TITLE 9

STREETS AND SIDEWALKS

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CHAPTER 9.04

STREETS, ALLEYS, GUTTERS OR DITCHES

Sections:

9.04.01 Streets and alleys
9.04.02 Gutters or ditches

9.04.01 Streets and alleys It shall be the duty of every owner or occupant of any lot or premises in this city next to any street or alley to keep said street or alley from the middle line thereof to the side next to him, free from all manner and kind of filth, garbage, trash, debris or decaying animal, vegetable substance, weeds and grass of every kind.

9.04.02 Gutters or ditches No person shall allow any dirt, filth or obstruction of any kind to accumulate in the gutter or ditch in front of his premises, and all owners or occupants of property are required to keep the gutter or ditch in front of their premises clean, open and free from trash and weeds, and all obstructions to the easy and rapid flow of water.

CHAPTER 9.08

EXCAVATIONS AND ALTERATIONS

Sections:

9.08.01 Excavations - permit
9.08.01 Application for permit - deposit
9.08.03 Excavations to be restored
9.08.04 Limits of excavations

9.08.01 Excavations - permit. No person, firm or corporation shall cut into, tunnel under, or in any manner disturb the surface of any street, alley or sidewalk in the city without first applying for and obtaining from the City Engineer a written permit to do so, which shall be dated, and shall give the name and address of the person to whom the permit is granted, and the location of the place where the street, alley or sidewalk is to be cut into, tunneled under, and the purpose for which said permit is granted.

9.08.02 Application for permit - deposit

A. Any person, firm or corporation applying for said permit shall estimate in writing the number of square feet to be cut or tunneled. Before such permit is granted the application shall deposit with the City Collector for the purpose of insuring that the street is properly restored the sum of Five ($5.00) Dollars per square foot for cutting concrete or other bituminous surface and Two ($2.00) Dollars per square foot for cutting into gravel surface; provided the minimum deposit shall be Twenty-Five ($25.00) Dollars irrespective of the estimate.

B. An inspection fee shall be charged with the issuance of a building permit for new construction for each separate driveway and for existing driveways. Said fees shall be subject to review by the City Council. (Ord. No. 3026, Sec. 1.)

C. The inspection cost shall be set by the Inspection Department at a flat rate to cover expenses occurring from such inspections.

D. The inspection cost shall be collected by the City Collector at the time of issuance of a building permit. Failure to pay the inspection fee shall result in the building permit not being granted. (Ord. No. 2779, Secs. 1-3.)

9.08.03 Excavations to be restored All material excavated for the street cut shall be removed and disposed of by the person, firm, or corporation performing said excavation. All excavations shall be restored with flowable fill to within 2" of the surrounding bituminous riding surface. (If the surrounding riding surface is concrete, flowable fill shall be placed to within 6" of the riding surface.) The mix design for the flowable fill will be prepared by the applicant. The mixture will be proportioned to produce a flowable mixture without segregation, material for one cubic yard, absolute volume, shall be as follows:

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Cement	80 – 100 lbs.
Fly ash	220 – 300 lbs.
Sand	Variable to equal 1 cubic yard
Water	Approximately 65 gallons

the minimum flow shall be 8". The unit weight shall be a minimum of 110 lbs./cu. ft.

The flow test shall consist of filling a 3" diameter x 6" high open-ended cylinder to the top with the flowable material mixture. If necessary, the top of the mixture will be struck off-level. The cylinder will then be pulled straight up and the flow will be measured by the approximate diameter of the mixture.

Placing of either bituminous hot mix for asphalt surfaces or concrete for concrete surfaces over the flowable fill may begin after the flowable material has taken its initial set, is stable, and does not displace under equipment. A tack coat of liquid asphalt shall be applied to the cut face of the surrounding asphalt pavement before final hot mix surface is placed. Steel plates shall be used to maintain traffic over cuts before flowable fill is placed if necessary and also during the curing time of the flowable fill. These steel plates shall be provided by the city. All pavement restoration shall be made by the city of Jonesboro.

In the event a cut is to be restored during a time when hot asphalt plant mix is not available, cold plant mix may be used as a temporary surface until a time hot plant mix is available. It shall be the applicant's responsibility to maintain the cold mix patch until replaced with hot plant mix. The initial deposit will not be released until hot plant mix is in place and a final inspection has been made. (Ord. No. 3054, Sec. 1.)

9.08.04 Limits of excavations The limits of cuts to be restored shall be as follows:

A. All longitudinal cuts within 5' of the edge of the paved surface.
B. All transverse cuts to a distance of 3' beyond the edge of a paved surface.

When the excavation is not within a gravel surface or concrete or bituminous surface the flowable fill shall be placed to within 6" of the surrounding ground. The remaining 6" shall be filled with topsoil and seeded. The deposit shall be assessed at the rate for gravel surface as indicated in 9.08.02. When a proper stand of grass is obtained the deposit may be released. No cuts shall be made within 200; of a signalized intersection until the Engineering Department has been notified to locate traffic detection loops. (Ord. No. 3054, Sec. 2.)

CHAPTER 9.12

IN GENERAL

Sections:

9.12.01	Master Street Plan adopted
9.12.02	Building lines established - Waiver
9.12.03	Location of gasoline pumps
9.12.04	Temporary storing
9.12.05	Railroads obstructing crossing
9.12.06	Encroachments generally; permit required; application; fee;
9.12.07	Obstructions to vision
9.12.08	Drainage - Obstructing
9.12.09	Same - Application for construction permit; conditions
9.12.10	Same - Appeal from denial of permit for construction
9.12.11	Material and construction standards for sanitary sewer lines which shall be constructed under street and highway right-of-ways
9.12.12	Waste water
9.12.13	Littering - Generally
9.12.14	Same - Vehicles; liability for damages; writ of attachment
9.12.15	Hauling gravel, etc on Main Street
9.12.16	Advertising by defacing streets and sidewalks
9.12.17	Driving vehicles on paved streets with lugs on wheels

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9.12.01 Master Street Plan adopted The Master Street Plan for the city, as prepared and presented in strict compliance with the provisions of the laws of Arkansas, consisting of Map No. 1 showing community facilities, Map No. 2 showing major street system, together with types and sizes of streets and right-of-ways, and Map No. 3 showing openings and extensions of streets, together with supporting documents, as certified by the City Planning Commission adopted and approved by the City Council and as filed with the City Clerk. Master Street Plan shall be revised and updated as deemed necessary by the City Council. (Ord. No. 900, Sec. 1, 6-20-55)

9.12.02 Building lines established – Waiver It shall be unlawful for any person and/or owner of land bordering on any street in the city to construct, erect, reconstruct or alter any building nearer or closer to the center line of the surfaced or traveled portion of any such street than:

State and federal highways in unplatted areas	60 feet
State and federal highways in platted areas	50 feet
Major internal streets	40 feet
Collector streets	40 feet
Service streets	40 feet

Residential streets 30 feet

The designation of type of street being fixed by the master street plan and its accompanying maps, together with any amendments or additions thereto, when the same shall have been adopted by the City Council. For additional setback requirements, see section on zonings.

9.12.03 Same - Location of gasoline pumps All persons erecting, maintaining or installing gasoline pumps or islands therefor at new service station locations within the city shall locate said pumps and islands as follows:

The end, front or side of each pump or island therefore shall be located not less than twelve (12) feet from the closest right-of-way line of any public street or thoroughfare contiguous to the property on which said gasoline pump or island is installed or maintained. (Ord. No. 839, Sec. 3, 5-19-52)

9.12.04 Temporary storing It shall be unlawful for persons to use the streets or alleys for the temporary storing of lumber or other material. Special temporary permission may be granted by the City Council upon written request describing the closure method, protection of the public and length of closing.

9.12.05 Railroads obstructing crossings It shall be unlawful for any corporation, company,, person or persons owning or operating railroad trains in the city of Jonesboro, to suffer or permit the same to remain standing across any public highway, street, alley or when it becomes necessary to stop such trains across any public highway, street or alley for more than ten (10) minutes and fails to leave a space of sixty (60) feet across such public highway, street or alley shall be fined in any sum not less than Five Dollars ($5.00) nor more than Twenty-Five Dollars ($25.00). (Ord. No. 1418, Sec. 1, 9-9-74, Digest 1934, Sec. 525)

9.12.06 Encroachments generally; permit required; application; fee Every person before beginning or causing the beginning of the erection, building or repair of any structure which will extend over any portion of any sidewalk in the incorporated limits of the city shall apply in writing to the city inspector and City Engineer and obtain a written permit authorizing the erection, building or construction of said structure. The permit shall be secured in the following manner:

A. Application for such permit shall be made in writing to the city inspector and City Engineer and shall specify the following matters:
   1. Name and address of applicant.
   2. Location of the property adjacent to the sidewalk over which it is proposed to build said structure, using the legal description of the property.
   3. Detailed plans and specifications of the proposed structure showing materials to be used, whether it will be permanent or temporary, movable or immovable and any other information that will enable the city inspector and City Engineer to determine the safety features of the proposed structure so far as the public is concerned.

B. Application for the permit will be accompanied by a fee of Five Dollars ($5.00) in cash to be paid to the city inspector for a personal inspection to be made of the property involved.

C. The inspector and City Engineer in no event will grant a permit for the erection of a permanent or immovable structure which will extend over any sidewalk but will file the application and will notify the Mayor immediately.

D. In cases of application for permits for erection of permanent or immovable structures, the permit will be granted only after a majority vote of all duly elected and qualified members of the City Council. In cases of application for permits for erection of other than permanent or immovable structures, the city inspector and City Engineer may, in their discretion, grant the permits. In the event that the inspector and City Engineer declines to grant the permit the applicant may file a written appeal with the City Council. The Council may grant the permit only after a majority vote of all duly elected and qualified members.. (Ord. No. 783, Sec. 1, 1-3-49)

9.12.07 Obstructions to vision The city of Jonesboro, Arkansas, has determined that a problem exists within the city of Jonesboro with persons placing signs, vehicles, trash, limbs and branches and allowing things to remain near intersections which obstruct the visibility of drivers approaching these intersections.

It shall be unlawful for any person to place or allow to remain within the street right-of-way located within the municipal boundaries of Jonesboro, Arkansas, as they now exist or may later be extended, any signs, motor vehicles, disabled vehicles, vehicles whether motorized or not, shrubs, bushes, trees, fences, trash or other obstructions to vision.

