

ACCESS MANAGEMENT PLAN
For
STATE HIGHWAY 60/DAVE WARD DRIVE

- I. **PARTIES** – This agreement is made between the City of Conway (the City), the Arkansas State Highway Commission (the Commission) acting through the Arkansas State Highway and Transportation Department (the Department) 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 State Highway 60, also known as Dave Ward Drive, from the overpass at Harkrider (State Highway 365) west to the Arkansas River, (the Roadway). For the purposes of this agreement, the route is divided into two segments. See Appendix A. Route Map.
- A. Segment I from SH 365 to Tucker Creek is subject to a Specific Access Management Plan as contained in Appendix B.
- B. Segment II from Tucker Creek to the Arkansas River is subject to a General Access Management Plan as contained in Appendix C.
- III. **STATEMENT OF PURPOSE** – Highway 60/Dave Ward Drive is a principal arterial on the City master street plan and serves as an intra-regional arterial roadway connecting the City to its 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 drivers and pedestrians that use 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 the City and the Commission have specific legal authority to regulate access to public roads. In the case of the City, it is found in Arkansas Code Annotated 14-56-419. In the case of the Commission, it is found in Arkansas Code Annotated 27-65-107. The MPO is hereby granted standing in this access management agreement by the City and the Commission in consideration of the financial

contribution which the MPO contributed to improvements on the Roadway and in recognition 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 access management plan (the Plan) is detailed in Appendices B and C. The Plan for Segment I is a Specific Access Management Plan in which all median breaks and curb cuts are specifically identified. Standards for driveways are established to be applied during plat review prior to development approval by the City. 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 specified in this Specific Plan. The Plan for Segment II is a General Access management Plan which specifies the typical roadway cross-section, right-of-way requirements, the location of median breaks and standards for location and construction of driveways.

VI. AGREEMENT ADOPTION/TERMINATION/MODIFICATION – This agreement will be deemed adopted when passed in identical form by the Conway City Council, the Metroplan Board of Directors and the Arkansas State Highway Commission and signed by their proper representatives. This agreement may be terminated or modified, in whole or in part only by mutual agreement of all of the parties as evidenced by resolutions adopted by each governing body.

VII. PLAN ADMINISTRATION –

A. Permit Application. A permit issued by the Department will be required for new driveway access to the Roadway. Any legal person owning property abutting the Roadway may request a driveway access permit. The permit will be requested through a designated administrative process from the City of Conway. The applicant is required to submit a detailed plan for the driveway including a map showing its exact location and a design that shows the curb radii, driveway throat length and that specifies the projected volume of turns into and out of the driveway. Any joint access agreements with other property owners should also be submitted.

After review of the application, the City determines whether the request is within the allowable parameters established by the Plan. If so, the City communicates the request to the MPO for review and approval. Upon MPO approval, the City will submit the application to the Department for review and approval. If the City and the MPO have approved the application as evidenced by the signatures of properly designated administrative representatives and if the application meets all Department criteria for issuance of such a permit, the Department will issue a permit to the applicant. If the signatures of any of the parties to this agreement are missing from the permit application, the Department will not issue a permit.

If any of the parties determine that the 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 that they may 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 Conway City Council, the Metroplan Board of Directors and the Arkansas State Highway Commission to become effective.

Pursuant to Resolution No. 99-60 of the Conway City Council approved on the 23rd day of November, 1999 and Ordinance 0-00-38 approved on 11th day of April, 2000.

Tab Townsell, Mayor

Pursuant to Resolution No. 99-34 of the Metroplan Board of Directors approved on the 15th day of December, 1999.

Judge John Wayne Carter, President

Pursuant to Minute Order No. 2000-021 of the Arkansas State Highway Commission approved on 11th day of January, 2000.

Dan Flowers, Director
Arkansas Highway and Transportation Department

APPENDIX A

HIGHWAY 60/DAVE WARD DRIVE DESIGN CONCEPT

As a principal arterial, the proposed design for Highway 60 is intended to balance the need to provide for long distance 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 (see diagrams).

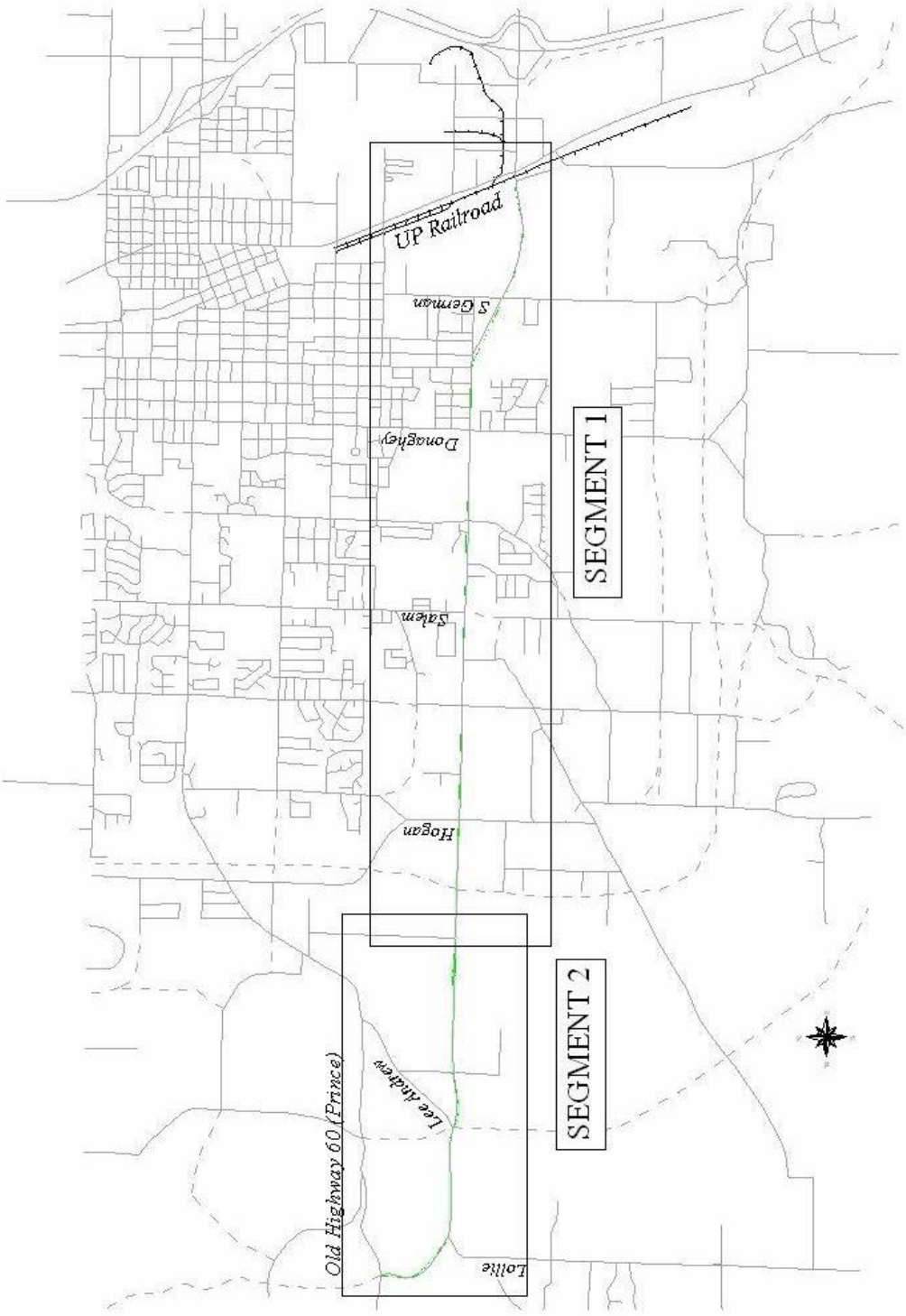
Partial directional breaks - breaks in which vehicular movements, including left turns, from one or more directions are unavailable (see diagrams).

Bi-directional quick turnarounds – breaks which allow passenger vehicles to negotiate U-turns from opposing directions only (see diagrams).

