

## PARKS AND TRAILS PLAN

Recommendations for Springfield's park and trails system are based upon a number of factors including national standards, regional opportunities and plans, and identified needs and desires of the City of Springfield.

Community input has shown that Springfield residents who attended the town hall meeting, focus group meetings, design charrette, and public forum would like to see the parks and trails facilities, programs, and activities in the City of Springfield improved and expanded. Recommendations are provided for existing and proposed parks, as well as improvements to the MoPac and proposed community trails to connect to the MoPac.

These recommendations may change over time, but will provide a basis for developing individual park and trail master plans/layouts. In addition to certain recommendations, Table 6 identifies the required and optional facilities, amenities, and services for each classification of park or facility. They shall be considered when designing a new park or facility or updating an existing one. Implementing such recommendations will improve and expand park and recreation facilities and activities for all residents of the City of Springfield, the surrounding area, and may even draw people from greater distances.

The **Future Park Service Area Map (Figure 49)** shows existing and proposed parks, along with the service areas for mini-parks, neighborhood parks, community parks, urban/regional parks, and sports complexes. Park locations are centralized inside the service areas. Locations of the proposed parks as shown on the maps are approximate. Parks are shown in the general area where the facilities may be located. These proposed locations may shift or be altered when the planning and development of subdivisions or roadways becomes more detailed. Likewise, the type of a park may change based upon changing situations.

## Recommendations

Table 6 Required and Optional Facilities, Amenities, and Services

Possible Facilities	Mini Park	Neighborhood Park	Community Park	Large Urban / Regional Park	School Park	Special Use Facility	Sports Complex	Trail / Greenway
<b>Park and Recreation Facilities</b>								
<b>Play Equipment/Structures</b>	R	R	R	O	R	O	O	O
<b>Open Play Area</b>	R	R	R	R	R	O	O	O
<b>Soccer Fields</b>	-	O	O	O	O	O	O	-
<b>Softball Fields</b>	-	O	O	O	O	O	O	-
<b>Baseball Fields</b>	-	O	O	O	O	O	O	-
<b>Paved Multi-use Areas</b>	O	R	R	O	R	O	O	-
<b>Tennis Courts</b>	O	O	O	O	O	O	O	-
<b>Basketball Courts</b>	O	O	O	O	O	O	O	-
<b>Volleyball Courts</b>	O	O	O	O	O	O	O	-
<b>Multi-Purpose Trails</b>	O	R	R	R	R	O	O	O
<b>Picnic Facilities (shelters)</b>	R	R	R	R	O	O	O	O
<b>Special/Unique Features</b>	O	R	R	R	O	O	O	O
<b>Natural Areas</b>	O	O	O	R	O	O	O	O
<b>Trees/Shaded Areas</b>	R	R	R	R	R	O	R	R
<b>Special Use Facilities</b>	-	O	O	O	O	R	O	O
<b>Swimming Pool</b>		O	O	O	O	O	O	-
<b>Aquatic Center</b>	-	-	O	O	O	O	O	-
<b>Wading Pool</b>	O	O	O	O	O	O	-	-
<b>Ice Skating Park</b>	-	O	O	O	O	O	-	-
<b>Amphitheater/Outdoor Gathering Area</b>	-	O	O	O	O	O	-	O
<b>Arboretum/Botanical Gardens</b>	-	O	O	O	-	O	O	O
<b>Fine Arts Facility/Public Art Displays</b>	-	-	O	O	-	O	-	O
<b>Community Center or Indoor Rec.</b>	-	O	O	O	O	O	O	-
<b>Camping Facilities (RV facilities)</b>	-	-	-	O	-	O	-	-
<b>Dog Park</b>	-	-	O	O	-	O	-	O
<b>Horseshoes</b>	O	O	O	O	O	O	O	-
<b>Disc/Frisbee Golf</b>	-	O	O	O	O	O	O	O
<b>Roller Hockey</b>	O	O	O	O	O	O	O	-
<b>Football/Rugby Field</b>	-	-	O	O	O	O	O	-
<b>Outdoor or Exercise Circuit</b>	-	O	O	O	O	O	O	O
<b>Skating Facility (indoor/skateboard)</b>	-	O	O	O	-	O	O	O
<b>High-Risk Area</b>	-	-	O	O	-	O	O	-
<b>Golf Course</b>	-	-	O	O	-	O	O	O
<b>Youth Sports Complex</b>	-	O	O	O	-	O	O	-
<b>Competitive Sports Facility</b>	-	-	O	O	-	O	O	-

