

## TITLE 9

### STREETS AND SIDEWALKS

#### Chapters:

- 9.04 Streets, Alleys, Gutters or Ditches
- 9.08 Excavations and Alterations
- 9.12 Master Street Plan
- 9.16 Construction Specifications for New Streets
- 9.20 Street Names

#### CHAPTER 9.04

### STREETS, ALLEYS, GUTTERS OR DITCHES

#### Sections:

- 9.04.01 Streets and alleys
- 9.04.02 Gutters or ditches
- 9.04.03 Expense
- 9.04.04 Notification
- 9.04.05 Failure to comply
- 9.04.06 Driveways over ditches
- 9.04.07 Fine

9.04.01 Streets and alleys. It shall be the duty of every owner or occupant of any lot or premises in this city along which any street or alleys runs, 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 and vegetable substance of every kind.

9.04.02 Gutters or ditches All ditches connected to and adjacent to any city street be clear at all times to carry the drain waters; that all culverts within these ditches be at least twelve inches in diameter; that if there are any ditches with culverts less than twelve inches in diameter that are now causing damage to the city streets that they be hereby ordered removed and the ditch cleared of this obstruction. (Ord. No. 26, Sec. 1.)

9.04.03 Expense The property owner shall bear the expense of any culvert he desires to lay in any ditch along the city streets and the city street forces shall install the culvert and pay the cost of the labor. (Ord. No. 26, Sec. 2.)

9.04.04 Notification It shall be the duty of the Street Department of the city of Mayflower, Arkansas, to examine any ditch in question, to determine the proper culvert needed

and to notify the property owner in writing of the size of said culvert required, and to set a reasonable date for said property owner to comply with the notice. (Ord. No. 26, Sec. 3.)

9.04.05 Failure to comply If the property owner, after receipt of said notice fails to comply with the notice, then the City Street Department shall have the authority to clear the ditch. (Ord. No. 26, Sec. 4.)

9.04.06 Driveways over ditches Every person, firm or corporation constructing a driveway over any public ditch within the city of Mayflower, Arkansas, shall provide some adequate means for the continued flow of water through said ditch; such opening shall be made by metal culvert or other materials to be approved by the Street Superintendent of the city of Mayflower, Arkansas. (Ord. No. 99-7, Sec. 1.)

9.04.07 Fine Any person failing to comply with the provisions of this ordinance shall be deemed guilty of a misdemeanor and shall be punished upon conviction in any sum not less than One Hundred dollars (\$100.00) nor more than Five Hundred Dollars (\$500.00), and each day said condition shall exist shall be considered a separate offense. (Ord. No. 99-7, Sec. 2.)

## 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

9.08.01 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 Street Department 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. 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 applicant shall deposit with the city for the purpose of ensuring that the street is properly restored the sum of Five Dollars (\$5.00) 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.

9.08.03 Excavations to be restored. All excavations made are to be restored to their original condition to the satisfaction of the Mayor or his appointee before the deposit shall be returned.

STATE LAW REFERENCE- See A.C.A. 14-301-101

## CHAPTER 9.12

### MASTER STREET PLAN

#### Sections:

- 9.12.01 Adoption
- 9.12.02 Identification of the plan
- 9.12.03 Responsibility and authority
- 9.12.04 Functional classification
- 9.12.05 Design of streets
- 9.12.06 Right-of-way and geometric design standards
- 9.12.07 Construction methods and materials
- 9.12.08 Proposed improvements

9.12.01 Adoption The City Council of the city of Mayflower does hereby adopt, approve, and accept the Mayflower Master Street Plan, consistent with the adoption and acceptance by resolution at the November 27<sup>th</sup>, 1995 meeting of the City Council. The required public hearing was held on November 25<sup>th</sup>, 1995, and the Mayflower Planning Commission recommended adoption at the regular meeting on November 27<sup>th</sup>, 1995, prior to the meeting of the City Council. (Ord. No. 96-3, Sec. 1.)

9.12.02 Identification of the Plan The Master Street Plan of Mayflower, Arkansas, is composed of two parts--this text material and the plan map entitled, "Master Street Plan, Mayflower, Arkansas."

9.12.03 Responsibility and Authority Power to Adopt and Enforce Plans. In accord with Act 186 of 1957, as amended: "Cities of the first and second class and incorporated towns shall have the power to adopt and enforce a plan or plans for the coordinated, adjusted and harmonious development of the municipality and its environs."

