

**SPRINGDALE**<sup>™</sup>

**WE'RE MAKING IT HAPPEN**

**CITY OF SPRINGDALE, ARKANSAS**

**STANDARD DETAILS FOR  
STREET AND DRAINAGE  
CONSTRUCTION**

**OCTOBER 2018**

**ENGINEERING DEPARTMENT  
CITY OF SPRINGDALE, ARKANSAS**

**VERSION 18.1029  
REPLACES ALL PREVIOUS VERSIONS**

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**OCTOBER 2018**

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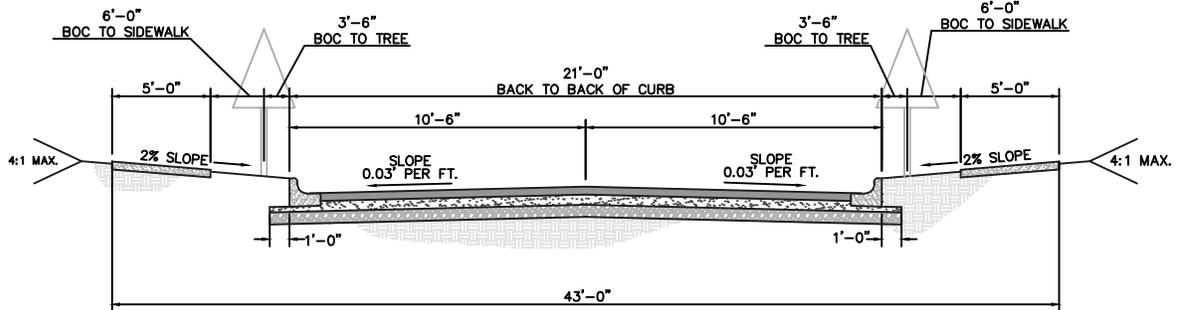
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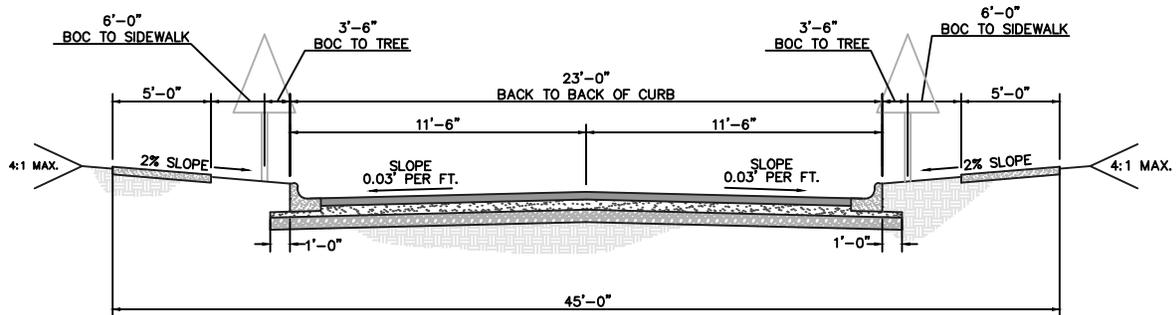
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- 1) SEE SHEET 2 OF THE MASTER STREET PLAN FOR MORE INFORMATION.
- 2) MAX TREE SPACING 200-250'

**TYPICAL SECTION  
LOCAL STREET - LOW VOLUME**

NOT TO SCALE



- 1) SEE SHEET 2 OF THE MASTER STREET PLAN FOR MORE INFORMATION.
- 2) MAX TREE SPACING 200-250'

**TYPICAL SECTION  
LOCAL STREET - HIGH VOLUME**

NOT TO SCALE

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STREET & DRAINAGE  
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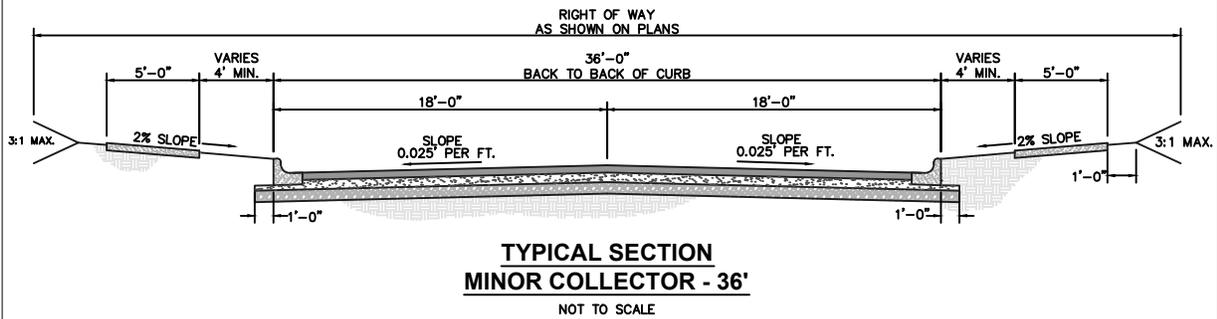
**SECTION A  
TYPICAL STREET  
SECTIONS & DETAILS**

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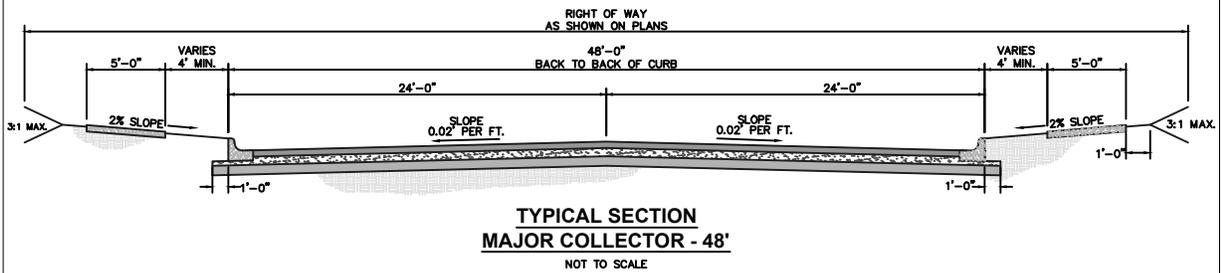
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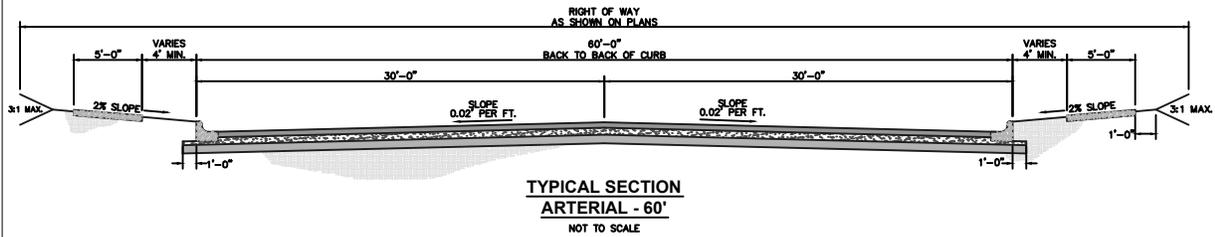
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**SECTION A  
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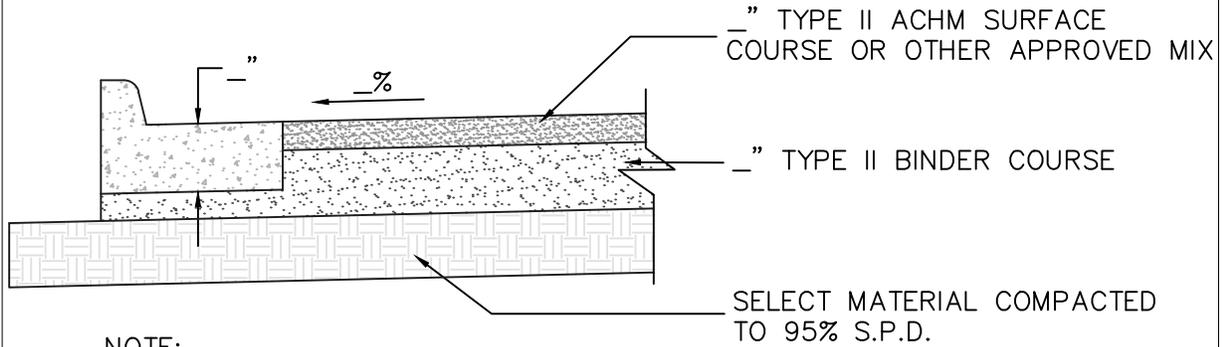
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**SECTION A  
TYPICAL STREET  
SECTIONS & DETAILS**

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NOTE:  
AS AN ALTERNATE THE CURB MAY BE  
PLACED DIRECTLY ON THE SUBGRADE

## FULL DEPTH ASPHALT SECTION

NOT TO SCALE

Note To Engineers:  
Paving depth to be per ordinance or formal design.

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STANDARD DETAILS FOR  
STREET & DRAINAGE  
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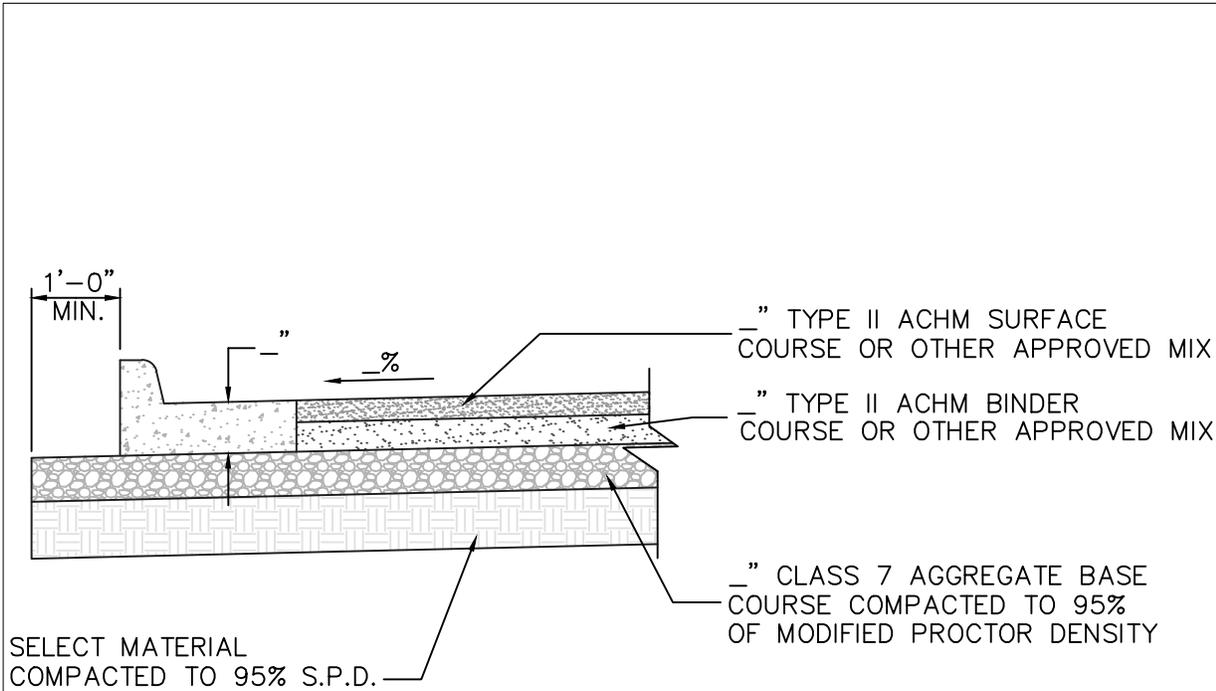
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## COMPOSITE PAVEMENT SECTION

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STREET & DRAINAGE  
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SECTION A  
TYPICAL STREET  
SECTIONS & DETAILS

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CLASS OF STREET	GROUP INDEX	SOIL DESCRIPTION	SN REQUIRED	COMPOSITE FLEXIBLE (SN)	COMPOSITE FLEXIBLE (SN)	FULL DEPTH ASPHALT (SN)	CONCRETE PAVEMENT
I/II	A-1	GRAVEL/SAND	1.70	2" SURF.	2" SURF.	2" SURF.	5" CONCRETE
	A-2	NO CLAY		6" BASE (1.72)	4" CT. BASE (1.88)	4" B. BASE (1.88)	2" DRAINAGE BLANKET
	A-3						
I/II	A-4	SILT, SILTY SAND, SANDY SILTY CLAY	1.85	2" SURF.	2" SURF.	2" SURF.	5½" CONCRETE
	A-6			7" BASE (1.85)	4" CT. BASE (1.88)	4" B. BASE (1.88)	2" DRAINAGE BLANKET
I/II	A-5	CLAYS	2.35	3" SURF.	2" SURF.	2" SURF.	6" CONCRETE
	A-7	LL OVER 40		8" BASE (2.44)	6" CT. BASE (2.38)	6" B. BASE (2.38)	2" DRAINAGE BLANKET
	A-7-6	PI OVER 10					
III	A-1	GRAVEL/SAND	1.85	2½" SURF.	2" SURF.	2" SURF.	5½" CONCRETE
	A-2	NO CLAY		6" BASE (1.94)	4" CT. BASE (1.88)	4" B. BASE (1.88)	2" DRAINAGE BLANKET
	A-3						
III	A-4	SILT, SILTY SAND, SANDY SILTY CLAY	2.30	2" SURF.	2" SURF.	2" SURF.	6" CONCRETE
	A-6			2" BINDER (2.32)	6" CT. BASE (2.38)	6" B. BASE (2.38)	2" DRAINAGE BLANKET
III	A-5	CLAYS	3.15	2" SURF.	2" SURF.	2" SURF.	6½" CONCRETE
	A-7	LL OVER 40		3" BINDER (3.18)	2" BINDER (3.26)	2" BINDER (3.26)	2" DRAINAGE BLANKET
	A-7-6	PI OVER 10					
IV	A-1	GRAVEL/SAND	2.30	2" SURF.	2" SURF.	2" SURF.	6½" CONCRETE
	A-2	NO CLAY		2" BINDER (2.32)	6" CT. BASE (2.38)	6" B. BASE (2.38)	2" DRAINAGE BLANKET
	A-3						
IV	A-4	SILT, SILTY SAND, SANDY SILTY CLAY	2.75	2" SURF.	2" SURF.	2" SURF.	7" CONCRETE
	A-6			3" BINDER (2.76)	2" BINDER (2.76)	2" BINDER (2.76)	2" DRAINAGE BLANKET
IV	A-5	CLAYS	3.45	2" SURF.	2" SURF.	2" SURF.	7½" CONCRETE
	A-7	LL OVER 40		4" BINDER (3.48)	3" BINDER (3.45)	3" BINDER (3.45)	2" DRAINAGE BLANKET
	A-7-6	PI OVER 10		6" BASE (3.48)	5" CT. BASE (3.45)	5" B. BASE (3.45)	

V OR HIGHER BY FORMAL DESIGN ONLY.

