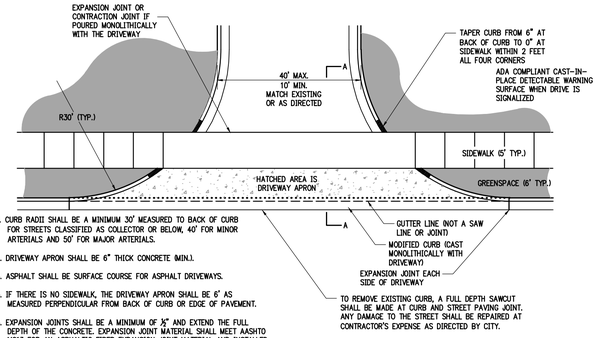
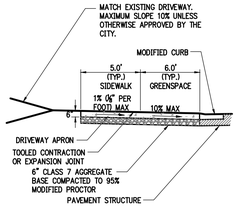
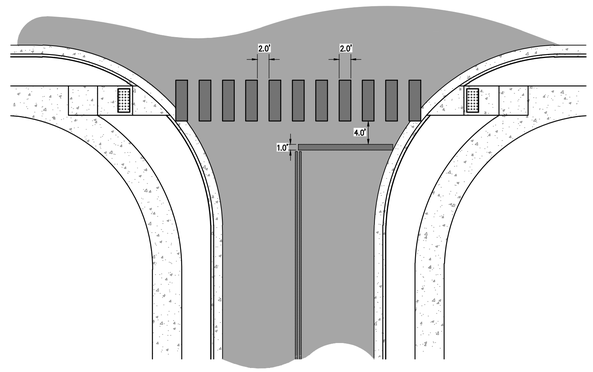


1. CURB RADII SHALL BE A MINIMUM 30' MEASURED TO BACK OF CURB FOR STREETS CLASSIFIED AS COLLECTOR OR BELOW, 40' FOR MINOR ARTERIALS AND 50' FOR MAJOR ARTERIALS.
2. DRIVEWAY APRON SHALL BE 6" THICK CONCRETE (MIN.).
3. ASPHALT SHALL BE SURFACE COURSE FOR ASPHALT DRIVEWAYS.
4. IF THERE IS NO SIDEWALK, THE DRIVEWAY APRON SHALL BE 6' AS MEASURED PERPENDICULAR FROM BACK OF CURB OR EDGE OF PAVEMENT.
5. EXPANSION JOINTS SHALL BE A MINIMUM OF ½" AND EXTEND THE FULL DEPTH OF THE CONCRETE. EXPANSION JOINT MATERIAL SHALL MEET AASHTO M213 FOR AN ASPHALTIC FIBER EXPANSION JOINT MATERIAL AND INSTALLED WITH A ZIP STRIP WHICH IS REMOVED AFTER THE CONCRETE HAS CURED AND SEALED WITH A MASTIC SEALER.
6. CONTRACTION JOINTS TO BE PLACED IN CONCRETE DRIVEWAY SO THAT NO SLAB DIMENSION IS MORE THAN 15'.
7. ALL SIDEWALKS AND DRIVEWAYS TO RECEIVE A BROOM FINISH.
8. CITY SHALL INSPECT ALL SIDEWALKS AND DRIVEWAYS IN PUBLIC RIGHT OF WAY PRIOR TO CONCRETE OR ASPHALT PLACEMENT. PROVIDE 24 HOURS NOTICE PRIOR TO PLACEMENT.
9. ALL CONCRETE FOR CURB, SIDEWALKS AND DRIVEWAYS SHALL BE CLASS B CONCRETE (3500 PSI, 4–7% AIR ENTRAINED). CONCRETE MAY NOT BE PLACED IF A FALLING AIR TEMPERATURE FALLS BELOW 40°F NOR RESUMED UNTIL AN ASCENDING AIR TEMPERATURE RISES ABOVE 35°F WITHOUT SPECIFIC AUTHORITY FROM THE CITY REPRESENTATIVE. ALL CONCRETE MATERIALS, HANDLING, PLACING, JOINTING, SAMPLING, FINISHING, AND CURING SHALL BE PER CITY STANDARD SPECIFICATIONS.
10. DRIVEWAY APRON AND MODIFIED CURB SHALL BE PLACED MONOLITHICALLY.
11. REFER TO APPROVED PLANS FOR ACTUAL SIDEWALK AND GREENSPACE WIDTHS OR CONTACT CITY.
12. APRON SHALL BE GRADED SO THAT SIDEWALK CONTINUES WITHOUT GRADE BREAKS ALONG ROADWAY.
13. DRIVEWAY SHALL BE HARD SURFACE FOR ANY SLOPES OVER 8%.



