

# ORDINANCE NO. 2012 - 01

## AMENDING THE ACCESS MANAGEMENT PLAN FOR THE ALCOA ROAD/BENTON PARKWAY CORRIDOR

*WHEREAS*, the City of Bryant adopted the *Access Management Plan for the Alcoa Road/Benton Parkway Corridor* by Ordinance No. 2009-08 on May 14, 2009; and


*WHEREAS*, the City of Benton desires amendment to the Plan and pursuant to the procedures set forth in said Plan for amendment requiring “proposed Amendment” to be adopted in identical form by all parties,

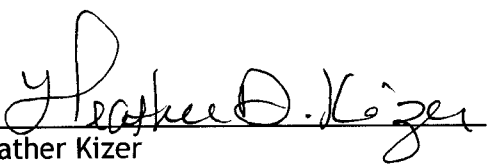
*WHEREAS*, the City of Benton request consideration of the “proposed amendment” by signatories to the plan,

***NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BRYANT, ARKANSAS:***

Section 1. The City of Bryant does hereby adopt the attached *Access Management Plan for the Alcoa Road/Benton Parkway Corridor, As Amended*.

Duly adopted this 26 day of January, 2012.

  
\_\_\_\_\_  
Jill Dabbs  
Mayor

  
\_\_\_\_\_  
Heather Kizer  
City Clerk

**ACCESS MANAGEMENT PLAN**  
**For**  
**ALCOA ROAD/BENTON PARKWAY**

- I. **PARTIES** - This agreement is made between the City of Benton, the City of Bryant (the Cities), Saline County (the County) and Metroplan as the designated metropolitan planning organization for central Arkansas under federal transportation regulations (the MPO).
- II. **ROUTE** - This access management agreement pertains to Alcoa Road/ Benton Parkway, from I-30 at Alcoa Rd. to Hwy 35 (the Roadway). See Route Map.
- III. **STATEMENT OF PURPOSE** - Alcoa Rd/Benton Parkway is a minor arterial on the City master street plan and serves as an intra-regional arterial roadway connecting the Cities and County to their economic region. The primary purpose for this agreement is to protect the capacity of the roadway to carry significant local and intra-regional traffic. The secondary purpose is to increase the safety for both motorized and non-motorized users of this facility. It is the intent of this agreement to provide access to abutting properties consistent with the primary and secondary objectives.
- IV. **AUTHORITY** - Both Cities and the County have specific legal authority to regulate access to public roads. In the case of the Cities, it is found in Arkansas Code Annotated 14-56-419. In the case of the County, it is found in Arkansas Code Annotated 14-17-208. The MPO is hereby granted standing in this access management agreement by the Cities and the County in consideration of its role in transportation planning within the metropolitan area.
- V. **ACCESS PLAN** - Management of access to the roadway is necessary to achieve both the primary and secondary purposes of the agreement. The corridor Specific Access Management Plan is detailed in the Appendices, with all median breaks specifically identified. Spacing standards for driveways are established and are to be applied during plat review prior to final development approval by the Cities and/or County. In addition, local street networks, property interconnect agreements and requirements, new local roadways developed as part of this project, and land use and zoning plans that are necessary to achieve the objectives of this agreement are/or can be specified in the Specific Plan.

VI. AGREEMENT ADOPTION/TERMINATION/MODIFICATION - This agreement will be deemed adopted when passed in identical form by the Benton and Bryant City Councils, the Saline County Quorum Court, and the Metroplan Board of Directors and signed by their proper representatives. This agreement may be terminated or modified, in whole or in part only by mutual agreement of all parties as evidenced by resolutions adopted by each governing body.

VII. PLAN ADMINISTRATION -

A. Permit Application.

A permit issued by the appropriate local jurisdiction is required for all new driveway access to the Roadway. Request for driveway (access) permits are determined by the location of the proposed driveway. For example, if the access point is within the City of Bryant, then the City of Bryant would receive the request. Any person legally owning property abutting the Roadway may request a driveway access permit. The request is processed via designated internal administrative procedure(s) determined by the local jurisdiction. Applicants are required to submit a detailed plan for the driveway including a plat showing its exact location, curb radii, throat width and length, and projected volume of turns into and out of the driveway (under peak conditions). Any joint access agreements with other property owners should also be submitted.