**NOTE:**  
 INFORMATION IN THE TABLE REPRESENTS MINIMUM PAVEMENT SECTIONS FOR EACH STREET CLASSIFICATION AS SPECIFIED IN THE SPRINGDALE CITY CODE. ACTUAL PAVEMENT SECTIONS WILL BE DESIGNED AND/OR SELECTED ON A PROJECT-SPECIFIC BASIS AND APPROVED BY THE CITY.

**MINIMUM PAVEMENT SECTION BY STREET AND SOIL CLASSIFICATION**

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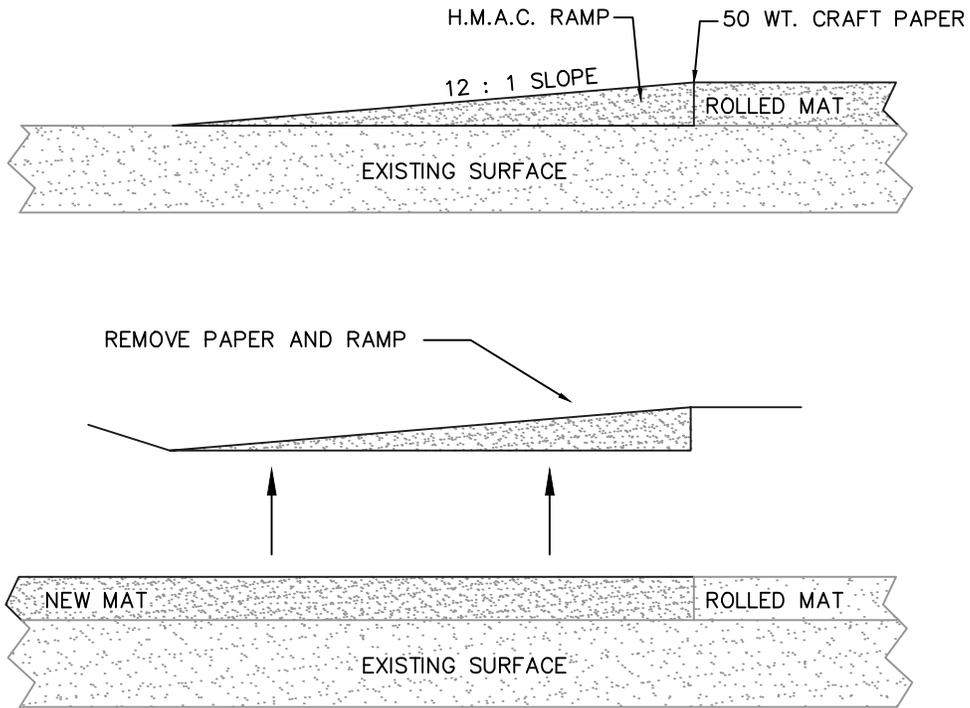
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**SECTION A  
 TYPICAL STREET SECTIONS & DETAILS**

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NOTE: JOINT TO BE CONSTRUCTED AT END OF EACH DAY'S PAVING.

## **H.M.A.C. TRANSVERSE CONSTRUCTION JOINT**

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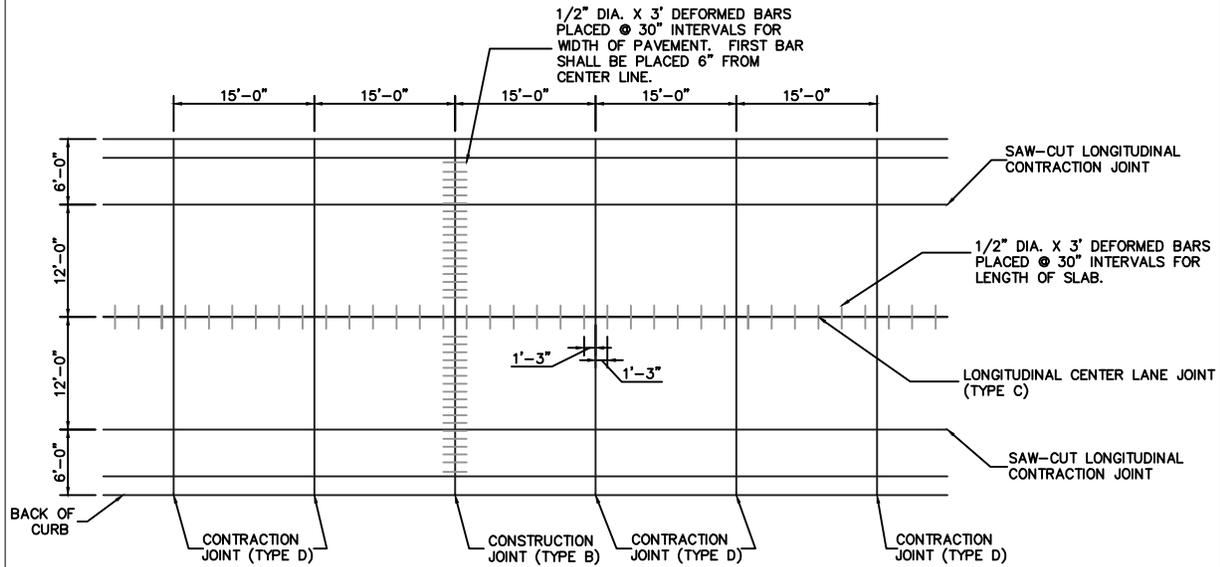
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**CONCRETE PAVEMENT  
JOINT LAYOUT PLAN**  
(36' STREET WIDTH)  
NOT TO SCALE

Note to Engineers: Joint layout for other street widths to be similar in joint spacing.

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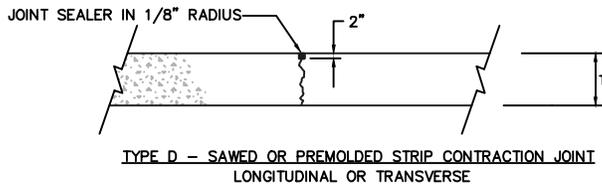
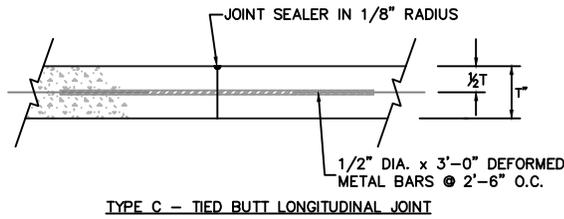
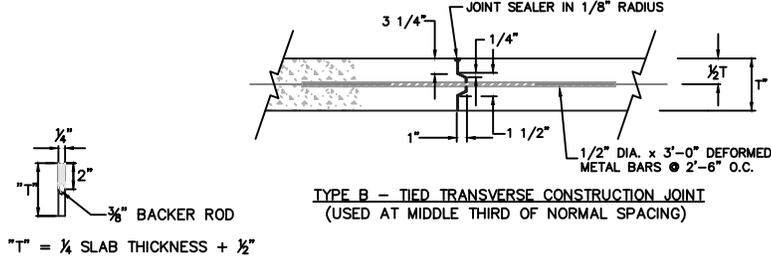
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TYPICAL STREET  
SECTIONS & DETAILS

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**NOTES:**

1. ALL CONCRETE JOINTING AND CONSTRUCTION METHODS SHALL MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE PORTLAND CEMENT ASSOCIATION FOR CONCRETE STREET PAVEMENTS.
2. CONCRETE FOR PAVEMENTS SHALL BE CLASS B, 4000 P.S.I., 6 BAG MIX WITH 4-7% AIR ENTRAINMENT.
3. ALL CONCRETE PAVEMENT SHALL HAVE A TINED FINISH, EXCEPT FOR THE OUTSIDE 2' OF THE PAVEMENT WHICH SHALL HAVE A BROOM FINISH.
4. THE CURB SHALL BE PLACED MONOLITHICALLY WITH THE PAVEMENT. ALL CURB JOINTS SHALL COINCIDE WITH PAVEMENT JOINTS.
5. ALL DOWEL BARS SHALL BE PLACED IN THE PAVEMENT BEFORE INITIAL SET UNLESS OTHERWISE APPROVED BY THE ENGINEER.
6. EXPANSION MATERIAL SHALL BE PLACED AT ALL STRUCTURES ABUTTING PAVEMENT.
7. TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED AT THE CURB RETURNS OF ALL INTERSECTIONS.
8. THE EXPANSION MATERIAL SHALL BE PREFORMED ASPHALT IMPREGNATED FIBERBOARD CONFORMING TO AASHTO M 213.
9. ALL JOINTS SHALL BE SEALED WITH APPROVED JOINT SEALER. SEE JOINT DETAIL FOR JOINT SEALER.
10. CONTRACTION JOINTS SHALL COINCIDE WITH PAVEMENT JOINTS. SEE TYPICAL DETAILS.

**JOINTS FOR CONCRETE PAVEMENT**

NOT TO SCALE

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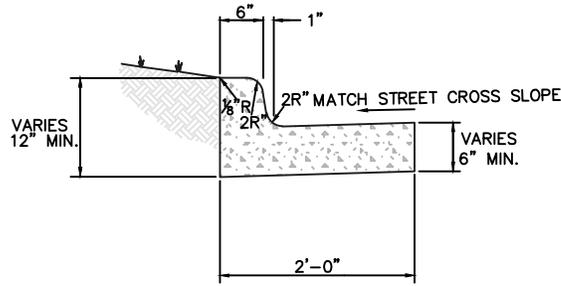
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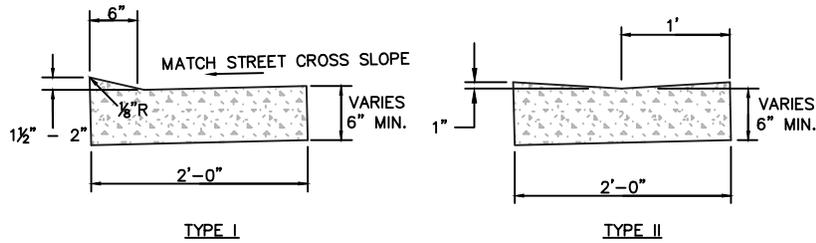
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**STANDARD CURB AND GUTTER**

NOT TO SCALE

TO BE USED AT STREET INTERSECTIONS WITH LESS THAN 1% GRADE



TYPE I

TYPE II

**MODIFIED CURB AND GUTTER**

NOT TO SCALE

**NOTES:**

1. CONCRETE FOR CURB AND GUTTER TO BE CLASS A, 3000 PSI, 5.5 BAG MIX WITH 4-7 % AIR ENTRAINMENT.
2. ALL CURB AND GUTTER SHALL HAVE A BROOMED FINISH UNLESS OTHERWISE SPECIFIED.
3. MODIFIED CURB (TYPE I) SHALL BE PLACE ACROSS ALL DRIVEWAY ENTRANCES.
4. MODIFIED CURB (TYPE II) SHALL BE PLACED ACROSS ALL SIDE STREETS WHERE THE LONGITUDINAL GRADE IS LESS THAN 1%.
5. SAW CUT JOINTS AT 15' O.C. SEAL WITH ONE PART COLD APPLIED SILICONE JOINT SEALER OR OTHER APPROVED SEALANT. ALL JOINTS TO BE SEALED PRIOR TO FINAL ASPHALT PLACEMENT.
6. PROVIDE 1/2" PREFORMED EXPANSION JOINT MATERIAL (ASPHALT IMPREGNATED FIBERBOARD OR OTHER APPROVED MATERIAL) AT STATIONARY STRUCTURES, (DROP INLETS, END OF CURBS, DRIVEWAYS - SEE DETAIL) OR AS DIRECTED BY ENGINEER.

