



JONESBORO METROPOLITAN PLANNING ORGANIZATION

City of Jonesboro
City of Brookland
City of Bay
City of Bono
Craighead County
Jonesboro Economical Transportation System
Arkansas State Highway Department
Federal Highway Administration
Federal Transit Administration

MEMO

To: Otis Spriggs, MAPC
From: Marsha Guffey
Date: June 7, 2013
Re: RZ-13-06

The Jonesboro Engineering Department and the Jonesboro MPO have been working together to develop an Access Management Policy for Jonesboro, to help alleviate and prevent congestion on major roadways, such as we now experience on Stadium, Caraway, Highland, and Johnson. Until the policy is adopted, MPO review of site plans is intended to provide a second set of eyes on potential traffic problems.

Although this area is not populated now, it is important to think about future growth in the area and how it will be facilitated or hampered; a major investment like a Love's Truck stop has the potential to limit other uses in the area unless it is properly designed to accommodate large trucks. Therefore, consideration of the following measures is requested:

- (1) Removing or reconfiguring the median on AR 463.

The functionality of this median is somewhat limited. Rail prevents development on the north side of AR 463, and it should be possible to safely accommodate left-turn movements into the proposed development by replacing the median with a turning bay. At the moment, there is only one curb cut on the north side of the roadway, so turn-lane conflicts should be minimal. The remaining concern is the safety of left turn movements out of the property. AR 463 is a rural highway, so operating speed may be problematic. However, drivers will experience this difficulty irrespective of the location of the turn-out, so the relevant question is whether operations will be safer with a single left turn out at Parker Road or multiple locations for left turns out. Currently, traffic volumes are relatively low at the proposed location (~4000 vehicles per day).

(2) Improving the connectivity between the travel stop and the hotel.

Patrons of the future hotel should have a way to access the travel stop without entering AR 463 or Parker Road. Such a connection could be provided by extending the drive aisle between the parking areas labeled 12 and 17 to the proposed driveway southwest of the travel stop. In conjunction with the proposed driveway from the hotel to the truck parking area, the additional drive would provide direct access between the hotel and the travel stop.

(3) Relocating the Parker Road entrance to the travel stop.

The curb return of Parker Road entrance to the travel stop appears to be approximately 125' from AR 463. At that distance, two trucks in a queue at the AR 463 intersection would partially obstruct that driveway, and the driveway would be fully obstructed by a third vehicle. The likelihood of this scenario increases significantly if Parker Road provides the only means of making a left turn out of the property. At a minimum, the driveway could be re-aligned with the drive aisle between the auto canopy and the travel stop (approximately 40' further from the intersection).

(4) Adding a right-turn lane at the intersection of Parker Road and AR 463.

Adding right-turn storage at the intersection of Parker Road and AR 463 would shorten queue lengths, thereby reducing the likelihood that the Parker Road entrance to the travel stop is obstructed by vehicles waiting to turn onto AR 463.

(5) Extending both southbound lanes beyond the developed frontage.

The speed differential between through traffic and traffic exiting the roadway will be significant. Southbound, the roadway tapers from two lanes to one lane beginning at Parker Road. It may be possible to extend the second lane along the frontage of the property without adding much (if any) new asphalt. The outside lane would provide a space for exiting vehicles to safely decelerate while through traffic could continue uninterrupted on the inside lane.