



# City of Jonesboro

Municipal Center  
300 S. Church Street  
Jonesboro, AR 72401

## Meeting Agenda Public Works Council Committee

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Thursday, July 6, 2017

5:00 PM

Municipal Center

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### 1. Call To Order

### 2. Roll Call by City Clerk Donna Jackson

### 3. Approval of minutes

[MIN-17:063](#) Minutes for the Public Works Committee meeting on June 6, 2017

Attachments: [Minutes](#)

### 4. New Business

#### *Ordinances To Be Introduced*

[ORD-17:046](#) AN ORDINANCE TO CLOSE A PORTION OF MONROE AVENUE AS REQUESTED BY THE ROTARY CLUB OF JONESBORO

Sponsors: Engineering

[ORD-17:053](#) AN ORDINANCE AMENDING THE JONESBORO CODE OF ORDINANCES, AND ADOPTING THE CITY OF JONESBORO MASTER STREET PLAN; PROVIDING FOR AMENDMENTS OF ARTICLE III, CHAPTER 101, AND ADOPTING SUCH AMENDMENTS TO THE MASTER STREET PLAN BY REFERENCE

Sponsors: Metropolitan Area Planning Commission and Planning

Attachments: [2017 Master Street Plan](#)

### 5. Pending Items

### 6. Other Business

### 7. Public Comments

### 8. Adjournment



# City of Jonesboro

300 S. Church Street  
Jonesboro, AR 72401

## Legislation Details (With Text)

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**File #:** MIN-17:063    **Version:** 1    **Name:** Minutes for the Public Works Committee meeting on June 6, 2017  
**Type:** Minutes    **Status:** To Be Introduced  
**File created:** 6/7/2017    **In control:** Public Works Council Committee  
**On agenda:**    **Final action:**  
**Title:** Minutes for the Public Works Committee meeting on June 6, 2017  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [Minutes](#)

Date	Ver.	Action By	Action	Result
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Minutes for the Public Works Committee meeting on June 6, 2017



# City of Jonesboro

Municipal Center  
300 S. Church Street  
Jonesboro, AR 72401

## Meeting Minutes Public Works Council Committee

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Tuesday, June 6, 2017

5:00 PM

Municipal Center

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### 1. Call To Order

### 2. Roll Call

**Present** 7 - Gene Vance;Chris Moore;John Street;Mitch Johnson;Darrel Dover;Charles Coleman and Ann Williams

### 3. Approval of minutes

[MIN-17:052](#)

Minutes for the Public Works Meeting on May 2, 2017

**Attachments:** [Minutes.pdf](#)

**A motion was made by Councilman Mitch Johnson, seconded by Councilman Chris Moore, that this matter be Passed . The motion PASSED with the following vote.**

**Aye:** 6 - Gene Vance;Chris Moore;Mitch Johnson;Darrel Dover;Charles Coleman and Ann Williams

### 4. New Business

#### *Ordinances To Be Introduced*

[ORD-17:032](#)

AN ORDINANCE AUTHORIZING THE CITY OF JONESBORO TO AMEND THE 2017 GENERAL FUND BUDGET IN ORDER TO ADD TWO FULL-TIME SANITATION WORKER POSITIONS TO THE SANITATION - RESIDENTIAL DEPARTMENT

**Sponsors:** Mayor's Office

*Mayor Perrin explained the Sanitation Department has been run pretty tight. The key is getting back to the facility and picking up yard waste. They felt like the department needs two more employees. They've been looking at the efficiency of the department for a few months to see how all of the limbs will be picked up. The total is \$36,034 for this year and will be included in the budget next year.*

*Councilman Dover asked if the two new employees will be given this task all year. Mayor Perrin agreed, explaining they will be dedicated to picking up yard waste because that's where they're needed.*

*Councilman Dover then questioned whether the city still has a specific crew that takes care of the ditches. Mayor Perrin answered yes, that's through the Street*

Department. That's why the city asked for the new excavators and equipment. He presented the committee with two maps. The first map showing the progress of the ditches that are being cleaned out in the city, with the other showing what they actually cleaned out in 2016. With the new equipment, they estimate they will be able to clean out 10 more miles of ditches than last year. Last year, the city cleaned out 61 miles, so this year they should be able to clean out 71 miles. That will help a lot with drainage.

**A motion was made by Councilman Darrel Dover, seconded by Councilman Gene Vance, that this matter be Recommended to Council . The motion PASSED with the following vote.**

**Aye:** 6 - Gene Vance;Chris Moore;Mitch Johnson;Darrel Dover;Charles Coleman and Ann Williams

**ORD-17:035**

AN ORDINANCE TO AMEND THE JONESBORO CODE OF ORDINANCES TO ESTABLISH A PERMIT PROCESS AND REGULATIONS FOR TEMPORARY STREET AND LANE CLOSURES IN THE CITY OF JONESBORO, ARKANSAS

**Sponsors:** Engineering

**Attachments:** [Temporary Street and Lane Closure Regulations](#)

*City Engineer Craig Light explained the city currently doesn't have a set process or permit to allow people to close streets in Jonesboro. Right now, someone can park their car in the road and put down one cone in order to close a lane on Caraway Road. They would like to put together a process for temporarily closing streets. There would be a permitting process and ask for a conceptual plan if the closing will be on collector or arterial streets. Local roads and neighborhoods wouldn't require a permit as long there is sufficient signage and room for cars to pass so they can still move through. They're getting a lot of inconsistencies about how people are installing their barricades and moving traffic around which has caused some problems. They would like to standardize that process and put some regulations in place.*

*Councilman Dover asked if someone wants to close a street if they would work with the Engineering Department. Mr. Light answered yes, the applicant would submit a conceptual plan five days prior and then the applicant would be responsible for implementing the plan. They would allow for citizens to be notified ahead of time. Currently, the city is finding out at the same time as the citizens in regards to some closures.*

*Chairman Street then questioned if this would include the contractors for the Highway Department. He referred to a project last year where a portion of Southwest Drive was closed due to improvements by a contractor for the Highway Department. The city was not notified prior to the project about the closing. Mr. Light answered yes, the contractors would have to get a permit from the Highway Department as well as the city. Mayor Perrin added the Director of Communications would also be notified of closings and can then let the public know so citizens can detour around the projects. Their main concern is safety.*

*Councilman Vance recommended looking into streets such as Church Street that has been bad the past few months. Residential builders have put dumpsters in the roadways and have closed a lane of traffic for three or four months at a time. Those instances need regulation as well. Mr. Light explained they do have regulations in terms of closing lanes where you don't have 20 feet of open space, then they have to move the dumpsters. This proposed code reiterates the idea that they would need at least 20 feet of open space with construction cones and work zone signage or flaggers.*

Councilman Moore stated, for example, his company needs to close a portion of Church Street down next month for repairs. He questioned if the process would be they would go to the Engineering Department, sit down and discuss the closing and get some sort of cut sheet. Mr. Light explained they referenced the manual of uniform control devices. Basically, if they follow what is recommended then the departmental process should be easy. They will work with the contractors to get the permits and submit plans. Councilman Moore noted the uniform traffic plan dictates signage, cones and barricades. He asked if the contractors will be able to pay a fee and use the appropriate barricades as provided by the city. Most contractors will not go out and buy that equipment themselves. Mr. Light stated he thinks the Street Department will be coming forward with a proposal to set fees for the usage of their cones and barricades. Councilman Moore noted he thinks that would be in the public's best interest. That way everyone knows and can easily get an estimate on what the fees will be.