COMMERCIAL DRIVEWAY DETAIL

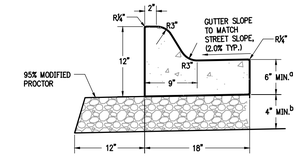
NOT TO SCALE



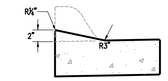
1. WIDTH OF THE CROSSWALK STRIPING SHALL BE THE WIDTH OF THE SIDEWALK PLUS TWO (2) FEET. 1 FOOT EXTRA ON EACH SIDE OF RAMP.
2. CROSSWALK STRIPING SHALL BE CENTERED ON THE ADA RAMP.
3. CROSSWALKS SHALL BE PLACED AT ALL STREET INTERSECTIONS WHERE THERE ARE ADA RAMPS.
4. ALL CROSSWALKS AND STOP BARS SHALL BE WHITE THERMOPLASTIC.
5. CROSSWALKS ARE TO BE INSTALLED PERPENDICULAR TO THE STREET UNLESS APPROVED OTHERWISE BY THE CITY.
6. CROSSWALK PANELS SHALL BE PLACED PARALLEL WITH THE ROAD CENTERLINE.
7. ALL MARKINGS SHALL COMPLY WITH THE CURRENT EDITION OF MUTCD.

TYPICAL CROSSWALK DETAILS

NOT TO SCALE



STANDARD CURB AND GUTTER



MODIFIED CURB AND GUTTER

(PLACE ACROSS ALL DRIVEWAYS)

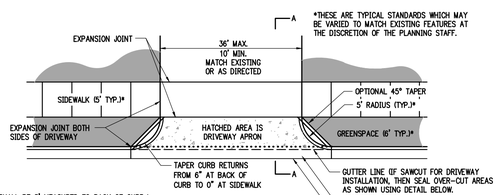
a. IF MONOLITHICALLY CAST WITH THE STREET, THICKNESS SHALL MATCH STREET PAVING THICKNESS.

b. IF PAVEMENT SECTION IS 10" THICK OR MORE, 4" OF CLASS 7 AGGREGATE SHALL EXTEND UNDER CURB AND 1 FOOT BEYOND. IF THE PAVEMENT SECTION IS LESS THAN 10" THICK, THE CURB AND GUTTER MAY BE PLACED ON SUBGRADE. SUBGRADE SHALL BE PROOF-ROLLED BY A LOADED TANDEM-AXLE DUMP TRUCK.

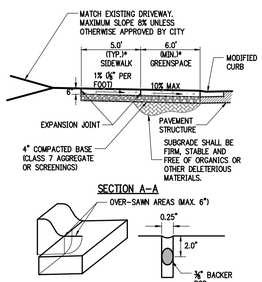
1. CONCRETE SHALL BE CLASS B, 3500 PSI, 4–7% AIR ENTRAINED. CONCRETE MAY NOT BE POURED IF A FALLING AIR TEMPERATURE FALLS BELOW 40°F NOR RESUMED UNTIL AN ASCENDING AIR TEMPERATURE RISES ABOVE 35°F WITHOUT SPECIFIC AUTHORITY FROM THE CITY REPRESENTATIVE. ALL CONCRETE MATERIALS, HANDLING, PLACING, JOINTING, SAMPLING, FINISHING AND CURING SHALL BE PER CITY STANDARD SPECIFICATIONS.
2. CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT INTERVALS WITH EXPANSION JOINTS AT 75 FOOT INTERVALS.
3. ALL CONTRACTION JOINTS SHALL BE SEALED WITH SONNEBORN® SONOLASTIC SL 1™ (OR APPROVED EQUAL) ACCORDING TO MANUFACTURER'S INSTRUCTIONS PRIOR TO FINAL ASPHALT PLACEMENT.
4. EXPANSION JOINT MATERIAL SHALL BE REQUIRED AT ALL STATIONARY STRUCTURES OR AS DIRECTED BY ENGINEER. THE EXPANSION MATERIAL SHALL BE ½" ASPHALT IMPREGNATED FIBERBOARD CONFORMING TO AASHTO M-213. MATERIAL SHALL BE LEFT LOWER OR TRIMMED TO BE ½" BELOW THE TOP OF CURB.
5. EXPANSION JOINT MATERIAL SHALL BE FULL DEPTH OF THE CURB AND PERPENDICULAR TO THE CURB LINE.
6. ALL CURB AND GUTTER SHALL RECEIVE A BROOM FINISH.
7. CONTRACTOR SHALL PROVIDE THE CITY 24 HOURS NOTICE WHEN FORMS OR STRINGLINE ARE READY PRIOR TO CONCRETE PLACEMENT.
8. FOR CONCRETE STREETS, IF THE CURB AND GUTTER IS CAST SEPARATELY, ⅝"ø DOWEL RODS 30" LONG SHALL BE PROVIDED A MINIMUM OF EVERY 30" ON-CENTER.

