forfeiture of the deposit or bond. The construction is not considered complete until all cleanup is completed and the work has been inspected and approved in writing by the City street superintendent.

### **5.3 Jacking or Boring.**

The depth of bury on installations which are jacked or bored under any street shall have a minimum depth of bury of 30 inches below the low point of the street cross section, including the ditch bottoms or 42 inches below the top of the subgrade. The boring shall be encased from right-of-way to right-of-way and measurement of the depth of bury shall be to the top of the exterior surface of the encasement.

If at any time during the jacking or boring operation, swelling or uplifting of the street, sidewalk or curbing is noted, the operation will cease and the necessary adjustments made to eliminate the damage. If the swelling of uplifting continues upon commencement of the operation, the boring or jacking will cease and the operation continued as a street cut. All swelled or uplifted surfaces will be repaired in accordance with the Specifications in Section 5.4. Under no conditions shall the swelling or uplift be allowed to continue across the entire width of the roadway.

### **5.4 Street Cuts.**

All street cuts shall be made in accordance with these Specifications and the diagrams contained in Appendix E.

- a. The boundaries of the cut shall be straight and parallel and the pavement saw cut in a smooth straight line to the full depth of the pavement before any excavation is begun. All appropriate signs, warnings, and precautions shall be taken to ensure public safety and safe traffic flow. Signing shall be in accordance with AHTD Specifications and two flagmen shall be stationed, one on either side of the construction area, with appropriate flagging to direct traffic and ensure the safety of the workers. The street cut shall be made in a manner that one lane of traffic will remain open at all times and traffic flow is not unduly delayed by the operation. At no time will a street or road be closed and traffic redirected for a street cutting operation.
- b. The City street superintendent or his appointed inspector shall inspect the excavation before any backfill has begun and during the entire backfilling operation. The backfill shall be watered and compacted by machine tamping. Watering may be used during compaction under the supervision of the City's inspector. If it is necessary to make a street cut during off-duty hours, the City Police Department shall be notified as soon as possible. Excavation under emergency conditions may commence but it must be recognized that public safety is paramount. All inspections required by this Specification shall be made

after the cut and repairs are made and before backfill begins. A charge of \$30.00 per hour for each hour of supervision required by City personnel will be paid by the construction agency.

- c. Backfill will be SB-2 laid evenly in lifts not to exceed 6" loose measurement and compacted to at least 95% of the maximum density as determined by AASHTO T 180.

## **5.5 Curb Cuts For Driveways.**

Curb modifications for driveways shall be in accordance with Figure 4 in Appendix E. The driveway shall slope up to a minimum elevation at the street right-of-way equal to the height of the curb. The modified curb shall be poured concrete as shown in Figure 4, with a ½ inch filled construction joint at the right-of-way line. The sidewalk shall be restored with smooth transitions from the sidewalk elevation to the driveway elevation. The sidewalk shall also have ½ inch filled construction joints at the edges of the driveway.

The street superintendent or his authorized representative shall inspect the curb cut after the excavation for the driveway is complete and before any base material or concrete is placed. A final inspection shall be performed after the driveway construction and cleanup is complete.

Whenever a building permit has been issued to construct, alter, or repair a building, and a curb cut is required, the fees required herein for a curb cut shall be waived, and the cut shall be permitted under the building permit. The waiver of the fees does not waive the requirements of the construction standards contained here and in Figure 4, Appendix E.



**CITY OF ELM SPRINGS**  
**MINIMUM STREET STANDARDS**  
**SECTION 6.**  
**EROSION CONTROL**

**6.1 Requirement For Erosion Control.**

Erosion control measures shall be taken during construction to minimize the amount of silt and soil washing from the site onto adjacent properties. This Specification applies also to mud and clayey soils tracked onto adjacent streets and roads. Where grading is performed in conjunction with a building project, the grading shall be considered a part of the building permit. If grading is the only activity on a project, the project is subject to Planning Commission review and a Grading Permit is required. The fee for filing a grading plan is \$50.00. Upon review, the Planning Commission may find that a performance bond is required to cover damages that may occur off site. This bond shall cover the cost of cleanup and repair of adjacent streets and sidewalks where it is planned or anticipated that fill will be imported of excess material will be removed from the site. This requirement specifically includes all borrow pits and landfills within the City's boundaries and growth area.