**A motion was made by Councilman Mitch Johnson, seconded by Councilwoman Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.**

**Aye:** 6 - Gene Vance;Chris Moore;Mitch Johnson;Darrel Dover;Charles Coleman and Ann Williams

#### *Resolutions To Be Introduced*

##### **RES-17:052**

A RESOLUTION TO THE CITY OF JONESBORO, ARKANSAS TO AUTHORIZE THE MAYOR AND CITY CLERK TO ACCEPT A PERMANENT DRAINAGE EASEMENT FROM ERIKA OR DUSTIN CHUDY FOR THE PURPOSE OF MAKING DRAINAGE IMPROVEMENTS

**Sponsors:** Engineering

**Attachments:** [Permanent Drainage Easement - Chudy](#)

*Mr. Light explained there's existing drainage pipe on Country Club Terrace that goes to the curb. The city installed it in the past and has done work on it before. He's not sure when the pipe was installed. They went back out there to do some work on it and realized they didn't have an easement. This would create the easement needed for future maintenance of the piping network.*

**A motion was made by Councilman Chris Moore, seconded by Councilman Gene Vance, that this matter be Recommended to Council . The motion PASSED with the following vote.**

**Aye:** 6 - Gene Vance;Chris Moore;Mitch Johnson;Darrel Dover;Charles Coleman and Ann Williams

##### **RES-17:069**

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS AUTHORIZING THE MAYOR TO ENTER INTO AN AMENDED AGREEMENT WITH ABILITIES UNLIMITED OF JONESBORO, INC. TO PERFORM RECYCLING SERVICES FOR THE RESIDENTS OF THE CITY

**Sponsors:** Mayor's Office

**Attachments:** [Amended Abilities Unlimited Recycling Contract.doc](#)  
[Amended Abilities Unlimited Recycling Contract \(PDF\)](#)  
[Chamber of Commerce Green Business Committee](#)

*Mayor Perrin explained they are putting together signs to put with the bags and cans*

so citizens will know exactly when their recycling will be picked up. They will do a lot of communicating through the Communications Department. Pickup will be twice a month as opposed to every week as it is now. The contract is for a year, ending June of 2018. He's asked some of the staff to do a complete study of the program due to the cost of the blue bags, carts, vehicles, etc. They have a year, but that will go by quickly. He asked Abilities Unlimited if they will be coming back in the future asking for more money. Their answer was yes. Right now, Abilities Unlimited is being paid \$15,000 per month to collect, sort and sell the recycling.

Councilman Vance asked if they are looking at having a separate recycling container and picking it up with a truck. Mayor Perrin answered yes. Councilman Vance stated from what he's read that would actually increase the amount of recycling and might only need to be picked up every two weeks. He thinks the study should look into the city getting back into that business and utilize equipment versus manpower. Mayor Perrin explained he agrees, which is why they're looking at the cost of the trucks, as well as the cost of personnel. They have about six months to get the information together and look at other cities to see how they do it.

**A motion was made by Councilman Darrel Dover, seconded by Councilman Mitch Johnson, that this matter be Recommended to Council . The motion PASSED with the following vote.**

**Aye:** 6 - Gene Vance;Chris Moore;Mitch Johnson;Darrel Dover;Charles Coleman and Ann Williams

**RES-17:076**

A RESOLUTION TO THE CITY OF JONESBORO, ARKANSAS TO ENTER INTO AN AGREEMENT WITH FISHER & ARNOLD, INC. TO PERFORM PROFESSIONAL ENGINEERING SERVICES

**Sponsors:** Engineering

**Attachments:** [Agreement](#)  
[Schedule](#)

Mayor Perrin explained this is part of the STIP Program. He discussed the new lanes that would be constructed. The improvements will help the flow of traffic. The contract for design is for two weeks. They sent the project to the Highway Department, who indicated they could get it done in 52 weeks. Fisher & Arnold agreed with that timeline.

**A motion was made by Councilman Mitch Johnson, seconded by Councilwoman Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.**

**Aye:** 6 - Gene Vance;Chris Moore;Mitch Johnson;Darrel Dover;Charles Coleman and Ann Williams

**5. Pending Items**

**6. Other Business**

**7. Public Comments**

**8. Adjournment**

**A motion was made by Councilman Mitch Johnson, seconded by Councilman**

**Chris Moore, that this meeting be Adjourned . The motion PASSED with the following vote.**

**Aye:** 6 - Gene Vance;Chris Moore;Mitch Johnson;Darrel Dover;Charles Coleman and Ann Williams



## Legislation Details (With Text)

<b>File #:</b>	ORD-17:046	<b>Version:</b>	1	<b>Name:</b>	Closing of a portion of Monroe Avenue
<b>Type:</b>	Ordinance	<b>Status:</b>		<b>Status:</b>	To Be Introduced
<b>File created:</b>	6/15/2017	<b>In control:</b>		<b>In control:</b>	Public Works Council Committee
<b>On agenda:</b>		<b>Final action:</b>		<b>Final action:</b>	
<b>Title:</b>	AN ORDINANCE TO CLOSE A PORTION OF MONROE AVENUE AS REQUESTED BY THE ROTARY CLUB OF JONESBORO				
<b>Sponsors:</b>	Engineering				
<b>Indexes:</b>	Parking & Traffic				
<b>Code sections:</b>					
<b>Attachments:</b>					

Date	Ver.	Action By	Action	Result
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### AN ORDINANCE TO CLOSE A PORTION OF MONROE AVENUE AS REQUESTED BY THE ROTARY CLUB OF JONESBORO

WHEREAS, the Rotary Club of Jonesboro is in the planning and fundraising stages of an upgrade to the existing park at Monroe Avenue and Church Street to produce a multi-use park, enhancing downtown Jonesboro by providing a common area to host events and cultural programs.

WHEREAS, the Rotary Club of Jonesboro is requesting for planning, design, and site purposes, advanced agreement from the City of Jonesboro to permanently close a portion of Monroe Avenue to through traffic when physical work is ready to begin at a future date.

WHEREAS, the closure of a portion of Monroe Avenue in front of the Forum will allow the park to have an expanded presence to the front of the Forum plus be more useful and visually appealing in size and scope and will enhance the safety for the children attending events at the Forum.

BE IT ORDAINED by the City Council for the City of Jonesboro, Arkansas, that:

Section 1. The City of Jonesboro, Arkansas hereby agrees to allow the closure of Monroe Avenue from Church Street at a future determined date west to the north-south alleyway located east of 115 East Monroe Avenue except to emergency vehicles. Access for emergencies will be maintained with the use of removable bollards.





## Legislation Details (With Text)

<b>File #:</b>	ORD-17:053	<b>Version:</b>	1	<b>Name:</b>	Adoption of Master Street Plan
<b>Type:</b>	Ordinance	<b>Status:</b>		<b>Status:</b>	To Be Introduced
<b>File created:</b>	6/29/2017	<b>In control:</b>		<b>In control:</b>	Public Works Council Committee
<b>On agenda:</b>		<b>Final action:</b>		<b>Final action:</b>	
<b>Title:</b>	AN ORDINANCE AMENDING THE JONESBORO CODE OF ORDINANCES, AND ADOPTING THE CITY OF JONESBORO MASTER STREET PLAN; PROVIDING FOR AMENDMENTS OF ARTICLE III, CHAPTER 101, AND ADOPTING SUCH AMENDMENTS TO THE MASTER STREET PLAN BY REFERENCE				
<b>Sponsors:</b>	Metropolitan Area Planning Commission, Planning				
<b>Indexes:</b>	Code of Ordinances amendment, Technical Code				
<b>Code sections:</b>	Chapter 101 - Land Development Provisions - General & Administrative Provisions				
<b>Attachments:</b>	<a href="#">2017 Master Street Plan</a>				

Date	Ver.	Action By	Action	Result
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AN ORDINANCE AMENDING THE JONESBORO CODE OF ORDINANCES, AND ADOPTING THE CITY OF JONESBORO MASTER STREET PLAN; PROVIDING FOR AMENDMENTS OF ARTICLE III, CHAPTER 101, AND ADOPTING SUCH AMENDMENTS TO THE MASTER STREET PLAN BY REFERENCE

WHEREAS, This plan will serve as the Thoroughfare Master Street Plan to be utilized by the Metropolitan Planning Organization, Metropolitan Area Planning Commission, Craighead County, and the City Council when making pertinent capital improvement decisions as well as planning for the orderly future growth and development within the City of Jonesboro region; and,

WHEREAS, to provide public notice of the City's intent, advising the public that three (3) copies are on file and available for public review in the Office of the City Clerk, appropriate notice was published.