CURB AND GUTTER DETAIL

NOT TO SCALE



1. CURB RADII SHALL BE 5' MEASURED TO BACK OF CURB.*
2. DRIVEWAY APRON SHALL BE 6" THICK CONCRETE (MIN.)
3. ASPHALT SHALL BE SURFACE COURSE FOR ASPHALT DRIVEWAYS.
4. IF THERE IS NO SIDEWALK, THE DRIVEWAY APRON SHALL BE 6' AS MEASURED PERPENDICULAR FROM BACK OF CURB OR EDGE OF PAVEMENT.
5. EXPANSION JOINTS SHALL BE A MINIMUM OF ½" AND EXTEND THE FULL DEPTH OF THE CONCRETE. EXPANSION JOINT MATERIAL SHALL MEET AASHTO M213 FOR AN ASPHALTIC FIBER EXPANSION JOINT MATERIAL AND INSTALLED WITH A ZIP STRIP WHICH IS REMOVED AFTER THE CONCRETE HAS CURED AND SEALED WITH A MASTIC SEALER.
6. CONTRACTION JOINTS TO BE PLACED IN CONCRETE DRIVEWAY SO THAT NO SLAB DIMENSION IS MORE THAN 15'.
7. ALL SIDEWALKS AND DRIVEWAYS TO RECEIVE A BROOM FINISH.
8. CITY SHALL INSPECT ALL SIDEWALKS AND DRIVEWAYS IN PUBLIC RIGHT OF WAY PRIOR TO CONCRETE OR ASPHALT PLACEMENT. PROVIDE 24 HOURS NOTICE PRIOR TO PLACEMENT.
9. ALL CONCRETE FOR CURB, SIDEWALKS AND DRIVEWAYS SHALL BE CLASS B CONCRETE (3500 PSI, 4–7% AIR ENTRAINED). CONCRETE MAY NOT BE PLACED IF A FALLING AIR TEMPERATURE FALLS BELOW 40°F NOR RESUMED UNTIL AN ASCENDING AIR TEMPERATURE RISES ABOVE 35°F WITHOUT SPECIFIC AUTHORITY FROM THE CITY REPRESENTATIVE. ALL CONCRETE MATERIALS, HANDLING, PLACING, JOINTING, SAMPLING, FINISHING AND CURING SHALL BE PER CITY STANDARD SPECIFICATIONS.
10. DRIVEWAY APRON AND MODIFIED CURB SHALL BE PLACED MONOLITHICALLY.
11. REFER TO APPROVED PLANS FOR ACTUAL SIDEWALK AND GREENSPACE WIDTHS OR CONTACT CITY.
12. APRON SHALL BE GRADED SO THAT SIDEWALK CONTINUES WITHOUT GRADE BREAKS ALONG ROADWAY.
13. DRIVEWAY SHALL BE HARD SURFACE FOR ANY SLOPES OVER 8%.



SECTION A–A

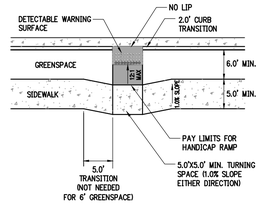
CONCRETE JOINT SEALANT SHALL BE SONNEBORN "SONOLASTIC SL1" OR AN APPROVED EQUAL.

JOINT SEALANT DETAIL

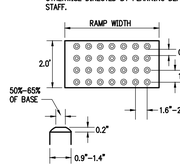
RESIDENTIAL DRIVEWAY DETAIL

NOT TO SCALE

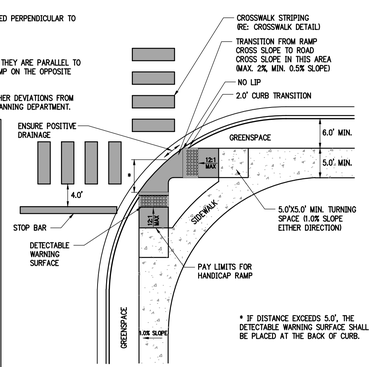
1. ALL CURB RAMPS SHALL HAVE A MAXIMUM SLOPE OF 8.3%, BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT.
2. ALL SIDEWALKS SHALL HAVE A TARGET CROSS SLOPE OF 1.0%. SEE SIDEWALK DETAILS FOR SIDEWALK CONSTRUCTION REQUIREMENTS. NO PORTION OF ANY SIDEWALK WILL BE ACCEPTED IF THIS CROSS SLOPE EXCEEDS 2.0% OVERANY 4 FT. WIDE SECTION.
3. CONCRETE SHALL BE 6" THICK AND 3500 PSI WITH 4–7% AIR ENTRAINMENT. 4" OF AGGREGATE BASE SHALL BE REQUIRED BENEATH THE RAMP JUST LIKE THE SIDEWALK. ALL CONCRETE MATERIALS, HANDLING, PLACING, JOINTING, SAMPLING, FINISHING AND CURING SHALL BE PER CITY STANDARD SPECIFICATIONS.
4. DETECTABLE WARNING SURFACES SHALL BE PLACED AT ALL LOCATIONS WHERE RAMPS CROSS A STREET OR A SIGNALIZED COMMERCIAL DRIVEWAY FOR THE FULL WIDTH OF THE RAMP.
5. THE CONTRACTOR SHALL ENSURE THAT THE GUTTER IS MAINTAINED THROUGH THE AREA OF THE RAMP AND THAT ANY TRANSITION AREAS DRAIN TO THE STREET.
6. THE SHADED AREA SHOWN ON THE DETAIL SHALL BE THE PAY LIMITS CONSIDERED AS PART OF THE CURB RAMP.
7. RAMP AND DETECTABLE WARNING SURFACE SHALL BE ORIENTED PERPENDICULAR TO THE DIRECTION OF THE PEDESTRIAN TRAFFIC.
8. THE CURB RAMP WIDTH SHALL MATCH THE SIDEWALK WIDTH.
9. RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION.
10. PARALLEL CURB RAMPS, BLENDED TRANSITIONS, OR ANY OTHER DEVIATIONS FROM THIS DETAIL WILL REQUIRE SPECIFIC APPROVAL BY THE PLANNING DEPARTMENT.



