



Access Management Policy City of Jonesboro, Arkansas



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PREFACE

This handbook was prepared by the City of Jonesboro Engineering Department, in cooperation with the Northeast Arkansas Transportation Planning Commission, to establish design standards to limit the impact of developments on the transportation system.

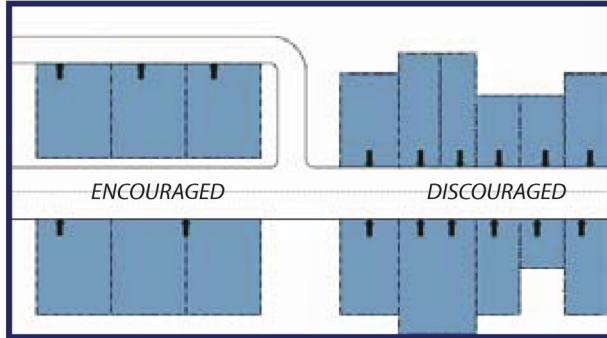
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Chapter 1 Access Requirements

In order to preserve the smooth flow of traffic along adjoining streets and highways, the number of curb cuts allowed shall be limited. Furthermore, driveway sharing shall be required for all properties abutting streets functionally classified as major arterial, minor arterial, and collector, as identified by the Master Street Plan.

Figure 1. Indirect Access



Internal roads provide access to multiple lots with minimum curb cuts on the adjacent road.

Table 1. Curb Cut Spacing

Type of Corridor	Spacing
Major Arterial	300' to 500'
Minor Arterial	200' to 300'
Collector	100' to 200'

Proper access spacing is essential to the safety and efficiency of roadways.

1.1 Curb cuts shall be a minimum of 15' in width for one lane and a maximum of 40' in width for three lanes. Typical two-way travel driveway (curb cut) width is 30'.

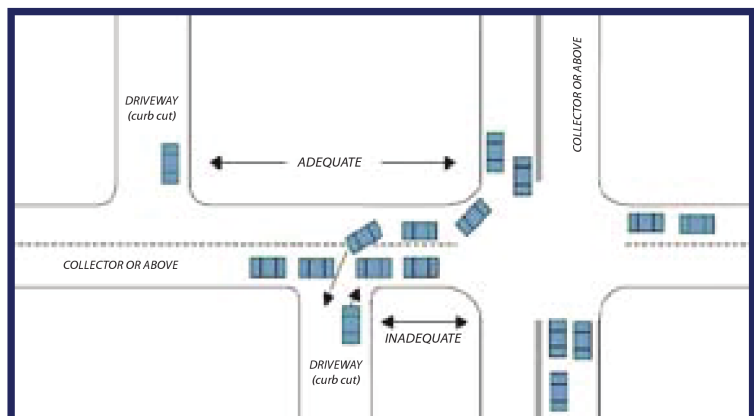
1.2 Curb cuts shall be spaced according to **Table 1**. These measurements shall be taken from the nearest respective edge of each curb cut, driveway, or intersecting public right-of-way.

1.3 For lots having 240' of street frontage or more, curb cuts shall be no less than 100' from the closest side lot line.

1.4 No curb cut shall be within 225' of any signalized intersection.

1.5 Curb cuts shall be coordinated with existing or planned median openings and shall, where possible and reasonable, line up with driveways or streets on the opposite side of the roadway.

Figure 2. Curb Cut Spacing



Curb cuts in close proximity to intersections create conflicts between site traffic and through traffic.

Chapter 2 Joint/Cross Access

2.1 For lots along collector and above classification that have less than 240' of street frontage along, joint access with the adjoining property owner(s) shall be required as indicated in Figure 3.

2.2 The two adjacent property owners shall enter into a joint-access agreement whereupon they will share a single driveway which is ideally, but not necessarily, along their common property line.

2.3 Parcels that cannot comply immediately due to undeveloped adjoining property or lack of a preexisting joint-access agreement and/or easement may be allowed a temporary curb cut at a location designated by the City Engineer or his/her designee. This temporary curb cut shall be contingent on the property owner meeting the following conditions:

- a. A joint access easement with a width of no less than 24' and no more than 40', depending on the number of lanes, is depicted on the record plat filed with the Circuit Court Clerk, and
- b. A joint maintenance agreement defining maintenance responsibilities of each property owner is filed with the Circuit Court Clerk.

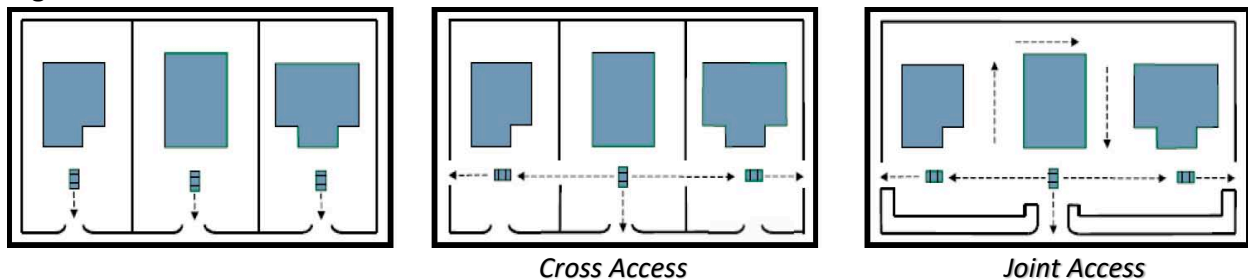
2.4 Temporary curb cuts shall be closed when easements, agreements and improvements providing joint access are complete upon future development. The permittee is responsible for removing the temporary drive once the joint access drive is complete.