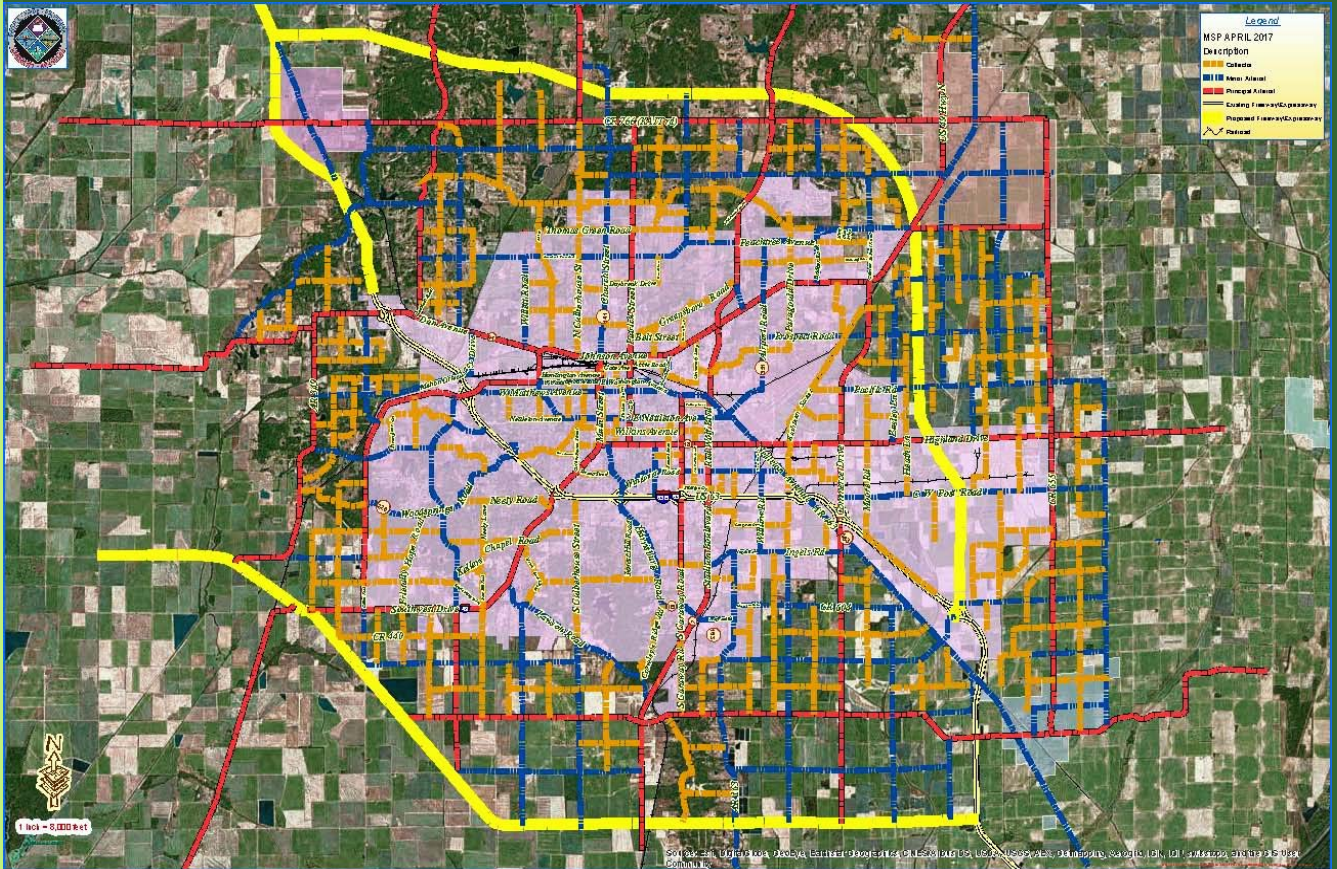
WHEREAS, Metropolitan Planning Commission held Public Hearings on June 13, 2017 and June 27, 2017 to allow for citizen input and comments, voting unanimously to approve and recommend the Master Street Plan to City Council for approval.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS THAT:

Section 1. The Code of Ordinances is hereby amended adopting by reference the Master Street Plan. All additions or amendments to the Jonesboro Code are intended to be made part of the Jonesboro Code of Ordinances and shall be incorporated in the Code, so that reference to the Code includes the additions and amendments.

Section 2. No less than three (3) copies of the Master Street Plan shall be available for public viewing in the Office of the City Clerk.

# MASTER STREET PLAN



## Jonesboro, Arkansas

*Municipal Center*

300 S. Church St.

[www.jonesboro.org](http://www.jonesboro.org)

APRIL 2017

# MASTER STREET PLAN COMMITTEE

APRIL 2017

<b>Ben Owens, Committee Chairman</b>	<b>Ann Garner</b>	<b>Bill Smith, Ph.D.</b>
<b>Marvin Day, PE</b>	<b>Mike Cameron, PE</b>	<b>John Street</b>
<b>Josh Brown</b>	<b>Dan Pierce</b>	<b>Gary Tate</b>
<b>Robin Nix, Sr.</b>		

### Staff/Elected Officials:

Derrel Smith, Planning Director  
Craig Light, PE, Chief City Engineer  
Mark Nichols, PE, Traffic Operations Engineer  
Mike Black, JET Director  
Rick Elliot, Chief of Police  
Alan Dunn, Assistant Fire Chief  
Erica Tait, MPO Director  
Ed Tanner, Chief Operations Director  
Donna Jackson, City Clerk

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## INTRODUCTION

The *Master Street Plan of Jonesboro, Arkansas (Plan)* is the official guide for the City of Jonesboro, Arkansas (City) and the Jonesboro Metropolitan Area Planning Commission (MAPC) in making decisions regarding land development proposals and street improvements within its planning jurisdiction. The *Plan* is designed to provide for the orderly growth and development of the City, particularly concerning the future location and function of its street system.

The street system strongly influences land use patterns and urban activities. Likewise, the type and intensity of land development influence the operation of the street system. For this reason, decisions that affect land use and the street system should be guided by a general plan for the City, and the overall goals and objectives of this general plan should be realized by conformance with the plan and with the enforcement of zoning, subdivision and other regulations adopted by the City.

The primary objectives of the *Plan* are:

- To functionally classify each roadway in the street network;
- To identify the approximate location or conceptual alignment of any new roadways to be added to the street network;
- To provide typical roadway sections, design criteria, and right-of-way widths for each roadway classification; and,
- To recommend general standards to guide street and roadway improvements and new construction.