If the site to be disturbed is greater than 5 acres, a Notice of Intent shall be filed with the Arkansas Department of Pollution Control and Ecology as required by law. It is the sole responsibility of the contractors to be fully informed of the requirements of the state law in this regard.

Permanent erosion control measures shall be used in all areas within the construction area in accordance with the requirements of the erosion control plan developed by the Design Engineer and approved by the Planning Commission.

**CITY OF ELM SPRINGS**  
**MINIMUM STREET STANDARDS**  
**SECTION 7.**  
**INSPECTIONS AND TESTING**

**7.1 General.**

Materials and construction employed in street improvements shall be subject to inspection and quality control testing. All testing shall be provided by the Developer.

**7.2 Inspections.**

The Developer shall provide for inspections of street improvements during construction. The inspections shall be accomplished under the supervision of the Engineer of Record. The Engineer of Record shall provide certification that all materials and construction conform to the approved plans and specifications and with these Minimum Street Standards.

The Engineer of Record shall furnish full time inspection on the job as required by State law. This law is interpreted by the City to mean that a qualified representative of the Engineer of Record must be on the job whenever a critical construction activity is taking place.

All field tests shall be witnessed by the Engineer of Record or his authorized representatives. The City inspector or any City representative may also witness any testing performed for the project, whether on site or at an offsite location. The City shall be notified by 10:00 AM of the day preceding a scheduled test. Tests delayed for any reason shall be rescheduled in the same manner. It is the responsibility of the Engineer of Record and the Contractor to coordinate the scheduling of such tests with the City.

Prior to final acceptance by the City, the project shall be subject to a final inspection conducted by the City accompanied by the Engineer of Record and the Contractor. Other interested City officials and the Owner/Developer may attend.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF ELM SPRINGS, ARKANSAS  
this 5<sup>th</sup> day of November, 2001.

Edward Thiesse  
Mayor Edward Thiesse

ATTEST:

Diana Pittner  
Recorder/Treasurer

PROOF OF POSTING OF ORDINANCE

STATE OF ARKANSAS

COUNTY OF Washington

We, Ed Thiess and Glenia Pettus, do solemnly swear that as Mayor and City Clerk, respectively, of and for the City of Elm Springs, Washington County, Arkansas, that a certified copy of Ordinance No. 2001-08 (the "Street Signs Ordinance") was, on the 11<sup>th</sup> day of February, 2007, duly posted in five (5) separate and distinct places inside the corporate limits of the City in accordance with Ordinance No. 01-10, and that the Ordinance remained posted for thirty (30) days.

DATED this 11<sup>th</sup> day of February, 2007.

Edward Thiess  
Mayor

Glenia Pettus  
City Clerk

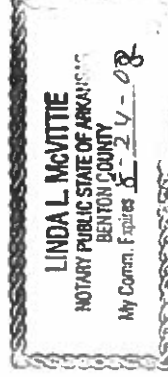
(SEAL)

SUBSCRIBED AND SWORN to before me, a Notary Public, on this 18<sup>th</sup> day of Feb, 2007.

Linda J M Vetter  
Notary Public

My Commission Expires:

8-29-08



ORDINANCE NO. 2003- 15

AN ORDINANCE AMENDING SECTION 4.B. STREETS OF THE ELM SPRINGS SUBDIVISION ORDINANCE, FOR THE PURPOSE OF REGULATING THE CONSTRUCTION AND PLACEMENT OF STREET AND TRAFFIC SIGNS, FOR THE PURPOSE OF REGULATING THE CONSTRUCTION AND PLACEMENT OF STREET AND TRAFFIC SIGNS

WHEREAS, the Subdivision Ordinance does not specify the types of signing and uniform standards for the signs, and;

WHEREAS, the responsibilities of both City and developer need to be more clearly defined;

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ELM SPRINGS, ARKANSAS IN REGULAR SESSION ASSEMBLED AS FOLLOWS:

SECTION 1. The current edition of the Manual of Uniform Traffic Control Devices shall be followed in the erection and construction of traffic and street signs within the City of Elm Springs, and within all subdivisions regulated by the City of Elm Springs, and all such traffic and street signs shall conform therewith.

