



**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:** SP-13-07 Kroger on South Caraway at Wilkins

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.

Because Caraway Road has consistently been a traffic problem for Jonesboro for years, careful review of all new developments on this road is needed. Based on our review, the proposed Kroger site plan falls short on some critical points:

1. The throat lengths of all entrances are not deep enough. (The throat is the length of the driveway up to the first conflict point). The throats appear to be no more than 40'—throats on other new developments in Jonesboro such as at the Metro Centre on Stadium are 55' long. The throat length is a particularly important consideration in this case, because of the fuel station in the northeast corner of the development. The area allotted for the fueling station is small, with a correspondingly small area for cars to wait their turns to fuel up. With the popularity of the fuel discounts that come from using the Kroger card, typically many cars are darting about waiting for a pump to open. Cars entering from Caraway will clog up the roadway—a longer throat length will provide some storage for those cars.

This problem will not be as acute if the deceleration lane is built, as is being discussed, but it will still lead to congestion and possible rear end collisions in this area.

2. The site plan does not reflect conversations we are told have been held with Kroger officials about the development of a deceleration lane on Caraway. This may affect final arrangement of the site plan. Any redesign of the development should indicate the deceleration lane, to the extent those details have been finalized.