Obstruction to vision shall be defined as any object which impedes a normal person's sight. (Ord. No. 1809)

9.12.08 Drainage - Obstructing It shall be unlawful for any person to impede, block, dam or otherwise obstruct in any manner whatsoever the free flow of surface and rainwater flowing from streets and private property into and with ditches, drains and all other watercourses either natural or artificial where any of said ditches, drains and watercourses are contiguous to any public street or alley. (Ord. No. 806, Sec. 1, 1-16-50)

9.12.09 Same - Application for construction permit; conditions

A. If any person shall desire to construct a driveway across ditches, drains or watercourses or shall desire to do any other act which would impede the free flow of water along the drainage facilities, he shall make written application to the City Engineer for a permit to construct said obstruction. The written application shall give in detail the kind and character of the proposed construction, the reason or necessity therefore and a description of the proposed location thereof, together

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with a description of the materials to be used on said proposed structure.

B. No permit shall be granted by the City Engineer unless the builder shall covenant to install tile or pipe of sufficient size to accommodate the normal flow of water ordinarily passing along the ditch, drain or watercourse at the point of the proposed construction. No pipe or tile shall be deemed to be of sufficient size unless the pipe shall have a minimum inside diameter of eighteen (18) inches. The number and size of pipes to be installed shall be a matter within the sound discretion of the City Engineer and shall in no case be a lesser number or size than that necessary to accommodate the normal flow of water. If the plans and specifications hereinbefore required do not satisfy the City Engineer that the free flow of water will be insured, he may indicate to the applicant a set of minimum requirements for the proposed construction. If the applicant does not agree to comply with these minimum requirements, the permit shall be denied. (Ord. No. 806, Sec. 2, 1-16-50)

9.12.10 Same - Appeal from denial of permit for construction Any person whose application for a permit has been denied by the City Engineer shall deem himself aggrieved by the denial, he may file with the Clerk a written request that the matter of granting or denying his permit be submitted to the City Council. The party filing the request for consideration by the Council shall at the time of filing, deposit with the Clerk a sum of not less than Twenty-Five Dollars ($25.00) to be used for the purpose of giving notice by news- paper publication as to the time and place for hearing of the application. No application shall be considered by the Council unless and until the time and place of said hearing shall have been advertised in a local newspaper for at least one (1) insertion. The advertisement must be published at least ten (10) days prior to the date of hearing. At the time of the hearing, the Council may either grant or deny the permit applied for. (Ord. No. 806, Sec. 3, 1-16-50)

9.12.11 Material and construction standards for sanitary sewer lines which shall be constructed within street and highway right-of-ways All sanitary and sewer service lines that shall be installed or repaired within any portion of a dedicated street right-of-way within the city of Jonesboro, Arkansas, shall be constructed of cast iron, scheduled forty (40) PVC or equivalent materials. When materials other than cast iron or scheduled forty (40) PVC is used in the installation or repairing of sewer lines within the city of Jonesboro, Arkansas, proof of the equivalency shall be submitted to the Engineering Department of City Water and Light and to the City Plumbing Inspector for the city of Jonesboro, Arkansas, and the approval of both the Engineering Department of City Water and Light and of the City Plumbing Inspector shall be obtained prior to the installation or repairing of sewer service lines within the city of Jonesboro, Arkansas. (Ord. No. 1695, Sec. 1)

When any sewer service line is installed or repaired within street right-of-way under the jurisdiction of the Arkansas Highway Department, the method of construction and material specifications shall be according to current Arkansas Highway Department directives. (Ord. No. 1695, Sec. 2)

All sanitary sewer service lines which are constructed of approved materials within any street right-of-way located within the city of Jonesboro, Arkansas, which are constructed with a

bell or coupling hole shall be installed in such a manner as to provide a uniform and continuous support of the pipe barrel between the bell or coupling hole. (Ord. No. 1695, Sec. 3)

Prior to the installing of sanitary sewer service lines, any accumulation of excess water that might have occurred in the trench shall be removed by means other than discharging the accumulation of excess water. (Ord. No. 1695, Sec. 4)

All sewer permits issued by the City Water and Light shall be available at the sight of installation at all times while repair or installation of sewer service lines is under way. After the repair or installation of sewer service lines has been completed, inspected and approved by a City Water and Light inspector, the City Water and Light inspector shall sign the permit stating that the inspection has been performed and that the repair and/or installation of the sewer service line has been completed according to all applicable ordinances, rules and regulations then in effect. (Ord. No. 1695, Sec. 5)

9.12.12 Waste water

A. It shall be unlawful for any person owning, using or controlling any house, building, tenement or lot of any kind or character, to empty any dishwater, kitchen slop or filth from any bathroom or water, dirt or filth from any automobile wash rack or washing machine, or wash bowl or any waste water from any source whatsoever except water from rain or snow draining from the place it falls into any well, whether closed or open or into or upon any of the streets, alleys or sidewalks in the city.

B. It shall be unlawful for any person operating a public automobile washing establishment, garage, or service station, to turn the water accumulated in said establishment while and from the washing of automobiles and other vehicles, and the draining of radiators of motor vehicles, across the sidewalks and streets adjacent to said establishment or to permit the water so accumulated from the washing of automobiles and other motor vehicles and the draining of said radiators to run across the sidewalks and streets adjacent to said establishment.

C. All persons installing or maintaining wash racks for the purpose of servicing motor vehicles shall locate said racks not less than forty (40) feet from the end of the rack furthest from the street line to the closest right-of-way line of any public street or thoroughfare contiguous to the property on which said racks are installed or maintained; provided, however, that such racks may be placed at a less distance if said racks are enclosed so as to prevent the escape of water being sprayed onto vehicles onto adjoining property or persons; and provided further that all such racks, wherever located shall be equipped with proper drains connected to either storm or sanitary sewers. (Ord. No. 676, Sec. 1, 4-11-38, Ord. No. 725, Sec. 1, 5-7-45, and Ord. No. 839, Sec. 4, 5-19-52)

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9.12.13 Littering - Generally It shall be unlawful for any person to throw, place or otherwise deposit any paper, cans, bottles, furniture, refuse, garbage or other trash upon the streets and sidewalks of the city. (Ord. No. 989, Sec. 1, 8-3-58)

It is hereby made a misdemeanor for any person to throw or place any glass, tacks or other sharp or metallic substance upon the streets, sidewalks or alleys of the city. (Digest 1934, Sec. 863.)

9.12.14 Same - Vehicles; liability for damages; writ of attachment

A. It shall be unlawful for any person to drive or operate any vehicle of any kind or character upon any of the streets of the city unless such vehicle is so constructed or loaded as to prevent any part of its load from dropping, sifting, leaking, spilling or otherwise escaping from said vehicle and onto the streets of the city.

B. Any person driving or operating any vehicle upon any of the streets in the city shall be liable for all damages which the streets or structures may sustain as a result of a violation of this section.

C. A writ of attachment may be issued against any vehicle used in violating the provisions of this section for the collection of any fine assessed for such violation. (Ord. No. 989, Secs. 2, 3, and 4, 8-3-59)

D. Contractors are responsible for repairing any and all damages caused by their and/or owners vehicles and equipment and for removing all dirt deposited upon the streets during hauling and/or construction.

9.12.15 Hauling gravel, etc. on Main Street It shall be unlawful for any person to drive or propel any vehicle of any nature loaded in whole or in part with gravel or pebbles or crushed rock, upon Main Street between Jackson Avenue and Cate Avenue except at crossings of said street. (Digest, 1934, Sec. 545)

9.12.16 Advertising by defacing streets and sidewalks It shall be unlawful for any person to deface the sidewalks and paved streets of the city by writing, printing, painting or drawing on same. Provided the Chief of Police may do such painting, printing, writing or drawing as shall be necessary in the enforcement of traffic rules and the parking of motor vehicles. Such painting may be done by the Chief of Police or any one designated by him. (Digest 1934, Sec. 924)

9.12.17 Driving vehicles on paved streets with lugs on wheels It shall be unlawful for any person to drive or propel upon any paved streets of the city a tractor, traction engine, or other vehicle with lugs or projections upon its wheels. Provided, it shall not be unlawful for such vehicle to be driven or propelled upon and along a track of substantial planks sufficient to protect the pavement. (Digest 1934, Sec. 543)

CHAPTER 9.16

CONSTRUCTION OF SIDEWALKS, CURBS AND DRIVEWAYS

Sections:

9.16.01 Compliance
9.16.02 Construction of sidewalks by property owners
9.16.03 Repairing, grading, etc. sidewalks by property owners
9.16.04 Permit - Required; fee
9.16.05 Approval of sidewalks
9.16.06 Materials and specifications - Generally
9.16.07 Expansion joints; slope
9.16.08 Subgrade
9.16.09 Forms
9.16.10 Marking and blocking
9.16.11 Crossways
9.16.12 Driveways

9.16.01 Compliance Any sidewalks which may hereafter be constructed shall be constructed in accordance with the provisions of this chapter. (Digest 1934, Sec. 446)

9.16.02 Construction of sidewalks by property owners

A. Generally. It shall be the duty of every person owning any lot or part of a lot or block adjoining or abutting any public street or highway in the city to grade and construct sidewalks in front of and alongside of the lot or part or block owned by him, at his own expense, when notified to do so as provided in subsection (b) hereof.

B. Resolution of Council. Whenever the City Council shall determine and require, by resolution, that sidewalks shall be built upon any street or part thereof, such resolution shall define the street or part thereof along and upon which the same shall be built. The publication of such resolution in any newspaper published in the city shall be sufficient notice to all owners of property fronting or abutting upon such street or part thereof to build the sidewalk as required herein.

C. Time of commencement and completion of work. It shall be the duty of the owner of any property fronting or abutting upon any street upon which sidewalks are ordered to be built by resolution of the Council as provided in subsection (b) hereof, to commence the work of constructing such sidewalks within thirty (30) days after publication of the resolution and to have the same completed within

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ninety (90) days therefrom.

D. Failure of owner to construct after notice. If the owner shall fail to begin the construction within the time specified in subsection (c) or fail to have the same completed within the time specified in (c), the City Engineer shall have the power

and authority to cause such construction to be done at the expense of the city. The expense of such construction shall constitute a lien on the property of the owner failing to do the construction and such lien shall be enforced as provided by law. (Sec. 20-30, 1962 Code)

9.16.03 Repairing, grading, etc. sidewalks by property owners

A. **Resolution of the Council.** When any sidewalk within the city shall be in a dilapidated condition or in need of repair or is not on the official grade, the City Council may, by resolution, order such repairs, cutting, filling or other work to be done as may be necessary. Such resolution shall describe the sidewalk upon which the work is to be done and the nature and character of the work.