After review of the application, the local jurisdiction determines whether the request is within the allowable parameters established by the Access Management Plan. If so, the local jurisdiction submits the application to the MPO for review and disposition. If the local jurisdiction and the MPO have approved the application as evidenced by the signatures of properly designated administrative representatives and if the application meets all criteria for issuance of such a permit, the local jurisdiction will issue a permit to the applicant. If the signatures of the appropriate parties to this agreement are missing from the permit application, the local jurisdiction may not issue a permit.

If any signatory party determines that the permit request is not within the allowable parameters of the Plan, that party will deny the request and instruct the applicant how they may amend the request to receive approval or seek to amend the Plan pursuant to the following section.

B. Amending the Plan.

A Plan amendment will be considered at the request of any of the parties to this agreement or at the request of an applicant whose permit request has been denied by any of the parties.

The proposed amendment must be adopted in identical form by the City Councils of Benton and Bryant, the Saline County Quorum Court, and the Metroplan Board of Directors to become effective.

Originally adopted/approved by:

Ordinance 2006-84 of the Saline County Quorum Court on 21st day of November, 2006;

Ordinance No. 44 of 2007 of the Benton City Council on 11<sup>th</sup> day of June, 2007;

Ordinance No. 2009-08 of the Bryant City Council on 14th day of May, 2009; and

Resolution No. 10-12 of the Metroplan Board of Directors on the 28th day of July, 2010.

## APPENDIX A

### ALCOA RD/BENTON PKWY DESIGN CONCEPT

*As a minor arterial, the proposed design for Alcoa Road/Benton Parkway is intended to balance the need to provide for intra-regional travel on the roadway and reasonable access to abutting properties while at the same time maintaining the capacity of the roadway to operate in a safe and efficient manner. Consequently, access to abutting property is subordinate to the goal of traffic movement and subject to necessary management of entrances and exits.*

#### Definitions -

Full directional breaks - breaks in which vehicular movements, including left turns, are allowed from all directions of a four-point intersection. **Where not specified in Appendix B, full directional breaks may be constituted as a roundabout, signalized intersection, or unsignalized intersection.**

Left-only directional turn bays - breaks which allow protected left-only turns from the main travel lanes into existing commercial areas.

(See route map in Appendix B)

## APPENDIX B

### Specific Access Management Plan (Segment I) Alcoa Road/Benton Pkwy: I-30 to Hwy 35 RR Overpass

General design framework - Ultimate cross-section is a nontraversable median-divided facility with median breaks spaced at ¼ mile intervals; left-only turn bays at selected locations generally at 1/8 mile spacing, and traffic signals generally spaced at ¼ mile intervals. Future signal locations will be determined by meeting warrants, on a case by case basis. Typical cross-section is a four-lane median divided roadway.

#### Specific Design Elements

Nontraversable Median-divided facility (width is TBD in Design).

Minimum Connection (i.e. driveway or intersection) Spacing of 245 feet (distance from inner edge of driveway/street to inner edge of driveway/street).

Minimum Traffic Signal Spacing of ¼ mile.

Tapered design (bulb-out) at selected median breaks to allow U-turns.

**Eighteen (18)** Median Breaks (identified by number MB# on the following attached map)

- **Seventeen (17)** full directional breaks at the following locations:
  - MB#1- I-30 at Alcoa Interchange,
  - MB#3-Future Break located 1/3 the distance between I-30 and Boone Rd. (Roundabout),**
  - MB#4-Future Break located 2/3 the distance between I-30 and Boone Rd. (Roundabout),**
  - MB#5- Boone Rd. **(Roundabout),**
  - MB#6- Future Break between Boone Rd. and Sleepy Village Rd.,
  - MB#7- Sleepy Village Rd. **(Roundabout),**
  - MB#8- Northshore Drive,
  - MB#9- Cynamide Rd.,
  - MB#10- Future Break between Alcoa Rd. (Hwy 88) and Cynamide Rd.,
  - MB#11- Alcoa Rd. (Hwy 88),
  - MB#112- Future Break between Alcoa Rd. (Hwy 88) and N. Shady Ln.,
  - MB#13- N. Shady Ln.,
  - MB#14- Timbermist Dr.,
  - MB#15- Future Break between Timbermist Dr. and Gattin Rd.
  - MB#16- Gattin Rd.,
  - MB#17- Sidell,
  - MB#18- Edison Ave.