The Planning Commission. The Mayflower City Council has created a Planning Commission with appointment and terms of members provided by city ordinance number 95-3. The Mayor of Mayflower, consistent with the ordinance, has nominated a chairman and six members, all of which were confirmed by the Mayflower City Council. In accord with State Statutes, the ordinance provides that the general purpose of the Mayflower Planning Commission is to: "(1) Prepare, or have prepared, a plan of the municipality; (2) Receive and make recommendations on

public and private proposals for development; (3) Prepare and administer planning regulations; (4) Prepare and transmit to the legislative body recommended ordinances implementing plans; (5) Advise and counsel the city government and other public bodies; and (6) Integrate such ordinances and resolutions of the Mayflower City Council as said Council may deem necessary for the planning efforts of the City. The Mayflower Planning Commission shall have the duty and function of promoting public interest in, and understanding of, long-term coordinated municipal planning."

Master Street Plan. State Statutes provide that the "Planning Commission may prepare and adopt a master street plan which shall designate the general location, characteristics, and functions of streets and highways. The Plan shall include the general locations of streets and highways to be reserved for future public acquisition; it may provide for the removal, relocation, widening, narrowing, vacating, abandonment, and change of use of extension of any public ways."

General Objectives of the Master Street Plan are:

- A. to provide for the efficient and safe transportation of people and goods;
- B. to minimize or eliminate the effect of traffic on residential areas;
- C. to minimize the effect of frontage development on through traffic;
- D. to provide a smooth transition for traffic from residential areas
- E. to traffic arterial and expressways;
- F. to provide adequate access to all parcels of land in a manner that will suit their needs and intended use; and
- G. to recognize and fulfill the different transportation needs of properties of different uses, residential, commercial, industrial and public.

Implementation of the Plan. Following the adoption and filing of any plan or plans, the Planning Commission may transmit to the legislative body, for enactment, recommended ordinances and regulations which will carry out or protect the various elements of the plan or plans.

Scope of the Plan. The Plan is compiled within the scope of the planning objectives set forth below:

- 1. To functionally classify the street network, both within the City of Mayflower and within the extra-territorial planning boundary as established by the Planning Commission and the Mayflower City Council. The boundary is depicted on the Planning Area Map and on the Master Street Plan.

2. To functionally classify the street network in accord with the nomenclature and standards as established and enacted by the General Assembly of the State of Arkansas, Act 308 of 1973.
3. To indicate on the plan map the corridors for proposed new streets and roads.
4. To recommend standards and criteria to guide street and roadway improvement planning and programming.

9.12.04 Functional Classification As enacted by the General Assembly of the State of Arkansas, Act 308 of 1973, the functional classification is defined as the grouping of public ways by likeness of service or purpose into classes or systems according to the character of service they are intended to provide.

9.12.05 Design of Streets

Thickness Requirements for Flexible Pavements

Thickness for all flexible pavements, Classes III through VI, may be determined by soil tests run by a reputable testing laboratory. The test shall include characteristics for identifying Public Roads Administration (P.R.A.) soil groups and the Hveem Stabilometer Resistance Value of the subgrade materials as determined by a reputable testing laboratory. When such Hveem Stabilometer tests are not available, the developer's engineer shall be permitted to select resistance value from a diagram showing the correlation between P.R.A. soil groups and the Hveem Stabilometer Value. Soils having an approximate Hveem Stabilometer Resistance Value of twenty (20) as determined above is the basis on which the following standards are established.

The Standard Pavement as outlined in these specifications shall be defined as two (2) inches of compacted Asphaltic Concrete Hot Mix Surface Course placed on six (6) inches of Compacted Crushed Stone Base Course (SB-2) or Gravel Base (GB-2) conforming to Arkansas Highway and Transportation Department Standard Specifications (1978), as amended. All types of flexible pavements, including soil cement stabilization with asphalt surfacing, shall be permitted providing, in the opinion of the Mayflower Planning Commission, the plans and specifications and construction will define and will result in pavement of equal or greater stability. The total thickness shall be determined by the methods outlined in the specifications.

Class of Street	Controlling Wheeling Load		Recommended Total Thickness Traffic Index	Thickness (Inches of Standard Flexible Pavement)
	lb.	lb.		
III	10,000	lb.	7	16
IV	8,000	lb.	6	13
V	6,000	lb.	5	10
VI	4,000	lb.	4	8

No soil test shall be required except if in the opinion of the Mayflower Planning Commission the Hveem Stabilometer Resistance Value is less than twenty (20). Should the Hveem Stabilometer Resistance Value be less than twenty (20), the above standards shall not govern, and the total pavement thickness shall be determined based on the test results. Should the Hveem Stabilometer Resistance Value be greater than twenty (20), the above standards shall be modified as determined by the test results, but in no case shall the total thickness of the standard flexible pavements be less than eight (8) inches.