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

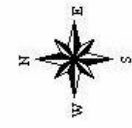
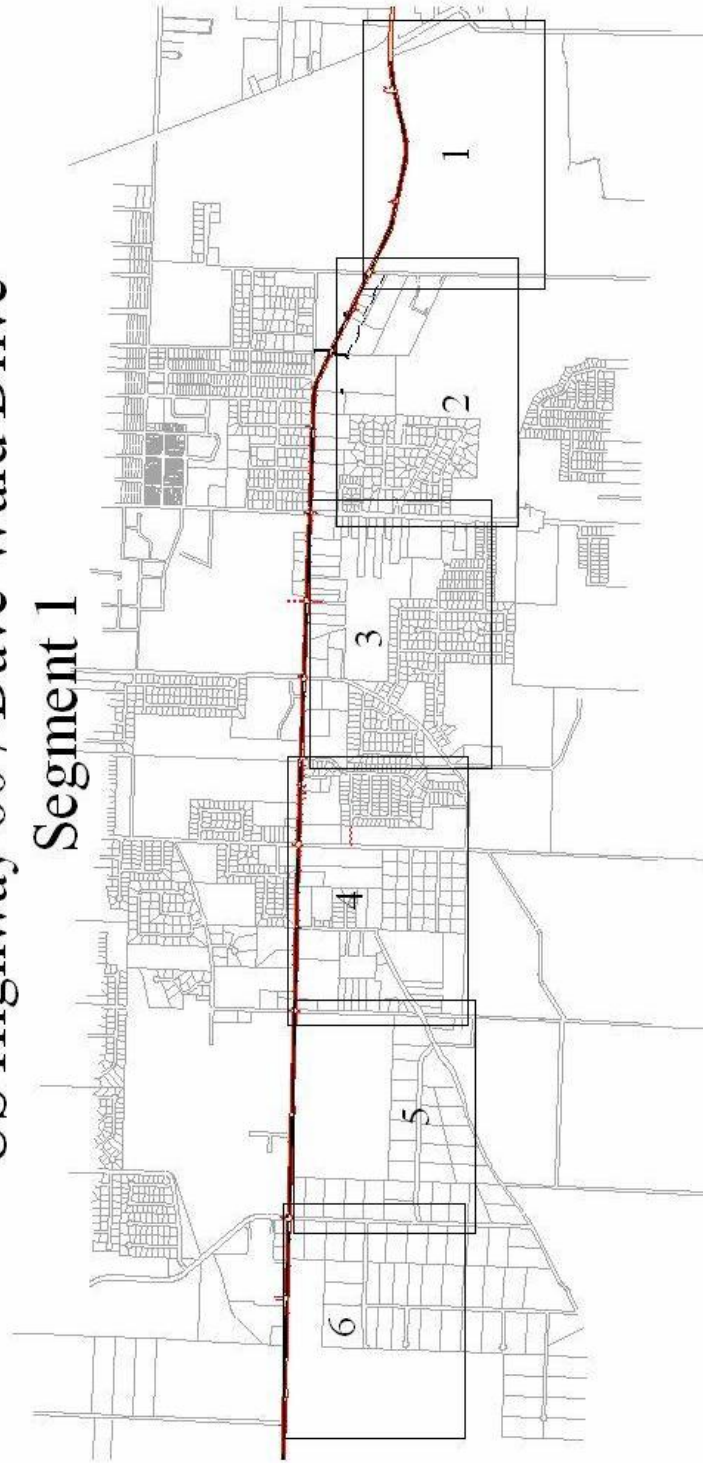
(See route map on following page)

APPENDIX A - ROUTE MAP



APPENDIX B

Index Sheet for US Highway 60 / Dave Ward Drive Segment 1



6	5	4	3	2	1
MAP SHEET INDEX					

SEGMENT 1 - UPRR OVERPASS to TUCKER CREEK BRIDGE

General design framework – Raised 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 ½ mile intervals. Future signal locations will be determined by meeting warrants, on a case by case basis. Typical cross-section is four lane divided on 100' right-of-way.

Specific Design Elements

15' Raised Median-divided facility

Driveway Spacing of 300 feet.

½ Mile Traffic Signal Spacing

Quick turn-around (bulb-out) design at most median breaks to allow U-turns.

Nineteen (19) Median Breaks (identified by number MB# on the attached map)

- Seven (7) full directional breaks at the following:

Six (6) Existing intersections:

MB#2-S. German Road,

MB#6-Donaghey Street,

MB#8-Farris/Nutter Chapel Road,

MB#11-Salem Road,

MB#14-Country Club/Mattison Road, and

MB#16-Hogan Road.

One (1) Future intersections:

MB#4-S. Center Street Intersection.

- Five (5) partial directional breaks at the following locations:
(Eligible for retrofits to full directional breaks only after meeting signal warrants)
 - MB#1-Amtran Parking Lot,
 - MB#7-UCA Entrance,
 - MB#9-Crosspoint Road,
 - MB#13-Donnell Ridge Road, and
 - MB#18-Wal-Mart west entrance.

- Two (2) interim bi-directional quick turnarounds at the following locations: (Eligible for retrofits to partial directional breaks when area development warrants)
 - MB#15-midway between Salem Rd & Country Club/Mattison Road, and
 - MB#19-just east of the Tucker Creek Bridge. And,
- Five (5) left-only directional turn bays (generally at 1/8 mile spacing) 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#3-between S. German Road and S. Center Street Int.,
 - MB#5-at Clara Street,
 - MB#10-between Crosspoint Road and Salem Road,
 - MB#12-between Salem Road and Donnell Ridge Road,
 - MB#17-between Hogan Road and the Wal Mart west entrance.

CONCEPT SPECIFICS OF EACH MEDIAN BREAK

-SECTION A- UPRR OVERPASS to S. GERMAN ROAD -

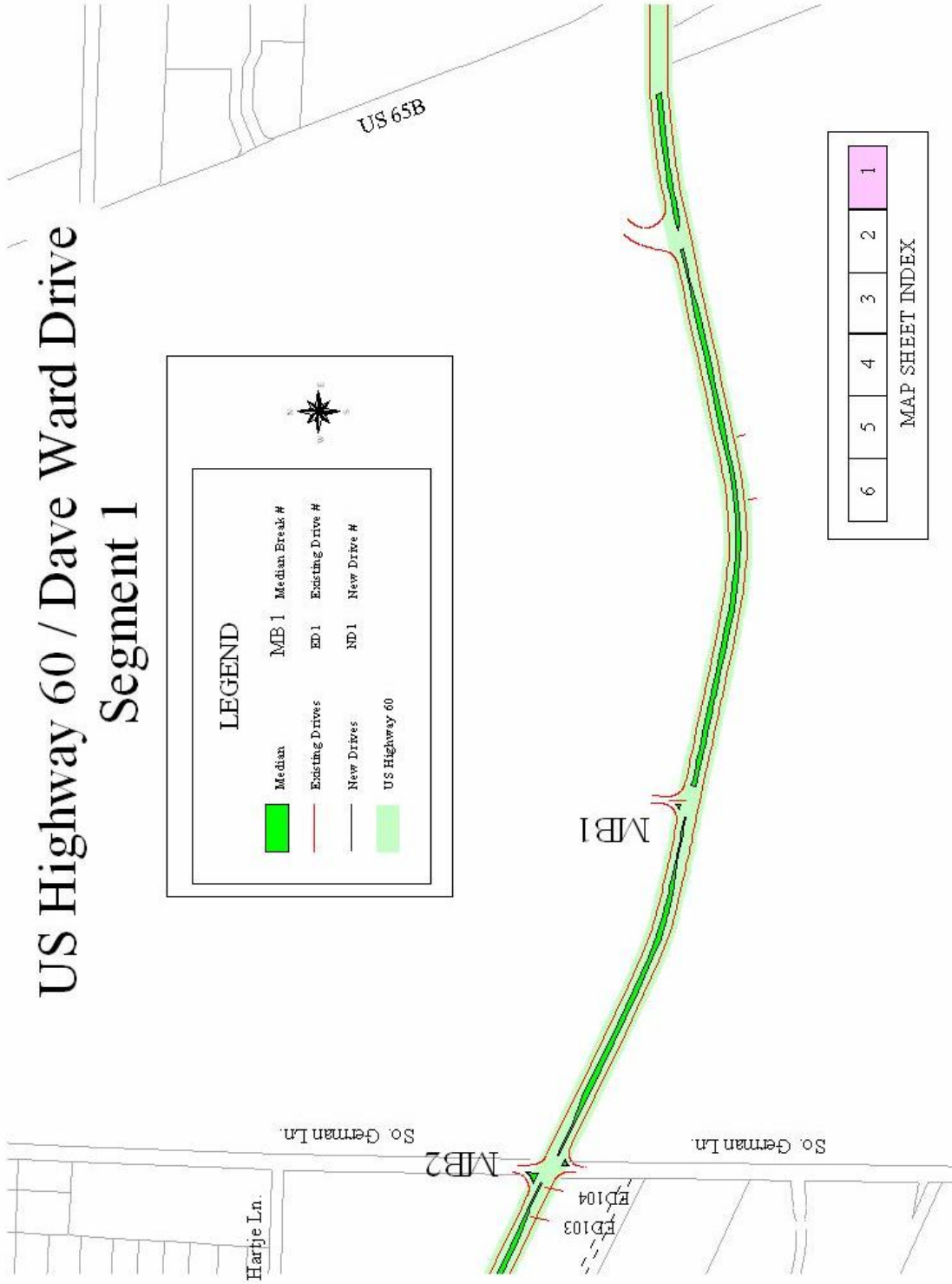
MB #1 – Amtran Parking Lot – Partial directional break –

Rationale - Proposed break serves existing industrial parking lot. Due to a possible plant expansion, Amtran officials have indicated that, at some point in the future, the current employee parking lot may need to be relocated eastward in order to connect more directly with planned development along the south side of the highway. If, or when that happens, MB#1 could be moved eastward to serve the new development scheme. Due to existing conditions, this break is the only partial directional break where a warranted signal may be installed prior to retrofitting the break to a full directional break.





Conditions- In no case shall more than one median break exist between the current Amtran/Railroad overpass entrance (which will be closed in the future if a similar access road is developed on the south side of the highway) and S. German Road, nor violate the required ¼ mile break spacing.

Financial Responsibilities - Funding for the relocation of the proposed median break to another location eastward is the responsibility of the City of Conway and/or Amtran.

US Highway 60 / Dave Ward Drive Segment 1



LEGEND

	Median		Existing Drives		New Drives		US Highway 60
	MB 1		ED 1		ND 1		
	Median Break #		Existing Drive #		New Drive #		

North Arrow

6	5	4	3	2	1
MAP SHEET INDEX					

-SECTION B- S. GERMAN ROAD to DONAGHEY ROAD -

MB #2 – S. German Road - Full directional break, with quick turnarounds

Conditions – Existing driveways along Hwy. 60 closer than 125 feet from the radius of the new intersection may be closed.

MB #3 – Left-Only directional turn bay –

Rationale - A left-only directional turn bay is proposed in this segment of the roadway solely in an effort to minimize impacts on existing businesses, yet maintaining the overall integrity of the roadway to operate safely and efficiently. Due to the 1/8 mile minimum spacing requirements, a turning bay is proposed for only one side of the roadway. The directional turn bay to the north serves a recently completed commercial shopping center development and an existing commercial property immediately to the east. This option also provides connectivity through the new shopping center to Hartje Street to the north.