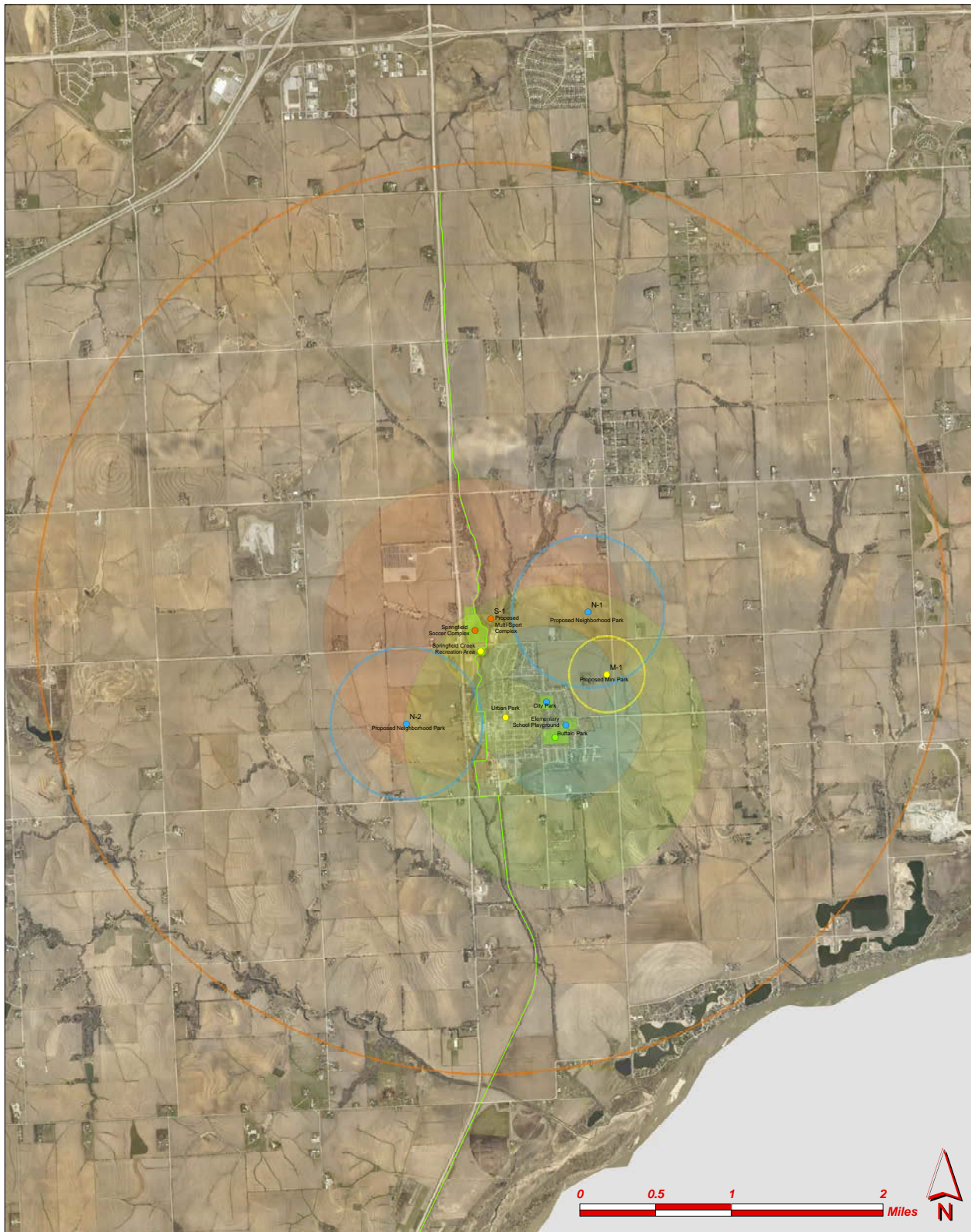
## Recommendations

Table 6 (cont.)