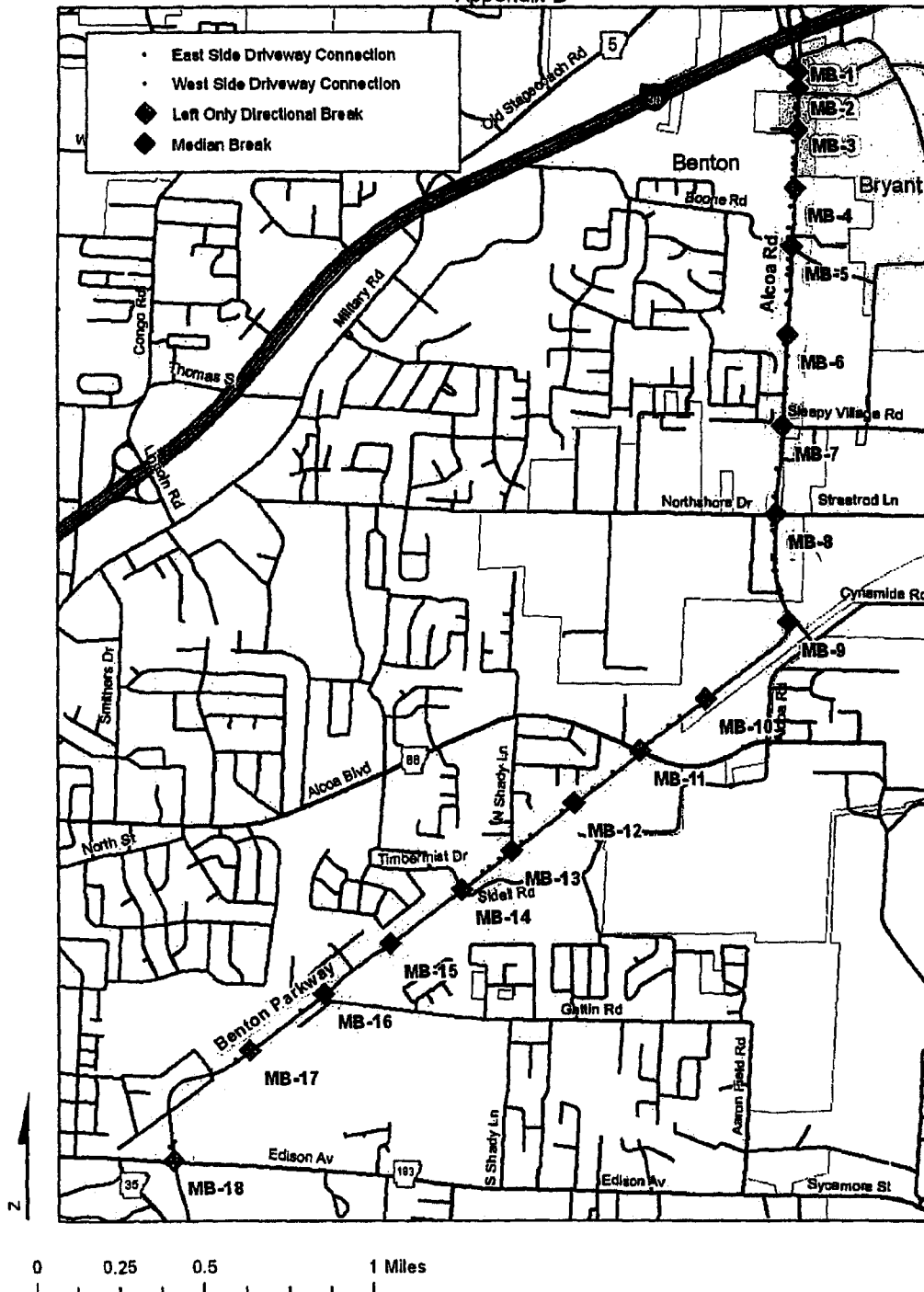
- **One (1) left-only directional turn bays proposed as mitigation for existing businesses or institutions at the following selected locations: (Left-only directional turn bays are proposed with certain conditions and are not eligible for retrofits of any kind, except closure or removal).**