B. **Notice to owners.** Whenever any work is ordered to be done by resolution of the Council as provided in subsection (a) hereof, it shall be the duty of the owner of any property fronting or abutting on such sidewalk to perform such work when notified thereof.

The notice to be given by the City Engineer shall be served upon the property owner by delivering to him a copy thereof or if he refuses to receive it, by offering a copy thereof to him or by leaving a copy in the usual place of abode of the owner, with some person who is over sixteen (16) years of age and a member of his family. If the owner is not to be found in the city or if the owner is unknown, service shall be had by delivering a copy to the known agent in charge of the property and if there be no known agent in the city, then service shall be had by affixing a copy thereof to the property in some public part thereof or by publishing a copy thereof in some daily paper or weekly newspaper published in the city for one (1) insertion. Said notice may be served by the city inspector or any member of the police department and the endorsement upon the notice by the officer serving the same shall be sufficient evidence of his action in the premises.

C. **Time for commencement and completion of work.** It shall be the duty of the owner of the property fronting or abutting upon any sidewalk ordered to be repaired or graded as provided in this section to commence the work of repairing or grading the same within ten (10) days after the service of the notice in accord with subsection (b) and to have the same completed within twenty (20) days thereafter.

D. **Failure of owner to perform work.** If the owner of any property fronting or abutting on any sidewalk ordered to be repaired or graded shall fail to begin the repairing or grading of the same within the time specified in subsection (c) or fail to have the same completed within the time specified in subsection (c), the City Engineer shall have the power and authority to cause such work to be done at the expense of the city. The expense of such work shall constitute a lien on the property of the owner failing or refusing to do the work and such lien shall be

enforceable as provided by law. (Sec. 20-31, 1962 Code)

E. **Compliance** All work should comply with ADA.

9.16.04 Permit - Required; fee All persons desiring to lay a sidewalk in Jonesboro shall first make application to the City Engineer for a permit to lay and construct same.

9.16.05 Approval of sidewalks The City Engineer shall have the right to refuse or accept any sidewalk and to order the same constructed anew when same shall have been built or constructed of material not listed in Section 9.16.06. (Digest 1934, Secs. 460, 462, and 463)

9.16.06 Materials and specifications - Generally All sidewalks shall be constructed of Portland Cement Concrete. Minimum of 3,000 PSI concrete four (4) inches thick. (Digest 1934, Sec. 465)

9.16.07 Expansion joins; slope An expansion joint of three-fourths (3/4) inch must be placed every fifty (50) feet in a continuous walk. The slope from inside of walk to outside of walk shall be one-fourth (1/4) inch to the foot. (Digest 1934, Sec. 446)

9.16.08 Subgrade In excavating for sidewalks, the ground shall be brought to a subgrade of not less than four (4) inches below the finished grade of the walk and said subgrade shall be thoroughly tamped, if necessary, to afford a solid foundation. In newly filled or marshy ground, cinders or dry gravel must be spread on top of the ground and tamped until a good, firm surface is formed. (Digest 1934, Sec. 467)

9.16.09 Forms All form lumber shall be seasoned two (2) inch by four (4) inch boards and shall be true and straight. Forms must be set true to line and grade given and must be well braced by stakes enough to keep timbers from bulging outward by tamping material. (Digest 1934, Sec. 468)

9.16.10 Marking and blocking The top of wearing surface shall be blocked off and cut through to the base with a trowel or tool made for that purpose so that no block shall be larger than six (6) lineal feet in its greatest dimension nor contain more than thirty (30) square feet in its surface. All corners must be rounded off so as to leave no square edges or corners.

All cross markings must be at right angles to the length of the walk and all longitudinal markings must be in perfect alignment and absolutely parallel to the side lines of the walk. Zigzag lines or markings shall be condemned at once and ordered taken out at once at contractor's expense. (Digest 1934, Sec. 469)

9.16.11 Crossings Whenever street crossings are constructed across any of the streets of the city, the crossing shall be of either concrete or paving brick and the same width as the adjoining walks. The elevation of the crossing shall be determined by a straight line connecting the top of the opposite curbs with each other and with the walks to be connected, that part of the

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crossing between the curb and the walk to be constructed according to the general specifications for concrete walks. Concrete crossings shall be made of five (5) given parts crushed rock, three (3) parts granite sand to one (1) part of standard 3,500 PSI Portland cement, the whole to be six (6) inches thick on a foundation of four (4) inches of sand or gravel thoroughly packed. The crown of said crossing shall not exceed two (2) inches and the surface shall be grooved

longitudinally every six (6) inches. When made of brick, an approved paving brick shall be used, laid on a foundation of six (6) inches of sand or fine gravel thoroughly packed and filled with sand or cement. (Digest 1934, Sec. 509)

9.16.12 Driveways Concrete driveways shall be built and maintained by all property owners owning property bordering on the paved streets of the city. In case the property owner does not care to maintain a driveway where an opening in the curb occurs, the said curb shall be restored and shall be similar and in harmony with the rest of the curb to which it is joined. All work done in compliance with the provisions of this section shall be under the supervision of the City Engineer and subject to his approval. (Digest 1934, Sec. 470)

CHAPTER 9.20

GRADES AND ELEVATIONS

Sections:

9.20.01 To be established by ordinance
9.20.02 Shape of cross section and elevations thereof
9.20.03 Longitudinal slope of grade
9.20.04 Grades of gutters
9.20.05 Curb and walk grade
9.20.06 Compliance

9.20.01 To be established by ordinance No grade or official elevation shall be used except mean sea level as established by the U.S.G.S.

9.20.02 Shape of cross section and elevations thereof The shape of the cross section and the elevations thereof shall be fixed at the time the street is improved depending upon the material used for paving. (Digest 1934, Sec. 502)

9.20.03 Longitudinal slope of grade The longitudinal slope of grade of the street or walk shall be on straight lines connecting the points where the elevations are fixed, excepting that where the grade breaks in the block between the intersecting streets, the roadway and curbs shall be on vertical curves of such length and kind that allowable cross slope of the sidewalks will be maintained. (Digest 1934, Sec. 503))

9.20.04 Grades of gutters The grades of the gutters shall be so fixed that the extreme

height between the tops of the curbs and the bottoms of the gutters shall not exceed one (1) foot. (Digest 1934, Sec. 505)

9.20.05 Curb and walk grade On all streets improved hereafter, the elevation of the curb line shall be the same elevation as the center of the street; the inside line of the walk shall be four

(4) inches higher than the curb line and the walk shall slope toward the curb at the rate of one-fourth (1/4) inch to the foot; provided, this shall not apply to any block or part of block on which walk is already laid to a prior established grade. (Digest 1934, Sec. 507)

9.20.06 Compliance All work should comply with ADA.

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CHAPTER 9.24

REGULATIONS FOR ADDITIONS OF NEW TERRITORY

Sections:

9.24.01 Established
9.24.02 Compliance and acceptance

9.24.01 Established The following regulations must be complied with before any territory is added to the city of Jonesboro, Arkansas:

A. **Existing street plan** All streets in any new addition or any proposed addition to the city shall first be made to conform as nearly as may be possible to the existing street plan of the city. Where any proposed addition to the city is not located adjacent to any portion of the city where streets have been previously laid out, the street plan shall be as outlined by the City Planner, City Engineer and approved by the Planning Commission.

B. **Width** No street in any proposed new addition to the city shall be less than sixty (60) feet wide and where deemed necessary by the City Planner, City Engineer and Planning Commission, the same shall be of a greater width than sixty (60) feet. No alley in any proposed new additional shall be less than sixteen (16) feet wide.

C. **Preliminary plat to be submitted** Before any new addition of territory shall be accepted by the city, the owner thereof or the petitioners for same shall submit or cause to be submitted to the City Planning Commission for their approval, a plat of the proposed addition showing the length and breadth of the proposed addition, the length and breadth of the blocks, lots, streets and alleys all properly referenced and located with regard to section lines, showing the location of the existing or proposed streets with reference to the existing streets of the city, the elevation of

all drains and drainage outlets, the location of sanitary sewers and fire hydrants, and all topographical data necessary for an intelligent reviewing of the proposed plan.

D. **Grading of sidewalks** The owners of all property in the proposed addition shall, if deemed necessary by the City Planning Commission, grade for and install or cause to be graded for and installed, at their own expense, sidewalks in all streets

of the proposed addition under the supervision of the Mayor.

E. **Final plat to be submitted** There shall then be filed with the City Planning Commission a plat of the proposed addition, showing the location of all things set out above. (Digest 1934, Sec. 552)

9.24.02 Compliance and acceptance. When the rules and regulations set out in this article have been complied with in full, the addition shall then be accepted by the City Council. If the regulations are not first complied with by the owners of the property in the proposed addition, the City Council shall refuse to accept the proposed addition. (Digest 1934, Sec. 553)

CHAPTER 9.28

RIGHT-OF-WAY SETBACK REGULATIONS

Sections:

9.28.01 Master Street Plan supplemented
9.28.02 Building lines established as to certain streets
9.28.03 Additional right-of-way setbacks at intersections
9.28.04 Waiver of building line requirements
9.28.05 Waiver of chapter provisions for hardship

9.28.01 Master Street Plan supplemented. The streets and right-of-ways and regulations of this chapter shall be considered an addition to the master street plan of the city. This chapter does not repeal any existing ordinance except as may be specifically set out herein and Sections 9.12.01 and 9.12.02 shall remain in full force and effect except as specific setback requirements are increased by this chapter. The provisions of this chapter shall apply to areas outside present city limits whenever they shall become part of the city or when jurisdiction is otherwise obtained. (Sec. 20-81, 1962 Code)

9.28.02 Building lines established as to certain streets. No building permit shall be issued and it shall be unlawful for any person or other owner of land bordering any of the streets or lines or areas described below to construct, erect, reconstruct or alter any building nearer or closer to such line which shall be the centerline of the right-of-way of the streets named if not otherwise described. The streets and lines listed below are classified according to the designation under which they are listed and described:

Such routes being designated "expressways" will require right-of-way of one hundred twenty (120) feet, and the provisions of this chapter respecting buildings shall apply sixty (60) feet from said lines or the centerlines of highways, streets or roads designated.

Such routes being designated "arterial" will require right-of-way of eighty-two (82) feet and the provisions of this ordinance respecting buildings shall apply forty-one (41) feet from said

lines or from the centerlines of the highways, streets or roads designated.

Such routes being designated "collector" will require a right-of-way width of seventy-two (72) feet; therefore the building provisions of this chapter shall apply thirty-six (36) feet from said centerline of collector street.