Conditions - The property owner of the new shopping center on the north side agrees with moving the eastern driveway (ED#4) as far as possible to the east in order to meet the distance requirements of the proposed left-only directional turn bay from the Center Street intersection, and to entering into an access agreement with the property owner to the east for joint-use of the newly relocated driveway. Likewise, the property owner to the east of the new shopping center agrees to the closure of his western driveway (ED#3) for replacement with a connecting driveway (ND#1) to the new joint-access driveway.

Financial Responsibilities – Because of a drainage issue between these properties, AHTD agrees to design and build the roadway drainage infrastructure adequate to make construction of the connecting driveway between the north side properties possible. Funding for construction of the connecting driveway (ND#1) between the two properties discussed in above is an access mitigation issue and the responsibility of Metroplan. Regardless which option is chosen, the City of Conway agrees to pursue joint-access agreements and development of connecting

driveways with property owners along the south side of the roadway during their normal platting and redevelopment processes.

MB #4 - S. Center Street Intersection – Full directional break, with quick turnarounds –

Rationale - This full directional intersection and supporting local street connection are proposed for this location in an effort to address major issues related to accessing two existing commercial establishments and an adjacent mobile home park, yet maintaining the overall median break spacing requirements of the project.

Conditions -The commercial and mobile home park property owners agree to the necessary closure, relocation and consolidation of driveways to accomplish development of this intersection and supporting local street connects. This means that driveways along Hwy. 60 closer than 125 feet from the radius of the new intersection may be closed (ED#6, ED#96, ED#97 & ED#98). If required, the closure and consolidation of driveways (EDs# 97 & 98) for the Satterfield property will provide a single right-in, right-out driveway centered on the intersection of a line extending from the apex of the canopy roof with the highway right-of-way.

Access to this intersection from the funeral home located approximately 600 feet to the west is very important in order to retain their ability to direct funeral processions westward onto Hwy. 60. Both, the owner of the funeral home and owner of the mobile home park, agree to enter into a joint-access agreement which allows for the construction of a connecting driveway (ND#2) from the southwest corner of the funeral home property onto the mobile home park property and the joint-use of the mobile home park street which connects to the supporting local street and new intersection.

Additionally, the owner of the mobile home park requests (a) landscaping on the west side of the supporting local street be included as part of the project in order to screen the mobile

home park from lights of the commercial development to the east and (b) the rezoning of land immediately south of the existing mobile home park to allow for the relocation of mobile homes displaced by the widening of Hwy. 60 be approved by the City of Conway.

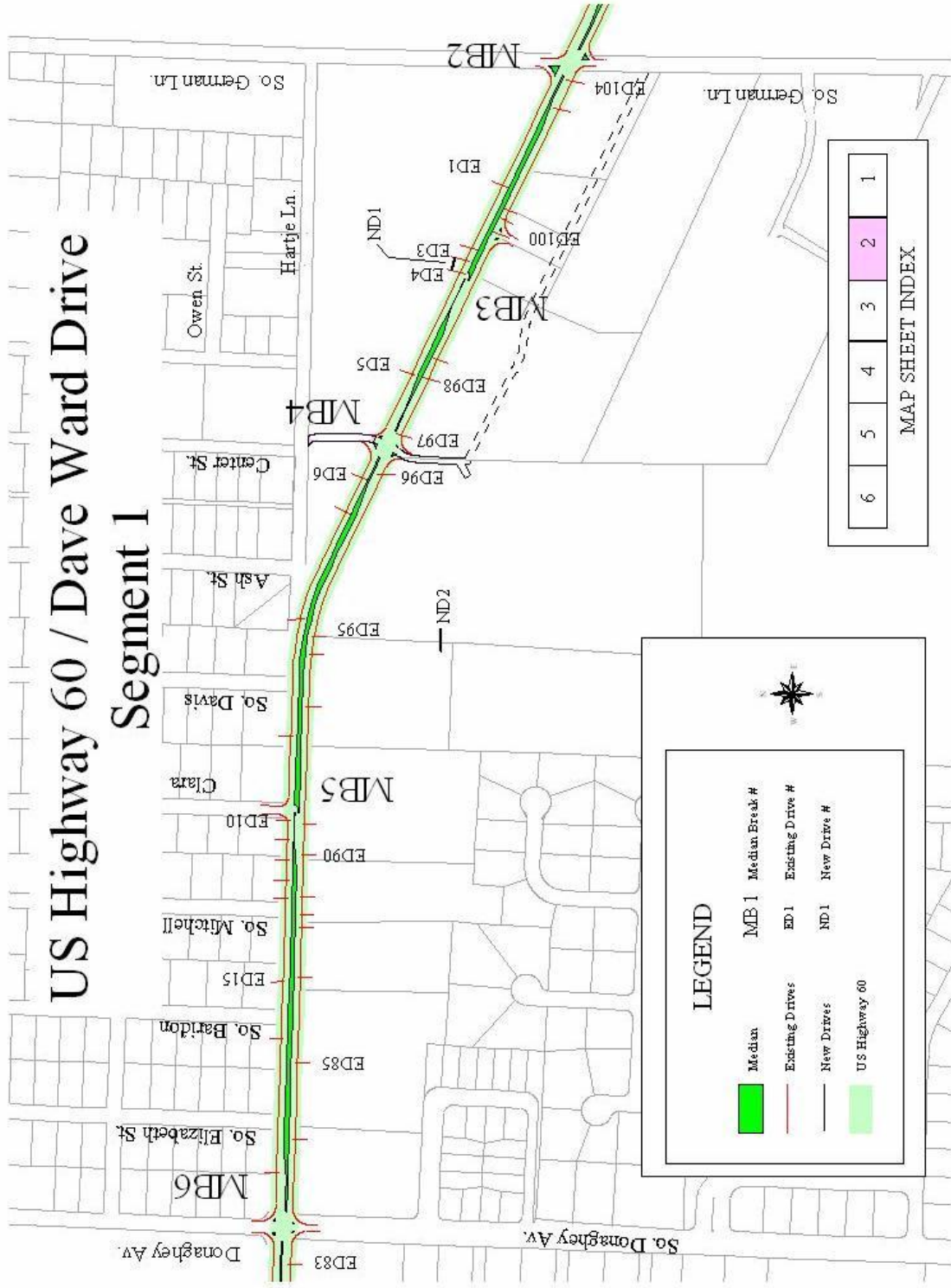
Financial Responsibilities - Metroplan agrees to provide funding for development of the supporting local street, the funeral home/mobile home connecting driveway (ND#2) and landscaping materials matched by the City of Conway on an 80/20 ratio. Besides the matching requirements, the City of Conway agrees to provide the labor necessary for the landscaping effort and to consider the request for rezoning as expeditiously as possible. AHTD agrees to design the supporting local street component as an integral part of the Hwy. 60 project.

MB #5 – Left-Only directional turn bay to the north, with quick turnaround at Clara Street –

Rationale - This median break is proposed as described above, rather than a full directional break, in an effort to balance the need for providing multiple travel options to the departing traffic from the churches located along the south side of the highway tempered by the desire to minimize the impact of through traffic on the residential neighborhood to the north as much as possible.

US Highway 60 / Dave Ward Drive

Segment 1



LEGEND

- Median
- Existing Drives
- New Drives
- US Highway 60
- Median Break #
- Existing Drive #
- New Drive #