1. THE DETECTABLE WARNING SURFACE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS LOCATED AT THE BACK OF CURB.
2. DETECTABLE WARNING SURFACES SHALL BE A VITRIFIED POLYMER COMPOSITE (VCP) OR CAST IRON AND SHALL BE CAST IN CONCRETE UNLESS OTHERWISE DIRECTED BY PLANNING DEPARTMENT STAFF.



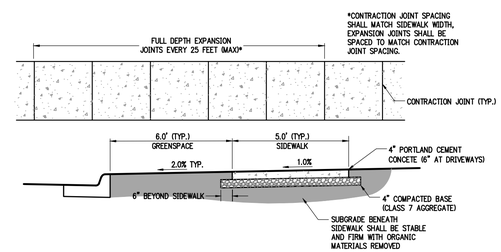
DETECTABLE WARNING SURFACE



* IF DISTANCE EXCEEDS 5.0', THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE BACK OF CURB.

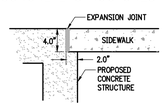
PERPENDICULAR CURB RAMP DETAILS

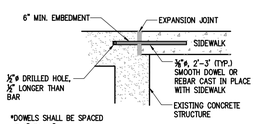
NOT TO SCALE



1. ALL SIDEWALKS SHALL HAVE A TARGET 1.0% CROSS SLOPE. NO PORTION OF ANY SIDEWALK WILL BE ACCEPTED IF THE CROSS SLOPE EXCEEDS 2.0% OVER ANY 4 FT. WIDE SECTION.
2. ALL SIDEWALKS SHALL RECEIVE A BROOM FINISH.
3. ALL SIDEWALK EDGES SHALL HAVE A ½" RADIUS EDGE.
4. ALL CONCRETE SHALL BE CLASS B (3500 PSI, 4–7% AIR ENTRAINED). CONCRETE MAY NOT BE PLACED IF A FALLING AIR TEMPERATURE FALLS BELOW 40°F NOR RESUMED UNTIL AN ASCENDING AIR TEMPERATURE RISES ABOVE 35°F WITHOUT SPECIFIC AUTHORITY FROM THE CITY REPRESENTATIVE. ALL CONCRETE MATERIALS, HANDLING, PLACING, JOINTING, SAMPLING, FINISHING AND CURING SHALL BE PER CITY STANDARD SPECIFICATIONS.
5. EXPANSION JOINTS SHALL BE A MINIMUM OF ½" AND EXTEND THE FULL DEPTH OF THE CONCRETE. EXPANSION JOINT MATERIAL SHALL MEET AASHTO M213 FOR AN ASPHALTIC FIBER EXPANSION JOINT MATERIAL AND BE INSTALLED WITH A ZIP STRIP WHICH IS REMOVED AFTER THE CONCRETE HAS CURED AND SEALED WITH A MASTIC SEALER.
6. CONTRACTION JOINTS SHALL BE PLACED AT 5 FOOT INTERVALS.*
7. WHEN PLACING SIDEWALK AGAINST AN EXISTING CONCRETE STRUCTURE WHERE IT IS DESIRABLE THAT THE SIDEWALK REMAIN FLUSH, THE SIDEWALK SHALL BE DOWELED INTO THE STRUCTURE.
8. ALL SIDEWALK BASE SHALL BE PLACED ON FIRM, STABLE SUBGRADE.
9. CITY SHALL INSPECT ALL SIDEWALKS IN PUBLIC RIGHT OF WAY PRIOR TO CONCRETE PLACEMENT. PROVIDE 24 HOURS NOTICE PRIOR TO PLACEMENT.
10. CONTACT CITY FOR ACTUAL GREENSPACE AND SIDEWALK WIDTHS REQUIRED PRIOR TO BEGINNING OF CONSTRUCTION. SIDEWALK AND GREENSPACE WIDTH MAY BE VARIED TO MATCH EXISTING FEATURES IF APPROVED BY THE PLANNING STAFF.