Residential and other streets. The building provision of this chapter shall apply thirty (30) feet from centerline of any street provided that this requirements shall not be construed to permit any such building closer to any street or right-of-way than is provided by other laws, ordinances regulations or dedication deeds and plats.

9.28.03 Additional right-of-way setbacks at intersections. In addition to the setback requirements on any and all of the streets or right-of-ways or lines described in this chapter, an additional right-of-way of twenty-four (24) feet is required or will be required and building locations specified shall be increased by twelve (12) feet for a distance of one hundred fifty (150) feet in all directions along said streets or lines wherever the same intersect. (Sec. 20-83, 1962 Code)

9.28.04 Waiver of building line requirements. The City Planning Commission or the City Council may waive the setback provisions in any location,

9.28.05 Waiver of chapter provisions for hardship. The provisions of this chapter may be waived upon showing of hardship and determination that the waiver does not adversely affect the public interest as shall be determined, first, by resolution of the City Planning Commission in regular meeting and second and also by resolution of the City Council. (Ord. No. 1034, Sec. 4, 10-2-61)

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CHAPTER 9.32

STREETS AND STORM SEWERS CONSTRUCTION STANDARDS

Sections:

9.32.01 Basis of design

9.32.02 Approval of plan and specifications
9.32.03 Materials and methods for constructing rigid pavements
9.32.04 Materials and methods for constructing flexible pavements
9.32.05 Standards for the construction of streets and appurtenances thereto in subdivisions as amended, and for other purposes

9.32.06 Materials and methods for constructing excavation and fills, pipe culverts and storm sewers, catch basins, drop inlets and junction boxes, subdrains, sidewalks, etc.
9.32.07 Bonds and insurance

9.32.01 Basis of design.

A. CLASSIFICATION. Streets shall be placed under four (4) classifications as follows:

1. Major highways (Expressways). As determined by the City Planning Commission after consultation with State Highway Department and Jonesboro City Council.
2. Internal major streets (Arterial). As determined by the City Planning Commission and the City Council.
3. Collector streets. A street which carries traffic from the minor streets to the major system or arterial streets and highways including the principal entrance streets of a residential development and streets for circulation within such a development.
4. Residential streets. Streets not expected to carry any heavy traffic as necessary to provide everyday ingress, egress and service to residents of area served.

B. THICKNESS REQUIREMENTS FOR RIGID PAVEMENTS. Thickness of all rigid concrete pavements for all street classes 1 through 4 may be determined from soil tests as run by a reputable testing laboratory. All concrete used must be of a mixture resulting in a minimum of three thousand (3,000) pounds per square inch compressive strength in twenty-eight (28) days and said concrete must be poured with a slump not to exceed four (4) inches. Unless otherwise required by City Engineer, rigid pavement thickness shall be based on the following standards herein established:

Classification	Thickness of Streets
1	AR State Highway Specifications
2	7 inches
3	6 inches
4	5 inches (Permitted after submittal and approval by City

Engineer of proper test and design.)

A subgrade for rigid pavement construction shall be scarified as instructed and compacted to the required grade and section. After required grading and compaction, subgrade must be inspected by City Engineer and any unsatisfactory subgrade material, on direction of the City Engineer, must be removed and replaced with satisfactory material. In the event of any questionable soil conditions, the City Engineer may require reinforcement as needed. (Ord. No. 2143, Sec. 1.) 244

C. THICKNESS REQUIREMENTS FOR FLEXIBLE PAVEMENTS. Thickness requirements for all flexible pavements for classes 1 through 4 may be determined by soil tests as run by a reputable testing laboratory. Standard pavement as outlined in these specifications shall be defined as asphaltic concrete hot mix wearing surface on a compacted crushed stone (GB-3 or SB-2) All types of flexible pavements including soil cement stabilization with asphaltic concrete surfacing shall be permitted when, in the opinion of the city engineer, the plans and specifications and construction will result in a pavement of equal or greater stability. Flexible pavement street design thickness shall meet the requirements as herein established and shown in the table following:

Classification	Base	Pavement Thickness
1	As Per State Highway Specifications	
2	8 inches	7 ½ inches (4" Base, 2"Bender, 1 ½" Surface)
3	6 inches	4 inches (1-2 ½" lift, 1-1 ½" lift)
4	6 inches	3 inches (2-1 ½ lifts)

No soil test will be required unless, in the opinion of the city engineer, the soil conditions are not applicable to the herein specified thickness tables. (Ord. No. 2143, Sec. 2.)

D. GENERAL REQUIREMENTS FOR STORM SEWERS. The capacity of all storm sewers shall be determined by a registered engineer in the state of Arkansas by using a rational approach, giving due consideration to rainfall intensity, soil characteristics, proper run-off coefficients, slope and the hydraulic properties of the pipes used. Interceptors should be placed at intervals not to exceed six hundred (600) linear feet, except under special conditions as approved by the city engineer. The designed rainfall intensity shall be based on four (4) inches per hour except in new subdivisions where the rainfall intensity shall be based on a time of concentration of at least once in ten (10) years expectance as determined from local rainfall records. The minimum design velocity shall not be less than two and one-half (2 ½) feet per second. The maximum design velocity should not exceed ten (10) feet per second. (Ord. No. 2143)

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9.32.02 Approval of plan and specifications.

A. Specifications. Specifications shall be defined as collectively all of the terms and stipulations contained in the written portion of information furnished. Two (2) complete sets of specifications shall be submitted to the City Engineer by the owner's engineer or developer or owner (hereinafter referred to as "engineer") prior to receiving contractor's bids on the proposed improvements. The main body of the specifications shall include such information and requirements as is

necessary to produce and define a first-class, workmanlike job. Attached to each of the two (2) copies of the specifications submitted shall be the soil analysis report of a reputable testing laboratory, if applicable.

B. Plans. The plan shall be defined as collectively all of the drawings pertaining to the contract and made a part thereof, and also such supplementary drawings as the engineer may issue from time to time in order to clarify the drawings, or for the purpose of showing changes in the work, or for showing details not previously shown. Two (2) sets of complete plans shall be submitted to the City Engineer prior to receiving contractors' bids on the proposed improvements. The plan shall show the plan, profile and cross-section of the proposed improvement and shall specifically show, by dimensions, alignment and right-of-way widths, the gradient and vertical curve data and shall indicate drainage structures as to location, size, material and gradients. (Ord. No. 1173, Sec. 2, 8-21-67)

9.32.03 Materials and methods for constructing rigid pavements.

A. MATERIALS.

1. PORTLAND CEMENT CONCRETE FOR RIGID PAVEMENTS, DRIVEWAY APRONS, STRUCTURES CURB AND GUTTERS: Portland cement concrete shall have a minimum compressive strength of thirty-five hundred (3,500) pounds per square inch in twenty-eight (28) days and its maximum slump when placed shall not exceed four (4) inches. Concrete shall be mixed in accordance with current A.S.T.M. requirements.

   a. Cement: Portland cement shall conform to current American Society for Testing Materials (A.S.T.M.) standards.
   b. Fire aggregate: Sand shall be clean, sound, properly graded and free from organic materials that might seriously reduce the strength of the concrete. Sand shall be uniformly graded from one hundred percent (100%) passing the three-eighths (3/8) inch sieve to not more than eight percent (8%) passing the No. 100 sieve. Sands containing at least twelve percent (12%) to fifteen percent (15%) passing the No. 50 sieve are preferred. Fine aggregate consisting of cubical particles is desired and will produce concrete of the

required workability.

c. Course aggregate: Aggregate shall be of hard, durable rock or gravel, and shall be free from shale, chert or organic material. Rock shall conform to A.S.T.M. Designation 2 and gravel shall conform to A.S.T.M. Designation D289. Coarse aggregate consisting of rounded or cubicle particles is preferred. The graduation shall be uniform, between the limits of one (1) and one-half (½) inch and one-fourth (1/4) inch size particles. In no case

shall the maximum size aggregate exceed one-third (1/3) of the design depth of the pavement.

d. WATER: Water to be used shall be potable, i.e., drinkable and shall be clean and free from oils, salts and other injurious substances.

2. REINFORCEMENT: All reinforcing shall meet current American Association of State Highway Officials (A.A.S.H.O.) specifications for welded steel wire fabric, billet steel bars, rail steel bars or axle steel bars, all for concrete reinforcement. Deformed bars shall comply with current A.A.S.H.O. Designation M-137.

a. Load transmission connectors: "Starlug" load transmission connectors or equal are permissible.

3. JOINT FILLER: Joint filler shall consist of premolded, poured, or structural grade redwood planks. (Ord. No. 2143, Sec. 3.)

a. Premolded joint filler: Premolded joint filler shall be of the non-extruding type, shall be from three-fourths (3/4) inch to one and one-half (1 ½) inches thick and shall be of the same height as the slab in which it is placed.

b. Poured joint filler: Poured joint filler shall be bituminous material of an approved type, conforming to A.A.S.H.O. Designation M-18 or rubber-base compound conforming to Federal Specification SS-F-336 as asphalt with mineral filler as defined by special provision 701 Arkansas State Highway Department.

c. Deformed metal plate joints: Deformed metal plate joints shall not be allowed. (Ord. No. 2143, Sec. 3.)

d. Redwood plank joint filler: Structural grade redwood planks shall be used as joint filler in making transverse joints. The planks shall be three-fourths (3/4) inch thick and shall have a minimum width of one-half (½) inch less than the slab thickness at any point. Joint filler shall be poured into the one-half (½) inch recess. (Ord. No. 2143, Sec. 3.)

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4. CURING COMPOUNDS: Curing compounds may include such materials as silicate of soda, calcium chloride or any or several other curing compounds approved by the City Engineer. While clear curing membranes with a fugitive dye is acceptable, the white pigmented curing membrane is preferred.

B. METHODS:

1. PLACING REINFORCING: All pavements in Classes 1 and 2 may be reinforced with #3 deformed bars at twenty-four (24") inch centers both directions. Welded wire mesh may be used as an alternate if an equal of steel is installed. Mats of reinforcement shall be lapped twelve (12") inches. Slab reinforcement should be placed above two (2") inches below the finished surface of the pavement unless otherwise directed by the engineer. Reinforcement may be required in all classes as directed by the city engineer.