6	5	4	3	2	1
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MAP SHEET INDEX

**-SECTION C- DONAGHEY ROAD to FARRIS/NUTTERS
CHAPEL ROAD -**

MB #6 - Donaghey Road - Full directional break, with quick turnarounds-

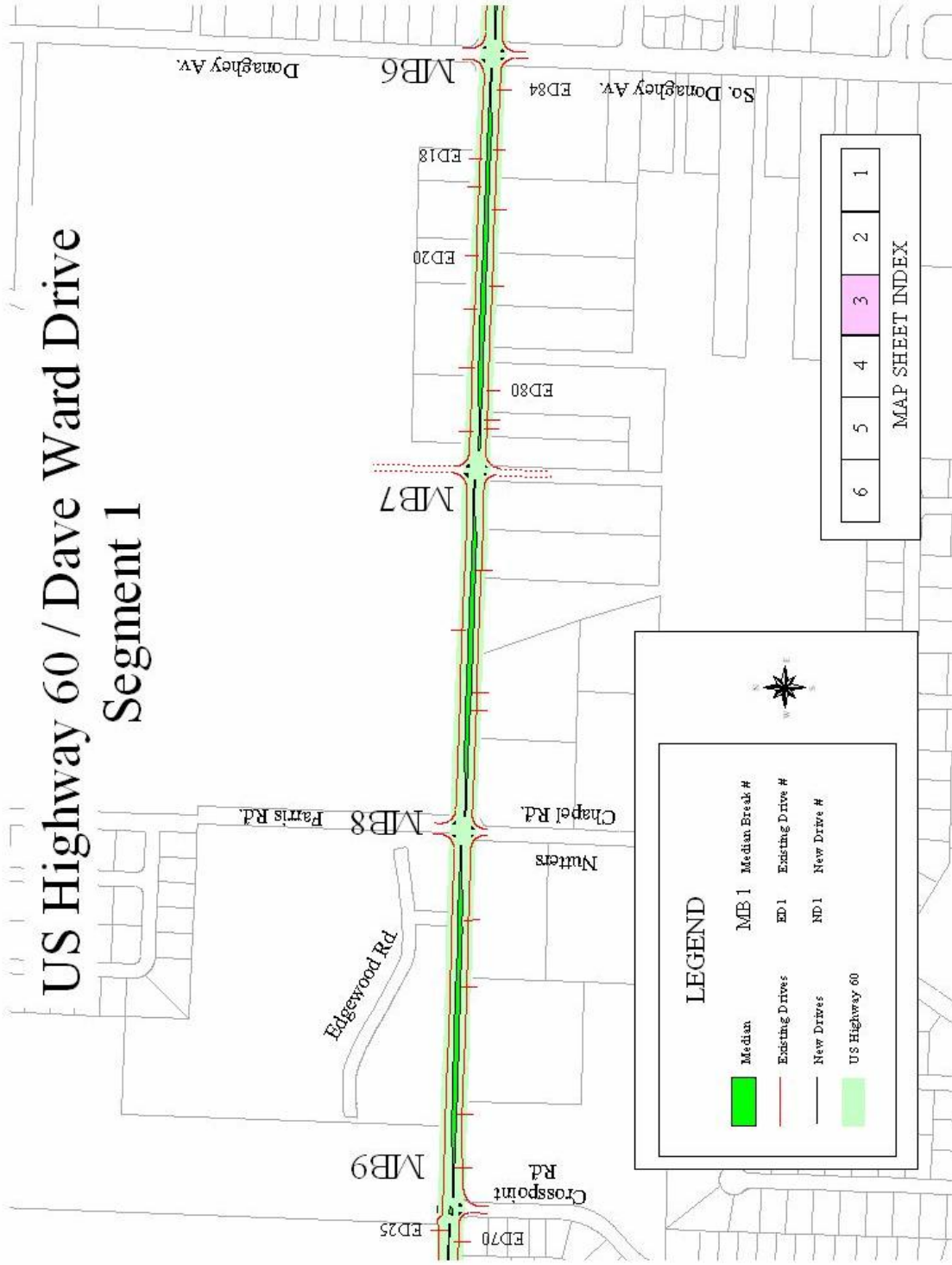
Conditions – Existing driveways along Hwy. 60 closer than 125 feet from the radius of the new intersection may be closed.

MB #7 - UCA Entrance - Partial directional break, with quick turnarounds-








Rationale - Proposed midway between Donaghey Road and Farris/Nutters Chapel Roads in an effort to align an already approved street access from the south side of the highway with a proposed new UCA entrance on the north side. The break can be retrofitted to a full directional break after traffic signal warrants are met.

Conditions - UCA agrees to align their new street with the proposed median break. Existing driveways along Hwy. 60 closer than 125 feet from the radius of the new intersection may be closed.

US Highway 60 / Dave Ward Drive Segment 1



LEGEND

	Median		Median Break #
	Existing Drives		Existing Drive #
	New Drives		New Drive #
	US Highway 60		



MAP SHEET INDEX

6	5	4	3	2	1
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-SECTION D- FARRIS/NUTTERS CHAPEL ROAD to SALEM ROAD -

MB #8 - Farris/Nutters Chapel Road - Full directional break, with quick turnarounds –

Conditions – Existing driveways along Hwy. 60 closer than 125 feet from the radius of the new intersection may be closed.

MB #9 – Crosspoint Road – Partial directional break, with quick turnarounds –

Rationale - Since development does not currently exist on the north side of the highway, this median break is proposed as a partial directional break, with quick turnarounds. The initial phase will not provide for left turns from Crosspoint Road onto Hwy. 60. The break can be retrofitted to a full directional break after traffic signal warrants are met.

Conditions - The owner of property immediately to the north of the break agrees to replatting an already approved residential subdivision in order to realign the new street with the proposed median break. Alignment of this new street with the median break can facilitate future joint-access agreements with adjoining property owners to the west. Currently, the owner of property immediately to the north of the break is unwilling to enter into joint-access agreements with other property owners due to a history of problems associated with residents from the adjacent mobile home park.

MB #10 – Left-Only directional turn bay to the south -

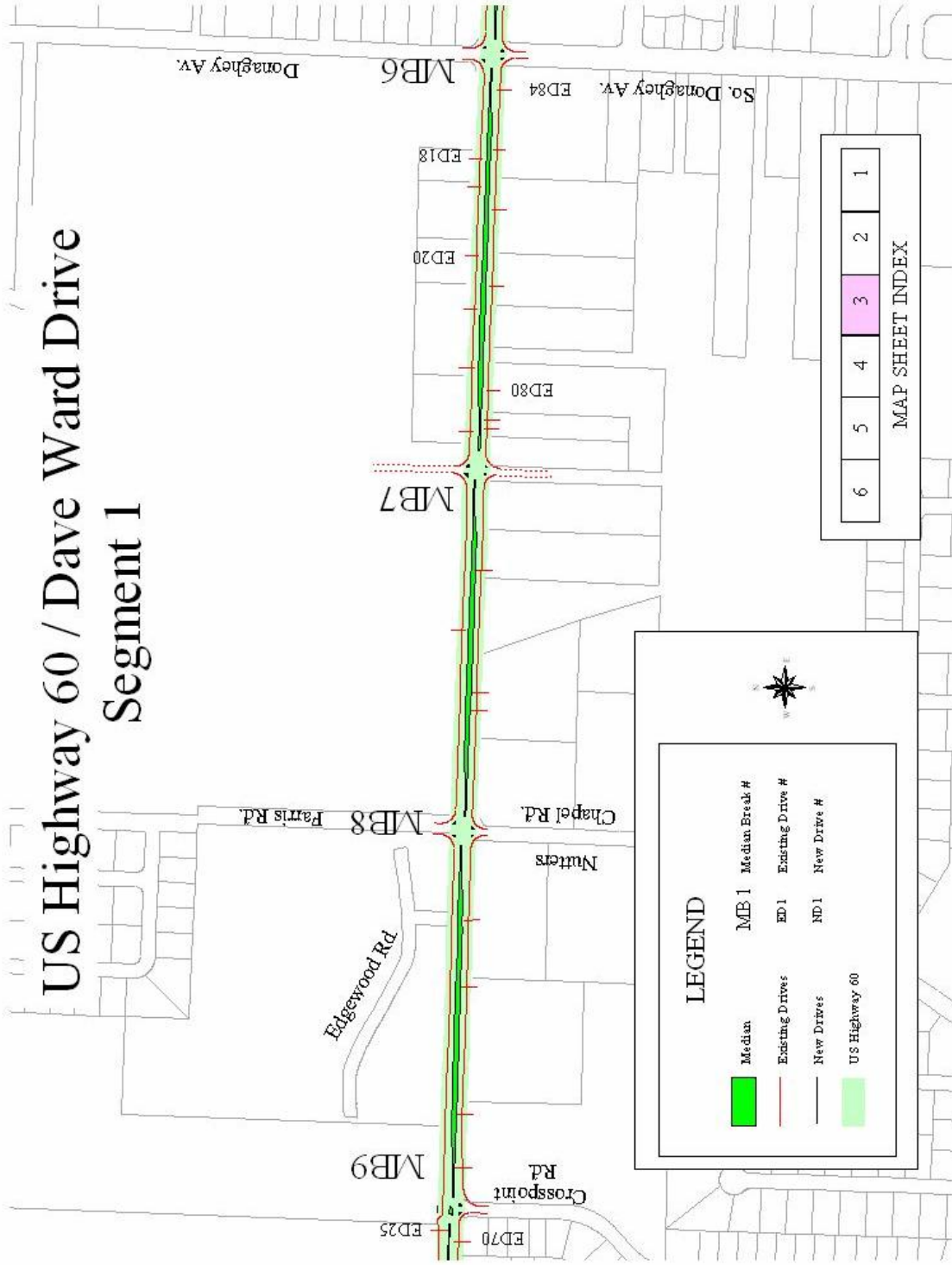
Rationale - This break is proposed to serve existing commercial development along the south side of the highway. The driveway aligned with the break will be sited midpoint on the property line between the two major property owners so that joint-access to both properties can be achieved with one median break. Development of the new driveway will necessitate the removal and consolidation of several existing driveways (ED#63-ED#67)and require joint-access agreements between the two

landowners. One of the property owners supports the proposal, while the other believes that the proposed break does not provide the access required of his business.








Staff believes the proposal does provide reasonable access to both properties while maintaining the general spacing principles held along the entire facility. The mobile home park property owner on the north side of the roadway is not satisfied with the proposed left-only directional break to the south, fearing access problems for mobile homes. However, if joint-access agreements can be worked out in the future with property owners along the north side to the east for joint access to the full directional break at Crosspoint Road, his concerns would be alleviated.

Conditions - Inclusion of this left-only directional median break and joint driveway is predicated on the willingness of the two property owners to enter into a joint-access agreement with each other and their concurrence with any necessary driveway closures and consolidations on their properties. The City of Conway agrees to pursue the issue of joint-access agreements or easements for properties along the north side of the highway through their normal platting and subdivision review processes.