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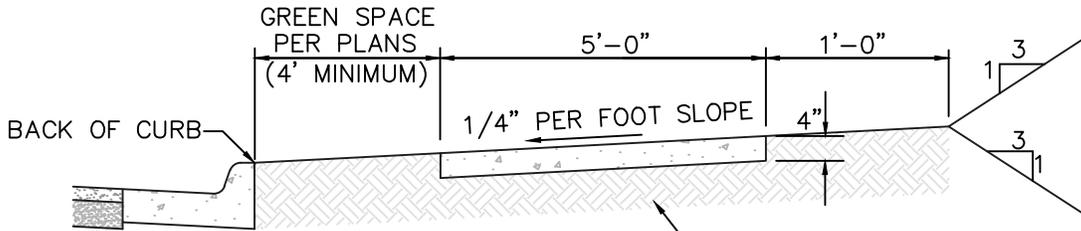
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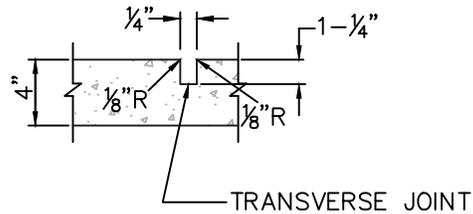


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NOTES:

1. 1/2" ASPHALT IMPREGNATED W/ FIBERBOARD EXPANSION MATERIAL CONFORMING TO AASHTO M213 IS TO BE PLACED AT ALL DRIVEWAYS, AT MAXIMUM 200' INTERVALS, OR AS DIRECTED BY ENGINEER.
2. TRANSVERSE JOINTS TO BE PLACED AT 5' INTERVALS PERPENDICULAR TO SIDEWALK.
3. SAWED JOINTS SHALL BE USED INSTEAD OF TOOLED JOINTS. ALL SAWED JOINTS SHALL BE SEALED USING AN APPROVED SEALANT.
4. OTHER JOINTS MAY BE REQUIRED IF DIRECTED BY THE ENGINEER.
5. CONCRETE FOR SIDEWALK TO BE CLASS A, 3000 PSI, 5.5 BAG MIX W/ 4-7% AIR ENTRAINMENT.



**SIDEWALK DETAIL**  
NOT TO SCALE

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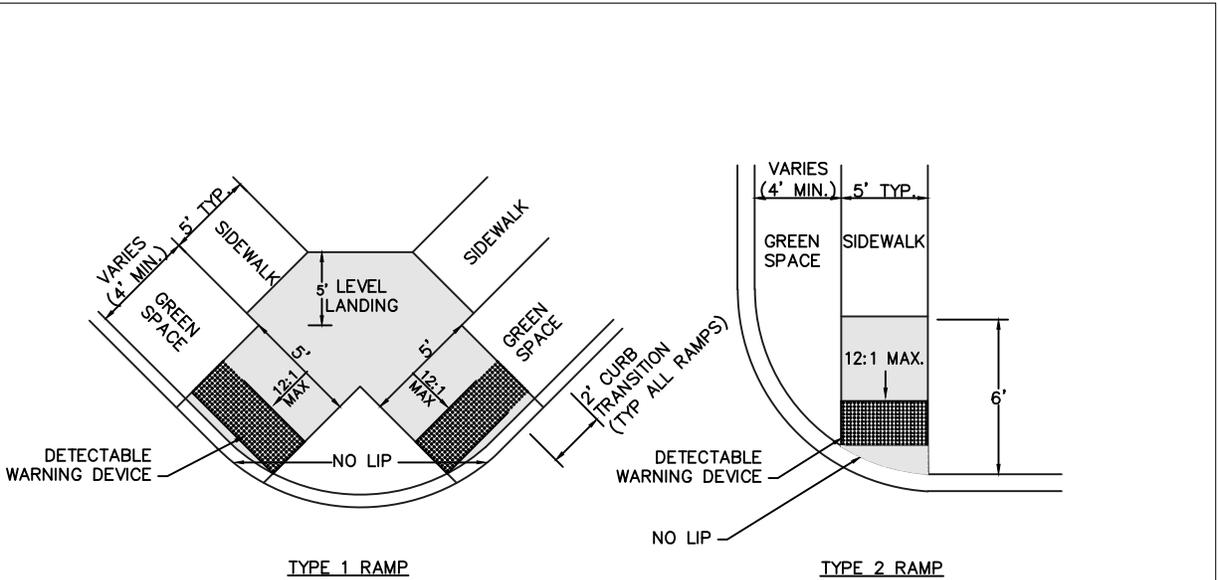
SECTION B  
TYPICAL STREET, DRIVEWAY &  
SIDEWALK DETAILS

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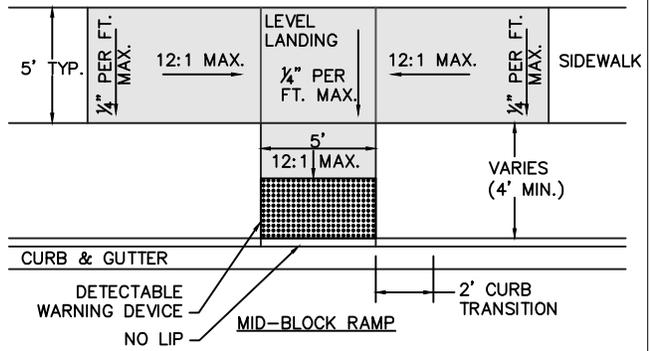


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**NOTES:**

1. THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1.
2. THE NORMAL GUTTER SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
3. THE MINIMUM THICKNESS FOR THE RAMP, WALK, & LANDING SHALL BE 4".
4. DETECTABLE WARNING DEVICES SHALL BE PLACED AT ALL LOCATIONS WHERE RAMPS CROSS A CURB.



**HANDICAP RAMP DETAILS**

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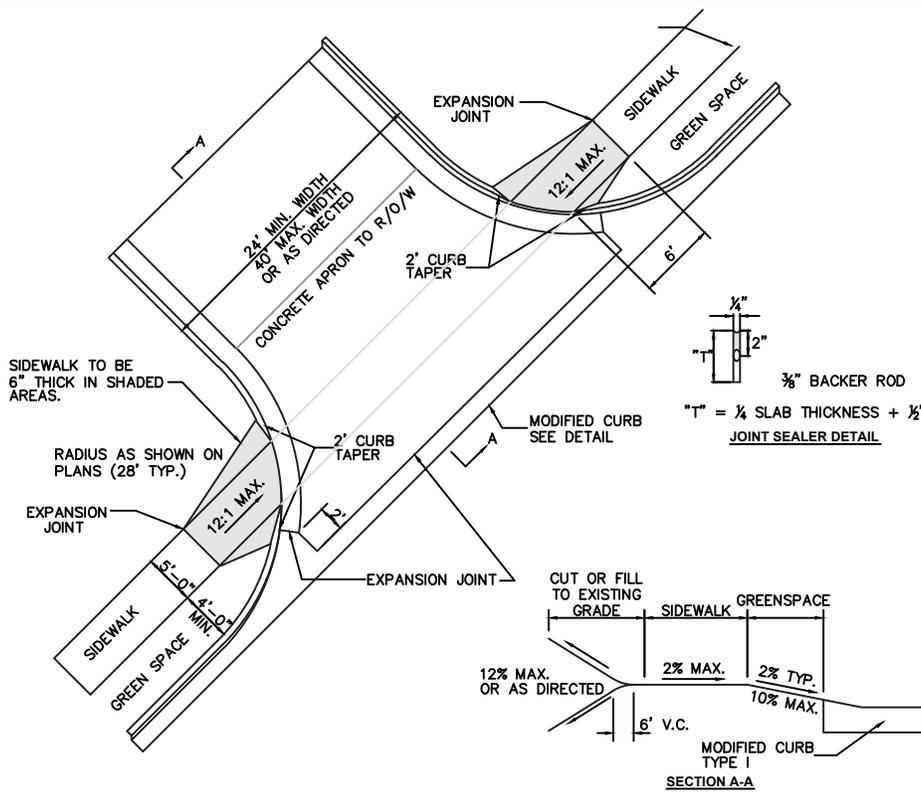
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SIDEWALK DETAILS**

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1. DRIVEWAY TO BE CONSTRUCTED TO THE RADIUS TANGENT POINTS AND ALSO TO STREET R/W AS DIRECTED, IF NEEDED.
2. 1/2" PREFORMED EXPANSION MATERIAL CONFORMING TO AASHTO M213, ASTM D-1752, TYPE 1 OR REDWOOD SHALL BE PLACED AS SHOWN, OR AS DIRECTED BY THE ENGINEER.
3. CONCRETE CURB TO BE SAWCUT AT 15' INTERVALS PERPENDICULAR TO THE GUTTER LINE AND SEALED SEE DETAIL.
4. HANDICAP RAMP COMPLYING WITH A.D.A. REQUIREMENTS TO BE CONSTRUCTED AT ALL COMMERCIAL DRIVEWAYS.
5. CONTRACTION JOINTS TO BE PLACED IN CONCRETE DRIVEWAY SO THAT NO SLAB DIMENSION IS MORE THAN 15'.
6. DRIVEWAY SECTION TO BE 6" PORTLAND CEMENT CONCRETE (3,500 P.S.I.) WITH 6" AGGREGATE BASE COURSE UNLESS OTHERWISE SPECIFIED.
7. CONCRETE APRONS SHALL HAVE 10' SAWCUTS IN EACH DIRECTION (BOTH HORIZONTAL AND VERTICAL).
8. INDUSTRIAL DRIVES SHOULD INCREASE RADIUS AT DRIVEWAY ENTRANCES TO 50-FT.

**COMMERCIAL DRIVEWAY DETAIL**

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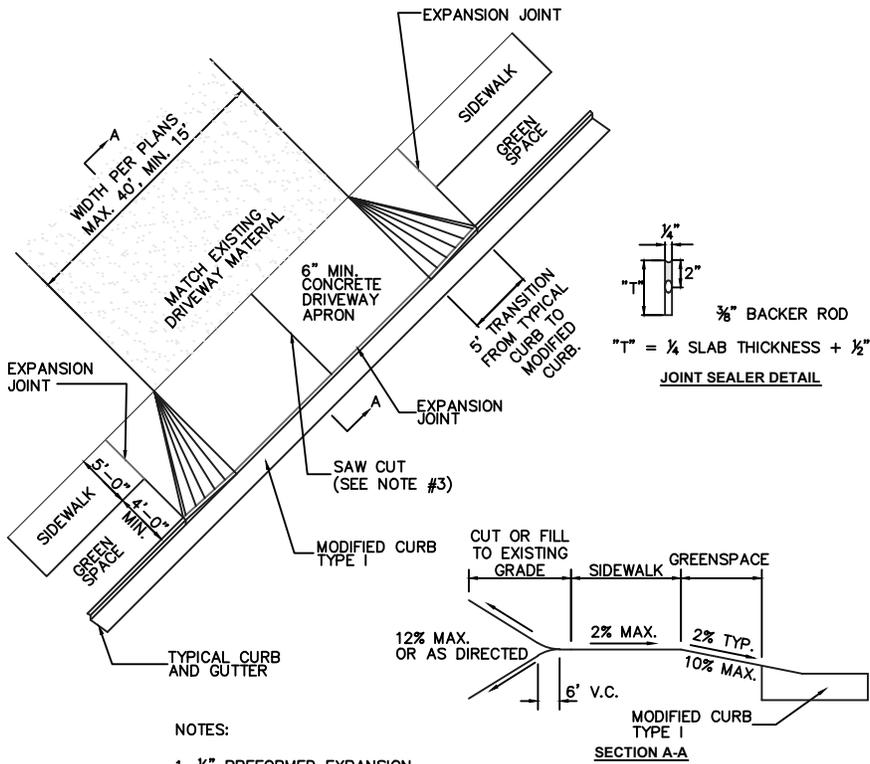
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**NOTES:**

1. ½" PREFORMED EXPANSION MATERIAL CONFORMING TO AASHTO M213, ASTM D-1752, TYPE 1 OR REDWOOD SHALL BE PLACED IN LOCATIONS SHOWN, OR AS DIRECTED BY ENGINEER.
2. DRIVEWAY SECTION BEHIND APRON SHALL BE 6" AGGREGATE BASE COURSE FOR EXISTING GRAVEL DRIVES, 2" ASPHALT W/ 4" AGGREGATE BASE COURSE FOR EXISTING ASPHALT DRIVES, OR 4" CONCRETE FOR EXISTING CONCRETE DRIVES TO MATCH EXISTING D/W SURFACE MATERIAL.
3. CONCRETE DRIVEWAY APRON TO BE SAWCUT AT 15' INTERVALS AS SHOWN, AND FILLED WITH APPROVED JOINT SEALER (SEE DETAIL).
4. CONCRETE DRIVEWAYS TO BE CLASS A, 3000 PSI, 5.5 BAG MIX WITH 4-7% AIR ENTRAINMENT.