SECTION 2. The Elm Springs Planning Commission in cooperation with the Chief of Police shall specify the signs to be installed within and adjacent to the Development. The Developer may order the signs or request the City Inspector to order the signs. Upon request, the City Inspector shall order the signs and proper sign posts and bill the Developer for the cost thereof before ordering.

SECTION 3. All traffic signs shall be on reflective sheeting, on .080 gauge aluminum backing. Street names shall be on reflective sheeting on both sides, in 4 inch high letters. The letters shall be white on a green background. Private drive signs shall be the same as street signs except they shall be on a blue reflective sheeting background. Speed limit and other informative signs shall be 30 inches high by 24 inches wide with 10 inch high numerals and 4 inch high lettering. Traffic directive signs and Instructional signs employing international visual symbols shall be 30 inches by 30 inches.

SECTION 4. The Developer shall take delivery of the signs and shall install them at his own expense in the proper locations and elevations as specified by the City Inspector and Chief of Police. Installation shall be completed before final inspection and the Final Plat shall not be signed until all signs are in place and approved.

SECTION 5. In order to standardize traffic signing in the City for public convenience and safety, it is hereby declared that an emergency exists and that this Ordinance is necessary for the preservation of the health, safety and welfare of the citizens of Elm Springs, Arkansas, and that it shall become effective upon its passage, approval and publication.

PASSED AND APPROVED THIS 5<sup>th</sup> DAY OF September, 2003.

Jane Waters  
Jane Waters, Mayor

ATTEST

Glenda Pettus  
Glenda Pettus, City Clerk

PROOF OF POSTING OF ORDINANCE

STATE OF ARKANSAS

COUNTY OF Washington

We, Jane Waters and Glenda Patten, do solemnly swear that as Mayor and City Clerk, respectively, of and for the City of Elm Springs, Washington County, Arkansas, that a certified copy of Ordinance No. 2003-15 (the "Street Ordinance") was, on the 31 day of October, 2003, duly posted in five (5) separate and distinct places inside the corporate limits of the City in accordance with Ordinance No. 01-10, and that the Ordinance remained posted for thirty (30) days.

DATED this 31 day of October, 2003

Jane Waters  
Mayor

Glenda Patten  
City Clerk

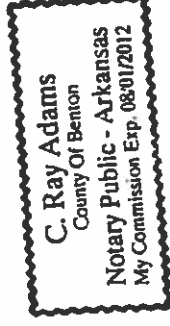
(SEAL)

SUBSCRIBED AND SWORN to before me, a Notary Public, on this 31 day of October, 2003.

C. Ray Adams  
Notary Public

My Commission Expires:

8-1-12



ORDINANCE NO. 2004-4

**AN ORDINANCE AMENDING SECTION 4B, STREETLIGHTS  
OF THE ELM SPRINGS SUBDIVISION ORDINANCE**

WHEREAS, the cost of providing street lighting within the City of Elm Springs is increasing to the point of becoming a financial burden on the City, and;

WHEREAS, street lighting cannot provide adequate and uniform lighting of streets and residential areas;

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ELM SPRINGS, ARKANSAS IN REGULAR SESSION ASSEMBLED AS FOLLOWS:

That the City of Elm Springs Subdivision Ordinance, Section 4B, Streetlights be and hereby is amended as follows:

Standard City street lighting as provided by the electric utility at the time of installation shall be installed at each street intersection as provided for and specified by said Section 4B, Streetlights.

Each residence is to provide, energize and maintain its own area lighting. The purpose of the lighting is to provide proper illumination for residential safety and security without excessive lighting, creating glare or light trespass on neighboring residences.

The light shall <sup>be</sup> of uniform design and type within the respective developments and have an automatic dusk to dawn control.

The light shall be downward directed and fully shielded so that the light element is not visible above a 45 degree cone from the vertical from the edge of the shield.