**MB#2- Bank of the Ozarks,**

**Conditioned upon cross-access agreements with adjoining property owners.**

# Alcoa Road / Benton Parkway Corridor Access Management Plan --Segment 1

Appendix B





**ACCESS MANAGEMENT PLAN**  
**For**  
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Pursuant to Ordinance No. 44 of 2007 of the Benton City Council approved on 11<sup>th</sup> day of June, 2007;

\_\_\_\_\_  
Rick Holland, Mayor

Pursuant to Ordinance No. 20097-08 of the Bryant City Council approved on 14<sup>th</sup> day of \_\_\_\_\_, May, 20097; and

\_\_\_\_\_  
Larry Mitchell, Mayor

Pursuant to Ordinance 2006-84 of the Saline County Quorum Court approved on 21st day of November, 20076.

\_\_\_\_\_  
Lanny Fite, County Judge

Pursuant to Resolution No. 10-12 of the Metroplan Board of Directors approved on the 28th day of July, 200710.

\_\_\_\_\_  
Mark Stodola, President

## APPENDIX A

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Amended text indicated by bolding and underline, combined

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— MB#4-~~Future Break located 2/3 the distance between I-30 and Boone Rd. (Roundabout),~~

MB#35- Boone Rd. (Roundabout),

MB#46- Future Break between Boone Rd. and Sleepy Village Rd.,

— MB#57- Sleepy Village Rd. (Roundabout),

MB#68- Northshore Drive,

— MB#79- Cynamide Rd.,

MB#810- Future Break between Alcoa Rd. (Hwy 88) and Cynamide Rd.,

— MB#911- A Alcoa Rd. (Hwy 88),

MB#1012- Future Break between Alcoa Rd. (Hwy 88) and N. Shady Ln.,

— MB#143- N. Shady Ln.,

— MB#124- Timbermist Dr.,

MB#135- Future Break between Timbermist Dr. and Gattin Rd.

— MB#146- Gattin Rd.,

— MB#157- Sidell,

MB#168- Edison Ave.

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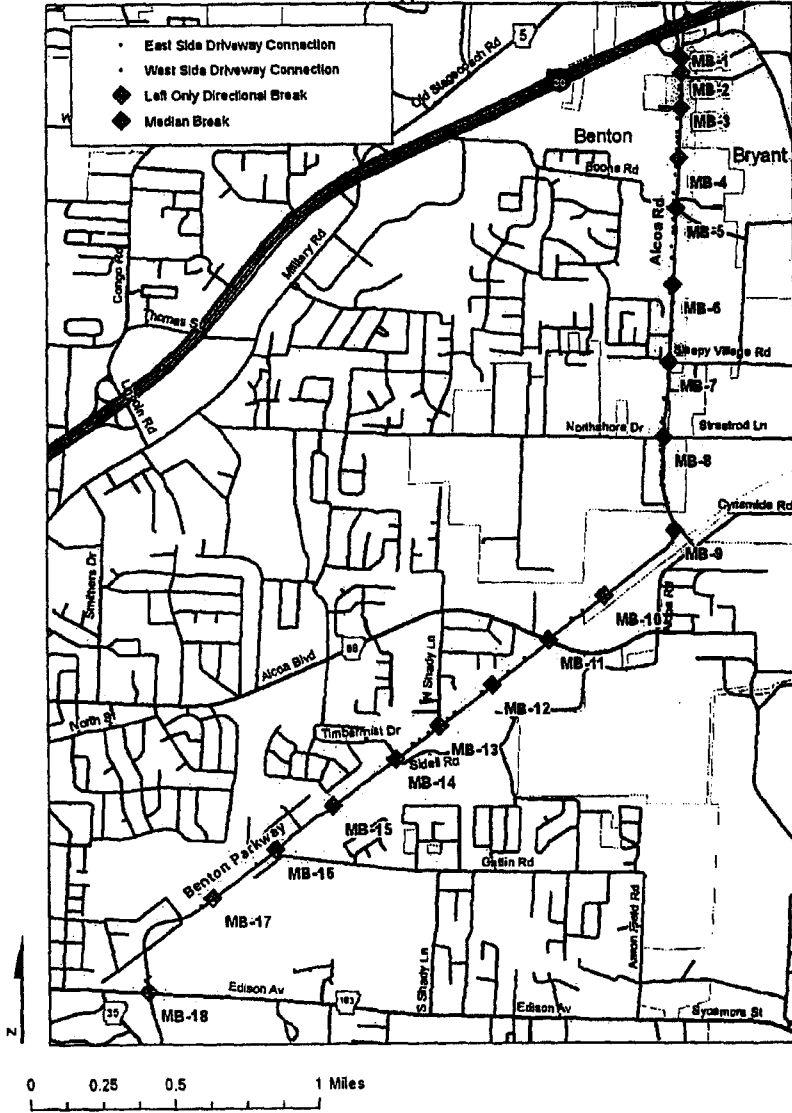
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# Alcoa Road / Benton Parkway Corridor Access Management Plan --Segment 1