**RESIDENTIAL DRIVEWAY DETAIL**

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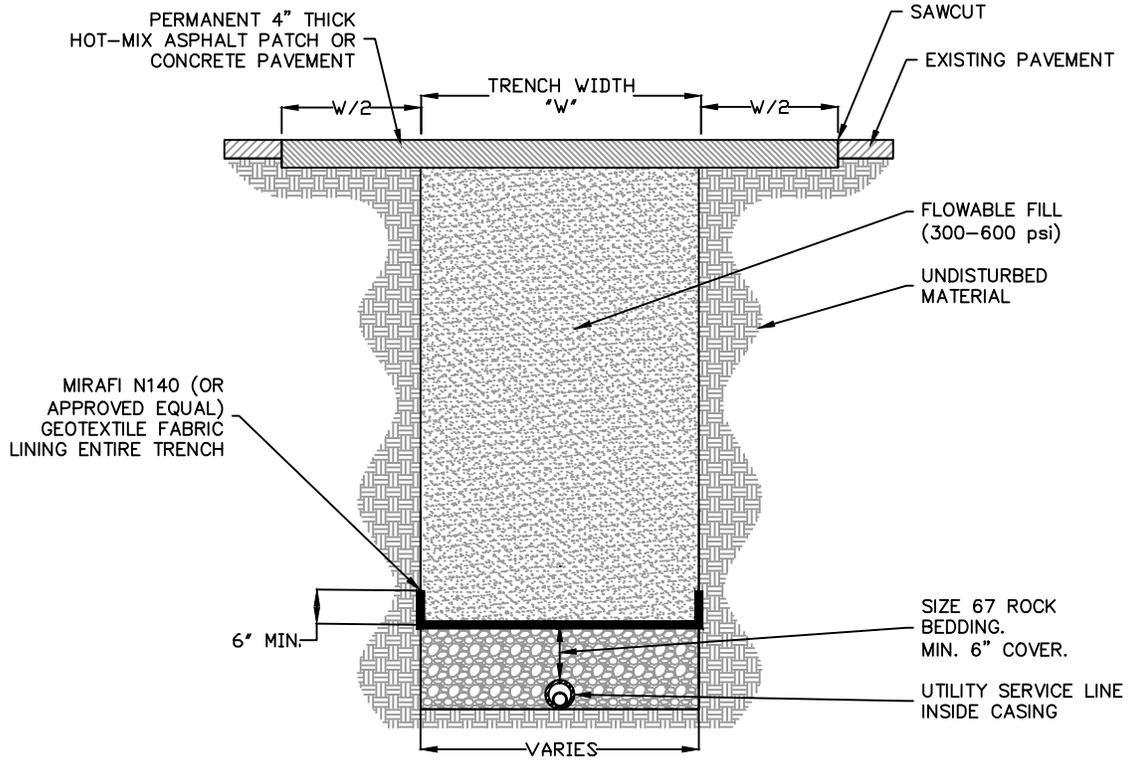
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PROFILE VIEW  
SECTION A-A

ASPHALT STREET CUT (TRENCH) REPAIR

N.T.S.

The City of Springdale's Standard Details are minimum requirements for construction in Springdale. Use of these details for any construction project must be reviewed, approved and plans sealed by an Arkansas Registered Professional Engineer.

STANDARD DETAILS FOR  
STREET & DRAINAGE  
CONSTRUCTION

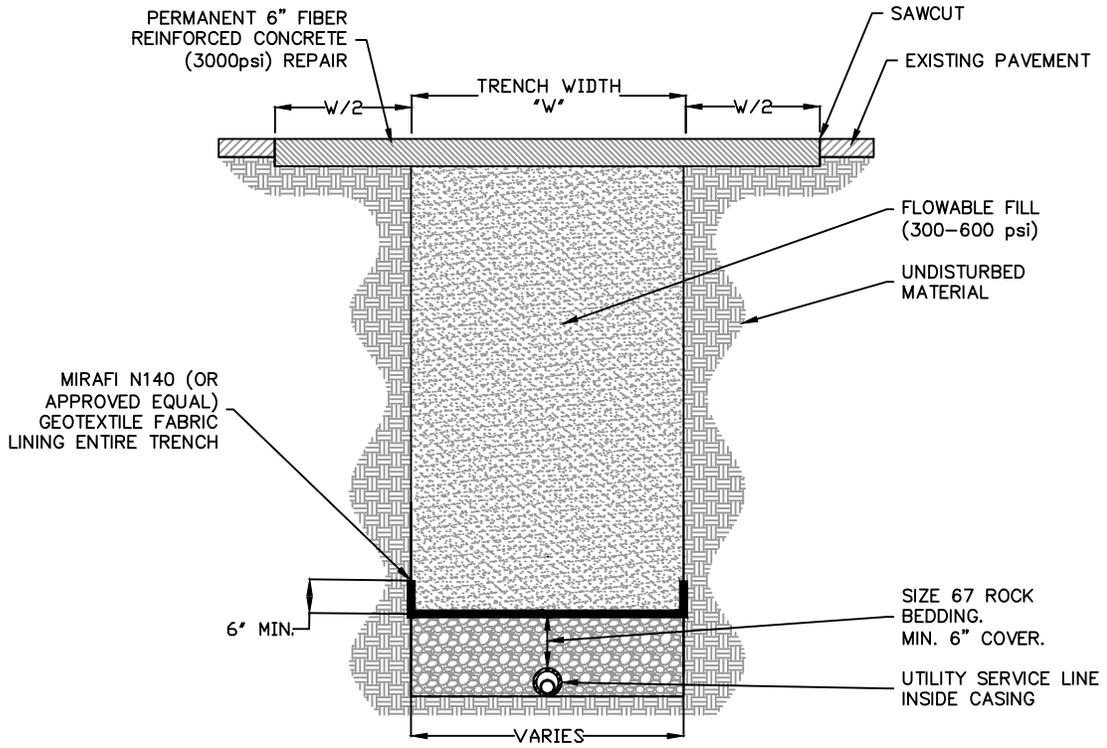
DATE: OCTOBER 2018  
DESIGNED BY: STAFF  
DRAWN BY: STAFF

SECTION B  
TYPICAL STREET, DRIVEWAY &  
SIDEWALK DETAILS

FILE NO. SD-B-5A



**SPRINGDALE**  
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PROFILE VIEW  
SECTION A-A

CONCRETE STREET CUT (TRENCH) REPAIR

N.T.S.

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STANDARD DETAILS FOR  
STREET & DRAINAGE  
CONSTRUCTION

DATE: OCTOBER 2018  
DESIGNED BY: STAFF  
DRAWN BY: STAFF

SECTION B  
TYPICAL STREET, DRIVEWAY &  
SIDEWALK DETAILS

FILE NO. SD-B-5B



**SPRINGDALE**  
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SECTION 'C' OF SPRINGDALE STANDARD DETAILS , PAVEMENT MARKING DETAILS,  
ARE NOW DEFINED BY MOST RECENT VERSION OF MUTCD.

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STANDARD DETAILS FOR  
STREET & DRAINAGE  
CONSTRUCTION

SECTION C  
PAVEMENT MARKING DETAILS

DATE: OCTOBER 2018

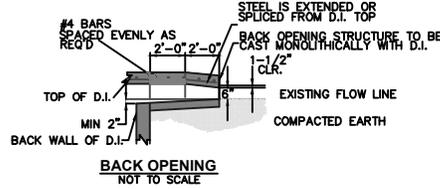
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FILE NO. SD-C



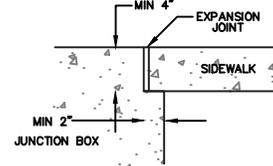
**SPRINGDALE**  
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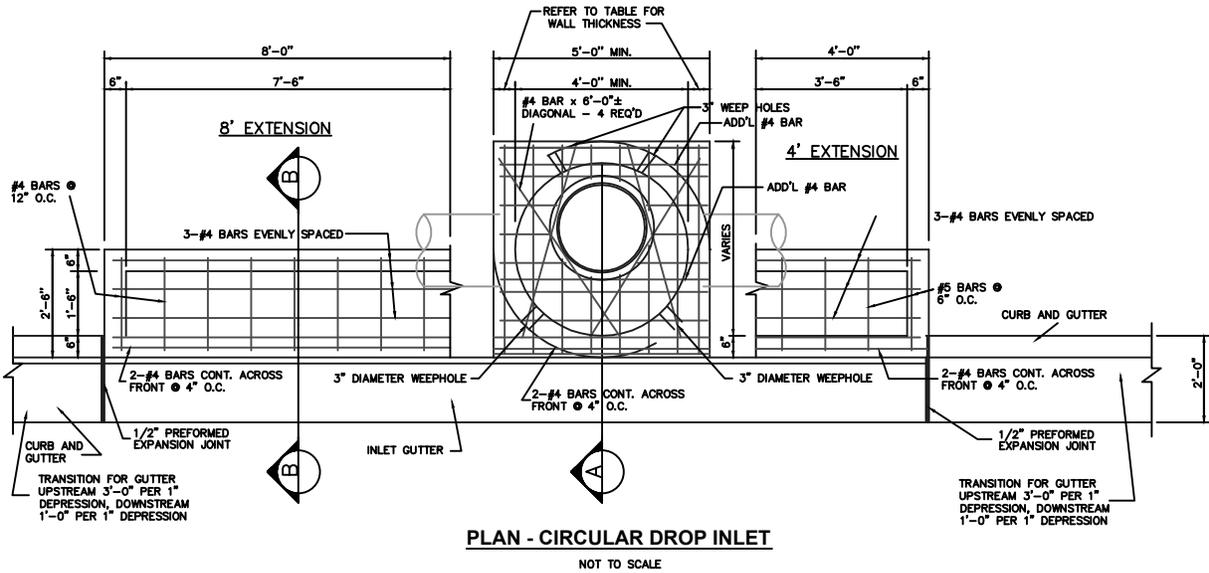
**BACK OPENING**  
NOT TO SCALE

**REINFORCING TABLE**

I.D. OF DROP INLET	TOP CONCRETE SLAB REINFORCING
4' I.D.	#4'S @ 8" O.C. E.W.
5' I.D.	#4'S @ 7" O.C. E.W.
6' I.D.	#5'S @ 9" O.C. E.W.



1) SIDEWALK TO OVERLAP JUNCTION BOX BY MINIMUM 2 INCHES.  
**SIDEWALKS AT JUNCTION BOXES**  
NOT TO SCALE



**PLAN - CIRCULAR DROP INLET**  
NOT TO SCALE

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**STANDARD DETAILS FOR  
STREET & DRAINAGE  
CONSTRUCTION**

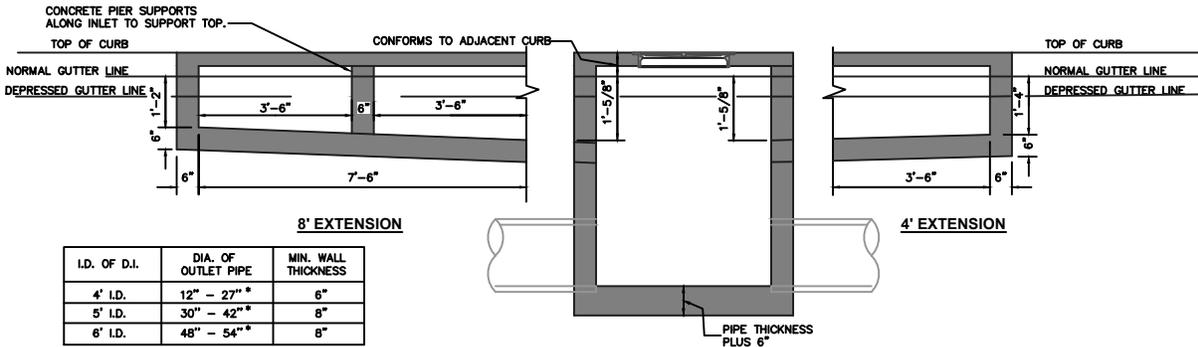
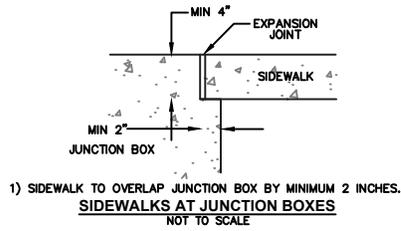
**SECTION D  
DROP INLET DETAILS**

DATE: OCTOBER 2018  
DESIGNED BY: STAFF  
DRAWN BY: STAFF

FILE NO. SD-D-1



**SPRINGDALE**  
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\*LIMIT DEFLECTION TO 60 DEGREES. IF GREATER USE NEXT LARGER MANHOLE DIAMETER

**NOTES:**

- 1.) ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER.
- 2.) ALL REINFORCEMENT BARS SHALL BE GRADE 60 AND SHALL HAVE A MINIMUM 1-1/2" COVER UNLESS OTHERWISE NOTED.
- 3.) BASE AND INLET WALLS SHALL BE CAST MONOLITHICALLY.
- 4.) INVERTS SHALL BE POURED MONOLITHICALLY WITH FOOTING.
- 5.) CURB INLET BACK OPENING LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 6.) WHEN AN INLET IS PLACED ADJACENT TO CONCRETE PAVEMENT THE GUTTER DEPRESSION SHALL BE FORMED IN CONCRETE PAVEMENT.
- 7.) PIPES MAY ENTER BOX FROM ANY ANGLE OR ELEVATION AS DIRECTED BY THE ENGINEER. REINFORCING BARS SHALL BE CUT TO CLEAR PIPE BY 1-1/2"
- 8.) THE EXPANSION JOINT SHALL HAVE A THICKNESS OF 1/2" INCH AND CONFORM TO AASHTO M213.
- 9.) REFER TO CURB AND GUTTER DETAILS FOR APPROPRIATE CURB CONFIGURATION AND GUTTER DIMENSIONS AT EACH INLET LOCATION.
- 10.) REFER TO PLAN AND PROFILE SHEETS TO DETERMINE EXTENSIONS AND SIZE (IF ANY) ACCOMPANYING CIRCULAR DROP INLET.
- 11.) CONCRETE FOR CIRCULAR DROP INLET TO BE CLASS A, 3000 PSI, 5.5 BAG MIX WITH 4-7% AIR ENTRAINMENT.