2.5 All parking lots for commercial properties shall have at least one vehicular connection to all adjacent properties. A unified access and circulation system plan that includes coordinated or shared parking areas should be offered wherever feasible.

2.6 Stub-outs and other design features shall be required to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive. Stub-outs shall be required so that cross access to abutting properties is ensured.

2.7 A cross access easement of no less than 24' in width shall be shown on the record plat per Section 2.3.

Figure 3. Multi-site Circulation

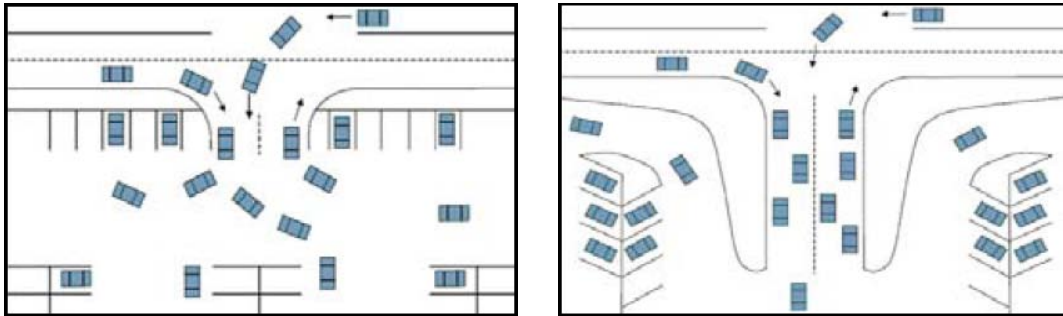


Complete multi-site circulation is strongly encourage

Chapter 3 Driveway Throat Length

3.1 Driveways shall be designed to prevent queuing of site traffic on public streets. The depth of the formal entranceway, where vehicles may queue without interfering with traffic circulation, is referred to as the “throat length.” The length of this “throat” is particularly important for businesses that generate a high number of vehicle trips per day.

Figure 4. Impact of Throat Length on Traffic Flow



Insufficient throat length and poor site planning can result in unsafe conditions and may result in vehicles queuing, or stacking, in the roadway, interrupting traffic flow.

With adequate throat length, queuing occurs on site, rather than on the roadway. This reduces driver confusion, traffic problems, and unsafe conditions.

3.2 Throat length should be determined on a case-by-case basis, but generally it will vary according to the number of trips generated by the land use, as indicated in **Table 2**, and the available area for constructing the driveway throat. A traffic impact study based on peak hour demand is the best way to determine the extent of potential queuing problems and how best to resolve them.

3.3 The City Engineer or his/her designee, working in coordination with the project engineer, shall make all driveway throat length determinations based upon the characteristics of the given site.

Table 2. General Throat Length Recommendations

Size / Impact of Development	Throat Length (from right-of-way)
Small / 200 ADT	20' (2 vehicles)
Moderate / 750 ADT	40' to 80' (4-6 vehicles)
Large / 2,000 ADT	180' to 240' (9-12 vehicles)

Parking systems should be designed to internalize the circulation of site traffic to prevent disruption of public streets.

Chapter 4 Traffic Impact Study

4.1 The City Engineer or his/her designee will review the development plan to determine if the developer is required to provide a traffic impact study. Traffic impact studies shall be required for all developments that are expected to generate 100 peak hour trips. The scope of the study shall be determined in accordance with the provisions of the City of Jonesboro's Traffic Impact Study Guidelines.

4.2 If a traffic impact study is required, it must be submitted, reviewed and approved by the City Engineer or his/her designee, and any warranted improvements included in the site plan before final approval.

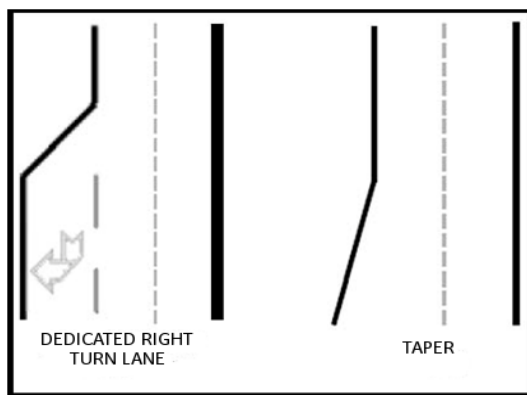
4.3 The developer shall be responsible for all costs related to traffic impact studies and any associated improvements. All traffic engineering studies and associated improvements shall be conducted at the developer's expense.

Chapter 5 Right Turn Deceleration Lanes

5.1 A dedicated right turn lane is often necessary when the speed limit 35 miles per hour or greater. In most cases, only moderate to large-scale developments will warrant a right turn lane. However, certain circumstances may make the addition of a deceleration lane necessary. A 10% impact is acceptable as outlined in Figure 5.

5.2 On lower driveways or in areas with limited right-of-way, tapers may be required to help remove turning vehicles from the roadway more quickly. Tapers may be most useful in rural areas, where speeds are high and volumes low.

Figure 5. Deceleration Lanes



The length of this lane will vary according to the speed of traffic on the roadway an expected traffic volumes. However, the lane or taper should be of sufficient length so as to allow the turning vehicle to leave the through lane at the posted speed limit, decelerate, and negotiate the turn.

5.3 The City Engineer or his/her designee, working in coordination with the project engineer, shall determine if a deceleration lane or taper is appropriate for a given site, and, if so, the design characteristics of the deceleration lane or taper, based upon the criteria identified in Figure 6.

5.4 If a dedicated right turn lane or taper is required, designs for the improvement must be submitted, reviewed and approved by the City Engineer or his/her designee, and included on the site plan before final approval. The developer will be responsible for all costs associated with such improvements.

Figure 6. Traffic Impact Curves