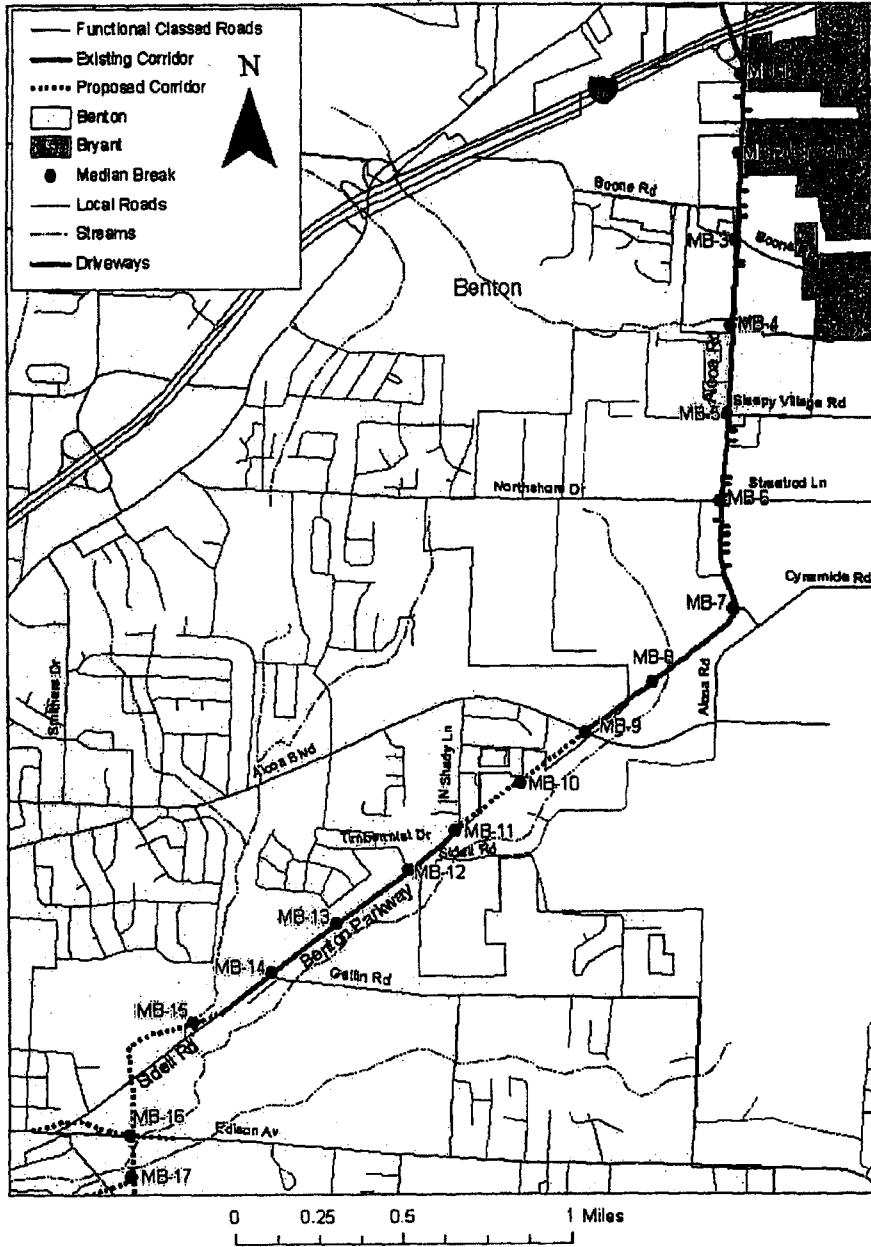
Appendix B

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# Alcoa Road / Benton Parkway Corridor Access Management Plan --Segment 1