**SECTION - CIRCULAR DROP INLET**

NOT TO SCALE

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STANDARD DETAILS FOR  
STREET & DRAINAGE  
CONSTRUCTION

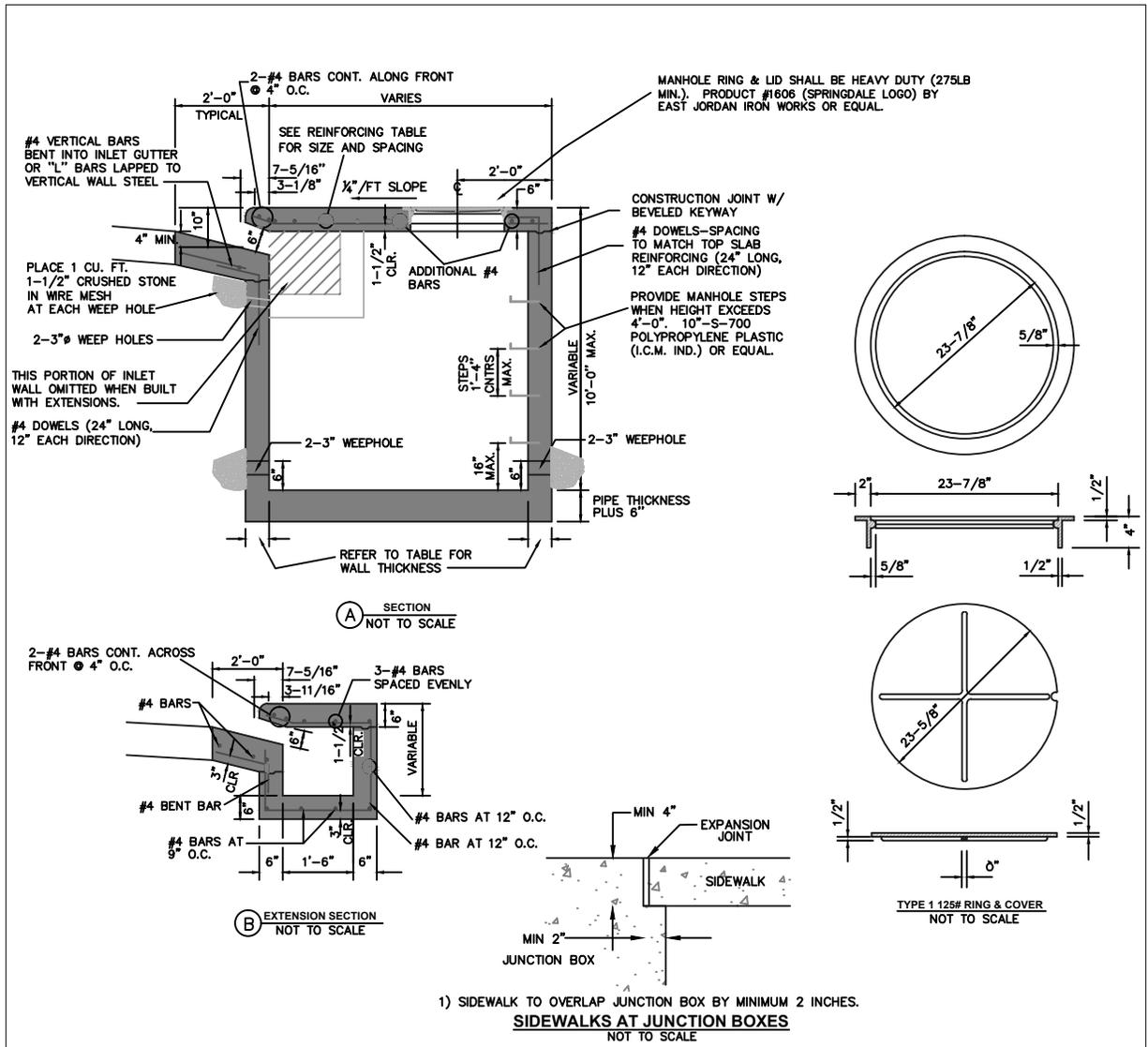
SECTION D  
DROP INLET DETAILS

DATE: OCTOBER 2018  
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DRAWN BY: STAFF

FILE NO. SD-D-2



**SPRINGDALE**  
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**DETAILED SECTIONS - CIRCULAR (A.H.T.D. TYPE MO) DROP INLET**

NOT TO SCALE

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STANDARD DETAILS FOR  
STREET & DRAINAGE  
CONSTRUCTION

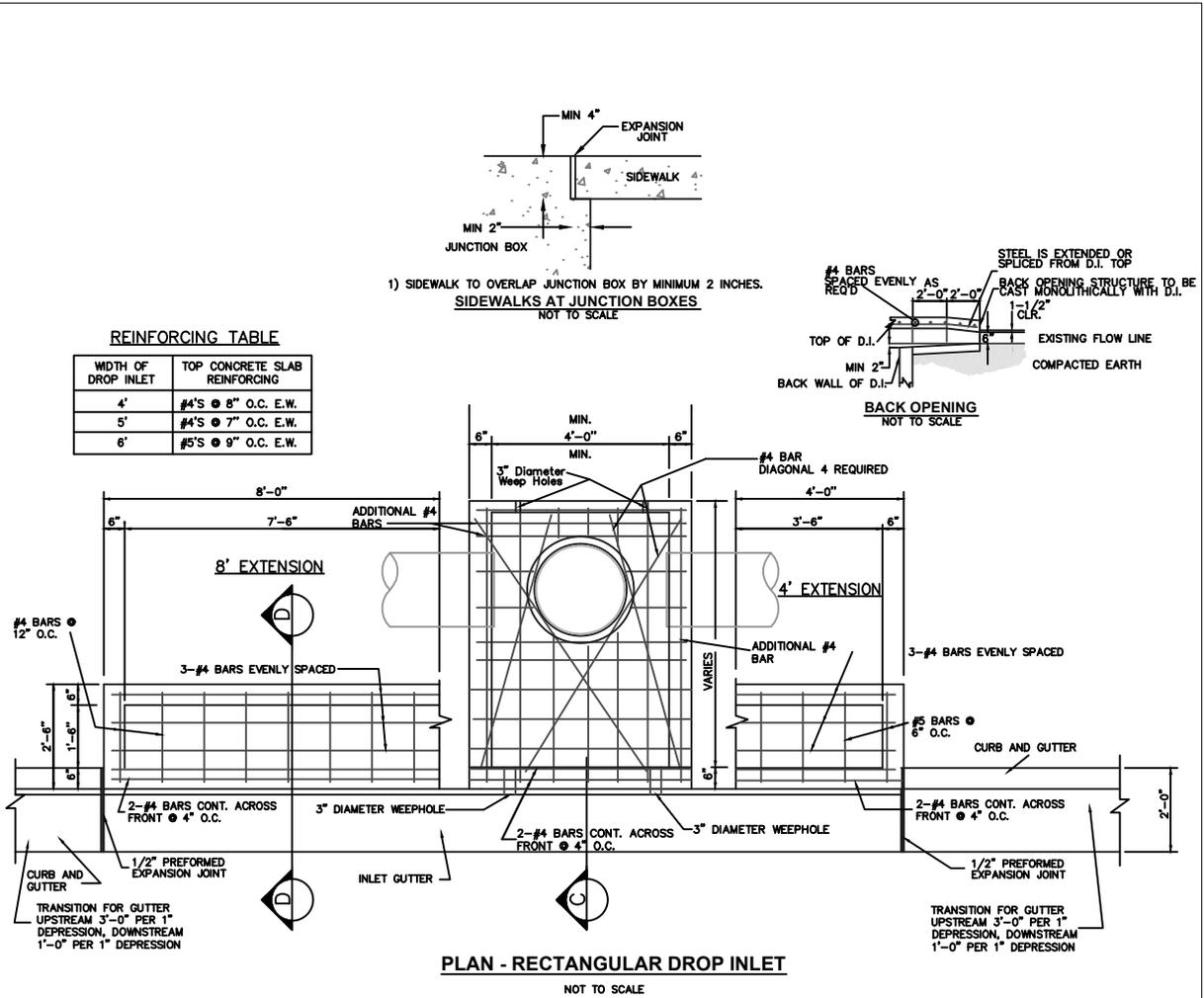
SECTION D  
DROP INLET DETAILS

DATE: OCTOBER 2018  
DESIGNED BY: STAFF  
DRAWN BY: STAFF

FILE NO. SD-D-3



**SPRINGDALE**  
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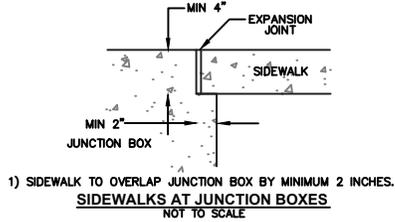
**STANDARD DETAILS FOR  
STREET & DRAINAGE  
CONSTRUCTION**

DATE: OCTOBER 2018  
DESIGNED BY: STAFF  
DRAWN BY: STAFF

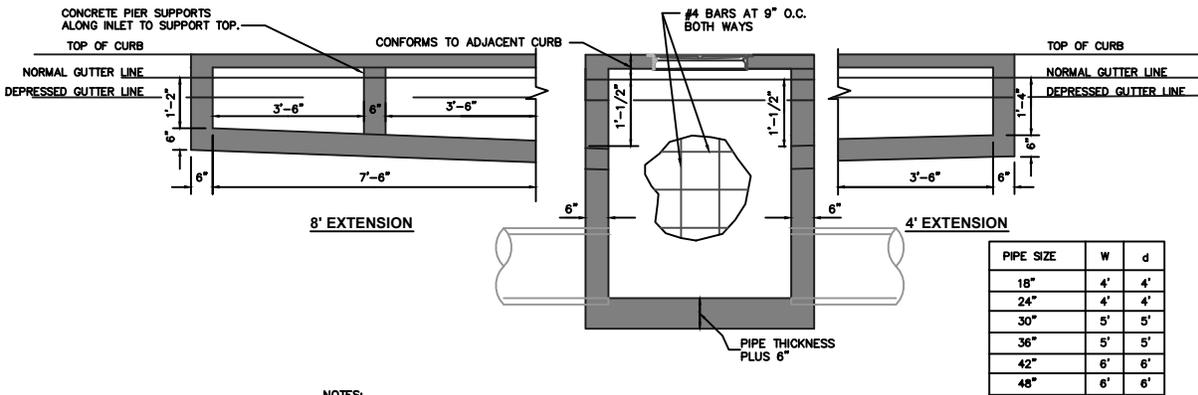
**SECTION D  
DROP INLET DETAILS**

FILE NO. SD-D-4





1) SIDEWALK TO OVERLAP JUNCTION BOX BY MINIMUM 2 INCHES.  
**SIDEWALKS AT JUNCTION BOXES**  
 NOT TO SCALE



PIPE SIZE	W	d
18"	4'	4'
24"	4'	4'
30"	5'	5'
36"	5'	5'
42"	6'	6'
48"	6'	6'

**NOTES:**

- 1.) ALL EXPOSED CORNERS TO HAVE 3/4" CHAMFER.
- 2.) ALL REINFORCEMENT BARS SHALL BE GRADE 60 AND SHALL HAVE A MINIMUM 1-1/2" COVER UNLESS OTHERWISE NOTED.
- 3.) CURB INLET BACK OPENING LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 4.) WHEN AN INLET IS PLACED ADJACENT TO CONCRETE PAVEMENT THE GUTTER DEPRESSION SHALL BE FORMED IN CONCRETE PAVEMENT.
- 5.) PIPES MAY ENTER BOX FROM ANY ANGLE OR ELEVATION AS DIRECTED BY THE ENGINEER. REINFORCING BARS SHALL BE CUT TO CLEAR PIPE BY 1-1/2"
- 6.) THE EXPANSION JOINT SHALL HAVE A THICKNESS OF ONE-HALF INCH AND CONFORM TO AASHTO M213.
- 7.) ALL REINFORCEMENT BARS SHALL BE GRADE 60 AND SHALL HAVE A MINIMUM OF 1-1/2" COVER UNLESS OTHERWISE NOTED.
- 8.) REFER TO PLAN AND PROFILE SHEETS TO DETERMINE EXTENSIONS AND SIZE (IF ANY) ACCOMPANYING DROP INLET.
- 9.) EXTENSIONS WITH LENGTHS DESIGNATED ON THE PLANS EXCEEDING 8'-0" SHALL HAVE THE SAME INSIDE DEPTH DIMENSIONS AS STATED ON DETAILS UNLESS OTHERWISE NOTED.
- 10.) CONCRETE FOR RECTANGULAR DROP INLETS SHALL BE CLASS A, 3000 PSI, 5.5 BAG MIX WITH 4-7% AIR ENTRAINMENT.