CONNECTION TO CONCRETE STRUCTURES





*DOWELS SHALL BE SPACED AT 6" TO 16" MAX.

TYPICAL SIDEWALK DETAILS

NOT TO SCALE

THE CITY OF LOWELL ARKANSAS
216 N LINCOLN ST
LOWELL, AR 72745
PH: 479-770-2185
www.lowellarkansas.gov

STANDARD DETAILS

Arkansas One Call 811
Know what's **below**.
Call before you dig.

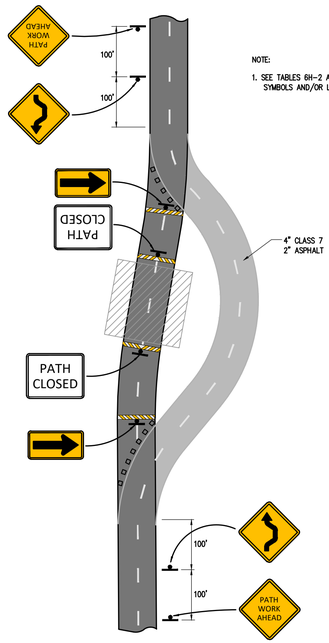
REVISIONS:

No.	Description	Date

NOTES:

DATE: 02/18/2021

SHEET NUMBER: OF

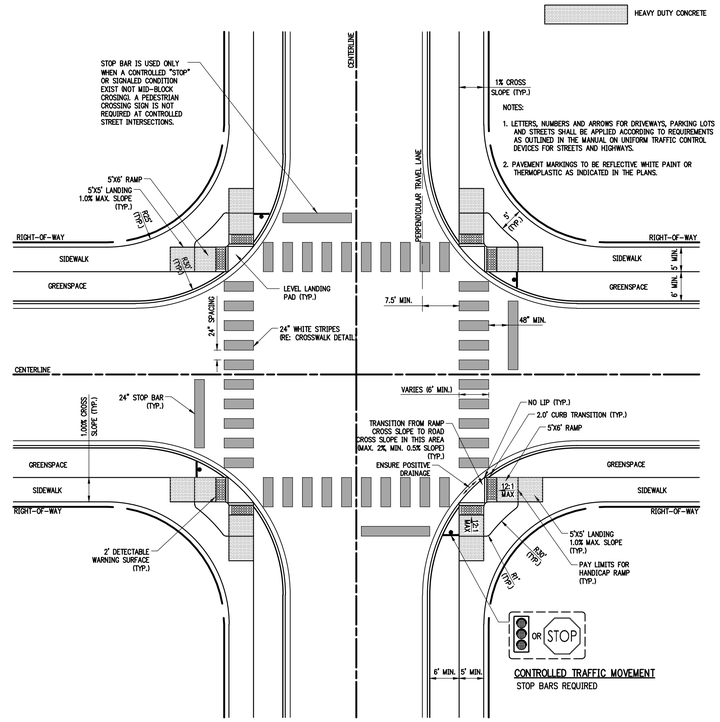


NOTE:

1. SEE TABLES 6H-2 AND 6H-3 FOR THE MEANING OF THE SYMBOLS AND/OR LETTER CODES USED IN THIS FIGURE.

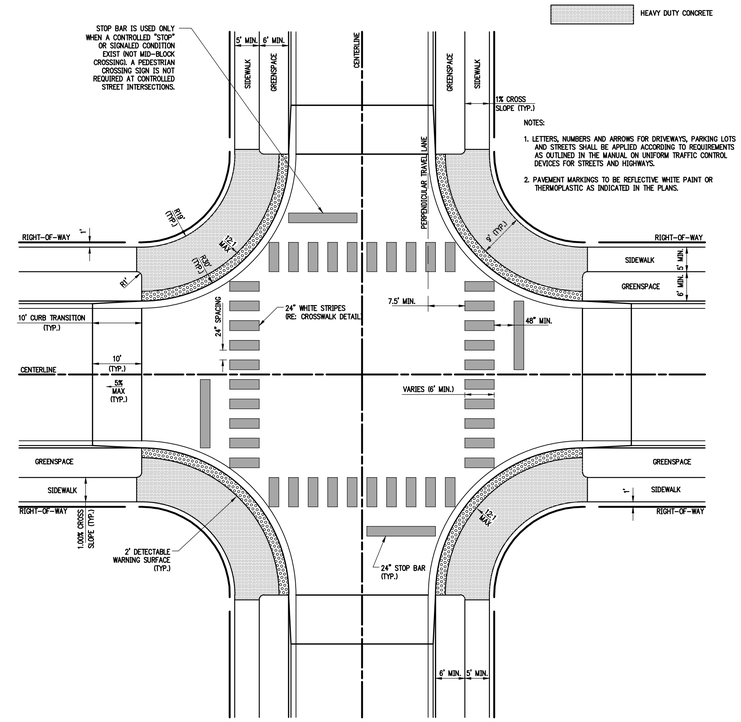
TEMPORARY PATH DETOUR FOR SHARED-USE PATH (TA-B3)