2. JOINTS:

   a. Transverse joints: Transverse joints fall into two (2) general classes: expansion joints and contraction joints and shall be of the type and dimensions shown on the approved plan and shall be constructed perpendicular and at right angles to the centerline of the pavement.
      (1) Expansion joints: Maximum spacing shall be sixty (601) feet center to center as nearly as is practical. All edges shall be tooled and rounded. When dowel bars are used, they shall be placed at one-half (½) of the slab depth and a line through the horizontal axis shall be parallel to the surface of the slab. One end of all dowels on a common side of the joint shall be greased and fitted with an expansion cap. When load transmission connectors are used, greasing may be dispensed with.
      (2) Contraction joints: Contraction joints shall be spaced at a maximum of twenty (20) feet when crushed stone is used in the mixture. The maximum of fifteen (15) feet spacing shall be used when gravel is used. All contraction joints shall be cut to a minimum of twenty percent (20%) of the total thickness of the slab including sawed joints.
   b. Expansion joints other than transverse: Expansion joints shall be formed about all features projecting through or into the pavement, such as poles, hydrants, manholes and storm sewer appurtenances

and shall be formed between the pavement slab and existing curbs, buildings, or other structures. Unless otherwise designated, such joints shall be constructed one-half inches (½") in width and may be of either premolded or poured type.

c. Longitudinal joints: Longitudinal joints shall be placed perpendicular and parallel to the centerline of the pavement and shall be laid in multi-lane pavement. Longitudinal joints shall be free or tied as determined by the engineer.

3. FORMS: Forms shall be of steel and/or of wood, two inches (211) thick, dressed on the top and inside. Battered, bent, twisted or broken forms shall not be used. All forms used shall be cleaned and oiled before concrete is placed against them and when staked and placed, shall have rigid, tight connections at the joints.

4. PLACING OF CONCRETE:

a. Pouring: No pouring of concrete on any street shall begin without notifying the City Engineer at least twelve (12) hours prior to beginning operations. If the City Engineer does not inspect the base within the said twelve (12) hour period, the base shall be deemed approved. Concrete shall not be placed until the subgrade has been checked and accepted by the engineer. All forms shall be set and securely staked to the lines and grades established by the engineer. The concrete shall be deposited on a thoroughly wetted subgrade in such a manner as to minimize rehandling and shall be deposited in one course. Spading or vibrating shall be required adjacent to all forms and joints. Placing shall be a continuous operation without bulkheads as nearly as is practical. Concreting operations will not be permitted when a descending air temperature falls below forty (40) degrees Fahrenheit nor resumed until an ascending air temperature reaches thirty-five (35) degrees Fahrenheit. The city will not accept any pavement which has been damaged by frost. Under no circumstances shall the placing of concrete on a frozen subgrade be permitted.

b. Screeding: Screeding, spreading and finishing machines shall be preferred. If the scope of the work does not permit the use of this machine, the following procedure shall be followed. After the concrete has been deposited, it shall be approximately leveled and struck off to such depth below the finish grade as required to place reinforcing mats or wire mesh, and shall be properly consolidated prior to placing the reinforcing mats or mesh, when applicable, as the case may be. Additional concrete shall be deposited and struck off to a depth above the finish grade that

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when properly consolidated, the surface shall conform to the line and grade desired. The strikeoff board shall be straight, free from warp, and shod on the striking surface with a street strip, and shall be shaped to the required curvature and crown. The strike-off board shall be moved forward with a combined longitudinal and transverse motion and without raising either and above the side forms during the strike-off process. A slight excess of material must be kept in front of the cutting edge at all times. The entire area of the pavement shall be tamped in such a manner as to secure maximum compaction and to reduce voids to a minimum.

c. Integral curb: The cross section of the integral curb shall conform to the city's standard, and the concrete mix used shall be the same as that used in the concrete pavement, and shall be poured as one course construction, with special Attention being given to spading and tamping to insure adequate compaction and surface free from honeycomb. All integral curb sections shall make allowance for driveway opening in accordance with city standards. The concrete for integral curb may be left high on the outside form by a notch in the screed or it may be carried back from the paver after the pavement surface has been struck off. The integral curb shall be shaped by a "mule" or by a straightedge guided by templets of proper shape, temporarily inserted in the concrete at regular intervals. Joint spacing shall be the same as required in the pavement. The final finish shall match the texture of the adjoining pavement. Designed low points and flat grades shall be checked by pouring a small amount of water into the gutter at some distance from the inlet before final finishing operations are completed.

d. Straightedge testing and longitudinal floating: Immediately following screeding and compaction operations, the slab surface shall be tested for trueness with a straightedge. Any depressions found shall be filled with freshly mixed concrete, struck off consolidated, and refinished. Longitudinal floating shall be done in conjunction with checking with the straightedge. The float shall not be less than twelve inches (12") in length, and from eight inches (8") to ten inches (10") in width and shall be properly stiffened to prevent flexibility and warping. The straightedge testing and floating operation shall continue until the entire surface is found to be free from observable departures from the straightedge and until the surface of the slab has the required grade and contour.

e. The pavement shall be finished by two (2) applications of belting or floating and a final finish of brooming. Forms shall not be removed for at least twelve (12) hours after placing of concrete. All holes, void or honeycomb shall be moistened and filled with 1:2 mortar and floated smooth.

5. CURING: As soon as the pavement has been finished and has attained sufficient set to prevent marring the surface, it shall be cured by an approved moist curing method or by spraying with an approved compound. Extreme care shall be exercised during the early curing period to prevent extreme reductions in the surface temperature of the slab. No edge of the ' slab shall be exposed to the air during the curing period. The length of the curing period depends upon the rate at which the concrete hardens, normally from three (3) to ten (10) days.

6. OPENING TO TRAFFIC: The normal period of time for keeping the pavement closed to traffic shall be fourteen (14) days. This period may be shortened subject to the result of suitable tests to determine the quality and strength of the concrete and only then with the consent of the City Engineer and in no case shall placement be opened before the longitudinal and transverse joints are properly poured and the pavement cleaned of all foreign substances. The city engineer shall be notified at least seven (7) days in advance of opening any pavement to traffic.

C. TESTS AND INSPECTION.

1. TEST OF CONCRETE: Tests as outlined in this section shall be made during and after paving is completed in order to determine consistency, air content, strength, thickness and surface variations for each strength of concrete placed. All tests except slump and air content tests when they are performed by the engineer shall be made by a reputable testing laboratory and shall be at the contractor's expense. Results shall be mailed directly to the engineer or owner or developer and the City Engineer by the laboratory.

   a. Slump tests: Slump shall be checked to test the consistency of the mix by the method described in A.S.T.M. Standard C143.
   b. Air content: Air content may be determined by any of the following A.S.T.M. methods: Air Content Designations C138, C173 and C231.
   c. Strength tests: Flexural strength of concrete shall be determined in accordance with A.S.T.M. method test, Designation C31 and C78. Compressive test cylinders shall be taken in accordance with A.S.T.M. Designation C31. A minimum of three (3) test cylinders shall be taken for each day's pour and for each one hundred (100) feet of street poured for that day. Each cylinder shall be marked with the date and adequate information to identify street locations. One (1) of the three (3) cylinders will be tested at seven (7) days, one (1) at twenty-eight (28) days and the other held for forty-five

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(45) days for future testing if needed. Test results shall be submitted to the City Engineer's office before the letter of construction acceptance will be written. (Ord. No. 2143, Sec. 4.)

2. FINAL INSPECTION: Prior to final inspection, the contractor shall be required to make a general cleanup of the construction area. The pavement, curbs and all appurtenances shall be properly backfilled and shall be clean and free from fractures, spalling or defects. Providing all construction meets the requirements of the city, a letter of approval of construction shall be written by the City Engineer. (Ord. No. 2143)

9.32.04 Materials and methods for constructing flexible pavements.

A. MATERIALS.

1. PORTLAND CEMENT CONCRETE FOR CURB AND GUTTER: The concrete mix used shall meet the requirements specified in Section 9.32.03 "Materials and Methods for Constructing Rigid Pavements." (Ord. No. 2143)
2. BASE COURSE MATERIAL: Base course material shall be composed of crusher run and shall conform to the current Arkansas State Highway Specifications. Base Course Material, Designation GB-3 or SB-2. Base Course material may also be uncrushed base gravel containing no more than five percent (5%) exceeding two (2") inches in size. Test of base course materials shall be made by a reputable testing laboratory and shall be at owner or contractor's expense. Test results shall be delivered to the City Engineer and owner/developer. Also, on-site test of base will be performed by the same testing laboratory and results presented to the City Engineer's office before a letter of construction acceptance will be written. (Ord. No. 2143, Sec. 5.)
3. BITUMINOUS MATERIAL FOR PRIME COAT: Prime coat shall be MC-0 or MC-1 asphalt or asphalt emulsion unless otherwise specified by city engineer and shall be applied in the quantities as specified for each individual project.
4. ASPHALT CONCRETE HOT MIX WEARING SURFACE: Asphalt concrete hot mix wearing surface shall be composed of a compacted mixture of mineral aggregate and asphalt cement and shall be the product of an approved mixing plant of the separate weight batch type or continuous mixing type. Asphaltic concrete hot mix wearing surface shall conform to the compositions specified herein. The materials forming the mixture shall in all cases be measured separately by weight and shall be heated before entering the mixer to a temperature between two hundred seventy-five (275) degrees Fahrenheit to three hundred seventy-five (375) degrees Fahrenheit.

Composition of mix: The hot asphaltic concrete shall conform to the standard specifications set forth by the Arkansas State Highway Department for dense graded hot mix nd hot laid asphaltic material.

ASPHALTIC CEMENT:

Penetration Grade	Percent By Weight	Tolerance
50-100 penetration		6 - 9% + or - 0.3%

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Asphalt cement shall meet current A.S.T.M. specifications tested by the latest revised methods for fifty-one hundred (50-100) penetration.

B. METHODS.

1. Forms: Forms shall be of steel and/or of wood, two inches (2") thick, dressed on the top and insides. Battered, bent, twisted or broken forms shall not be used. All forms used shall be cleaned and oiled before concrete is placed against them and when staked and placed, shall have rigid, tight connections at the joints.
2. PORTLAND CEMENT CONCRETE CURB AND GUTTER: All curb and gutter shall be poured as one course construction Concrete shall be placed in the forms on a compacted, wetted subgrade and shall be tamped and spaded until mortar covers the entire surface. Tamping and spading shall be given special attention to insure adequate compaction and surfaces free from honeycomb. The cross section of the curb and gutter shall conform to the city's standard. The surface shall be struck off smooth between templets, shaped to the required cross section and it shall be finished with a wooden float and steel trowel and broomed to produce a uniform surface of roughened texture. Joint spacing shall be the same as required in Section 9.32.03, "Materials and Methods for Construction Rigid Pavements." Expansion joints shall be used behind or at the ends of the curb wherever it abuts sidewalks, driveways or other structures. The curb and gutter shall be grooved one inch (111) deep with an approved grooving tool at intervals as specified under Section 9.32.03, paragraph (b) 2, Joints. All curb and gutter sections shall make allowance for driveway openings in accordance with city standards.
3. PLACING CRUSHED STONE BASE COURSE OR GRAVEL: The base course shall be placed in courses not to exceed six inches (6") in compacted thickness each course having a compacted thickness as directed by the engineer. The base material shall be spread the same day it is hauled and shall be thoroughly mixed by approved mechanical equipment to secure a uniform distribution of the fine and course particles.