**SECTION - RECTANGULAR DROP INLET**

NOT TO SCALE

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**STANDARD DETAILS FOR  
 STREET & DRAINAGE  
 CONSTRUCTION**

**SECTION D  
 DROP INLET DETAILS**

DATE: OCTOBER 2018  
 DESIGNED BY: STAFF  
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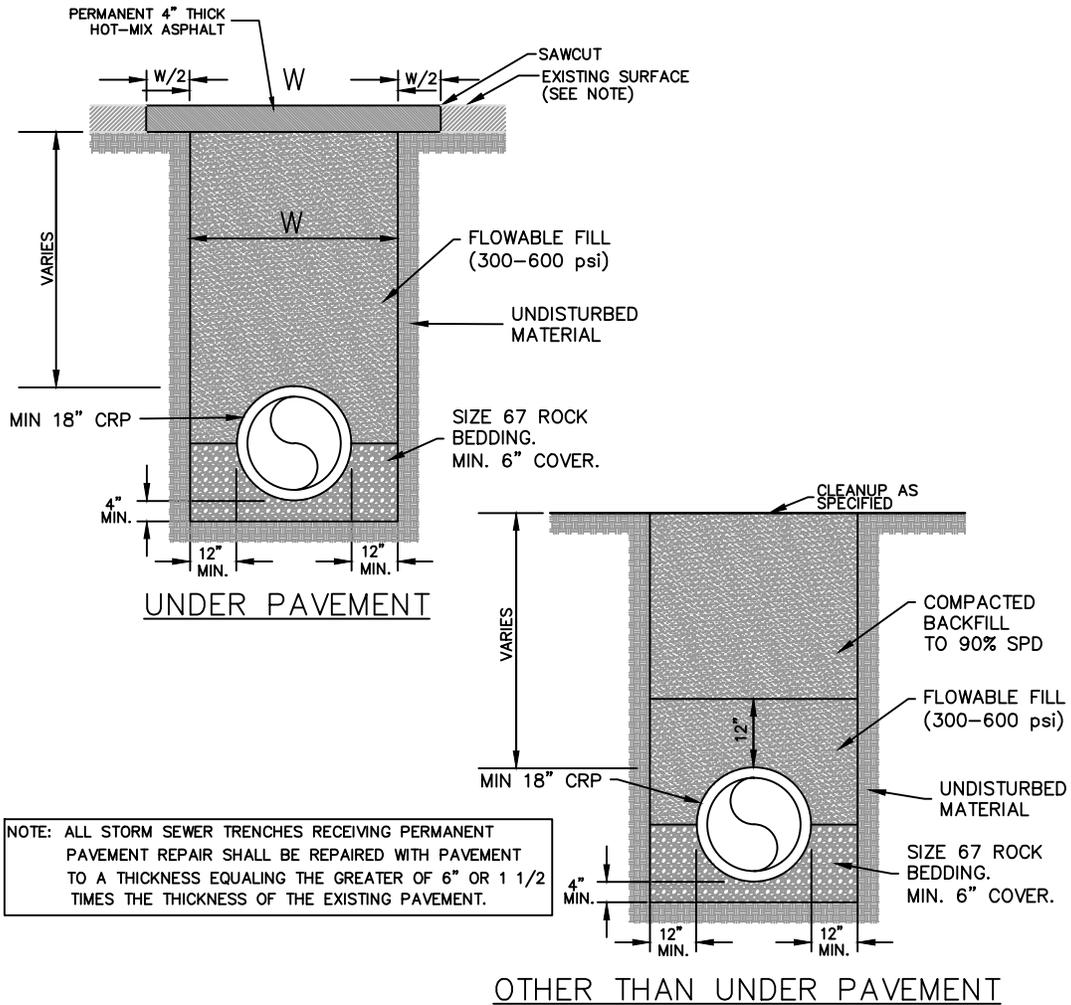
FILE NO. SD-D-5



**SPRINGDALE**  
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**STORM SEWER BEDDING AND BACKFILL**

NOT TO SCALE

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**STANDARD DETAILS FOR  
STREET & DRAINAGE  
CONSTRUCTION**

DATE: OCTOBER 2018  
DESIGNED BY: STAFF  
DRAWN BY: STAFF

**SECTION D  
DROP INLET DETAILS**

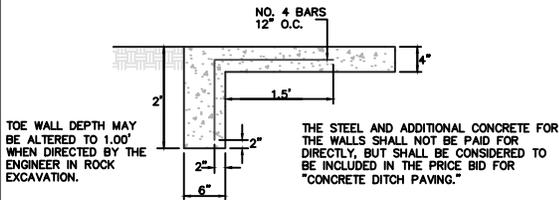
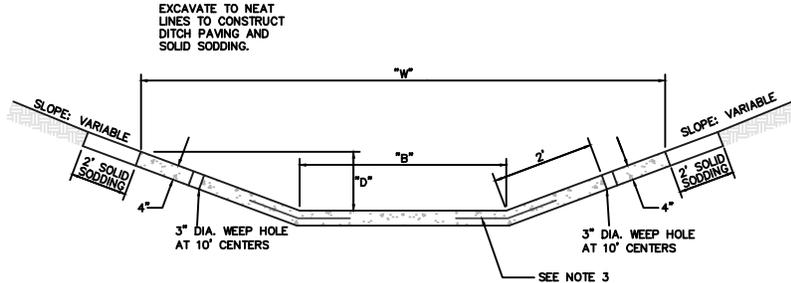
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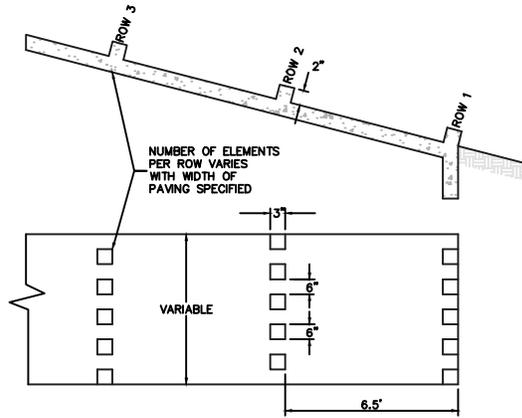
**SPRINGDALE**  
WE'RE MAKING IT HAPPEN

**NOTES:**

1. TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.
2. SOLID SOD ALONG DITCH PAVING (IF SPECIFIED) TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.
3. CONSTRUCTION JOINTS MAY BE USED AT THE CONTRACTOR'S OPTION. #4 DOWELS, 24" LONG CENTERED ON THE JOINT SHALL BE PLACED AT 36" CENTERS THE ENTIRE LENGTH OF THE JOINT.
4. ENERGY DISSIPATORS SHALL BE PLACED WHERE SHOWN ON THE PLANS. PAYMENT FOR DISSIPATORS TO BE SUBSIDIARY TO CONCRETE DITCH PAVING.
5. TRANSVERSE JOINTS (SAWED OR TOOLED) TO BE PLACED AT MAX 15' INTERVALS.



TOE WALL DETAIL FOR CONCRETE DITCH PAVING



ENERGY DISSIPATERS

**CONCRETE DITCH PAVING**  
NOT TO SCALE

**NOTES TO ENGINEER:**

1. "W", "B", AND "D" ARE TO BE AS REQUIRED BY HYDRAULIC DESIGN.
2. DISSIPATORS ARE TO BE USED WHEN VELOCITY EXCEED 8 FEET PER SECOND.

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**STANDARD DETAILS FOR  
STREET & DRAINAGE  
CONSTRUCTION**

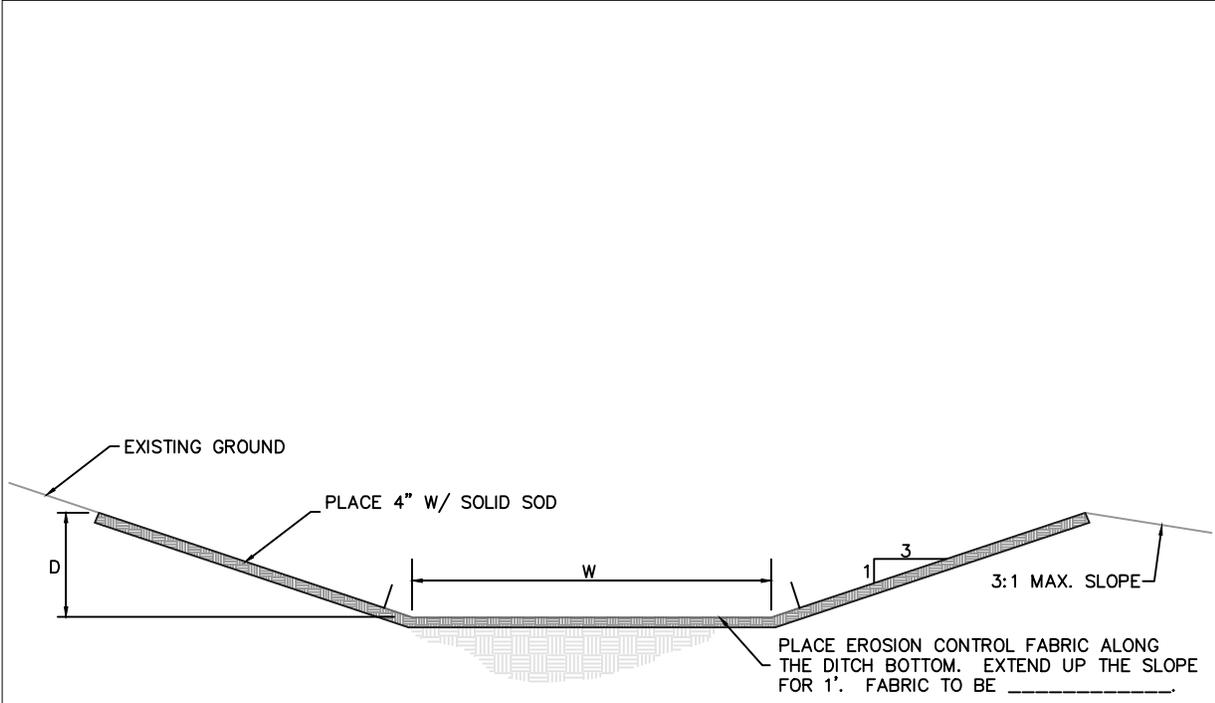
**SECTION E  
DITCHES**

DATE: OCTOBER 2018  
DESIGNED BY: STAFF  
DRAWN BY: STAFF

FILE NO. SD-E-1



**SPRINGDALE**  
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**GRASS LINED DITCH DETAIL**  
NOT TO SCALE

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STANDARD DETAILS FOR  
STREET & DRAINAGE  
CONSTRUCTION

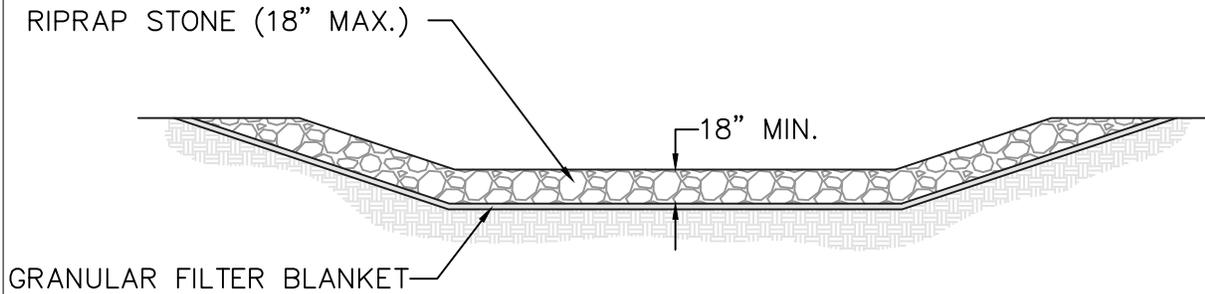
DATE: OCTOBER 2018  
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SECTION E  
DITCHES

FILE NO. SD-E-2



**SPRINGDALE**  
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NOTE:  
FABRIC MAY BE USED IN LIEU OF GRANULAR  
MATERIAL. SEE SECTION 306 OF THE  
SPRINGDALE STANDARD SPECIFICATIONS.

## RIPRAP LINED DITCH DETAIL

NOT TO SCALE

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STREET & DRAINAGE  
CONSTRUCTION

DATE: OCTOBER 2018

DESIGNED BY: STAFF

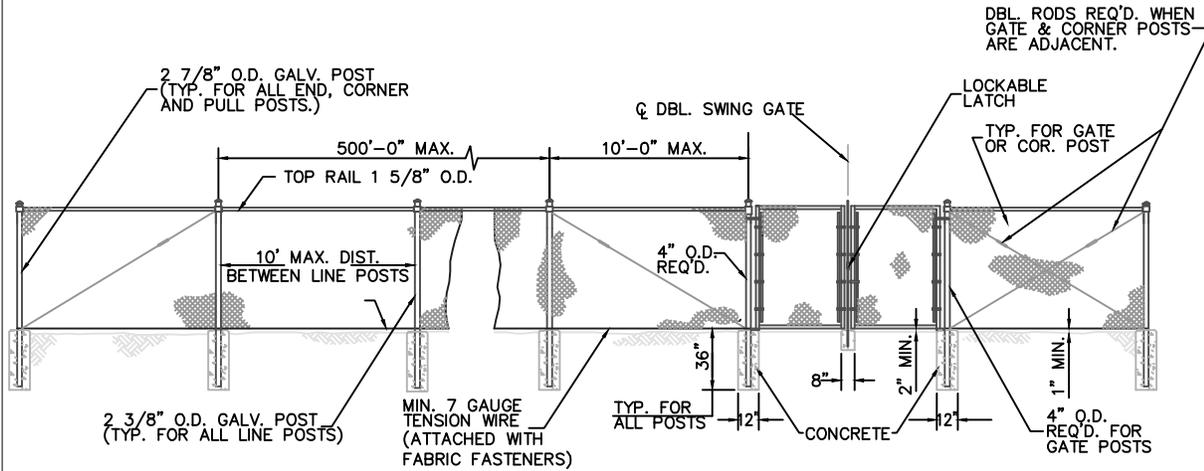
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SECTION E  
DITCHES

FILE NO. SD-E-3



**SPRINGDALE**  
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**COMMERCIAL CHAIN LINK FENCE**

NOT TO SCALE

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STREET & DRAINAGE  
CONSTRUCTION