US Highway 60 / Dave Ward Drive Segment 1



LEGEND

	Median		Median Break #
	Existing Drives		Existing Drive #
	New Drives		New Drive #
	US Highway 60		

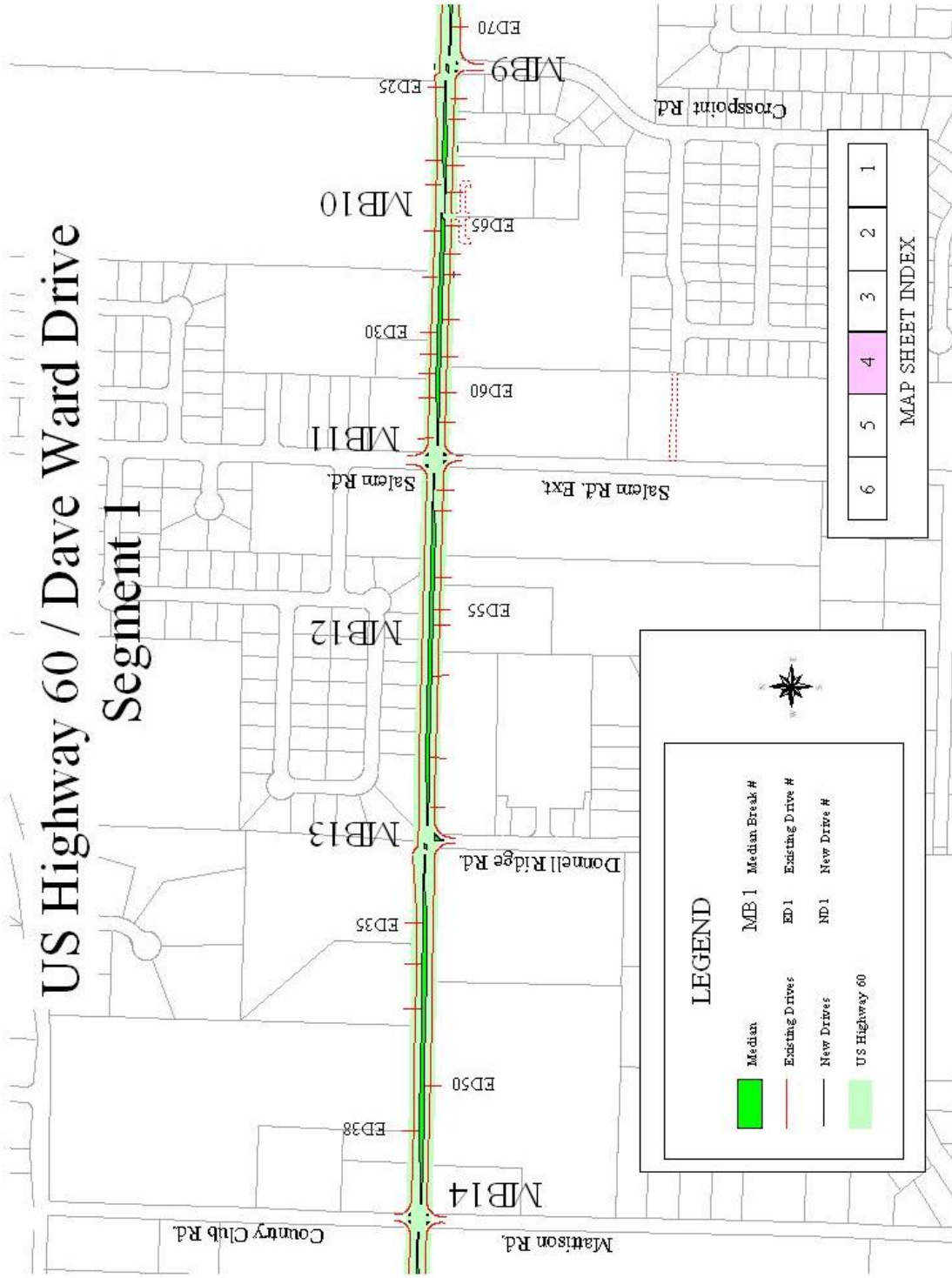


MAP SHEET INDEX








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US Highway 60 / Dave Ward Drive

Segment I



LEGEND

	Median		Median Break #
	Existing Drives		Existing Drive #
	New Drives		New Drive #
	US Highway 60		

MAP SHEET INDEX

6	5	4	3	2	1
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SECTION E- SALEM ROAD to COUNTRY CLUB/MATTISON ROAD -

MB #11 - SALEM ROAD – Full directional break, with quick turnarounds –

Conditions –Existing driveways along Hwy. 60 closer than 125 feet from the radius of the new intersection may be closed.

MB #12 – Left-Only directional turn bay to the south –

Rationale - This median break is proposed to serve existing commercial development.

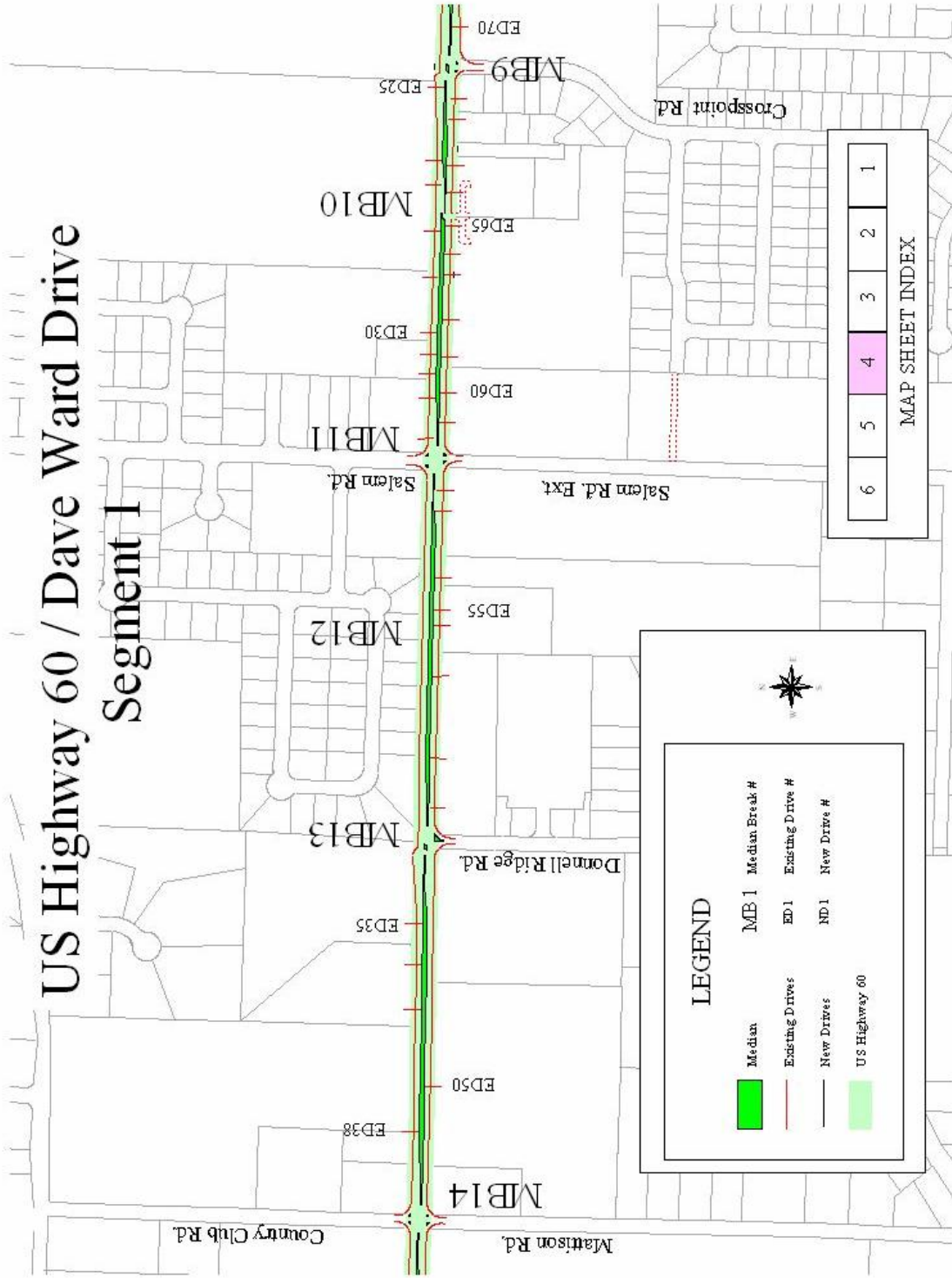
Conditions - The break is depicted on the map by number only (MB#12) since its development is conditional. Although the distance requirement of 1/8 mile for the directional break is achieved, in order to actually develop the median break the problem with sight distance on the hillside must be remedied. However, the practicality of providing this break is problematic. Actual determination as to whether the break can be provided cannot be made until design of the facility is completed.

MB #13 – DONNELL RIDGE ROAD – Partial directional break, with quick turnarounds –








Rationale - Since no development currently exists on the north side of the highway, this median break is proposed as a partial directional break, with quick turnarounds. Due to sight distance issues on the hillside, the initial phase of this intersection will not provide for left turns from Donnell Ridge Road onto Hwy. 60. This break can be retrofitted to a full directional break after traffic signal warrants are met.