The pole height of the light shall be such that the light element is not less than 10 feet above finished grade, nor more than 15 feet above finished grade. The light shall be located behind the street right-of-way as uniformly as possible on each lot to provide adequate illumination of the driveway and front approaches to the dwelling, sidewalk and street, as well as a pleasing appearance to the development as a whole. The light and its location shall be approved by the City Inspector before final inspection is completed and occupancy approved.

Lights shall have a maximum of 2000 lumens.

All lighting requirements must be detailed in the protective covenants for the subdivision and must be approved by the Planning Commission.

PASSED AND APPROVED THIS 16 DAY OF February 2004.



Jane Waters  
Jane Waters, Mayor

ATTEST

Wanda Pettus

PROOF OF POSTING OF ORDINANCE

STATE OF ARKANSAS

COUNTY OF Washington

We, Jane Waters and Elina Lettier do solemnly swear that as Mayor and City Clerk, respectively, of and for the City of Elm Springs, Washington County, Arkansas, that a certified copy of Ordinance No. 20074 (the Amends Southside Ordinance") was, on the 20 day of February, 2007, duly posted in five (5) separate and distinct places inside the corporate limits of the City in accordance with Ordinance No. 0110, and that the Ordinance remained posted for thirty (30) days.

DATED this 20 day of February, 2007.

Jane Waters  
Mayor

Elina Lettier  
City Clerk

(SEAL)

SUBSCRIBED AND SWORN to before me, a Notary Public, on this 20 day of Feb, 2007.

C. Ray Adams  
Notary Public

My Commission Expires:

8-01-12



ORDINANCE NO. 2014-08

**AN ORDINANCE ADOPTING STREET SPECIFICATIONS FOR THE  
CATEGORIES OF STREETS FOUND IN THE ELM SPRINGS MASTER  
STREET PLAN AND DECLARING AN EMERGENCY**

WHEREAS, it has been brought to the attention of the City Council of the City of Elm Springs, Arkansas, that the City is in need of updated standards for the construction of streets within the City, for safety and protection of its citizens and the economic need to have sturdy and reliable streets; and

WHEREAS, the Planning Commission of Elm Springs, Arkansas has worked to set forth practical and safe minimum street standards, which correspond to the street designations and type found in the Elm Springs Master Street Plan, which are appropriate for the construction of streets within the City of Elm Springs at this time and in the foreseeable future and the City Council has determined that they are in the best interest of the citizens of Elm Springs.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE  
CITY OF ELM SPRINGS, ARKANSAS,**

Section 1. The Master Street Plan Street Section Schematics, Attached hereto as Exhibit A, and incorporated herein, which contain the minimum street standards for the types of streets required to be construction in Elm Springs are hereby adopted. These requirements shall be in addition to those contained in the existing Minimum Street Standards, and shall be followed wherever they exceed or are more specific than any other standards contained in the ordinances and codes of Elm Springs.

Section 2. Whenever there is a conflict between these and any other street specifications or standards which have been adopted by the City of Elm Springs, the city building official, or, if none, the chair of the Elm Springs Planning Commission shall determine which must be followed.

Section 3. In the event any one or more of the provisions contained in this Ordinance shall for any reason be held by a Court of Law to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect the remaining provisions of this Ordinance, and this Ordinance shall be construed as if such invalid, illegal or unenforceable provision or provisions had never been contained herein.

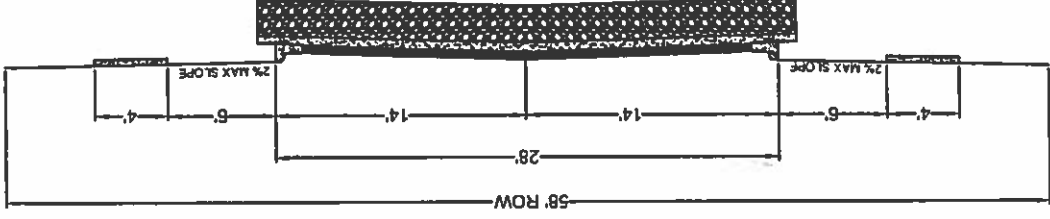
EMERGENCY CLAUSE: The City Council recognizes that the safe and sturdy construction of streets is of an immediate concern to the public peace, health and safety, and therefore an emergency is hereby declared and this Ordinance shall be in full force and effect from and after its passage and approval.