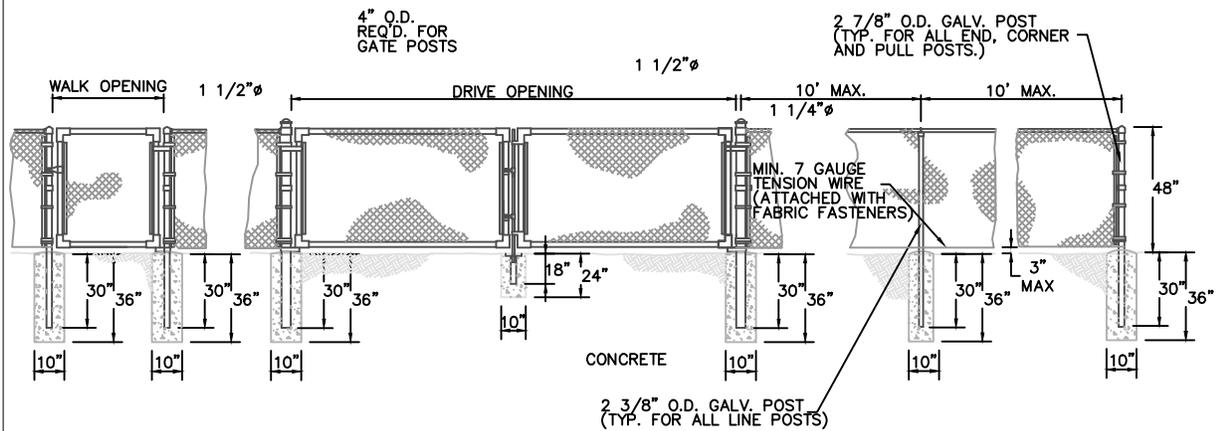
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SECTION F  
FENCES

FILE NO. SD-F-1



**SPRINGDALE**  
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**RESIDENTIAL CHAIN LINK FENCE**  
NOT TO SCALE

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STREET & DRAINAGE  
CONSTRUCTION**

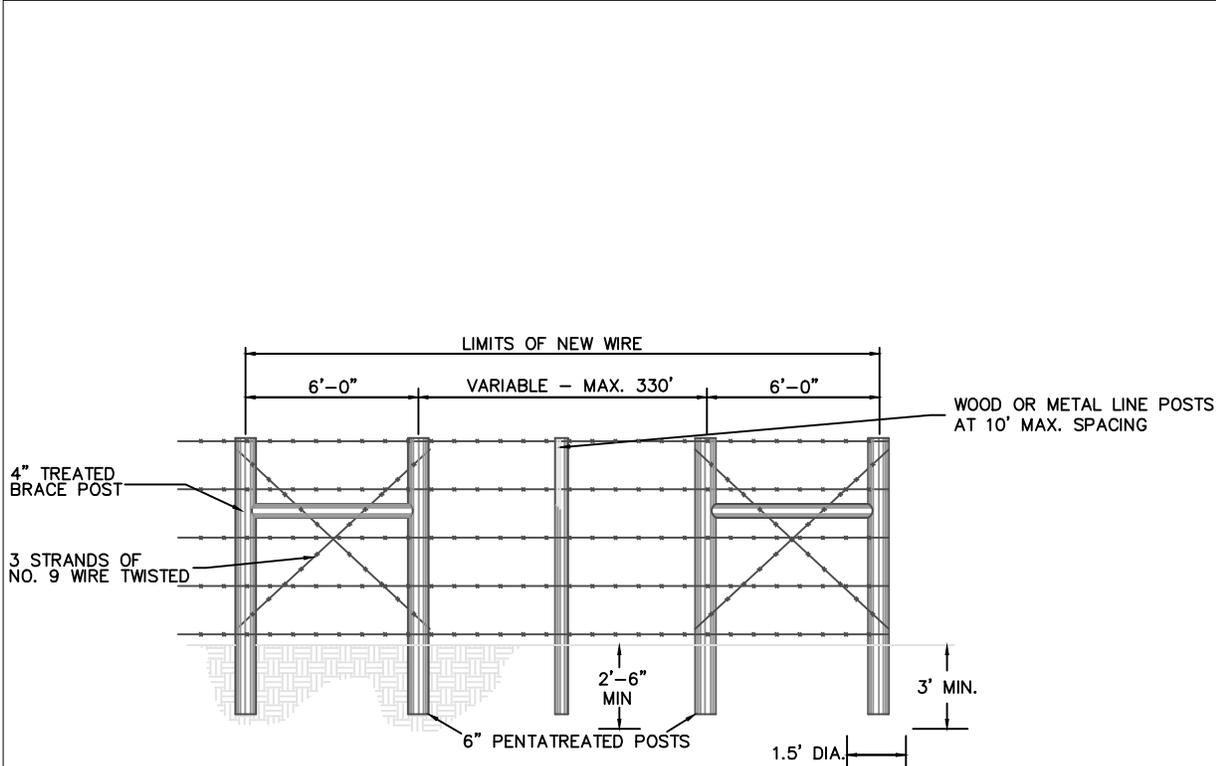
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**SECTION F  
FENCES**

FILE NO. SD-F-2



**SPRINGDALE**  
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- NOTE:
1. H-BRACE UNITS SHALL BE INSTALLED PRIOR TO CUTTING EXISTING FENCE.
  2. HEIGHT OF POSTS TO MATCH EXISTING POSTS.
  3. NUMBER OF STRANDS TO MATCH EXISTING FENCE, 5 STAND MINIMUM.

**BARBED WIRE FENCE DETAIL**  
NOT TO SCALE

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STREET & DRAINAGE  
CONSTRUCTION**

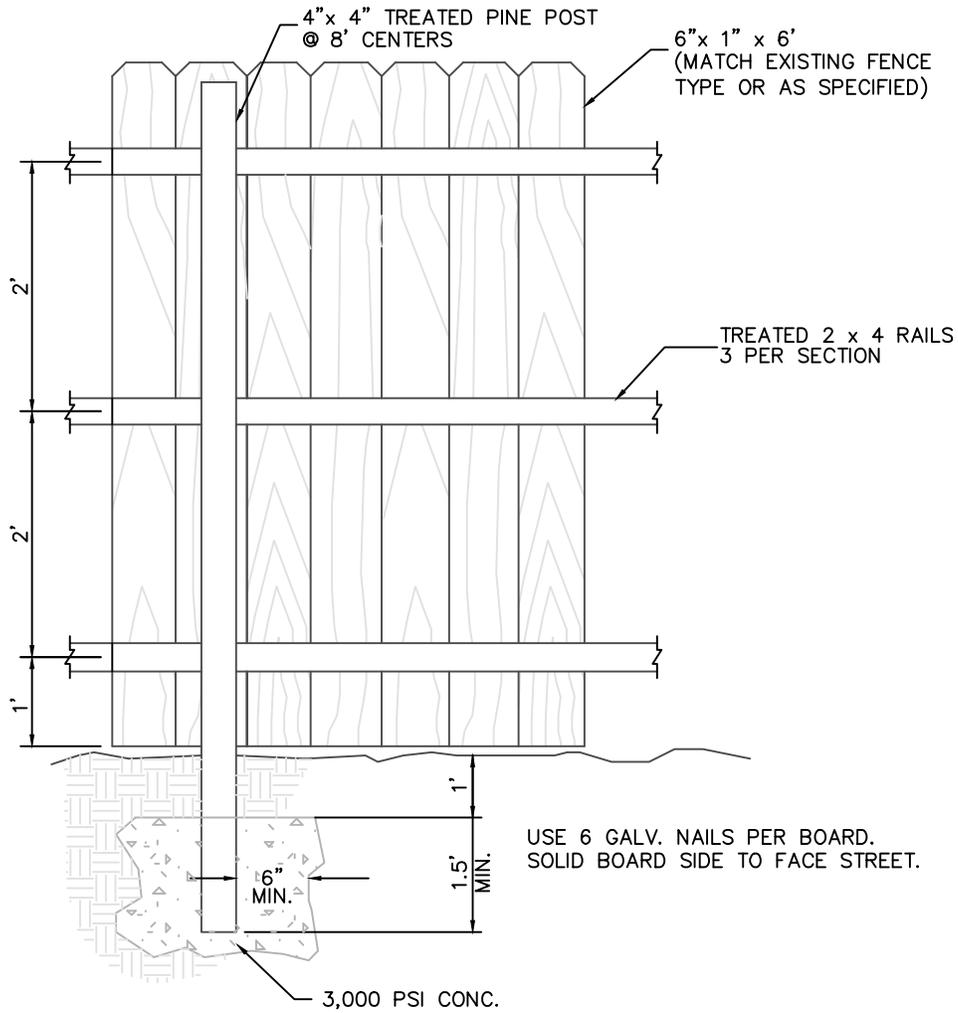
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**SECTION F  
FENCES**

FILE NO. SD-F-3



**SPRINGDALE**  
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**PRIVACY FENCE DETAIL**  
NOT TO SCALE

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STREET & DRAINAGE  
CONSTRUCTION

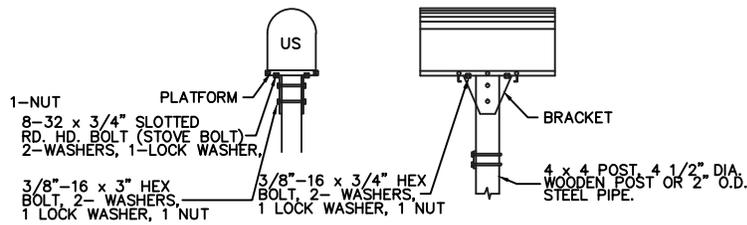
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SECTION F  
FENCES

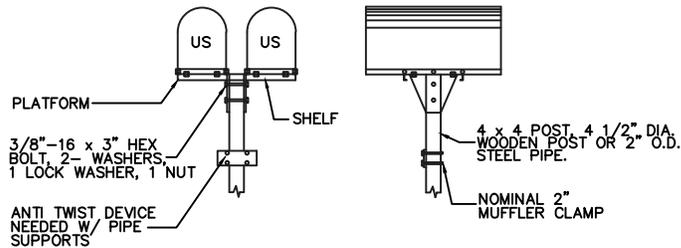
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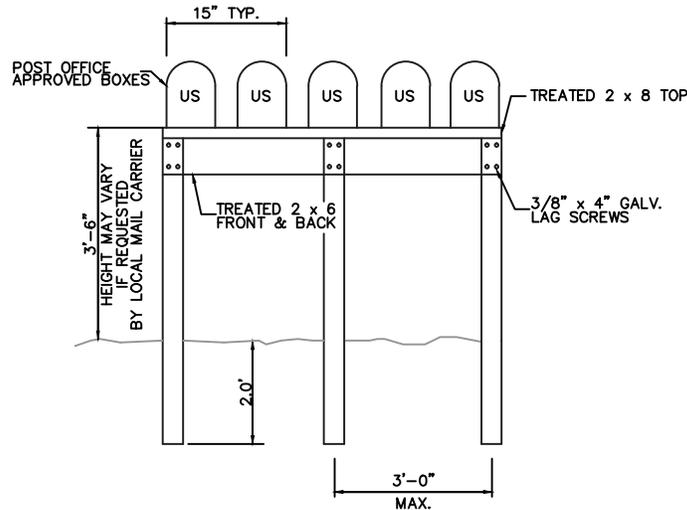
**SPRINGDALE**  
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**SINGLE INSTALLATION**



**DOUBLE INSTALLATION**



**TYPICAL MAILBOX RELOCATION DETAIL**

NOT TO SCALE

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 STREET & DRAINAGE  
 CONSTRUCTION**

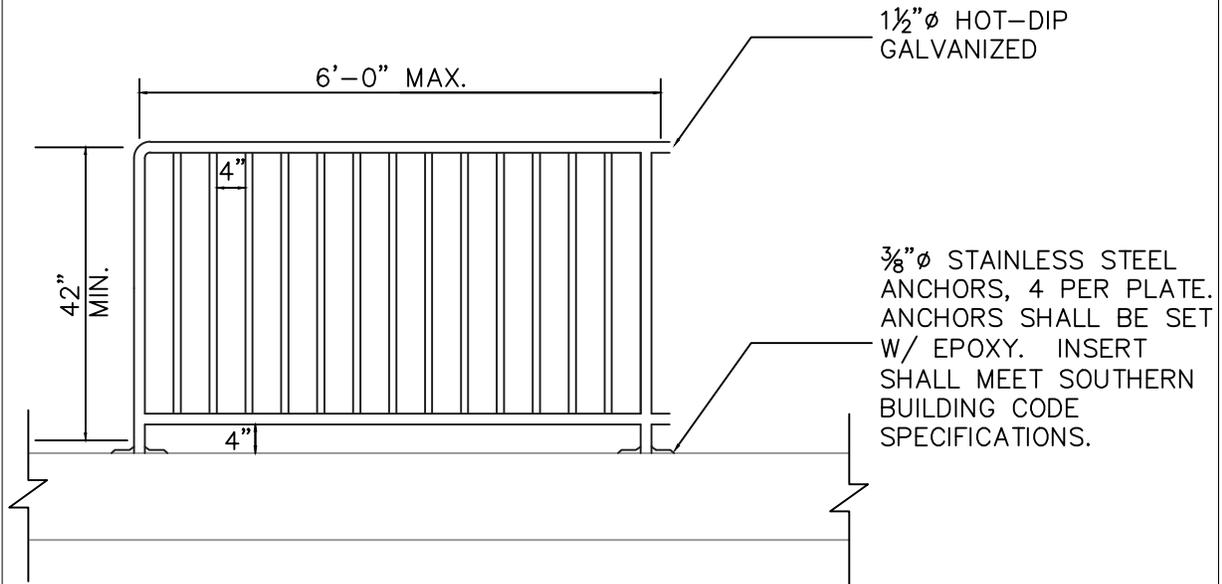
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**SECTION G  
 MISCELLANEOUS DETAILS**

FILE NO. SD-G-1



**SPRINGDALE**  
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NOTE:  
ALL HANDRAIL TO BE ADA COMPLIANT.

## TYPICAL HANDRAIL DETAIL

NOT TO SCALE

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STREET & DRAINAGE  
CONSTRUCTION