#### General Requirements for Storm Sewers and Drain Facilities

The capacity of all storm sewers and drainage facilities shall be determined 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 and drainage facilities used. Interceptors should be placed at intervals generally not to exceed six hundred (600) linear feet, except under special conditions, as approved by the Mayflower Planning Commission.

Design rainfall intensity shall be based on four inches (4") 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) year expectancy, as determined from local rainfall records. The minimum design velocity shall not be less than two and one-half feet (2.5') per second. The maximum design velocity should not exceed six feet (6') per second for unpaved road ditch sections. Where design velocities exceed six feet (6') per second, ditch stabilization measures such as sodding will be required. Where design velocities exceed ten feet (10') per second, roadway ditches shall be stabilized with impervious materials, such as concrete, asphalt, stone or manufactured rip rap.

#### Construction Quality Control

A registered professional engineer or an independent testing laboratory must certify, to the Mayflower Planning Commission, that the following minimum standards for quality and quantities of construction have been met.

The base course must be compacted to a 95 percent standard proctor density prior to placement of any surfacing. Core samples for the determination of density and quantities may be required at the developer's expense. Nuclear testing methods will be allowed for determination of densities. Copies of test results shall be provided to the Mayflower Planning Commission. The developer will repair cuts made in taking samples, at his expense.

#### Geometric Design

The developer shall provide certification by a registered engineer that dimensions are substantially in compliance with the standards for geometric design, and that no slope or gradient exceeds the maximum standards for slope and grade.

## Bridges

All bridges and culverts constructed in the city of Mayflower and Faulkner County, within the planning jurisdiction of Mayflower, shall be in accordance with Arkansas Highway and Transportation Department specifications for "H-15" loading for Class V and VI and "H-20" or greater loading for Classes II, III, and IV (or as recommended by the Arkansas Highway and Transportation Department), before such bridges and culverts can be accepted for dedication to the city of Mayflower or Faulkner County system.

9.12.06 Right-of-Way and Geometric Design Standards The following charts identify the six (6) functional classifications of streets and roads; the six (6) functional classes by levels of service; and the minimum right-of-way requirements and geometric design standards for Class II through Class VI roads and streets. Design standards are not shown for Class I (Interstate Highways) since these are the responsibility of the state not the city.

9.12.07 Construction Methods and Materials The Standard Specifications for Highway Construction, Arkansas Highway Commission, current edition, as amended, shall be adopted as the standard specifications for the city of Mayflower.

## FUNCTIONAL CLASSIFICATION OF STREETS AND ROADS CITY OF MAYFLOWER

### CLASS I Interstate Freeways

Name: Interstate 40	From:	(North edge of planning jurisdiction)
	To:	(South edge of planning jurisdiction)

### CLASS III Principal Arterials, Urban

Name: highway 89	From:	Highway 365
	To:	(East edge of planning jurisdiction)

### CLASS IV Minor Arterials, Urban

Name: Highway 89	From:	Highway 365
	To:	(West edge of planning jurisdiction)

Name: Highway 365	From:	(North edge of planning jurisdiction)
	To:	(South edge of planning jurisdiction)

### CLASS V Collectors, Urban

Name: Center Street	From:	Highway 89 South
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	To:	(South edge of city limits)
Name: North Main St.	From To:	Highway 89 South Scenic Hill Road
Name: Scenic Hill Rd.	From: To:	North Main Street Airport Road
Name: Airport Road	From: To:	Scenic Hill Road Hidden Valley Drive
Name: Dam Road	From To:	Highway 89 North Pine Tree Loop
Name: Paradise Road	From: To:	Highway 365 Trails End Road

**CLASS VI Local Street and Roads**

(All other streets and roads in planning area, including paved, aggregate, gravel, dirt, and other unimproved surfaces.)

The six (6) functional classes by levels of service that are hereby made applicable to the network of public highways, roads and streets in Arkansas are as follows:

<u>CLASS NO.</u>	<u>RURAL SYSTEMS</u>	<u>MUNICIPAL SYSTEMS</u>	<u>LEVEL OF SERVICE</u>
I	Interstate Freeways	Interstate freeways	Provide basic interstate service. Link major cities.
II	Principal Arterials, Urban	Other freeways	Provide high level of expressways interstate and intrastate service, connect major generators of traffic, serve trans-state travel to and through principal cities.
III	Minor Arterials, Urban	Other principal	Provide a system for the arterial streets major traffic generators within a city (or county)
IV	Major Collector Roads	Minor arterial	Provide connections to and street through the large centers of population within the state.
V	Collectors, Urban	Collector streets	Provide inter-county service, serve the economic and state park areas not



served by a higher system; collect and distribute traffic to and from major streets, provide intra-county service to and into population centers and other recreational and industrial areas.

