

ORDINANCE NO. 141

AN ORDINANCE AMENDING CODIFIED ORDINANCE TITLE 9, STREETS AND SIDEWALKS,  
CHAPTER 9.08, STREET STANDARDS, AND SETTING DEAD END STREET LENGTH  
REQUIREMENTS

NOW THEREFORE, Be it ordained by the City Council of the City of Bethel Heights, Arkansas,

Section 1: Amending Sections 9.08.02 and 9.08.05 Street Standards: The right-of-way for the streets will be classified as follows to match the Master Street Plan and setting other requirements. From and after the date of passage of Ordinance No.141 Sections 9.08.02 and 9.08.05 shall be amended to read as follows:

Section 2. Amending Section 9.08.02 Right of Way and Paving:

- (A). Local Streets: 50 ft. r-o-w – 30 ft. paved back to curb to back of curb.
- Collector Streets: 60 ft. r-o-w – 36 ft. paved back to curb to back of curb.
- Minor Arterial: 70 ft. r-o-w – 48 ft. paved back to curb to back of curb.
- Major Arterial: 80 ft. r-o-w – 60 ft. paved back to curb to back of curb.

Section 3. Adding the Following Sections:

- (E). Dead End Streets: The maximum length for dead end streets shall be 660 feet. The minimum radius required for right-of-way shall be 50 ft. with a pavement surface radius of 40 ft. to back of the curb. The Planning Commission may require larger Radii on heavy commercial or industrial development. The Planning Commission may grant a variance to the maximum length for dead end streets where it can be determined that terrain is deterrent to through street development.
- (F). Street Definitions, Classifications: Classifications by traffic and 18-kip EALs\*. These street classifications should not be confused with the functional classifications of the master street plan. Classes of streets are set out in the city's master street plan. Each street shall be classified by function and/or traffic in one of the following classes subject to approval by the planning commission.

1. Local Streets.

(a). Class I: Residential drives including short drives, short dead end streets, or short cross streets.

- 1. 0-50 vehicles per day
- 2. Maximum of five average 18-kip EALs per day
- 3. Maximum of 36,500 total 18-kip EALs in 20-year design period.

(b). Class II. Light residential, light commercial and minor residential collector streets including:

**Note** – EALs for Class I and II streets based on 100 percent of the one-way average daily trip (ADT) times a load factor of 0.09 for single-unit trucks, plus five percent of the one-way ADT times a load factor of 1.00 for multiple-unit trucks. EALs for Class III and IV streets based on 100 percent on the one-way ADT times a load factor of 0.09 for single-unit trucks, plus ten percent of the one-way ADT times a load of 1.00 for multiple-unit trucks.

1. Residential subdivision streets with no through traffic.
2. Cross streets in the established street system.
3. Light commercial streets in a small commercial area.
  - i. 50-150 vehicles per day.
  - ii. Maximum of ten average 18-kip EALs per day.
  - iii. Maximum of 73,000 total 18-kip EALs in 20-year design period.

2. Collector Streets:

(a). Class III. Major streets in a residential area used for access to a through street or highway (collectors will have the right-of-way over local streets).

(b). Light commercial Streets.

- i. 150-400 vehicles per day.
- ii. Maximum of 40 average 18-kip EALs per day.
- iii. Maximum of 292,000 total 18-kip EALs in 20-year design period.

3. Minor Arterial:

(a). Class IV. Minor residential arterial, heavy commercial, and light industrial streets including:

1. Through streets in a residential subdivision.
2. Heavy commercial streets.
3. Light industrial streets in a small industrial area with little or no adjacent area for expansion.
  - i. 400-850 vehicles per day.
  - ii. Maximum of 80 average 18-kip EALs per day.
  - iii. Maximum of 584,000 total 18-kip EALs in 20-year design period.

4. Major Arterial:

(a). Class V. All higher class streets (formal design procedures shall be used).

1. 850 plus vehicles per day.
2. Maximum of 80 average 18-kip EALs per day.
3. Maximum of 584,000 total EALs in 20-year design period.

Section 4. Amending Section 9:08.05 Street Standards: Adding Section (D).

(D). Minimum Pavement Requirements by Street Classification.

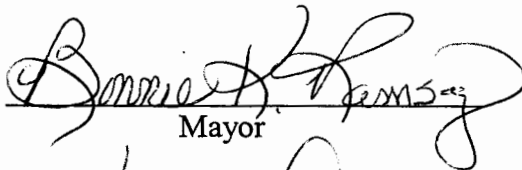
Class of Street	Composite Flexible
I/II	2" Surface 7" Base

<u>Class of Street</u>	<u>Composite Flexible</u>
III	2" Surface 2" Binder 4" Base
IV	2" Surface 3" Binder 4" Base
Class V Or Higher	By Formal Design

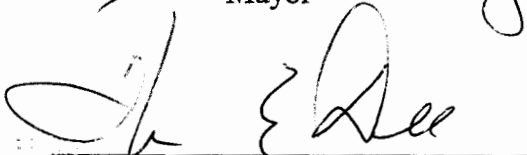
THEREFORE, That the remainder of Title 9 shall remain in full force and effect from and after the passage of this ordinance, declaring an emergency exists and is hereby declared that to promote the health, safety, peace, and general welfare of the community this ordinance shall be in full force and effect from and after the date of its passage.

PASSED AND APPROVED this 19<sup>th</sup> day of November 2002.

APPROVED:

  
 \_\_\_\_\_  
 Mayor

ATTEST:

  
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 Clerk/Recorder/Treasurer