Since it is intended that this plan be reviewed and amended at least every two (2) years as more detailed traffic studies and corridor specific planning is completed, a twenty (20) year time horizon has been applied to the *Plan*.

The locations of classified streets which do not physically exist at the time of *Plan* adoption are shown as general corridor locations. When an area develops which includes a proposed street, the MAPC will approve that street's specific location, taking into consideration both topography and economics. Further, the MAPC may approve revisions to the stated standards and alignments at the time of subdivision, in order to address site-specific concerns and interests while assuring that the goals of the plan are achieved.

Note that the intent of this plan is not to dictate what improvements are to be constructed as land is subdivided. Rather, it is to preserve sufficient right-of-way so that the desired facilities shown in the typical roadway sections can be constructed as they become necessary.

## **SECTION 1: LEGAL AUTHORITY AND RESPONSIBILITIES**

### **Preparation**

Arkansas municipalities of the first class and second class derive their authority to prepare and adopt a master street plan for the municipal planning area from Arkansas Code (A.C.A.) §14-56-414(d), which states:

- (1) Master Street Plan. The commission may prepare and adopt a master street plan which shall designate the general location, characteristics, and functions of streets and highways.
- (2) (A) The plan shall include the general locations of streets and highways to be reserved for future public acquisition.
- (B) The plan may provide for the removal, relocation, widening, narrowing, vacating, abandonment, and change of use or extension of any public ways.

The “commission” in this case is the MAPC, which was established by Ordinance 1141 of 1966. The role of the MAPC was subsequently clarified by Ordinance 1212 of 1968 and Ordinance 1224 of 1999.

The *Master Street Plan of Jonesboro, Arkansas* is composed of both the text that follows in this document and the map entitled, *Master Street Plan Map, Jonesboro, AR*. It is developed for the City of Jonesboro and any extraterritorial jurisdiction it may choose to exercise in accordance with Act 1053 of 2013, which amended A.C.A §14-56-413 to allow cities with population greater than 60,000 to prepare plans, ordinances, and regulations for an area two miles beyond the corporate limits.

### **Implementation**

Implementation of the Master Street Plan is accomplished at both the state and local government levels. A.C.A. §14-56-417 states what the City may do at the local level:

- (1) (A) Following adoption of a master street plan, the planning commission may prepare and shall administer, after approval of the legislative body, regulations controlling the development of land.
- (B) The development of land includes, but is not limited to:
  - (i) The provision of access to lots and parcels;
  - (ii) The extension or provision of utilities;
  - (iii) The subdividing of land into lots and blocks; and
  - (iv) The parceling of land resulting in the need for access and utilities.

- (2) (A) The regulations controlling the development of land may establish or provide for the minimum requirements as to:
  - (i) The information to be included on the plat filed for record;
  - (ii) The design and layout of the subdivision, including standards for lots and blocks, street rights-of-way, street and utility grades, consideration of school district boundaries , and other similar items; and,
  - (iii) The Standards for improvements to be installed at the developer at his or her own expense such as:
    - (a) Street grading and paving;
    - (b) Curbs, gutters and sidewalks;
    - (c) Street lighting; and
    - (d) Other amenities.
- (3) (A) The regulations may permit the developer to post a performance bond in lieu of actual installation of required improvements before plat approval.
- (B) They may provide for the dedication of all rights-of-way to the public.

The City may also:

- Establish setback lines parallel with street rights-of-way (A.C.A. §14-56-304); and,
- Control entry to streets and roadways (A.C.A. §14-56-419).

Additionally, if it chooses to exercise its extraterritorial jurisdiction under A.C.A. §14-56-413, the City has authority to approve the platting of streets in unincorporated areas and may authorize them to be filed for record; however, Craighead County must determine whether to receive the dedication and future maintenance responsibility.

**Adoption**

The Master Street Plan is adopted by the process outlined in A.C.A. §14-56-422, which states:

All plans, recommended ordinances, and regulations shall be adopted through the following procedure:

- (1)
  - (A) The planning commission shall hold a public hearing on the plans, ordinances, and regulations proposed under this subchapter.
  - (B) Notice of public hearing shall be published in a newspaper of general circulation in the city at least one time fifteen days prior to the hearing.
  - (C) Notice by first class mail to the boards of directors of all school districts affected by a proposed plan, ordinance, or regulation shall be provided sufficiently in advance to allow representatives of all affected school districts a reasonable opportunity to submit comments on any proposed plan, ordinance or regulation.
- (2) Following the public hearing, proposed plans may be adopted and proposed ordinances and regulations may be recommended as presented or in modified form by a majority vote of the entire commission.
- (3) Following its adoption of plans and recommendations of ordinances and regulations, the commission shall certify adopted plans or recommended ordinances and regulations to the legislative body of the city for its adoption.
- (4) The legislative body of the city may return the plans and recommended ordinances and regulations to the commission for further study or recertification or by a majority vote of the entire membership may adopt by ordinance or resolution the plans and recommended ordinances or regulations submitted by the commission. However, nothing in this subchapter shall be constructed to limit the city council's authority to recall the ordinances and resolutions by a vote of a majority of the council.
- (5) Following adoption by the legislative body, the adopted plans, ordinances and regulations shall be filed in the office of the city clerk. The city clerk shall file the plans, ordinances, and regulations as pertain to the territory beyond the corporate limits with the county recorder of the counties in which territorial jurisdiction is being exercised.



## SECTION 2: ROAD CLASSIFICATIONS AND DESIGN STANDARDS

### Functional Classification

Functional classification is used to designate the intended purpose or function of roadways based on the character of service they are intended to provide. The following classifications are used in this Plan:

**Freeways and Expressways** provide high-speed travel through the urban area. Freeways maintain this high level of service by limiting access to adjacent land. Access is provided by freeway interchange ramps that provide a transition for movements between the two roadways. Access on expressways is partially controlled and may include signalized intersections and turn-around median breaks

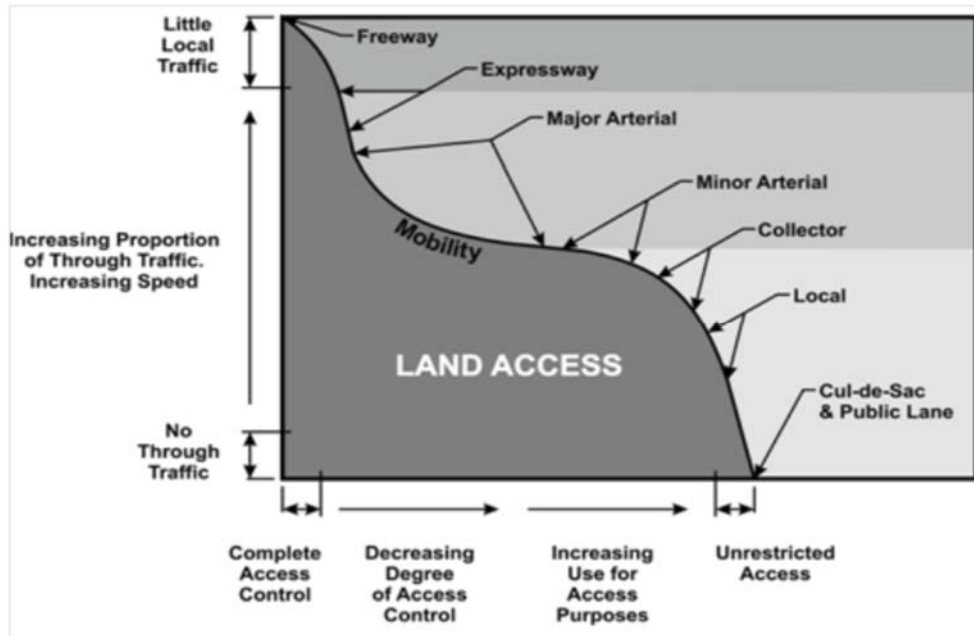
**Principal Arterials** provide both long distance connections through the urban area and to major traffic generators within the community. Roadways are designated principal arterials to imply the need to focus more on moving traffic rather than providing direct access to adjacent land. Traffic management techniques used to maintain a high level of traffic capacity on these roadways include the use of medians, restricting curb cuts per some spacing policy, and limiting the use of traffic signals to the intersection with other significant roadways.