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Proper compaction shall be ninety-five percent (95%) Modified Proctor. The City Engineer shall be notified at least twelve (12) hours prior to placing prime to permit checking the base for stability, line grade and crown. (Minimum six (6"). If the City Engineer fails to make an inspection after proper notification within the said twelve (12) hour period, the same will be deemed approved.

4. PREPARATION OF BASE COURSE FOR RECEIVING ASPHALTIC CONCRETE SURFACE: Prior to the arrival of the surface course mixture on the work, the prepared base shall be cleaned of all loose and foreign materials and shall be primed with bituminous material specified. The prime coat shall be applied with an approved type, self-propelled asphalt distributor as approved by the City Engineer, with minimum pressure of

forty (40) pounds at the rate of five-hundredths (.05) to four-tenths (.4) gallon per square yard of surface. The specific rate of application shall be as directed by the engineer. The prime coat shall in any case be placed sufficiently in advance of laying the wearing surface as to permit thorough curing. Contact surface of curbs, gutters, manholes, and other structures adjacent to the paving area shall be painted with a thin, uniform coating of hot asphaltic cement, cutback or emulsified asphalt before the surface mixture is applied against them.

5. TRANSPORTING AND PLACING ASPHALTIC CONCRETE HOT MIX WEARING SURFACE: The methods employed in performing the work and all equipment, tools and machinery used in handling materials and in executing any part of the work shall be subject to the approval of the City Engineer before the work is started and whenever found unsatisfactory shall be changed or improved as required by the City Engineer.

   a. Transportation of mixture: The mixture shall be transported from the paving plant to the work in tight vehicles with metal bottoms, previously cleaned of all foreign substances and lightly lubricated with oil or soap solution. Excessive lubricant will not be permitted. When directed by the engineer, the vehicles shall be suitable insulated and each load shall be covered with a canvas or other suitable material. Care shall be exercised by truck drivers so as not to disturb or loosen the prepared base course when entering or leaving the project area.

   b. Placing the mixture: The mixture shall be laid only upon a base which is dry or at least free from standing water and only when weather conditions are suitable and the mixture shall have a temperature range of from two hundred seventy-five degrees (275) Fahrenheit to three hundred twenty-five degrees (325) Fahrenheit. Prior to the delivery of the mixture on the work, the prepared base shall be cleaned of all loose or foreign materials. No asphaltic concrete material shall be mixed or placed when descending air

temperature reaches forty (40) degrees Fahrenheit or shall not be started until an ascending air temperature reaches thirty-six degrees (36) Fahrenheit. All asphaltic concrete mixture shall be unloaded into a mechanical self-powered paver equipped with automatic controls which is capable of spreading the mixture true to the line, grade and crown. Crowns shall be a minimum of six (6") inches set by the engineer. Care shall be exercised to insure the mixture being unloaded into the mechanical paver so that no material will fall between the truck and paver onto the prepared base course. Such deposits shall be removed immediately. Hand spreading shall be allowed in areas inaccessible to the paving machine and/or such areas as directed by the engineer. The laying process shall be

continuous as nearly as is practicable. Care shall be exercised by the contractor not to destroy or loosen the base course material during the laying operation.

c. Rolling: The asphaltic concrete mixture shall be compressed while in a plastic condition and as soon after being raked as it will bear the rollers without undue displacement or haircracking. All rollers used shall be an approved type in the eight (8) ton to twelve (12) ton class, self-propelled and in good condition. Each roller shall be manned by a competent, experienced operator and shall be kept in continuous operation as nearly as is practicable. The rolling surface of the wheels shall be properly moistened with water, but an excess of such moisture will not be permitted. Along curbs, headers and similar structures and all places not accessible to the roller, the surface mixture shall be thoroughly compacted with hot tampers to produce sealed joints.

d. Joints: The roller shall pass over the unprotected and freshly laid mixture when the laying of the course is to be discontinued for such length of time as to permit the mixture to become chilled. In all such cases, provisions shall be made for a proper bond with new surface mixture by cutting back the joint so as to expose an unsealed, granular surface for the full specified depth of the course. The exposed edge of the cut joint shall be painted with a thin coat of hot asphaltic cement, cutback or emulsified asphalt and the hot mixture shall be raked against the joint, thoroughly tamped with hot tampers and rolled. Hot smoothing irons may be used for sealing joints, but in such cases, extreme care shall be exercised to avoid burning the surface.

e. Surface tests: Before the completion of rolling, the surface shall be tested for thickness and contour corrected as necessary while still hot by properly adding or removing material and by reshaping and rerolling until the finished surface complies with the test requirements. The finished surface shall show no deviation from

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the general surface in excess of one-sixteenth inch (1/16") per foot. Ordinances measured from the face of a ten-foot (101) straight-edge to the surface of the pavement shall not exceed one-sixteenth inch (1/16") per foot in distance from the nearer point of contact, with the further provision that the maximum variation in ten feet (101) shall not exceed one-fourth inch (1/4"). Such portions of the completed surface course found defective in compression or finish shall be removed and replaced with suitable material by the contractor.

6. OPENING TO TRAFFIC: The normal period of time for keeping the pavement closed to traffic is the period required for the finished pavement to cool to atmospheric temperature; however, upon completion of the

work, the contractor or engineer shall so notify the city engineer in order that traffic control signs and devices may be installed prior to general traffic use.

C. TESTS AND INSPECTION.

1. TESTS OF CONCRETE: Tests shall meet specifications as outlined in paragraph (C) 1, Section 9.32.03, "Materials and Methods for Constructing Rigid Pavements."
2. TESTS OF ASPHALT AND CRUSHED STONE: Tests of all material used in the base course and wearing surface shall be made during and after paving is completed in order to control and determine the quantity, quality and thickness of the various materials placed. All tests shall be made by a reputable testing laboratory and all test made by the laboratory shall be at the contractor's expense. Results shall be mailed directly to-the engineer or owner or developer and the city engineer by the laboratory. The laboratory report shall show the sieve analysis in percent passing, batch weight in pounds for the various materials used, temperature of mixture and an analysis of the surface course mixture leaving the plant. Only current A.S.T.M. standard methods shall be employed. At least one test shall be taken for each four hundred (400) tons of asphaltic material but not less than one (1) per day.
3. FINAL INSPECTION: Prior to final inspection, the contractor shall be required to make a general cleanup of the construction area. The pavement, curbs and all appurtenances shall be properly back-filled and shall be clean and free from fractures, spalling or defects. Providing all construction meets the requirements of the city, a letter of approval of construction shall be written by the city engineer. (Sec. 20 1/2-4, 1962 Code) (Ord. No. 1173, Sec. 5, 8-21-67)

9.32.05 Standards for the construction of streets and appurtenances thereto in subdivisions as amended, and for other purposes.

A. All testing procedures for materials and construction as outlined in said specifications shall be made under the direction of a professional engineer or independent testing firm employed by the subdivider and/or developer.

B. Engineering and Acceptance: Any street constructed within the city shall be designed by a qualified professional civil engineer duly registered to practice engineering in the State of Arkansas. Plans and specifications for such street construction shall be submitted to the city for approval prior to construction.

C. Upon completion of construction of any street improvements, two (2) sets of as-built plans signed and sealed by the engineer supervising construction shall be prepared and submitted to the city together with a signed statement by said supervising engineer that the work was performed under his inspection and to the

best of his knowledge, does conform to all respects to the city's requirements. All test reports and certifications signed by the supervising engineer shall be submitted to the city before final acceptance. All testing shall be done by an independent Civil Engineering Testing Firm, hired by the subdivider and/or developer and all cost shall be paid by the developer.

D. Upon completion of any city street project, the subdivider and/or developer shall file with the city on a form acceptable to the City Attorney, a maintenance bond or acceptable contract, guaranteeing the correction or replacement of any or all construction that is found faulty or inadequate in any respect during the twelve (12) month period immediately following completion of construction and submission of as-built plans. No street will be accepted until such bond and bond as-built plans have been submitted and a letter of acceptance issued by the city. (Ord. No. 1173, Sec. 5, 8-21-67)

9.32.06 Materials and methods for constructing excavation and fills, pipe culverts and storm sewers, catch basins, drop inlets and junction boxes, subdrains, sidewalks, etc.

A. MATERIALS.

1. FILLS: Materials used in the construction of compacted Fills for roadways, storm sewers, sidewalks, etc., shall be composed of earth, sand, gravel or other suitable material meeting the approval of the engineer.
2. PIPE. Pipe used in the construction of culverts and storm sewers shall be reinforced concrete or bituminous coated corrugated metal pipe or pipe arch with paved invert. Minimum size pipe used shall not be less than eighteen (18) inches inside diameter. (Ord. No. 1986, Sec. 1)
3. RINGS AND COVERS AND GRATES AND FRAMES: Cast iron shall be of good quality and of such character that it shall make the metal of the castings strong, tough and of even grain. All castings shall be smooth, free from scale and cracks and other defects that might render them unsuitable for the use for which they are intended.

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a. Rings and covers: Rings and covers shall be of two (2) main types; sidewalk and street type. The combined weight of the standard sidewalk type shall be approximately one hundred twenty-five (125) pounds total and the standard combined weight of the street type shall be approximately two hundred fifty (250) pounds total.

4. BRICK OR 6' VERTICAL CELL TILE: Brick shall be clean, whole, free from cracks or warpage and shall produce a ringing sound when two (2) bricks are struck together.

5. SUBDRAIN TILE: Subdrain tile shall conform to current A.S.T.M. specifications, shall not be less than eighteen (18) inches inside diameter and shall pass standard methods of testing A.A.S.H.D.