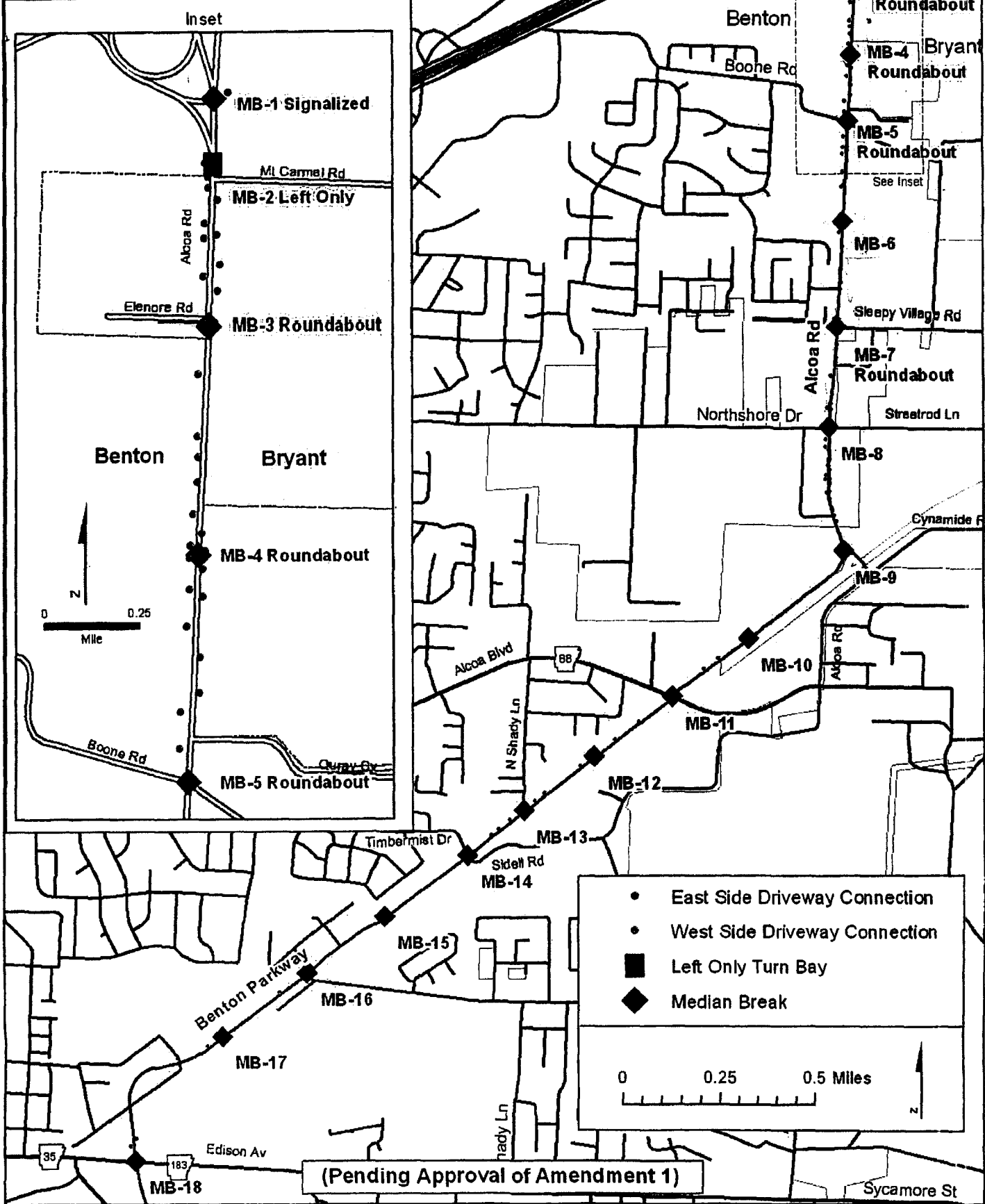
Appendix B





# Alcoa Road / Benton Parkway Corridor Access Management Plan - Segment 1

Appendix B



(Pending Approval of Amendment 1)