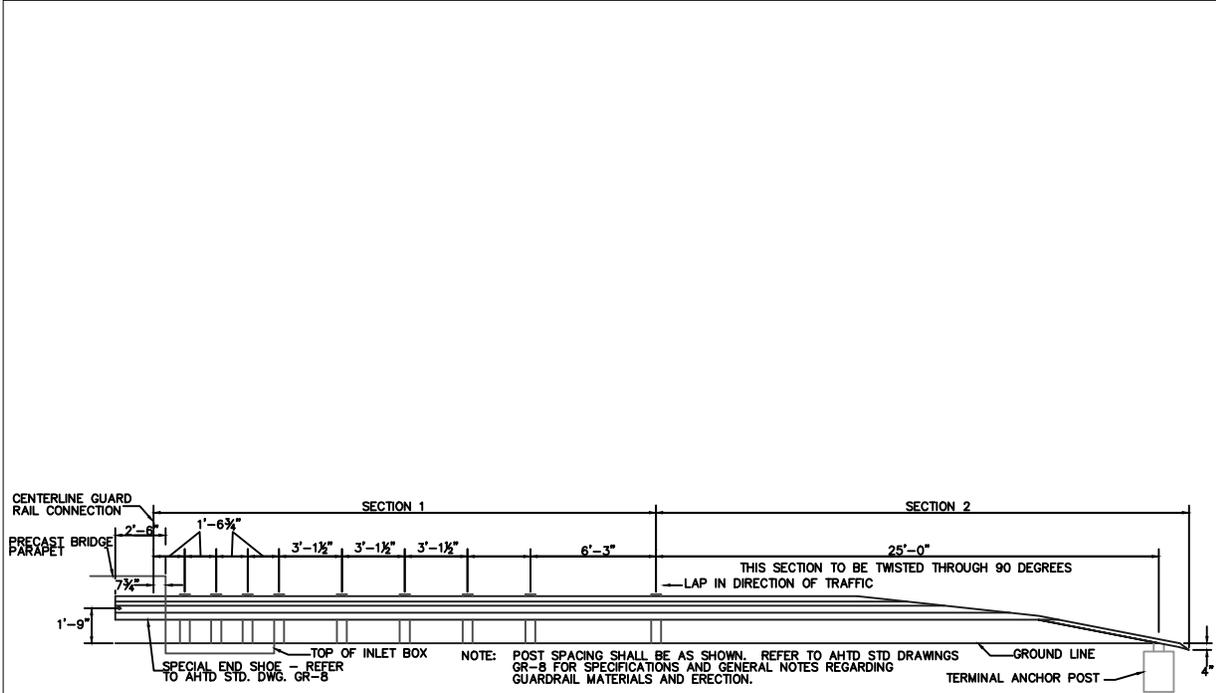
SECTION G  
MISCELLANEOUS DETAILS

DATE: OCTOBER 2018  
DESIGNED BY: STAFF  
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FILE NO. SD-G-2



**SPRINGDALE**  
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**GUARD RAIL TERMINAL**  
NOT TO SCALE

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STREET & DRAINAGE  
CONSTRUCTION**

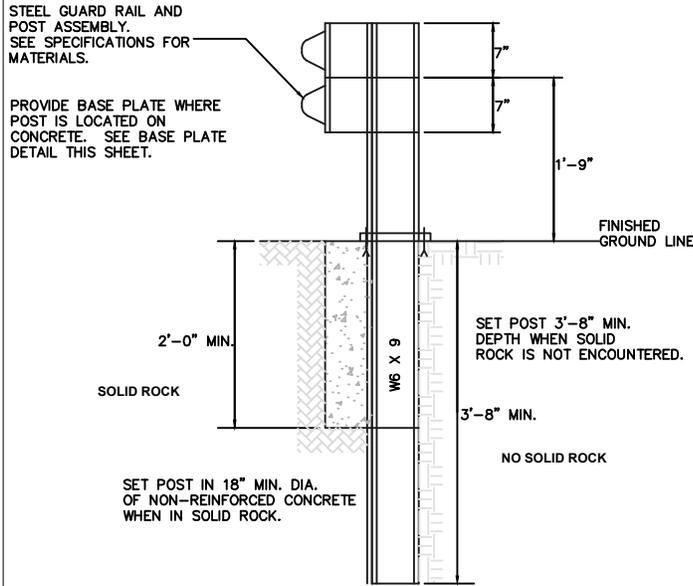
DATE: OCTOBER 2018  
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**SECTION G  
MISCELLANEOUS DETAILS**

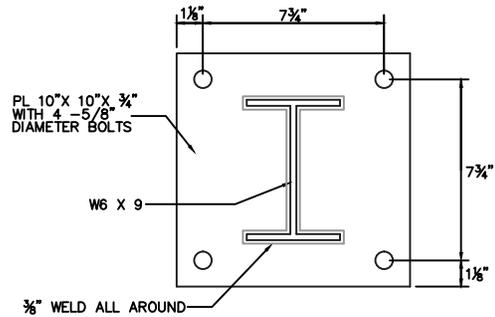
FILE NO. SD-G-3



**SPRINGDALE**  
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**GUARD POST ASSEMBLY DETAIL**  
NOT TO SCALE



**GUARD RAIL BASE PLATE DETAIL**  
NOT TO SCALE

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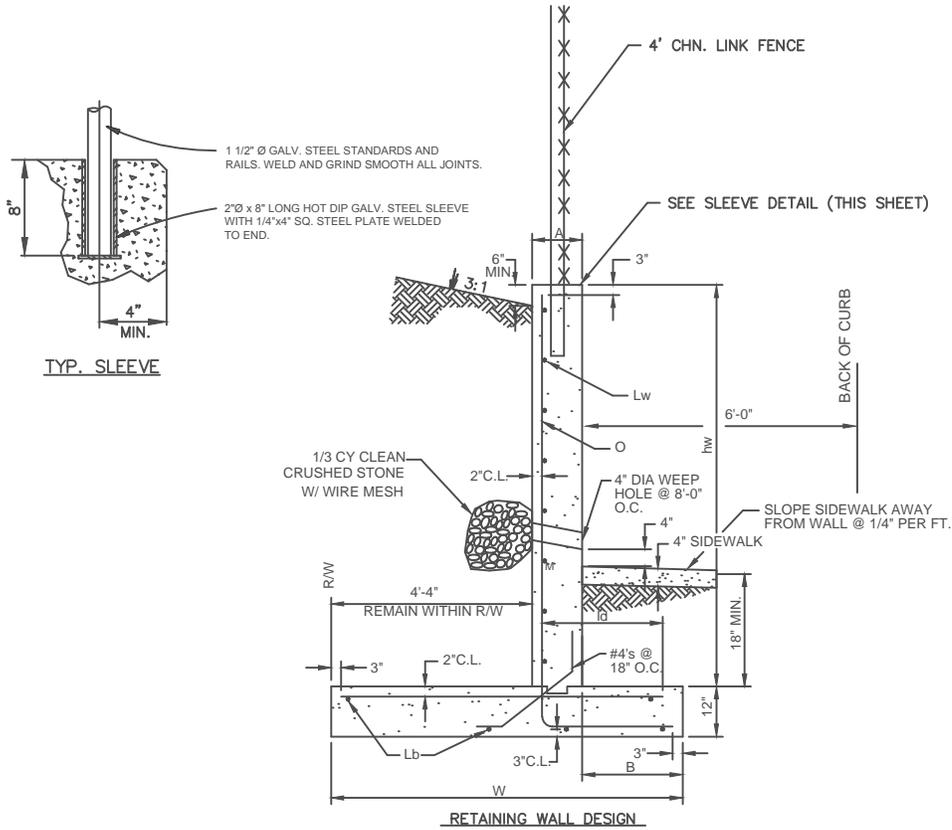
**SECTION G  
MISCELLANEOUS DETAILS**

DATE: OCTOBER 2018  
DESIGNED BY: STAFF  
DRAWN BY: STAFF

FILE NO. SD-G-4



**SPRINGDALE**  
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RETAINING WALL DIMENSIONS						RETAINING WALL REINFORCING				
HT. (hw)	A	B	C	W	ld	"Lw"	"O"	"D"	"P"	"Lb"
4'	8"	6"	1'-10"	3'-0"	12"	#4's @12'O.C.	#4's @18'O.C.	#4's @18'O.C.	#4's @18'O.C.	4 - #4's
6'	8"	8"	2'-8"	4'-0"	12"	#4's @12'O.C.	#4's @16'O.C.	#4's @16'O.C.	#4's @16'O.C.	5 - #4's
8'	8"	1'-0"	3'-4"	5'-0"	12"	#5's @12'O.C.	#5's @18'O.C.	#4's @18'O.C.	#4's @18'O.C.	5 - #5's
10'	8"	1'-6"	4'-4"	6'-6"	12"	#5's @12'O.C.	#6's @12'O.C.	#4's @12'O.C.	#4's @12'O.C.	6 - #5's

NOTE: TABLE VALUES ARE ESTABLISHED AS MINIMUMS. RETAINING WALL DESIGNS MUST BE BASED ON ACTUAL FIELD CONDITIONS AND CERTIFIED & SEALED BY A REGISTERED ENGINEER.

STA. (RT.)	TOP CURB	TOP FOOTING	TOP WALL	WALL HT.	DIST. FROM B/C TO S. EDGE OF FOOTING
16+05 w/TURNBACK	1311.15	1309.65	1315.65	6'	9.34'
16+18	1310.43	1308.93	1317.93	9'	11.00'
16+25	1310.17	1308.67	1317.87	9.2'	11.00'
16+50	1309.09	1307.59	1317.59	10'	11.00'
17+00	1307.35	1305.85	1315.85	10'	11.00'
17+25	1306.81	1305.31	1312.31	7'	10.00'
17+40	1306.52	1305.02	1309.02	4'	8.5'
END					

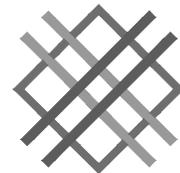
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# STANDARD DETAILS FOR STREET & DRAINAGE CONSTRUCTION

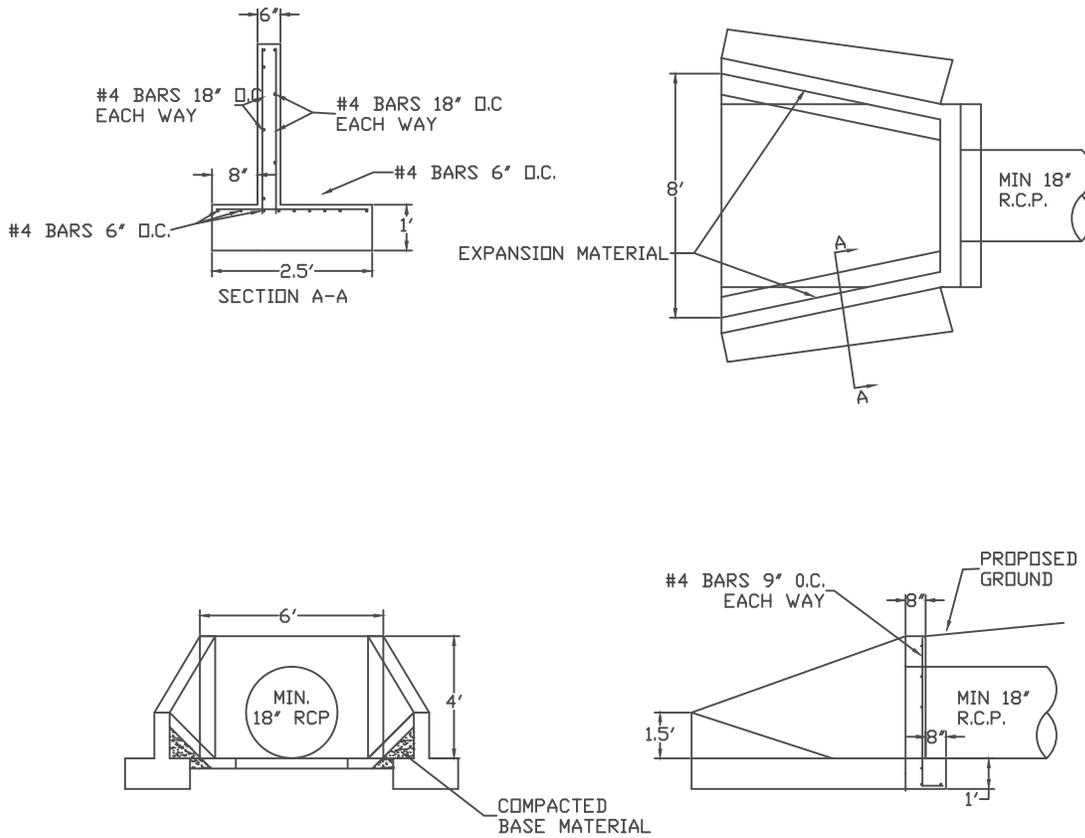
DATE: OCTOBER 2018  
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 DRAWN BY: STAFF

## SECTION G MISCELLANEOUS DETAILS

FILE NO. SD-G-5



**SPRINGDALE**  
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**TYPICAL HEADWALL DETAIL**

N.T.S.

The City of Springdale's Standard Details are minimum requirements for construction in Springdale. Use of these details for any construction project must be reviewed, approved and plans sealed by an Arkansas Registered Professional Engineer.

**STANDARD DETAILS FOR  
STREET & DRAINAGE  
CONSTRUCTION**

DATE: OCTOBER 2018  
DESIGNED BY: STAFF  
DRAWN BY: STAFF

**SECTION G  
MISCELLANEOUS DETAILS**

FILE NO. SD-G-6



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