NOT TO SCALE



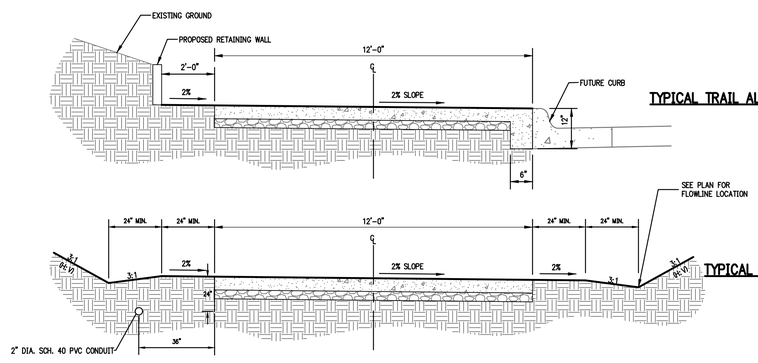
STANDARD LOCAL STREET INTERSECTION

NOT TO SCALE



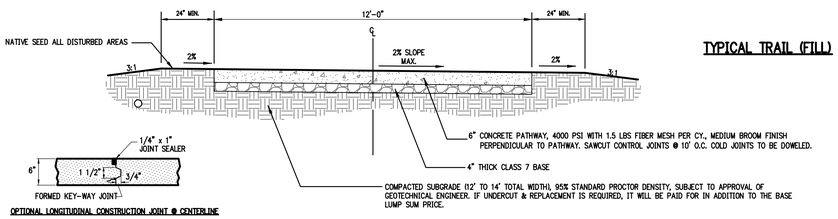
STANDARD LOCAL STREET RAISED INTERSECTION

NOT TO SCALE



TYPICAL TRAIL ALONG DRIVE

TYPICAL TRAIL (CUT)



TYPICAL TRAIL (FILL)

OPTIONAL LONGITUDINAL CONSTRUCTION JOINT @ CENTERLINE

NOTES:

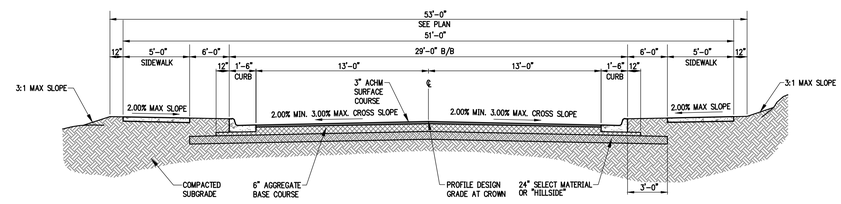
1. ASSURE SAW JOINTS ARE CLEAN AND DRY PRIOR TO THE APPLICATION OF THE JOINT SEALANT.
2. SPECIFIED JOINT SEALANT APPLIED IN ACCORDANCE WITH SEALANT MANUFACTURER'S REQUIREMENTS.

CONCRETE MULTI-USE TRAIL

NOT TO SCALE

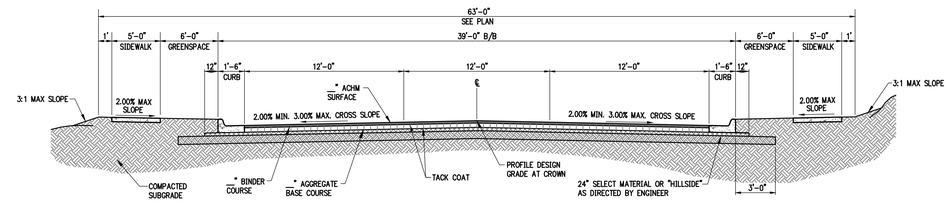
NOTES:

1. VERTICAL CLEARANCE TYP 8'
2. SOILS AND VEHICLE LOADS PER GEOTECHNICAL REPORT
3. CONCRETE AND AGGREGATE DEPTH PER GEOTECHNICAL REPORT
4. MAXIMUM LONGITUDINAL SLOPE IS 5.0% UNLESS SPECIFICALLY NOTED.