US Highway 60 / Dave Ward Drive

Segment 1



LEGEND

	Median		Median Break #
	Existing Drives		Existing Drive #
	New Drives		New Drive #
	US Highway 60		

MAP SHEET INDEX

6	5	4	3	2	1
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-SECTION F- COUNTRY CLUB/MATTISON ROAD to HOGAN ROAD -

MB #14 – Country Club/Mattison Road – Full directional break, with quick turnarounds –

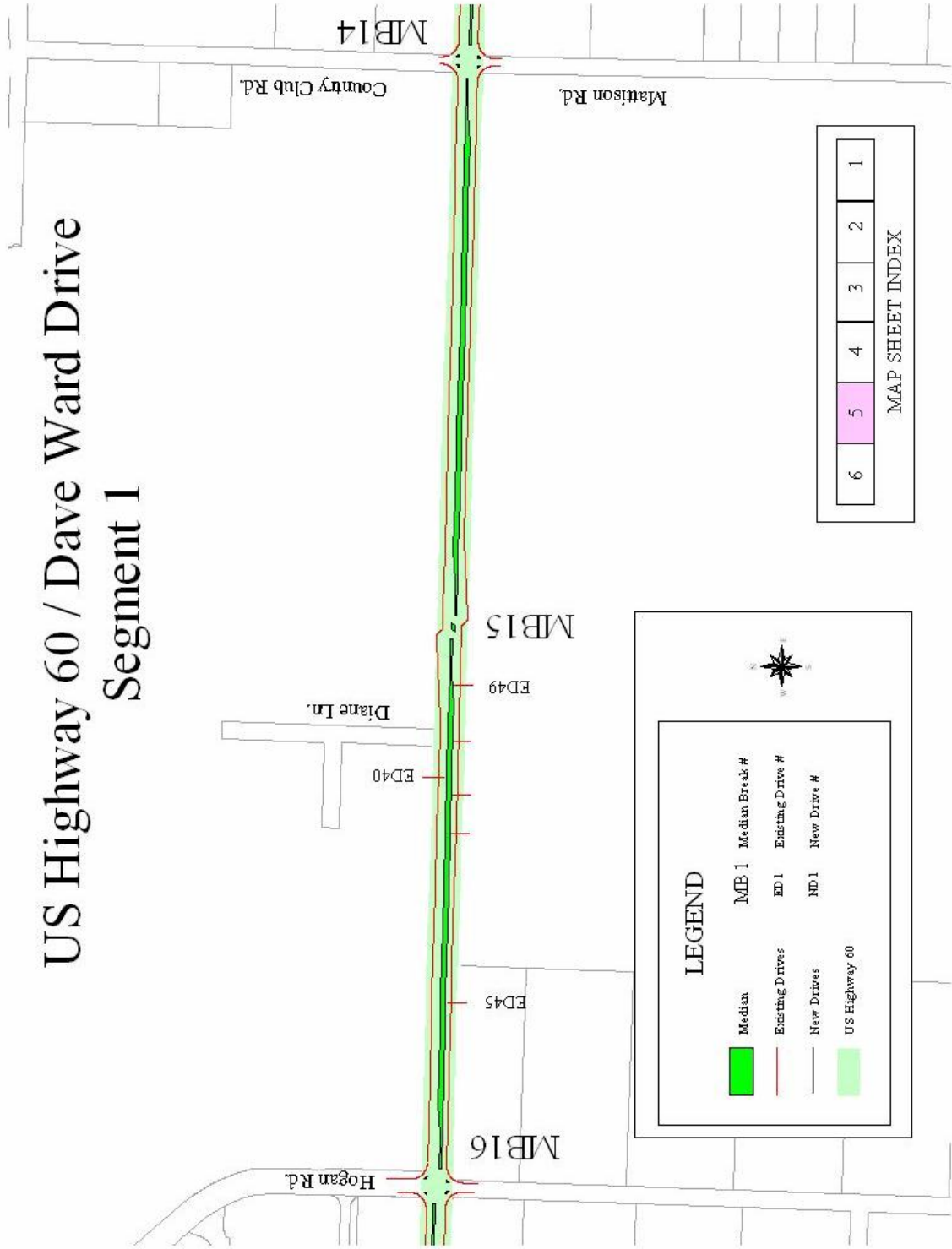
Conditions – Existing driveways along Hwy. 60 closer than 125 feet from the radius of the new intersection may be closed.

MB #15 – Midway between Country Club Road and Hogan – Bi-directional quick turnaround –

Rationale - Since no development exists on either side of the highway, this median break is proposed as a bi-directional quick turnaround only. The break can be retrofitted to a partial directional break when development within the area warrants and to a full directional break after traffic signal warrants are met.

Financial Responsibilities - The City of Conway agrees to pursue joint/access issues for properties within this segment through their normal platting and subdivision processes.

US Highway 60 / Dave Ward Drive Segment 1



LEGEND

Median	Existing Drives	New Drives	US Highway 60
MB 1	ED 1	ND 1	
Median Break #	Existing Drive #	New Drive #	

6	5	4	3	2	1
MAP SHEET INDEX					

-SECTION G- HOGAN ROAD to TUCKER CREEK BRIDGE -

MB #16 - Hogan Road – Full directional break, with quick turnarounds –

Conditions – Existing driveways along Hwy. 60 closer than 125 feet from the radius of the new intersection may be closed.

MB #17 - Temporary Left-Only directional turn bay to the south –

Rationale - This break meets the required 1/8-mile spacing requirements and is proposed to serve an existing truck repair facility.

Conditions - This proposal requires the closure and relocation of the existing driveway onto the property (ED#43) to align with the proposed median break. As agreed to by the owner of this property, this left-turn bay is proposed as a temporary access for the trucking facility only and would be removed in the event that the truck repair facility ceases operation. Should a major vehicular turnaround be constructed during the next widening phase of Dave Ward Drive west of Tucker Creek, the temporary access turn bay will be closed if (1) determined to be an unnecessary duplication and (2) if reasonable access to the truck repair property would not be significantly impacted.

MB #18 - Wal Mart west entrance – Partial directional break –

Rationale - This break is proposed so as not to allow left-turns onto Hwy. 60 in order to reduce the possibility of a future signal at this location. However, the break can be retrofitted to a full directional break after traffic signal warrants are met.

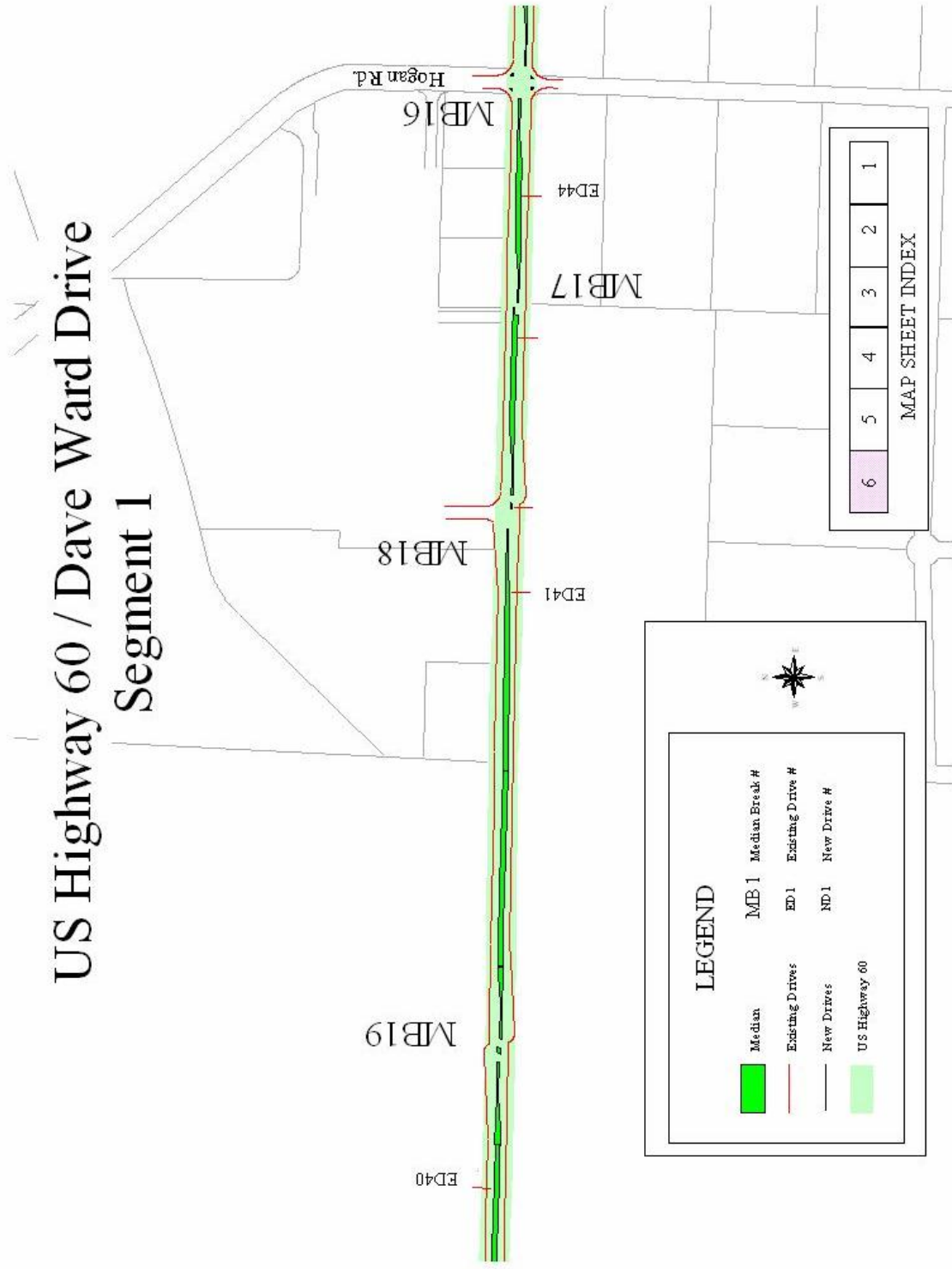
MB #19 – Bi-directional quick turnaround -

Rationale - Since no development exists on either side of the highway, this median break is designed initially as a bi-directional quick turnaround only. The break can be retrofitted to a partial directional break when development within the area warrants and to a full directional break after traffic signal warrants are met.

Financial Responsibilities - The City of Conway agrees to pursue joint/access issues for properties within this segment through their normal platting and subdivision processes.

US Highway 60 / Dave Ward Drive

Segment 1



LEGEND

- Median
- Existing Drives
- New Drives
- US Highway 60
- Median Break #
- Existing Drive #
- New Drive #



6	5	4	3	2	1
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MAP SHEET INDEX

APPENDIX C

SEGMENT 2 - TUCKER CREEK BRIDGE to PRINCE STREET

General design framework – Raised median-divided facility with median breaks spaced at ¼ mile minimum intervals; and traffic signals generally spaced at ½ mile intervals. Future signal locations will be determined by meeting warrants, on a case by case basis. Typical cross-section is four lane divided on 100' right-of-way.