**Minor Arterials** function similarly to principal arterials, but operate under lower traffic volumes, serve trips of shorter distances, and provide a higher degree of property access than principal arterials.

**Collectors** provide for traffic movement between arterials and local streets. They carry moderate traffic volumes over moderate distances and have a higher degree of property access than arterials.

**Local Streets** serve the lowest traffic volumes. Low traffic volumes combined with slow travel speeds help to create a good residential setting. New developments should be reviewed to avoid creating cut-through streets that become commuter routes that generally lower quality of life for residents,

The functional classification of the roadway determines the spacing of the road from other roadways, and the cross-section and other design elements of the roadway. The functional classification also determines the level of access to the property served by the roadway, as shown in the following figure.



### **Roadway Spacing**

The concept of roadway spacing is closely linked with functional classification. In order to ensure an efficient roadway system, roads that are able to carry a larger volume of traffic at higher speeds should be appropriately spaced throughout the city. A well-connected system of collector roads helps complete the system.

In general, principal arterials should be placed every three to four miles and minor arterials should be spaced at one mile intervals from other arterials (principal or minor). Collector streets should be spaced roughly one-half mile from arterials. Local streets complete the network, with a block spacing of 300-500 feet in business districts and 250-600 feet in residential neighborhoods.

Undeveloped areas or unplanned areas of the *Master Street Plan Map* should be laid out in accordance with these recommendations to help provide connectivity and prevent or reduce traffic and congestion.

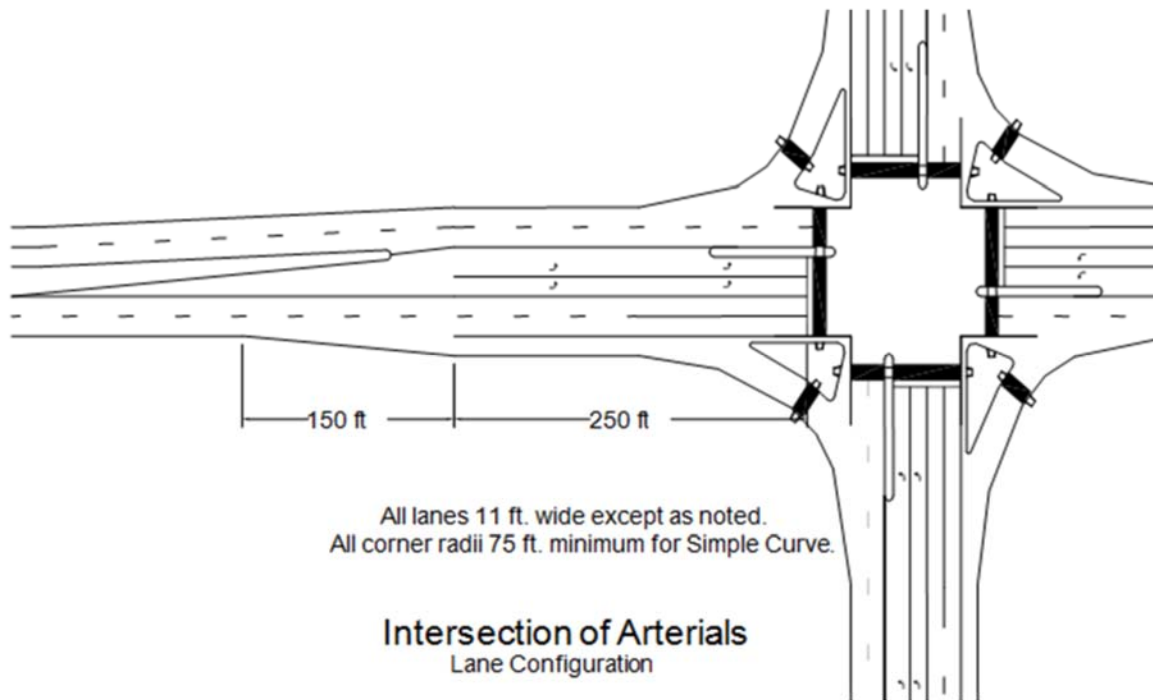
### **CRITERIA FOR DESIGN STANDARDS**

Street design standards promote traffic safety and continuity in street improvements and orderly development of the street system. Right-of-way widths accommodate adequate space for travel lanes plus adequate space between the curb of the traffic lane and the adjacent property line to allow for placement of pedestrian ways and utility lines for water, gas, electricity, telephones, cable TV, etc. Typical standards and cross sections for each road classification are presented in the following subsections. The MAPC, with the advice of City Staff through platting, site plan review, and the conditional use permit processes may approve variances from design standards presented herein.

The City will require additional right-of-way when it is apparent that grade problems, horizontal curve problems, intersections, floodway or other constraints require greater rights-of-way to permit construction. The City also may require additional right-of-way and additional pavement width adjacent to parcels related to a particular development application, where increased traffic demands additional road capacity as determined by the City Engineer.

The City may accept less right-of-way on a particular roadway or roadway section when it has been demonstrated through engineering design that the proposed right-of-way is adequate for all elements of the required roadway section including any drainage and utility improvements. Any reduction in right-of-way must be approved by the City Engineer and the Jonesboro City Water and Light Engineering Services Director.

At the intersection of Arterial and Collector Streets, the City may require additional right-of-way if the anticipated turning movements warrant extra lanes. Each intersection will be reviewed on its own merits at the time of application to the City. The intersection right-of-way requirement shall generally not exceed 120' for a depth of 250 feet from the point of intersection of right-of-way lines as shown in the figure below.



### **Traffic Calming**

All new residential and non-residential developments shall include traffic calming measures on each street, excluding arterial streets, within the development. The intent of the traffic calming devices is to maintain traffic at the design speed for the facility. The location and type of traffic calming measures shall be subject to approval by the City Engineer. Traffic calming measures include but are not limited to: curb extensions, chicanes, splitter islands, traffic circles, roundabouts and changes in horizontal alignment.







Please see the Institute of Transportation Engineer's book Traffic Calming: State of the Practice Chapter 10 "Traffic Calming in New Developments" for more information on appropriate traffic calming measures.