TYPICAL 2-LANE ASPHALT STREET SECTION

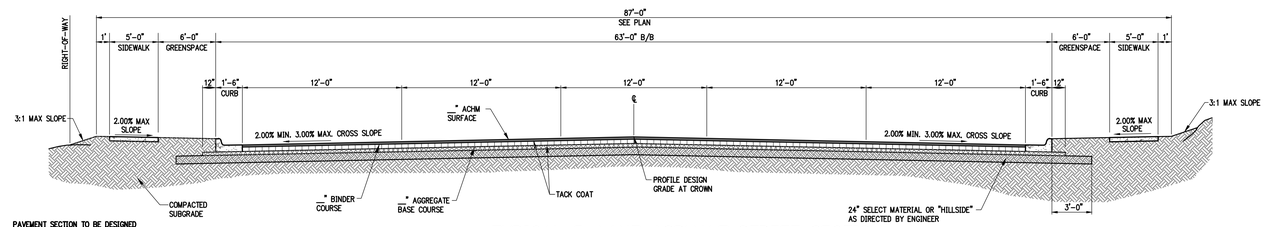
NOT TO SCALE



PAVEMENT SECTION TO BE DESIGNED BY LICENSED ENGINEER.

TYPICAL 3-LANE ASPHALT STREET SECTION

NOT TO SCALE



PAVEMENT SECTION TO BE DESIGNED BY LICENSED ENGINEER.

TYPICAL 5-LANE ASPHALT STREET SECTION

NOT TO SCALE

THE CITY OF LOWELL ARKANSAS
216 N LINCOLN ST
LOWELL, AR 72745
PH: 479-770-2185
www.lowellarkansas.gov

STANDARD DETAILS

Arkansas One Call 811
Know what's **below**.
Call before you dig.

REVISIONS:

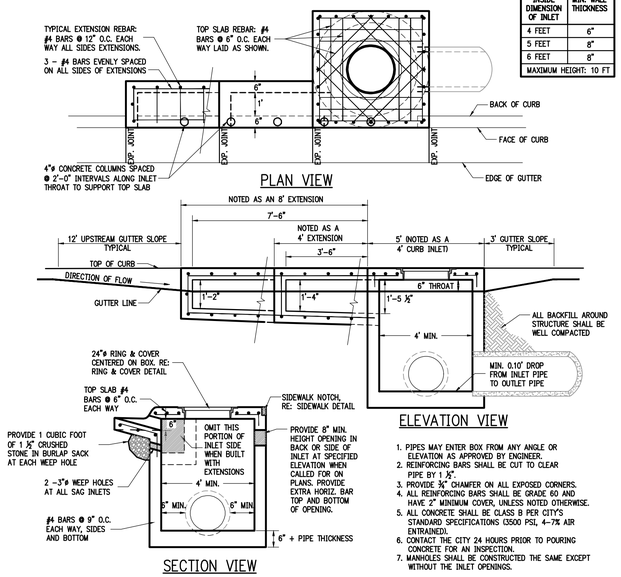
No.	Description	Date

NOTES:

DATE: 02/18/2021

SHEET NUMBER: OF

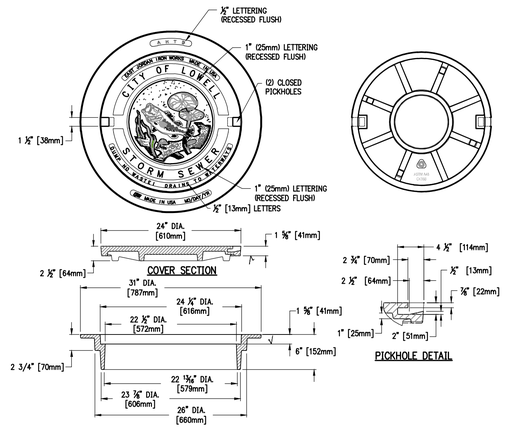
WALL THICKNESS CHART	
INSIDE DIMENSION OF INLET	MIN. WALL THICKNESS
4 FEET	6"
5 FEET	8"
6 FEET	8"
MAXIMUM HEIGHT: 10 FT	



1. PIPES MAY ENTER BOX FROM ANY ANGLE OR ELEVATION AS APPROVED BY ENGINEER.
2. REINFORCING BARS SHALL BE CUT TO CLEAR PIPE BY 1 ½".
3. PROVIDE ¾" CHAMFER ON ALL EXPOSED CORNERS.
4. ALL REINFORCING BARS SHALL BE GRADE 60 AND HAVE 2" MINIMUM COVER, UNLESS NOTED OTHERWISE.
5. ALL CONCRETE SHALL BE CLASS B PER CITY'S STANDARD SPECIFICATIONS (3500 PSI, 4–7% AIR ENTRAINED).
6. CONTACT THE CITY 24 HOURS PRIOR TO POURING CONCRETE FOR AN INSPECTION.
7. MANHOLES SHALL BE CONSTRUCTED THE SAME EXCEPT WITHOUT THE INLET OPENINGS.