VI	Local Roads	Local Streets	Service small rural communities; provide access to residential areas, subdivisions, and neighborhoods within cities; provide direct access to adjacent properties in rural areas and within cities.
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**SUMMARY OF RIGHT-OF-WAY AND DESIGN STANDARDS**

(See sketches for detail design requirements)

		Class I & II	Class III	Class IV	Class VA	Class VB	Class VIA	Class VIB
Right-of-way (Min.) 2	200'	100'	80'	70'	60'	60'	50'	
Paved width 3			56'	48'	24'	36'	20'-24'	27'
Shoulder width 4			NA	8'	6'	NA	2'-4'	NA
Centerline grade (Max.) 5			9%	9%	12%	12%	15%	15%
Sight distance (Min.)			300'	300'	200'	200'	150'	150'
Radius of curve (Min.)			600'	600'	300'	300'	100'	100'

1. Arkansas Highway and Transportation Department Standards.
2. Class III-Intersection approaches will require an extra width of 20' extending 250; from the centerline of intersecting arterials and collectors. Class IV-intersection approaches may require an extra width of 10: extending 150; from the centerline of intersecting arterials and collectors.
3. Widths shown are for final stage for Classes II, III, and IV. Stage construction is recommended for Classes II, III, and IV.
4. Open ditch sections only. For curb and gutter sections refer to Cross Section Sketches.
5. Centerline grades may be increased an additional two percent (2%) for distances not to

exceed 200; subject to approval of the City Engineer and the Planning Commission, for curb and gutter streets, only.

## CHAPTER 9.16

### CONSTRUCTION SPECIFICATIONS FOR NEW STREETS

Sections:

- 9.16.01        Specifications
- 9.16.02        Dedication of streets

9.16.01 Specifications Construction specifications for new streets accepted by the City Council:

**Width of Right-of-Way** - All street right-of-ways shall be fifty (50) feet wide.

**Width of Streets** - All streets shall be twenty (20) feet wide including shoulders.

**Base of Streets** - All streets shall be built of clay or shale or a combination of the two. A top coat of six (6) inches of SB2 gravel shall be applied to the base. The street shall be crowned and shaped for proper drainage.

**Street Drain Ditches** - All drain ditches shall be the proper depth and slope to allow for proper drainage.

**Street Drain Tiles** - All drain tiles and culverts shall be the proper size for drainage. All drain tile and culverts shall be covered to a depth of ten (10) inches from the crown of the roadway.

**Seal Coat** - Two layers of seal coat of the correct thickness shall be applied to all streets that are seal coated. (Ord. No. 88-8, Sec. 1.)

9.16.02 Dedication of streets No street which shall hereafter be dedicated to public use by the proprietor of ground, shall be deemed a public street and to be under the care and control of the city of Mayflower, unless the dedication shall be accepted and confirmed by the City Council. (Ord. No. 88-8, Sec. 2.)

## CHAPTER 9.20

### STREET NAMES

#### Sections:

9.20.01 Names of streets

9.20.01 Names of streets That from and after the passage of this ordinance, the names of the streets in Mayflower will be as are represented on the attached plat hereto. All street signs and/or street markers will be changed to show the name of the street as shown on the plat are true and correct names. (Ord. No. 122-A, Sec. 1.)

## CHAPTER 9.24

### RAILROAD CROSSING

#### Sections:

9.24.01 Condemnation proceedings

9.24.02 Actions approved

9.24.03 Lands accepted

9.24.01 Condemnation proceedings The city of Mayflower shall forthwith commence condemnation proceedings in addition to other proceedings, against the Union Pacific Railroad for the purpose of acquiring a right-of-way over and across the above described lands. Such proceedings shall be prosecuted by the attorneys who represented the city's interests in the prior litigation with the Union Pacific Railroad. The Mayor and the City Clerk are hereby authorized to take or cause to be taken all action necessary to accomplish the acquisition/condemnation of the right-of-way and establishment of the crossing. (Ord. No. 94-2, Sec. 1.)

9.24.02 Actions approved All actions heretofore taken in connection with the previous litigation over the crossing with Union Pacific Railroad by the Mayor, his designee Dan Davis, the Prosecuting Attorney, the Special Prosecuting Attorney and Wright, Lindsey & Jennings are hereby in all respects ratified and approved. (Ord. No. 94-2, Sec. 2.)

9.24.03 Lands accepted Lands dedicated by the H.S. Davis Trust to the city of Mayflower for use as the right-of-way have previously been accepted and that dedication and acceptance is hereby confirmed and ratified. (Ord. No. 94-2, Sec. 3)