Specific Design Elements

15' Raised Median-divided facility

Driveway Spacing of 300 feet.

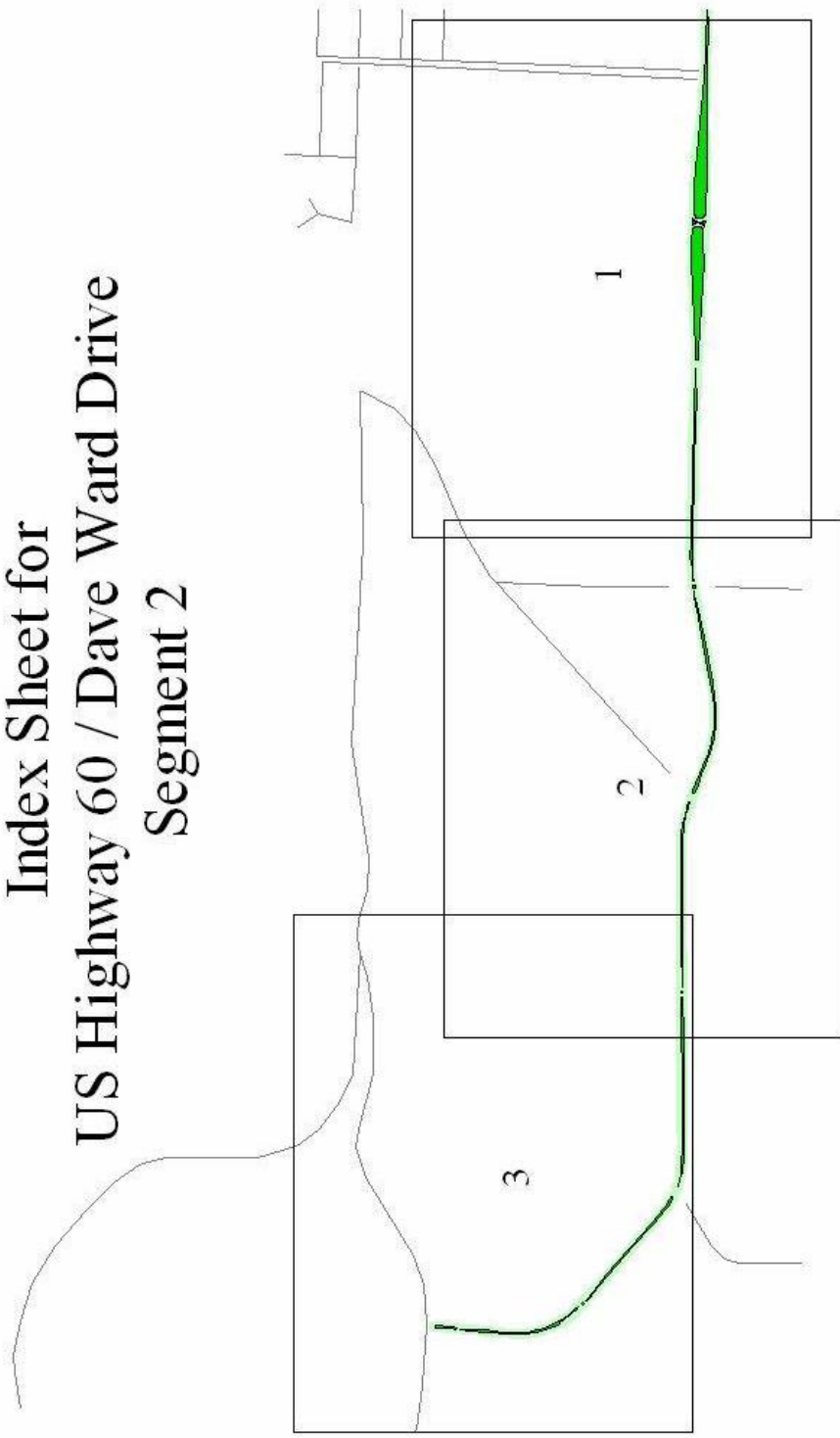
½ Mile Traffic Signal Spacing

Quick turn-around (bulb-out) design at most median breaks to allow U-turns.

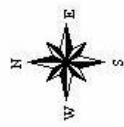
Eight (8) Median Breaks (identified by number MB# on the attached map)

- Five (5) partial directional breaks at the following locations:
(Eligible for retrofits to full directional breaks only after meeting signal warrants)
 - MB#21-Quail Run Circle (westernmost entrance),
 - MB#22-Trey Lane,
 - MB#23-Lee Andrew Lane,
 - MB#25-Lollie Road,
 - MB#26-Katie Lane,
- Two (2) interim bi-directional quick turnarounds at the following locations: (Eligible for retrofits to partial directional breaks when area development warrants)
 - MB#20-midway between Tucker Creek Bridge & Quail Run Circle (westernmost entrance), and
 - MB#24-midway Lee Andrew Lane and Lollie Road.
- One (1) left-only directional turn bay proposed as mitigation for existing institution at the following selected location: (Left-only directional turn bays are proposed with certain conditions and are not eligible for retrofits of any kind, except closure or removal.)
 - MB#27- Entrance to Toad Suck Park (US Corps of Engineers)

Index Sheet for US Highway 60 / Dave Ward Drive Segment 2



3	2	1
MAP SHEET INDEX		



CONCEPT SPECIFICS OF EACH MEDIAN BREAK

-SECTION H-TUCKER CREEK Br. To Lee ANDREW LANE-

MB #20 – Midway between Tucker Creek Bridge and Quail Run Circle (westernmost entrance) – Bi-directional quick turnaround –

Rationale - Since no development exists on either side of the highway, this median break is proposed as a bi-directional quick turnaround only. The break can be retrofitted to a partial directional break when development within the area warrants and to a full directional break after traffic signal warrants are met.

Financial Responsibilities - The City of Conway agrees to pursue joint/access issues for properties within this segment through their normal platting and subdivision processes.

MB #21 – Quail Run Circle (westernmost entrance) – Partial directional break, with quick turnarounds –

Rationale - Since no development currently exists on the south side of the highway, this median break is proposed as a partial directional break, with quick turnarounds. This break can be retrofitted to a full directional break after traffic signal warrants are met.

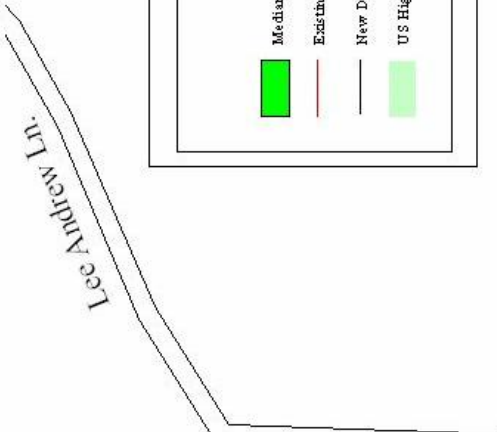
MB #22 – Trey Lane – Partial directional break, with quick turnarounds-

Rationale - Since this median break aligns with a local residential street to the north and on development on the south, it is proposed as a partial directional break only. Left-turns from Hwy. 60 into these residential areas will be accommodated, left-turns from these areas onto Hwy. 60 will be prohibited. The break can be retrofitted to a full directional break after traffic signal warrants are met.

MB #23 – Lee Andrew Lane – Partial directional break, with quick turnarounds –

Rationale - Since no development currently exists on the south side of the highway, this median break is proposed as a partial directional break, with quick turnarounds. This break can be retrofitted to a full directional break after traffic signal warrants are met.

US Highway 60 / Dave Ward Drive Segment 2



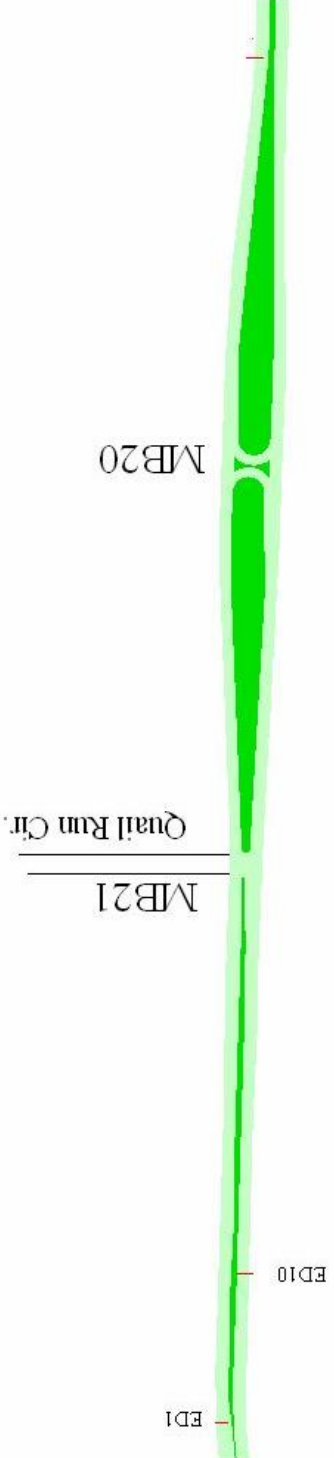
LEGEND

	Median	MB 1	Median Break #
	Existing Drives	ED1	Existing Drive #
	New Drives	ND1	New Drive #
	US Highway 60		

N
W E S

3	2	1
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MAP SHEET INDEX



-SECTION I- LEE ANDREW LANE to PRINCE STREET

MB #24 – Midway between Lee Andrew Lane and Lollie Road – Bi-directional quick turnaround –

Rationale - Since no development exists on either side of the highway, this median break is proposed as a bi-directional quick turnaround only. The break can be retrofitted to a partial directional break when development within the area warrants and to a full directional break after traffic signal warrants are met.