6. FILTER MEDIUM: Filter medium shall meet current Arkansas State Highway specifications for filter rock.

7. PORTLAND CEMENT CONCRETE FOR SIDEWALKS AND APPURTENANCES: Portland Cement concrete for sidewalks and appurtenances shall have a minimum compressive strength of not less than three thousand (3,000) pounds per square inch in twenty-eight (28) days. Its maximum slump in place shall not exceed four (4") inches. Concrete shall be mixed in accordance with current A.S.T.M. requirements. (Ord. No. 2143, Sec. 6.)

a. Cement: Portland cement shall conform to current A.S.T.M. standards.

b. Fine aggregate: Sand shall be clean, sound, properly graded and free from organic materials that might seriously reduce the strength of the concrete and shall meet all requirements of paragraph Al(2) Section 9.32.03, "Materials and Methods for Constructing Rigid Pavements."

c. Coarse aggregate: Aggregate shall be of hard, durable rock or gravel and shall be free from shale, chert or organic material. The aggregate shall be well graded in size, between one-fourth inch (1/4") and one inch (1").

d. Water; Water used in mix shall be potable; i.e., drinkable and shall be clean and free from oils, salts and other injurious substances. (Ord. No. 2143)

B. METHODS.

1. EXCAVATION AND FILLS: Excavation shall consist of all cutting in the roadway and adjacent areas and the cutting and removal of all unsuitable material, regardless of character, from the subgrade, all in conformity with the lines and grade shown on the plans.

Unless directed by the engineer, excavation shall not be carried below the elevations indicated on the drawings except when soft or otherwise unsuitable material is encountered. This material shall be removed and

replaced with suitable material in accordance with the procedure specified for fills with the further provision that all loose rock or boulders found in the subgrade shall be broken off and removed to a depth of not less than six inches (6") below the surface of the subgrade. Suitable material shall consist of earth, sand, gravel or other satisfactory materials.

Fills shall be built up with suitable materials from excavation which is free from mulch, trees, tree boles, rubbish and frozen materials. Earth or friable materials used in construction fills shall be placed in successive horizontal layers of loose material not more than eight inches (8") in depth. Each layer shall be spread uniformly and shall be wetted and rolled with a sheepfoot roller, pneumatic tired roller or other approved equipment, until thoroughly compacted to ninety percent (90%) of maximum density obtained at optimum moisture content as determined by the Modified Proctor Compaction Test.

Subgrade compaction shall extend a minimum distance of one (1') foot beyond the outside edge of the pavement and/or curb and gutter or a maximum distance as determined by the width of right-of-way. Except as otherwise provided, the top six (611) inches of subgrade in every area shall be compacted to ninety-five percent (95%) of maximum density obtained at optimum moisture content as determined by the Modified Proctor Compaction Test. The engineer shall notify the City Engineer at least twelve (12) hours prior to placing any material on the completed subgrade in order that the City Engineer may check the line, grade, and crown of the subgrade. If the City Engineer does not make the inspection after proper notification within the said twelve (12) hour period, the subgrade shall be deemed approved. Where rock is to be incorporated in fills composed largely of earth or friable materials, the rock shall be reduced to a maximum size of six (6") inches with the further provisions that no rock of six (6") inches maximum size be within six (6") inches of the finished subgrade.

a. Backfill of utility lines: All utility lines shall be laid prior to setting any forms for construction. As soon as the joints of the utility lines have hardened to such an extent that they will not be damaged by backfilling, suitable materials from the spoil bank shall be brought up in compacted layers not exceeding eight inches (811) in depth of loose material. The first layer shall not extend above the spring line of the pipe in any case. Compaction of backfill shall be carefully and thoroughly done so as not to displace utility lines from their original positions. All the backfill material shall be at optimum moisture and shall be thoroughly compacted to ninety percent (90%) of maximum density as determined by the Modified Proctor Compaction Test. However, the top six inches (6") of the backfill shall be compacted to ninety-five percent

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(95%)of maximum density as determined by the Modified Proctor Compaction Test.

b. Cuts in permanent type pavement: When any permanent concrete or asphalt has been cut, the following procedures will be used:

(1) After the backfill material has been brought within seven and one-half inches (7 ½") of the finished surface, the material on either side of the trench hall be removed for a horizontal distance of nine inches (9") from the widest point of the trench to a depth of seven and one-half inches (7 ½ "). This will provide a shoulder of undisturbed bearing along each side of the trench nine inches (9") side. The cut shall have a uniform width as nearly as is practicable and shall be made perpendicular to the surface of the pavement in order that the repair shall result in a uniform, net appearance. If the street is concrete, seven

and one-half inches (7 ½ ") of thirty-five hundred (3,500) pound concrete meeting the city of Jonesboro specifications is then to be placed on this shoulder. If the street is asphalt, seven one-half (7 ½ ") inches of thirty-five hundred (3,500) pound concrete meeting the city's specification is then placed on this shoulder. The above requirements shall apply for all pavement thickness up to and including the thickness outlined above, but in no case, shall the total thickness of repairs to streets be less than the total thickness of the pavement in each individual case.

c. Cuts in single and double penetration streets: Backfill on streets which are single penetration or double penetration asphalt streets will be done in the following manner:

(1) Compaction requirements will be the same as outlined for all utility lines.

(2) The backfill will be brought to within six inches (6") of the surface. Regular base material will be used to within two inches (211) of the surface. The final two inches (2") will be hot-mix asphalt.

d. Cuts in gravel streets: Backfill on gravel streets will be as follows:

(1) Compaction requirements will be as outlined above to within six inches (6") of the surface. The final six inches (6") will be clay gravel. This final six inches (6") will be tamped in place by using an air tamp.

e. No streets may be paved in less than ninety (90) days after completion of any underground utilities or storm sewers unless laboratory test proves compaction would permit paving in a lesser period of time.

2. PIPE CULVERTS AND STORM SEWERS: All excavation shall be

carried to an elevation where foundation materials are satisfactory to the engineer, regardless of elevations shown on the plans. Pipe culverts and storm sewers shall be placed either by hand or by mechanical means and shall be laid and backfilled as specified herein.

a. Forming bed for pipe: Where pipe is laid below the ground line, the trench shall be excavated to the required depth and to the minimum width practicable for the existing working conditions. The bottom of the trench shall be shaped to conform to the bottom of the pipe and to afford a uniform bearing through its entire length. Recesses shall be excavated to receive the bells where bell and spigot pipe is used. When rock is encountered in the trench, it shall be removed to a minimum depth of six inches (611) below the pipe, and this excess depth shall be refilled with suitable material and stabilized. Where pipe is not laid in a trench, a

uniform, firm bed shall be made as specified above.

b. Laying the pipe: Pipe culverts and storm sewers shall be laid to the lines and grades established by the engineer with the hubs and bells upgrade. Spigot ends shall be fully entered into the adjacent hubs or bells. All joints shall be cemented with 1:3 Portland Cement mortar. The insides of all joints shall be wiped and finished smooth. When corrugated metal pipe or pipe arch sections are used, they shall be joined with a band made of the same material as the pipe. Any pipe which is not in true alignment or which shows settlement after laying shall be taken up and relaid by the contractor.

c. Backfilling: The material used for backfilling pipe culverts and storm sewers under any improvement shall be at optimum moisture and shall be free from large lumps, clods or rocks and it shall be placed alongside the pipe culverts or storm sewers in layers of approximately eight inches (8") and thoroughly compacted to an elevation equal to the spring line of the pipe. Subsequent layers of backfill material shall be placed uniformly over the contour of the pipe in layers not to exceed eight inches (811) and shall be compacted for the entire depth of the trench. Backfill compaction by puddling or jetting with water shall not be permitted unless it is non-plastic materials.

3. CATCH BASINS, DROP INLETS AND JUNCTION BOXES: Concrete floors for catch basins, drop inlets and junction boxes shall be poured at least twenty-four (24) hours prior to beginning construction on the walls. Floors shall be constructed to the full outside dimensions indicated in the plans. Walls shall be so constructed as to form a tight joint with the floor and around all inlets and the outlet pipes. Walls may be constructed of

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plain concrete or reinforced concrete meeting requirements outlined in paragraph (A) 1, section 9.32.03, "Materials and Methods for Constructing Rigid Pavements" or brick masonry, as required by the engineer. Forms for concrete walls shall be smooth on the inside face and shall be securely staked to conform with the lines and grades established by the engineer. They shall be set in such a way to prevent springing when concrete is placed against them. All forms shall be cleaned and oiled before concrete is placed against them. No concrete shall be poured until the engineer has inspected the forms, the placing of reinforcing steel and casting and has given his approval to proceed with the work. All castings shall be set accurately to the finished elevations. They shall be set in full mortar beds with firm bearing on the walls or securely fastened to the forms so that no movement will occur when concrete is poured around them.

In construction of brick masonry walls, the brick shall be thoroughly wetted immediately before being laid and they shall be laid in full courses

in full and close mortar joints. At least one (1) course in every seven (7) courses shall be composed of headers. No spalls or bats shall be used except for shaping around irregular openings. All joints shall be completely filled with mortar. Portland cement mortar shall be proportioned one (1) part cement to two (2) parts of sand. Retempering of mortar will not be permitted.

4. SUBDRAIN TILE: The engineer shall determine areas where subdrain tile will be required. All trench excavation for the installation of subdrain tile shall be carried to the depth and width deemed necessary by the engineer. Trenches shall be inspected and approved by the engineer prior to placing any filter stone or subdrain tile. The uniform layer of filter stone at least four inches (4") deep shall be placed in the bottom of the approved trench prior to installing subdrain tile. The subdrain tile shall be laid to the lines and grades established by the engineer. The joints between successive tiles shall be opened approximately one-fourth inch (1/4") and the upper half of the joint shall be covered with building felt or other approved material. The tile shall then be covered with filter stone to the required elevation.
5. CONSTRUCTION OF SIDEWALKS: All sidewalks shall be constructed to the grades hereinbefore established for the streets on which sidewalks are to be laid and the responsibility for establishing sidewalk grades with relation to the top elevation of the curb for the various streets shall rest with the city engineer. Sidewalks shall be constructed with a flat surface and shall be pitched toward the curb at the rate of one-fourth inch (1/4") per foot, unless otherwise directed by the City Engineer. The width of sidewalks in all residential areas shall be four (41) feet except in the case of repairs to existing sidewalks in which case the repairs shall conform to the present width. Transverse expansion jackets or joints not less than one-half inch (½") thick of the premolded, nonextruding type shall be

placed every sixty (60') feet along sidewalks and at all points where walks bear against curbs, building, or other structures. All concrete shall be cut at least twenty percent (20%) of the full depth of the sidewalk at intervals equal to the width of the walk. All corners shall be rounded so as not to leave any square edges or sharp projections.