CIRCULAR CURB INLET/MANHOLE DETAIL

NOT TO SCALE



√ MACHINED SURFACE

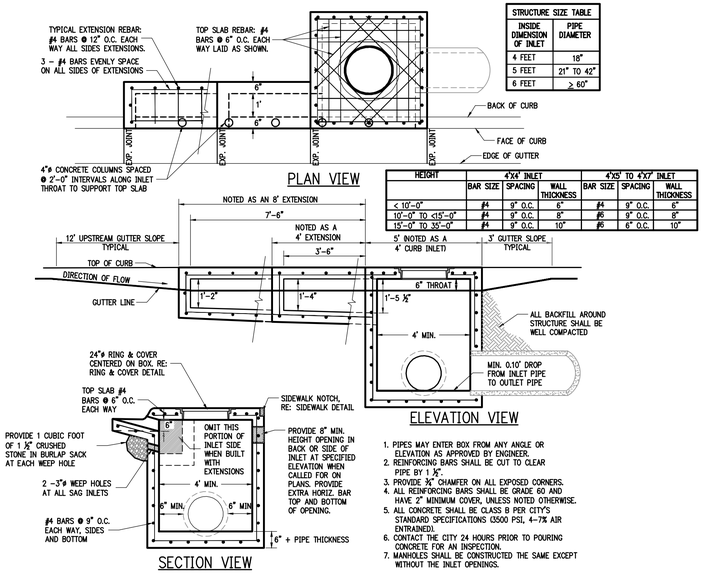
1. SHALL BE USED ON ALL STORM SEWER MANHOLE COVERS.
2. ALL COVERS SHALL BE RATED HEAVY DUTY.
3. EAST JORDAN IRON WORKS PRODUCT 2750 ASSEMBLY SHOWN, AN APPROVED EQUAL MAY ALSO BE USED.

RING AND COVER DETAIL

NOT TO SCALE

STRUCTURE SIZE TABLE	
INSIDE DIMENSION OF INLET	PIPE DIAMETER
4 FEET	18"
5 FEET	21" TO 42"
6 FEET	≥ 60"

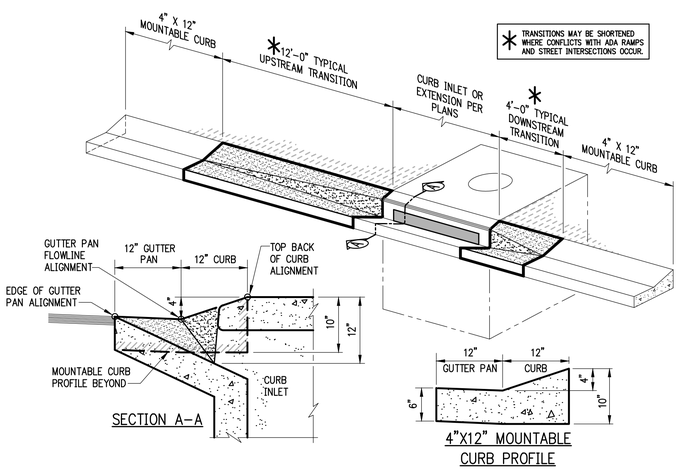
HEIGHT	4'X4' INLET			4'X5' TO 4'X7' INLET		
	BAR SIZE	SPACING	WALL THICKNESS	BAR SIZE	SPACING	WALL THICKNESS
< 10'–0"	#4	9" O.C.	6"	#4	9" O.C.	6"
10'–0" TO <15'–0"	#4	9" O.C.	8"	#6	9" O.C.	8"
15'–0" TO 35'–0"	#4	9" O.C.	10"	#6	6" O.C.	10"



1. PIPES MAY ENTER BOX FROM ANY ANGLE OR ELEVATION AS APPROVED BY ENGINEER.
2. REINFORCING BARS SHALL BE CUT TO CLEAR PIPE BY 1 ½".
3. PROVIDE ¾" CHAMFER ON ALL EXPOSED CORNERS.
4. ALL REINFORCING BARS SHALL BE GRADE 60 AND HAVE 2" MINIMUM COVER, UNLESS NOTED OTHERWISE.
5. ALL CONCRETE SHALL BE CLASS B PER CITY'S STANDARD SPECIFICATIONS (3500 PSI, 4–7% AIR ENTRAINED).
6. CONTACT THE CITY 24 HOURS PRIOR TO POURING CONCRETE FOR AN INSPECTION.
7. MANHOLES SHALL BE CONSTRUCTED THE SAME EXCEPT WITHOUT THE INLET OPENINGS.

RECTANGULAR CURB INLET/MANHOLE DETAIL

NOT TO SCALE



4"X12" MOUNTABLE CURB TRANSITION at CURB INLETS & EXTENSIONS

NOT TO SCALE

NON-TRAFFIC ONLY

THE CITY OF LOWELL ARKANSAS

216 N LINCOLN ST
LOWELL, AR 72745
PH: 479-770-2185
www.lowellarkansas.gov

STANDARD DETAILS

Arkansas One Call 811

Know what's **below**.
Call before you dig.

REVISIONS:

No.	Description	Date

NOTES:

DATE: 02/18/2021

SHEET NUMBER: OF