Financial Responsibilities - The City of Conway agrees to pursue joint/access issues for properties within this segment through their normal platting and subdivision processes.

MB #25 – Lollie Road – Partial directional break, with quick turnarounds –

Rationale - Since no development currently exists on the north side of the highway, this median break is proposed as a partial directional break, with quick turnarounds. This break can be retrofitted to a full directional break after traffic signal warrants are met.

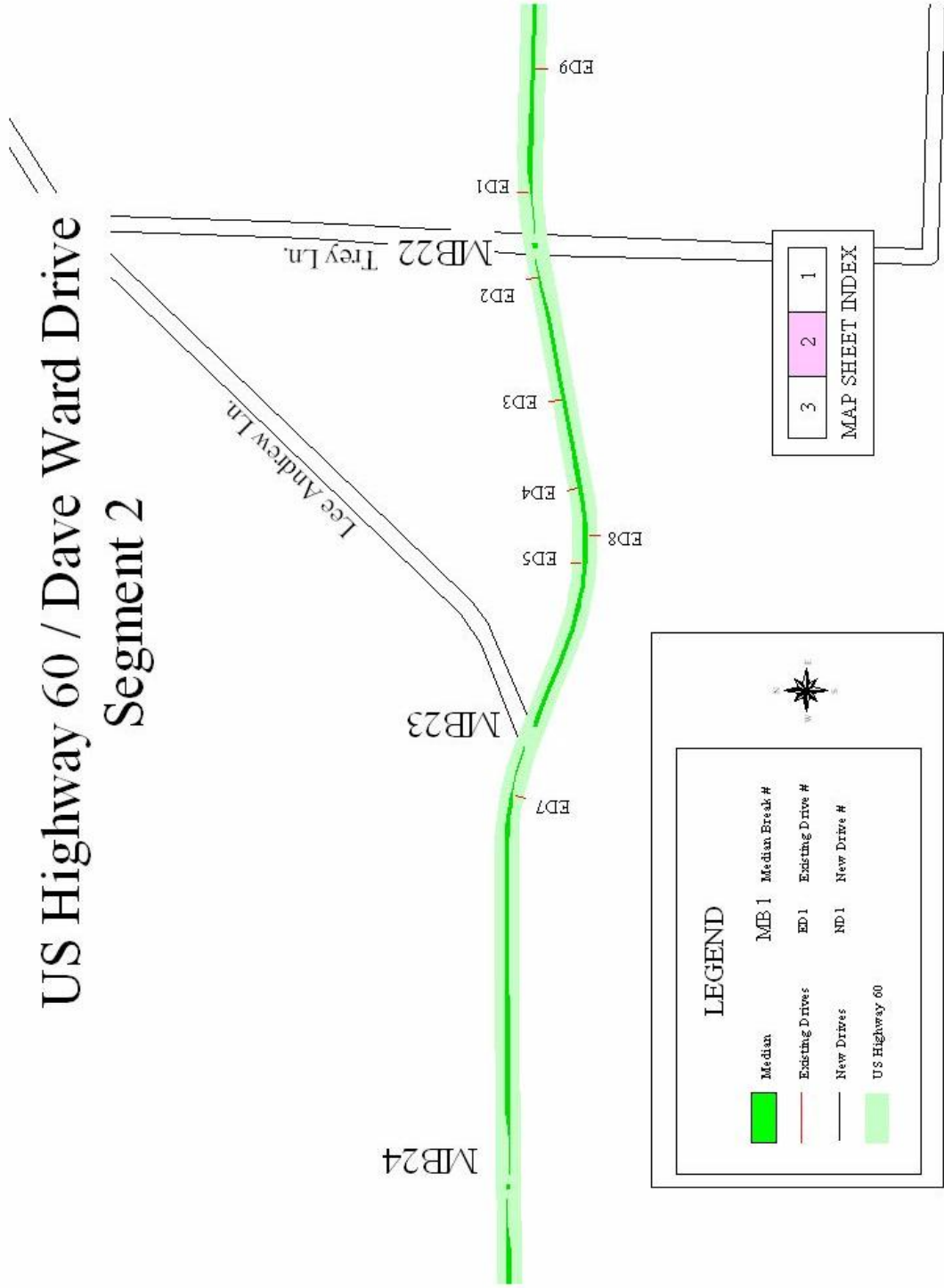
MB #26 – Katie Lane – Partial directional break, with quick turnarounds-

Rationale - Since this median break aligns with a local residential street to the north and a residential driveway to the south, it is proposed as a partial directional break only. Left-turns from Hwy. 60 into these residential areas will be accommodated, left-turns from these areas onto Hwy. 60 will be prohibited. The break can be retrofitted to a full directional break after traffic signal warrants are met.








MB #27 – Toad Suck Park - Left-Only directional turn bay to the south -

Rationale - This left-only directional turn bay is proposed to serve the existing entrance into Toad Suck Park..

US Highway 60 / Dave Ward Drive Segment 2



LEGEND

	Median		Median Break #
	Existing Drives		Existing Drive #
	New Drives		New Drive #
	US Highway 60		

MB 1 MB 1 MB 1

ED 1 ED 1 ED 1

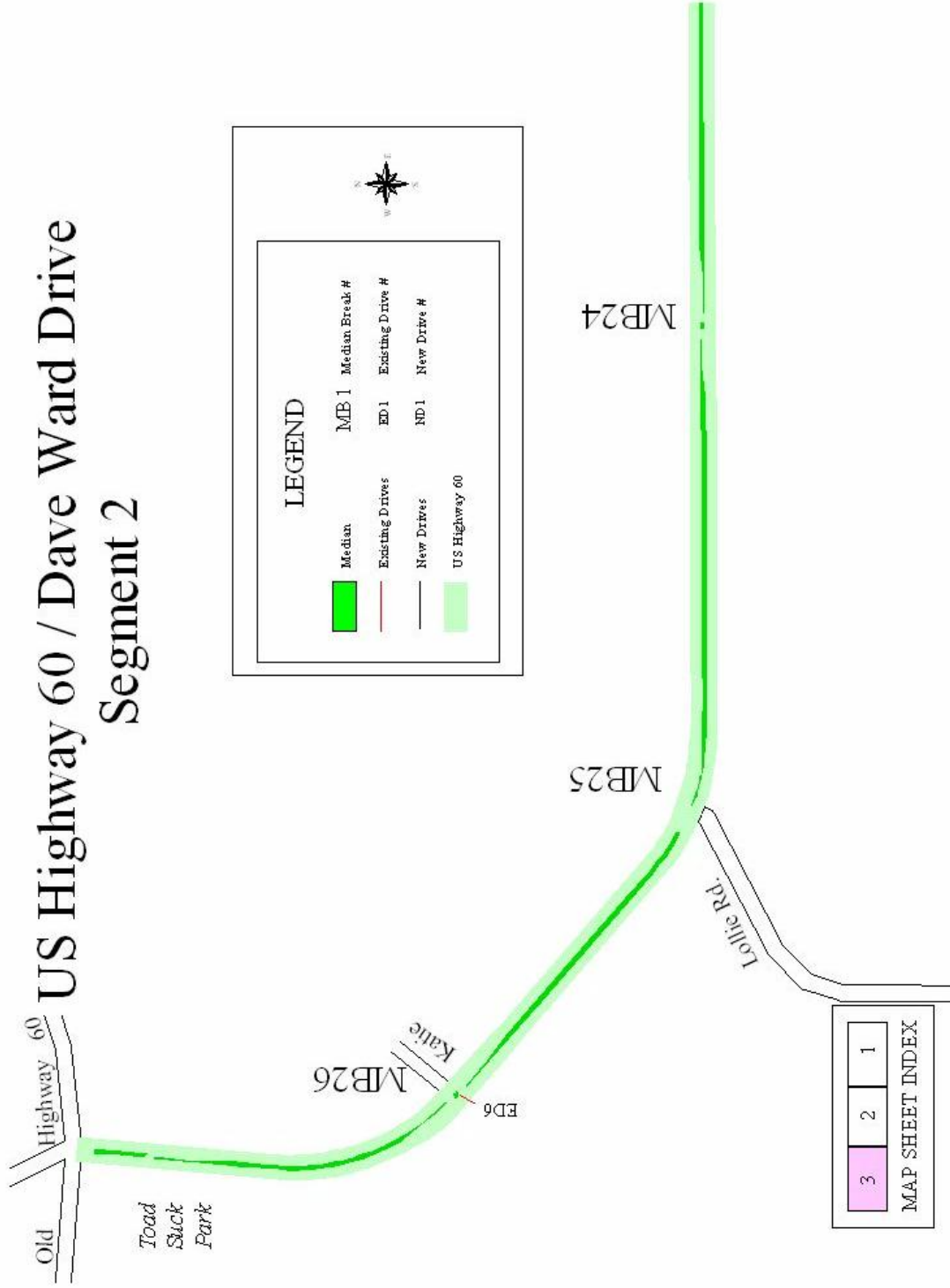
ND 1 ND 1 ND 1

US Highway 60

MAP SHEET INDEX

3	2	1
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US Highway 60 / Dave Ward Drive Segment 2



APPENDIX D
Resolutions

APPENDIX E

Implementing Ordinances, Easements, Joint Access Agreements and Other Documents

(Developed following adoption of this agreement and subsequently attached)