6. ADJUSTING, MANHOLES, ETC. TO PROPER GRADE. The paving contractor shall see that all valve boxes, manhole covers, cleanouts, etc. are set to the proper grade as established by the engineer and shall carefully finish all pavement to them. The contractor and utility company shall be responsible for all valve boxes, manhole covers, and cleanouts, etc. which might be sealed shut during construction operations. Any boxes or covers damaged by the contractor shall be repaired by him before paving and he shall bring such damages to the engineer's attention.

C. TESTS AND INSPECTIONS.

1. TESTS FOR COMPACTION OF FILLS AND SUBGRADE: Tests for compaction of fills and subgrade shall be run by a reputable testing laboratory or the shall be made in accordance with procedures outlined by Modified Proctor by the A.A.S.H.D.
2. TESTS OF CONCRETE: Tests of concrete shall be in accordance with paragraph (C)l, Section 9.32.03, "Materials and Methods for Construction Rigid Pavement."
3. TESTS OF PIPE AND SUBDRAIN TILE: Tests of pipe and subdrain tile shall be in accordance with latest revised standard methods of A.S.T.M.
4. FINAL INSPECTION: Prior to final inspection, the contractor shall be required to make a general clean-up of the construction area. All backslopes of cut and fill areas and backfills of storm sewers, catch basins, drop inlets, junction boxes subdrain tiles, sidewalks and other structures shall be properly dressed to a firm, neat and clean surface free from defects of any kind. Providing all construction meets the requirements of the city, a letter of approval of construction shall be written by the pity engineer within five (5) days of receipt of request for inspection. The city's acceptance for maintenance shall be in accordance with maintenance bonds as hereinafter provided. If the City Engineer fails to approve or disapprove the construction within the said five (5) day period, it shall be deemed approved. (Ord. No. 1173, Sec. 5, 8-21-67)

9.32.07 Bonds and insurance.

A. General. For construction of streets with the city of Jonesboro, contractors submitting bids must be licensed under the terms of A.C.A. 17-25-302, *et seq*.

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which regulates the practice of general contracting in the state of Arkansas and he shall furnish satisfactory proof of the carriage of all insurance, statutory performance bonds, and maintenance bonds as specified herein.

1. **Public liability and property damage insurance**: Public liability and property damage insurance may be required at the discretion of the Mayor or the Jonesboro City Council.
2. **Statutory performance bonds**: Statutory performance bonds may be required at the discretion of the Mayor and the Jonesboro City Council.
3. **Maintenance bonds**: The contractor shall furnish a one-year maintenance bond in the amount of fifty percent (50%) of the total cost price which shall be in full force and effect from the date of the City Engineer's letter of approval of construction as hereininbefore provided. Prior to the end of the one-year period covered by the maintenance bond, the City Engineer shall make an inspection of the work and shall notify the engineer and/or contractor of all defects which must be corrected prior to the city accepting full maintenance of the work. When the work meets the

requirements of the city, the City Engineer shall then write a letter of approval and acceptance for city maintenance. (Ord. No. 1173, Sec. 6, 8-21-67)

CHAPTER 9.36

MAINTENANCE RESPONSIBILITIES OF STREET DEPARTMENT

Sections:

9.36.01 Drainage ditches
9.36.02 Mowing
9.36.03 Curb and gutter construction
9.36.04 Storm sewers and driveway tile

9.36.01 Drainage ditches. The city of Jonesboro will no longer maintain drain ditches other than those located on city street right-of-ways unless an emergency is declared to exist by the City Council. (Ord. No. 1711, Sec. 1)

9.36.02 Mowing. The city of Jonesboro will limit its mowing operations to city property and street right-of-ways and only that portion of the right-of-way that is necessary to be mowed for public safety. (Ord. No. 1711, Sec. 2)

9.36.03 Curb and gutter construction. The city of Jonesboro will no longer participate in the cost or furnish labor to construct curb and gutter on city streets unless directed by the City Council. (Ord. No. 1711, Sec. 3)

9.36.04 Storm sewer and driveway tile. The city of Jonesboro will no longer participate in the cost or provide labor for the installation of storm sewer and/or driveway tile in ditches on city street right-of-ways unless directed by the City Council. (Ord. No. 1711, Sec. 4)

CHAPTER 9.40

HOUSE AND BUILDING NUMBERING

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Sections:

9.40.01	Number requirements
9.40.02	Size of numbers
9.40.03	Base line streets
9.40.04	False information
9.40.05	Fine
9.40.06	Restrictions
9.40.07	Duplication of names
9.40.08	Numbers and characters
9.40.09	Street descriptors
9.40.10	Characters
9.40.11	Other restrictions
9.40.12	Restrictions within subdivision

9.40.01 Number requirements Every person owning or occupying any house or building fronting on any street shall, prior to occupancy, have the proper number attached to, stenciled or painted on the front part of such house or building, over, on, or by each main entrance in such manner that the number shall be plainly visible from the street. Such street numbers shall conform with this section. If, because of the setback of the house or building, or for any other reason the number cannot readily be seen from the street, then the occupant shall, in addition to the provisions above, position the numbering so that it is clearly visible from the street. (Ord. No. 2109, Sec. 1.)

9.40.02 Size of numbers The minimum size of the numbers shall be three (3) inches in height and no script is allowed. Premises on which buildings are being constructed shall post street numbers prior to beginning construction. (Ord. No. 2109, Sec. 2.)

9.40.03 Baseline streets For the purpose of numbering houses, Main Street and Cotton Belt right-of-way shall be considered the base lines, from which base lines the property shall be numbered, beginning with the number one hundred for each block, placing the even numbers on the north and east side of the streets. (Ord. No. 2109, Sec. 3.)

9.40.04 False information It shall be unlawful for any person to display any false or incorrect house or lot number knowingly and willfully or with intention to deceive another person. (Ord. No. 2109, Sec., 4.)

9.40.05 Fine Any violation of any provision of this ordinance shall be punishable by a fine of not less than Twenty-Five Dollars ($25.00) for the first offense and not less that Fifty Dollars ($50.00) nor more than One Hundred Dollars ($100.00) for each subsequent offense. (Ord. No. 2109, Sec. 5.)

9.40.06 Restrictions The restrictions contained in this ordinance shall apply to all applications for street names from the date of the adoption of this ordinance forward. (Ord. No. 2323, Sec. 1.)

9.40.07 Duplication of names There shall be no duplications of street names. Some street names may not be allowed where confusion is evident or is likely to become an element of confusion. (Ord. No. 2323, Sec. 2.)

9.40.08 Numbers and characters Street names shall contain no more than a maximum of fifteen (15) characters. This does not include the descriptor, such as street, lane, drive, etc. (Ord. No. 2323, Sec. 3.)

9.40.09 Street descriptors The street descriptor shall contain no more than a maximum of four (4) characters. Street descriptors shall be one of the following: Avenue, Boulevard, Circle, Cove, Court, Drive, Expressway, Extended, Lane, Loop, Park, Place, Parkway, Road, Spur, Street, Square, Terrace, Trail. (Ord. No. 2323, Sec. 4.)

9.40.10 Characters All characters shall be alphabetic only. No special characters allowed. Examples of special characters are #,$,%,',&, -, /. (Ord. No. 2323, Sec. 5.)

9.40.11 Other restrictions

A. Do not include north, south, east or west in street name. (Example, East College Circle and West College Circle).

B. House numbers shall not exceed a maximum of five (5) digits.

C. Apartment numbers shall not exceed a maximum of Five (5) characters/digits. (Ord. No. 2323, Sec. 6.)

9.40.12 Restrictions within subdivision In new subdivisions, it shall be the responsibility of the developer to propose street names and alternates for review and approved by the planning and inspections department, subject to all requirements contained in Chapter 15, "Subdivision Regulations" of the code of ordinances of the city of Jonesboro. (Ord. No. 2323, Sec. 7.)

CHAPTER 9.44

STREET SPECIFICATIONS

Sections:

9.44.01 *Street Improvement Program Standards Manual*
9.44.02 Amended
9.44.03 Curb and gutters required
9.44.04 Asphalt specifications

9.44.01 *Street Improvement Program Standards Manual* The city of Jonesboro does hereby adopt the street specifications contained in the final draft of the *Street Improvement Program Standards Manual*, as recommended and provided by the engineering firm of Garver & Garver. (Ord. No. 2667, Sec. 1.)

9.44.02 Amended The Jonesboro Code of Ordinances, Title Nine, known as **Streets and Sidewalks** shall be amended, to incorporate the *Street Improvement Program Standards Manual*, by the addition of Chapter 9.44 to the Jonesboro Code of Ordinances, to be known as **Street Specifications**. (Ord. No. 2667, Sec. 2.)

9.44.03 Curb and gutters required

A. The city of Jonesboro does hereby amend the *Street Improvement Program Standards Manual* by allowing low back (4 inch) curb and gutter in residential zoning. All low back curb and gutter must be accompanied by an engineering design containing the spacing of inlets to allow for proper water drainage. Design shall conform to Drawing CG-3 and DW-6 as set forth by the city of Jonesboro Engineering Department.

B. Regular high back curb and gutter are required on all of the following type streets: major collector, arterial and commercial. (Ord. No. 2767, Secs. 1-2.)

9.44.04 Asphalt specifications All references to asphalt specifications referred to in this ordinance shall be governed by the *Standard Specification for Highway Construction* of the Arkansas Highway Transportation Department (AHTD), 1996 Edition. (Ord. No. 3421, Sec. 1.)

A. The city of Jonesboro does hereby amend the street specification regarding asphalt mix for use of non-state projects within the city as contained in Table 407-1 of AHTD 1996 Edition.

B. The asphalt mix design shall be performed by two laboratories that are on the list of the Department of the Arkansas Highway and Transportation Department of

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approved asphalt mixed designed laboratories (QPL) or one QPL and approved by the engineer of materials of the AHTD and a copy of the mixed design and a copy of the approval form shall be provided to the City Engineer. A report from a QPL on all asphalt production for non-state projects shall be submitted to the City Engineer of the city of Jonesboro, Arkansas, for every 750 tons to insure quality control and the City Engineer shall determine if the reported sample submitted is incompliance with the requirements set forth in Table 407-1.

C. Any asphalt plant inspection required shall conform to Section 409 and be performed by a QPL or the Arkansas State Highway and Transportation Department.

D. Scales used by and asphalt plant shall be certified in accordance with Arkansas law. (Ord. No. 3421, Secs. 2-5.)