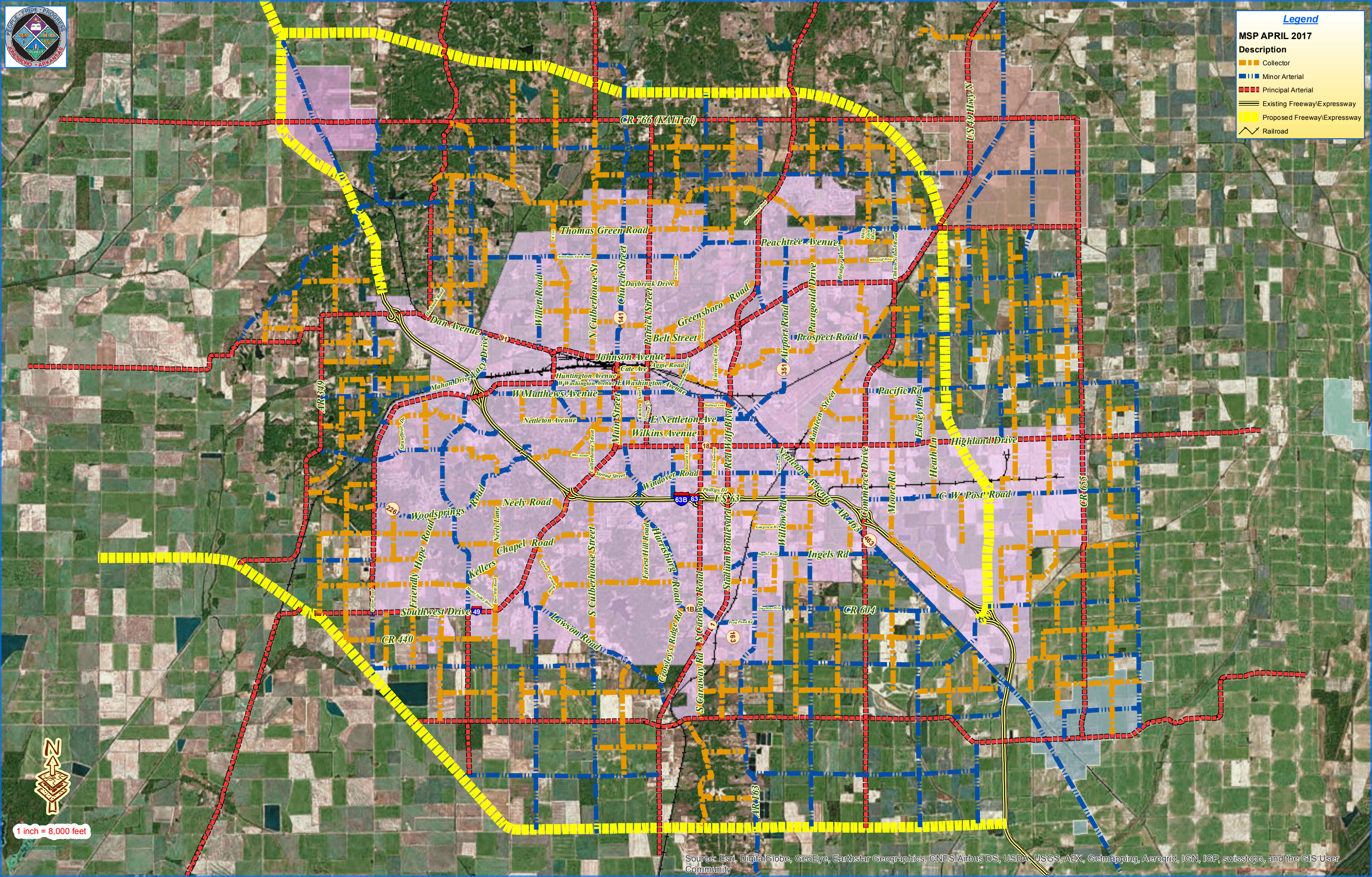


**Legend**

**MSP APRIL 2017**

**Description**

-  Collector
-  Minor Arterial
-  Principal Arterial
-  Existing Freeway/Expressway
-  Proposed Freeway/Expressway
-  Railroad



1 inch = 8,000 feet

### **FREEWAY**

FUNCTION: Freeways are generally part of the Interstate Freeway Network, and their design standards are established by the federal government. Because Freeways are intended to serve through long distance trips, they are always designed as full access control roads (no direct access). The spacing of Freeways is variable since they relate to regional transportation needs.

DESIGN: Design considerations for this road class are not included as these are determined by the Federal Highway Administration and State Highway and Transportation Department.

### **EXPRESSWAY**

FUNCTION: Expressways are devoted to movement of traffic with little or no access function. This road class is intended to provide a high level of service to through long distance trips within and around the urban areas. Partial access control is used with wide medians and a right of way of 200 feet or more. Future widening to six lanes plus left and right turn lanes are included in the design. Right of way may vary due to topography and connections with other roads. The spacing of Expressways is variable since they relate to regional needs.

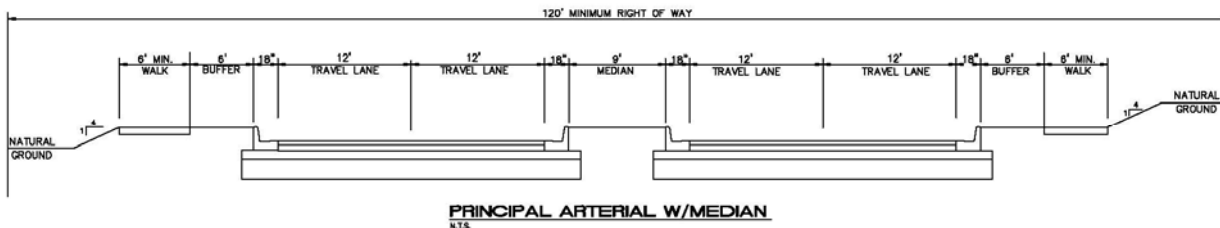
Direct access to abutting property is discouraged except for major commercial centers and breaks in the median are allowed only at intersections with collector or higher classification roads. Special engineering studies have or will be performed for these facilities in order to ensure that specific alignments and rights of way are established prior to development.

DESIGN: Expressways should be designed as designated by Federal Highway Administration and the State Highway and Transportation Department.

## PRINCIPAL ARTERIAL

**FUNCTION:** The primary function of a Principal Arterial is to serve through traffic and to connect major traffic generators or activity centers within an urbanized area. Since these roads are designed for through traffic and are generally located three or more miles apart, dedication of additional right-of-way is required to allow for future expansion to four through lanes plus left and right turn lanes. At intersections with Collector Streets or other Arterials (principal or minor), additional right-of-way may be required if the anticipated turning movements warrant extra lanes.

**DESIGN:** The standard Principal Arterial is to be used in all cases except where City Staff and the MAPC find that an unusual condition occurs. In such cases, the Other Principal Arterial Design Option provided in this section may be used

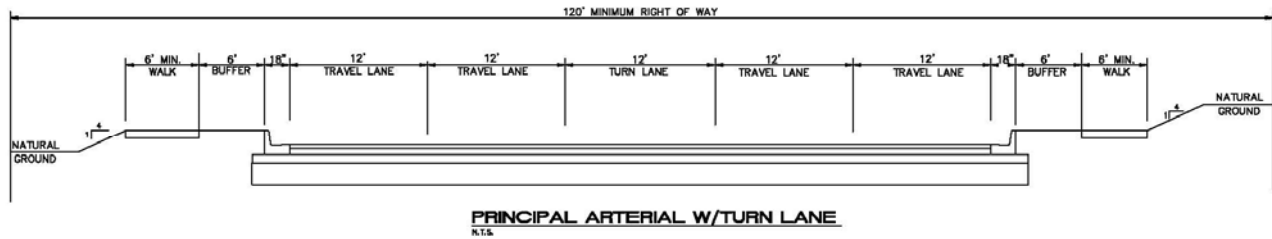
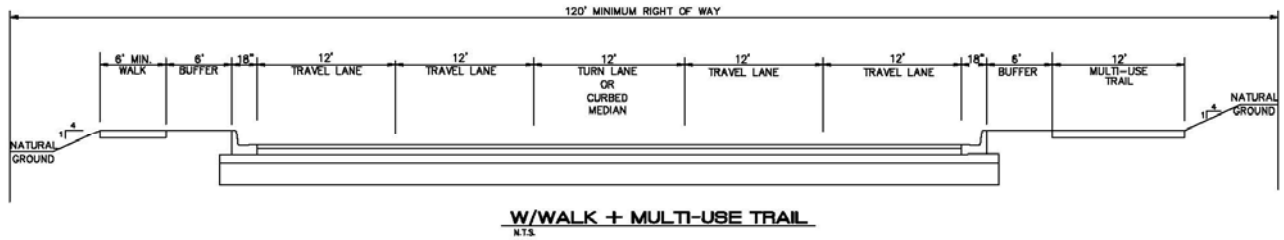