PASSED AND APPROVED BY the City Council of Elm Springs, Arkansas on  
the 18 day of August, 2014.

ATTEST:

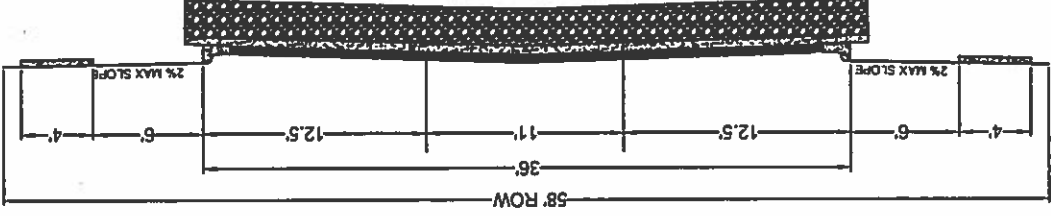
  
Glenda Pettus, City Clerk

  
Ben Wall, Mayor



**TYPICAL SECTION  
2 LANE COLLECTOR STREET**

DESIGN SERVICE VOLUME: 4,000 VPD TO 6000 VPD  
 SPEED: 25-40 MPH  
 TRAFFIC LANES: TWO 11' LANES  
 TURN LANE: 11' TURN BAY  
 PARKING: NOT ALLOWED ON 3 LANE SECTION  
 ROW: 58'  
 SIDEWALKS: BOTH SIDES, 4' WIDTH  
 GREENSPACE: BOTH SIDES, 6' WIDTH



**TYPICAL SECTION  
3 LANE COLLECTOR STREET**

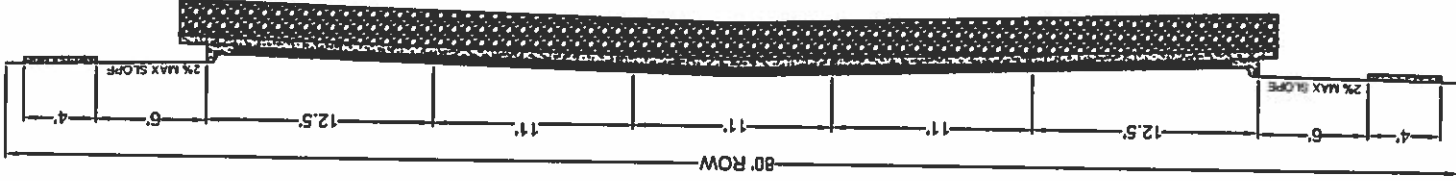
DATE: August 2014  
 REVISIONS:

TITLE: MASTER STREET PLANS STREET SECTIONS  
 DESCRIPTION: COLLECTOR

DRAWN BY: MOC CHECKED BY: MOC FILE NAME: Elm Springs Street Section.dwg

CITY OF ELM SPRINGS, AR

TYPICAL SECTION  
PRINCIPAL ARTERIAL STREET



DESIGN SERVICE VOLUME: > 12,200 VPD  
 SPEED: 40-45 MPH  
 FOUR 11' LANES  
 11' TURN BAY  
 NOT ALLOWED  
 80'  
 BOTH SIDES, 4' WIDTH  
 BOTH SIDES, 6' WIDTH  
 AS NEEDED

MEDIAN:  
 GREENSPACE:  
 SIDEWALKS:  
 ROW:  
 PARKING:  
 TURN LANE:  
 TRAFFIC LANES:  
 SPEED:  
 FOUR 11' LANES  
 11' TURN BAY  
 NOT ALLOWED  
 80'  
 BOTH SIDES, 4' WIDTH  
 BOTH SIDES, 6' WIDTH  
 AS NEEDED

CITY OF ELM SPRINGS, AR

TITLE: MASTER STREET PLANS STREET SECTIONS

DESCRIPTION:

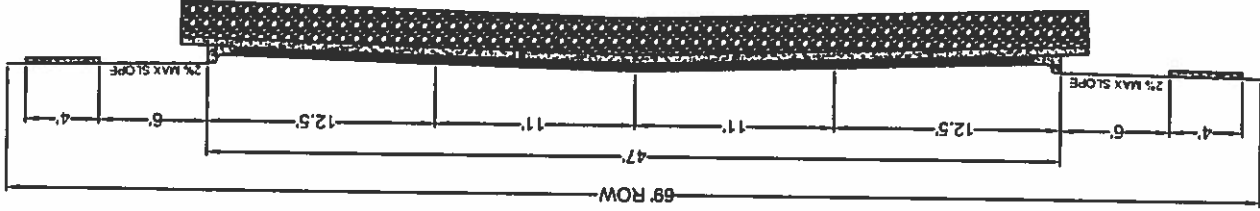
PRINCIPAL ARTERIAL

DATE: August 2014

REVISED

DRAWN BY: MDC CHECKED BY: MDC FILE NUMBER: Principal Arterial Street Sections.dwg

TYPICAL SECTION  
MINOR ARTERIAL STREET



DESIGN SERVICE VOLUME: > 12,200 VPD  
 SPEED: 35-40 MPH  
 TRAFFIC LANES: FOUR 11' LANES  
 TURN LANE: NONE  
 PARKING: NOT ALLOWED  
 ROW: 69'  
 SIDEWALKS: BOTH SIDES, 4' WIDTH  
 GREENSPACE: BOTH SIDES, 6' WIDTH

CITY OF ELM SPRINGS, AR

TITLE: MASTER STREET PLANS STREET SECTIONS

DESCRIPTION:

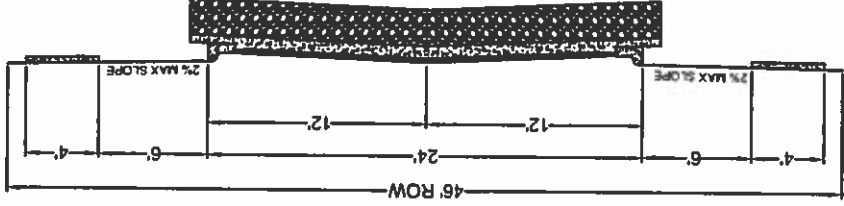
MINOR ARTERIAL

DATE: August 2014

REVISED

DRAWN BY: MGC CHECKED BY: MGC FILE NAME:

TYPICAL SECTION  
RESIDENTIAL STREET



DESIGN SERVICE VOLUME: LESS THAN 300 VPD  
 SPEED: 20 MPH  
 TRAFFIC LANES: TWO 10.5 LANES  
 PARKING: NOT ALLOWED  
 ROW: 46'  
 SIDEWALKS: BOTH SIDES, 4' WIDTH  
 GREENSPACE: BOTH SIDES, 6' WIDTH

CITY OF ELM SPRINGS, AR

TITLE: MASTER STREET PLANS STREET SECTIONS

DESCRIPTION:

RESIDENTIAL

DRAWN BY: MOC CHECKED BY: MOC FILE NAME: Residential Street Sections.dwg

DATE: August 2014

REVISED


PROOF OF POSTING OF ORDINANCE

STATE OF ARKANSAS

COUNTY OF Washington

We, Ben Wall and Linda Pittow, do solemnly swear that as Mayor and City Clerk, respectively, of and for the City of Elm Springs, Washington County, Arkansas that a certified copy of Ordinance No. 2014-08 (the "Street Reconfiguration Ordinance") was, on the 20 day of August, 2014, duly posted in five (5) separate and distinct places inside the corporate limits of the City in accordance with Ordinance No. 01-10 and that the Ordinance remained posted for thirty (30) days.

DATED this 20 day of August, 2014.

Ben Wall  
Mayor

Linda Pittow  
City Clerk

(SEAL)

SUBSCRIBED AND SWORN to before me, a Notary Public, on this 20<sup>th</sup> Day of August, 2014.

Miranda Taylor  
Notary Public

My Commission Expires:

May 06, 2023