### DESIGN STANDARDS:

Design Speed	45 mph
<sup>1</sup> Lane Width	10 - 12 Feet
Maximum Centerline Grade	7%
Minimum Stopping Sight Distance	475' or latest AASHTO Policy on Geometric Design Manual
Min. Horizontal Radius at Centerline	1400' (normal crown)
Min. Horizontal Radius at Centerline	850' (super-elevated)
Min. Horizontal Tangent Distance between Reverse Curves	400'
<sup>1</sup> Service Volumes	7,000 - 27,000
Standard Right of Way	120'
Intersection Curb Radius	30'
Sidewalks Required	Both Sides
Driveways	Deceleration Lane required

<sup>1</sup>U.S. Department of Transportation Federal Administration, Highway Functional Classification Concepts, Criteria and Procedures 2013 Edition

OTHER PRINCIPAL ARTERIAL DESIGN OPTION:

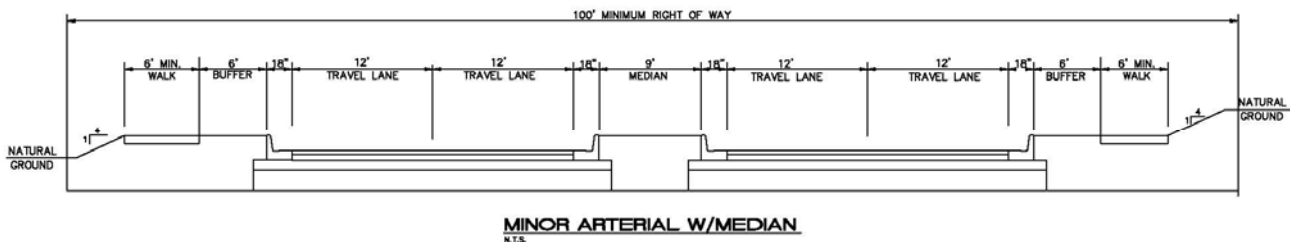




## MINOR ARTERIAL

**FUNCTION:** Minor Arterials provide the connections to and through an urban area. Their primary function is to provide short distance travel within the urbanized area. Since a Minor Arterial is a high volume road, a minimum of 4 travel lanes is required. At intersections with Collector Streets or other Arterials (principal or minor), additional right-of-way may be required if the anticipated turning movements warrant extra lanes.

**DESIGN:** The standard Minor Arterial is to be used in all cases except where City Staff and the MAPC find that an unusual condition occurs. In such cases, the Other Minor Arterial



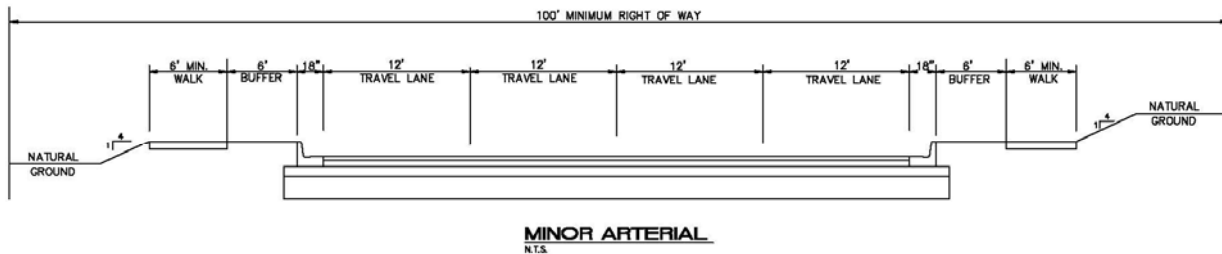
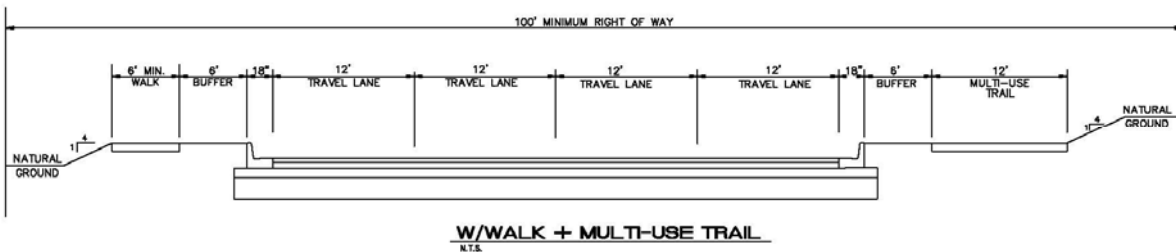
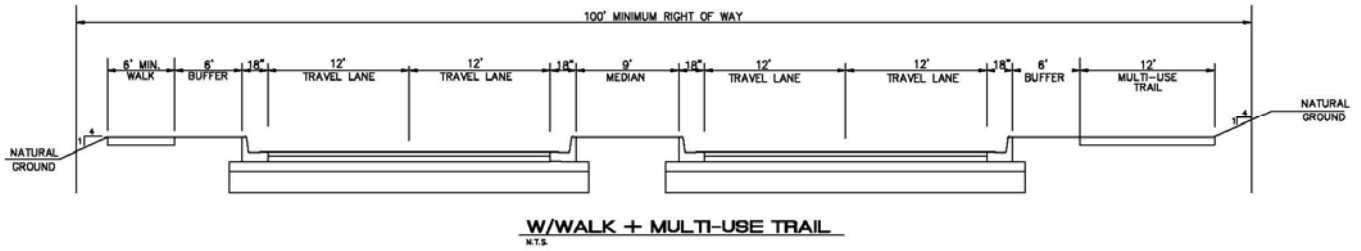
Design Option provided in this section may be used.

### DESIGN STANDARDS:

Design Speed	40 mph
<sup>1</sup> Lane Widths	10 - 12 Feet
Maximum Centerline Grade	8%
Minimum Stopping Sight Distance	325' or latest AASHTO Policy on Design Manual
Geometric	
Min. Horizontal Radius at Centerline	700' (normal crown)
Min. Horizontal Radius at Centerline	575' (super-elevated)
Min. Horizontal Tangent Distance between Reverse Curves	300'
<sup>1</sup> Service Volumes	3,000 - 14,000 AADT
Standard Right of Way	100'
Intersection Curb Radius	30'
Sidewalks Required	Both Sides
Driveways	Deceleration Lane required

<sup>1</sup>U.S. Department of Transportation Federal Administration, [Highway Functional Classification Concepts, Criteria and Procedures](#) 2013 Edition

OTHER MINOR ARTERIAL DESIGN OPTION:

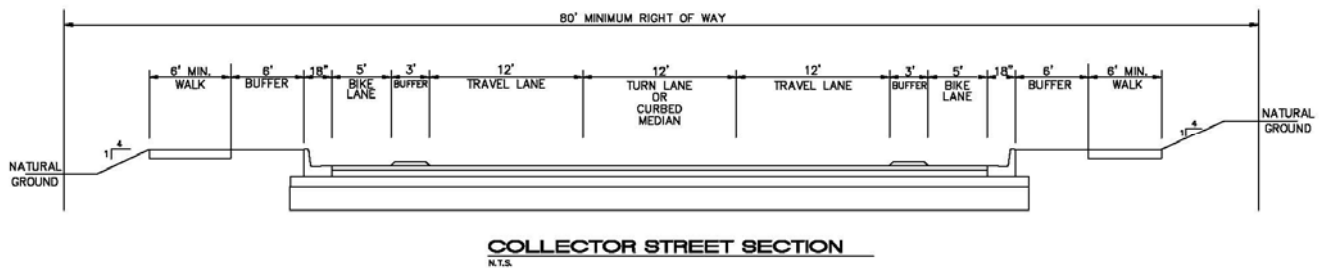


## COLLECTOR

**FUNCTION:** A Collector Street is the traffic connection from Local Streets to Arterials, with the secondary function of providing access to adjoining property. The Collector system should not be continuous but should direct traffic to Arterials. This class of road is generally at a spacing of a quarter mile. At the time of the subdivision, the exact location and additional need for Collectors will be determined by the MAPC upon advice of the City Staff.

**DESIGN:** The standard Collector is to be used in all cases except where City Staff and the MAPC find that an unusual condition occurs. In such cases, one of the Other Collector Design Options provided in this section may be used at the discretion of the MAPC upon advice of the City Staff.

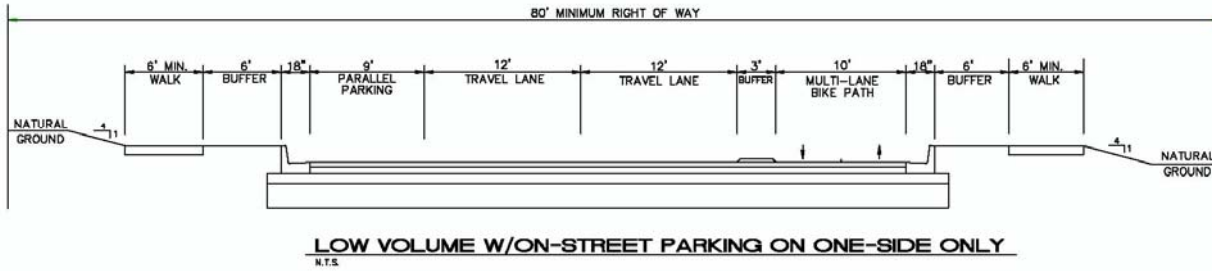
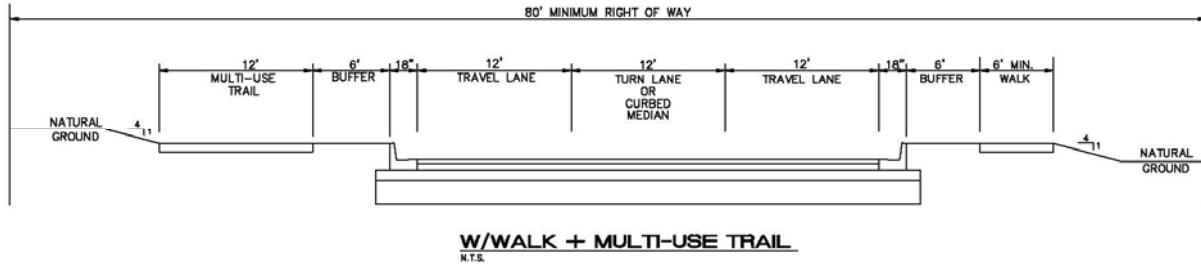
### DESIGN STANDARDS:



Design Speed	35 mph
<sup>1</sup> Lane Width	11-12 Feet
Maximum Centerline Grade	10%
Minimum Stopping Sight Distance Geometric	250' or latest AASHTO Policy on Design Manual
Min. Horizontal Radius at Centerline	500' (normal crown)
Min. Horizontal Radius at Centerline	320' (super-elevated)
Min. Horizontal Tangent Distance between Reverse Curves	200'
<sup>1</sup> Service Volumes	1,100 - 6,300 AADT
Standard Right of Way	80'
Intersection Curb Radius	30'
Sidewalks Required	Both sides

<sup>1</sup>U.S. Department of Transportation Federal Administration, Highway Functional Classification Concepts, Criteria and Procedures 2013 Edition

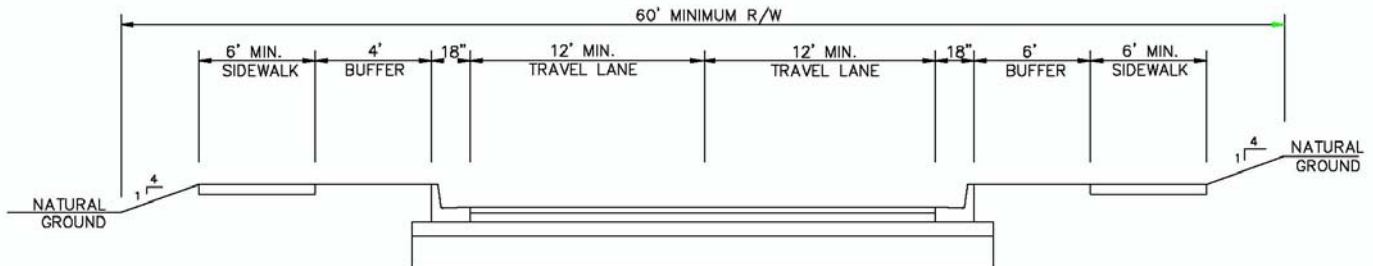
OTHER COLLECTOR DESIGN OPTIONS:



## LOCAL STREET

**FUNCTION:** The Local Street function is to provide access to adjacent property. The movement of traffic is a secondary purpose. The use of a Local Street in a residential area by heavy trucks and buses should be minimized.

**DESIGN:** The standard Local Street is to be used in all cases.



### LOCAL STREET SECTION

N.T.S.

NOTE: MINIMUM PAVEMENT WIDTH FOR ALTERNATING SIDE, ON-STREET PARALLEL PARKING IS 28 feet back-of-curb to back-of-curb  
MINIMUM PAVEMENT WIDTH FOR PARALLEL PARKING ON BOTH SIDES OF STREET IS 36 feet back-of-curb to back-of-curb

### DESIGN STANDARDS:

Design Speed	25 mph
<sup>1</sup> Lane Width	12 Feet
Maximum Centerline Grade	10%
Minimum Stopping Sight Distance Geometric	150' or latest AASHTO Policy on Design Manual
Min. Horizontal Radius at Centerline	200' (normal crown)
Min. Horizontal Radius at Centerline	N/A (super-elevated)
Min. Horizontal Tangent Distance between Reverse Curves	50'
<sup>1</sup> Service Volumes	700 AADT
<sup>2</sup> Standard Right of Way	60'
Minimum Pavement Width (BC to BC)	27'
Intersection Curb Radius	25'
Sidewalks Required	Both Sides

<sup>1</sup>U.S. Department of Transportation Federal Administration, Highway Functional Classification Concepts, Criteria and Procedures 2013 Edition

<sup>2</sup> Cul-de-sacs may have a standard right-of-way of 50'

**SECTION 4: RECOMMENDATIONS**

The Master Street Plan Committee recommends that the following items be included in future amendments or updates to the *Plan*.

1. Transit Plan
2. Bike Plan
3. Sidewalk Plan
4. Access Management Plan
5. Corridor Specific Planning