## Required and Optional Facilities, Amenities, and Services

Possible Facilities	Mini Park	Neighborhood Park	Community Park	Large Urban / Regional Park	School Park	Special Use Facility	Sports Complex	Trail / Greenway
<b>Park and Recreation Amenities</b>								
<b>Security Lighting</b>	R	R	R	R	R	R	R	O/R*
<b>Activity Lighting</b>	O	O	R	O	O	O	R	-
<b>Public Telephone</b>	O	O	R	R	R	R	R	O
<b>Off Street Parking</b>	O	R	R	R	R	R	R	O/R*
<b>Bike Racks</b>	R	R	R	R	R	R	R	O/R*
<b>Restrooms</b>	O	R	R	R	R	O	R	O/R*
<b>Drinking Fountains</b>	R	R	R	R	R	R	R	O/R*
<b>Benches</b>	R	R	R	R	R	R	R	R
<b>Picnic Tables</b>	O	R	R	R	O	O	R	O
<b>Signage</b>	R	R	R	R	R	R	R	R
<b>Information Kiosks</b>	-	-	O	O	-	O	O	O
<b>ADA Accessibility</b>	R	R	R	R	R	R	R	R
<b>Park and Recreation Services</b>								
<b>Security**</b>	R	R	R	R	R	R	R	R
<b>Emergency Telephone Service</b>	O	O	O	O	O	O	O	O
<b>Reservations for Facility Use (shelters, group picnics, sports leagues, for-profit use)</b>	R	R	R	R	R	R	R	-
<b>Activities/Facilities for Groups, Companies, Teams</b>	-	O	R	R	O	O	R	O
<b>Special Events (programs, concerts, fairs)</b>	O	O	O	O	O	O	O	O
<b>Facilities and Grounds Maintenance</b>	R	R	R	R	R	R	R	R
<p>R : Required Facility/Service  O : Optional Facility/Service  - (Dashes): Not Appropriate</p> <p>* : Optional for Greenway, Required for Trail  ** : May include, but not listed to, police patrols, private security, neighborhood watches, park design, to eliminate hidden places, structure design and lighting, and /or location markers on trail.</p> <p>Note: This does not preclude the addition of the other unlisted facilities and services as optional.</p>								

Figure 49 Future Park Service Area Map



Parks	Trails	Park Service Area
● Mini Park	— MoPac Trail	● 1/4 mile Mini Park Service Area
● Proposed Mini Park		● 1/4 mile Proposed Mini Park Service Area
● Neighborhood Park		● 1/2 mile Neighborhood Park Service Area
● Proposed Neighborhood Park		● 1/2 mile Proposed Neighborhood Park Service Area
● Community Park		● 1 mile Community Park Service Area
● Sports Complex		● 1 mile Sports Complex Service Area
● Regional Sports Complex		● 3 mile Proposed Regional Sports Complex Service Area
● Parks		

**Springfield, Nebraska**

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**Future Park Service Area**

Created By: TKC  
 Date: 9/4/14  
 Revised: 9/25/14  
 Software: ArcGIS 10.1  
 File: 131322

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## Community Park

## Community Park



As previously stated it is the goal of the City of Springfield to provide the required facilities and services where possible in existing and proposed parks. Buffalo Park is considered a community park although it only covers 10 acres. This is due to the small population of the city, and that it provides the only public water attraction as well as the only legion baseball field in the city.



As general guidelines, community parks should strive to have the following:

- a site of approximately 30 to 50 acres but can be smaller in special circumstances such as a special amenity or smaller community population
- a service area with a maximum three mile radius, typically a one to two mile radius
- surrounding land uses are primarily residential
- located adjacent to arterial or collector street(s)

*Buffalo Park Recommendations*

- update/add to play equipment
- miniature “bicycle city” where kids can ride around on bikes (suggestion from the community)
- bicycle racks
- connect trails within park to MoPac Trail
- improve vehicle parking lot
- add restroom facilities for the splash pad
- update signage for park and amenities within
- improve east picnic structure
- develop park master plan/layout through public input
- provide aesthetic and identification amenities
- provide ADA accessibility and ADA facilities where feasible

## Neighborhood Parks

### Neighborhood Parks



It is the goal of the City of Springfield to provide the required facilities and services where possible in existing and proposed neighborhood parks. Currently Springfield has one park (City Park) which is classified as a neighborhood park, although Buffalo Park does function as a neighborhood park in some respects. Neighborhood parks should be the backbone for the city's park and recreation system comprising the vast majority of park space within the city. In addition to Springfield City Park, there are two proposed neighborhood parks to be built as they are needed due to the expansion of the city.

As general guidelines, neighborhood parks should strive to have the following:

- a site of approximately five to ten acres
- a service area with a maximum ½ mile radius
- not more than 50% of the site should have a slope greater than 4%
- a site that takes advantage of vegetation and other natural resources of the area
- a site located in primarily residential areas

#### *Springfield City Park Recommendations*

- lights for the softball field
- pathways within the park and connecting to the surrounding neighborhood
- increase parking volume or pedestrian accessibility if increased parking is not possible
- improved lighting for the basketball court
- provide drinking fountains
- develop park master plan/layout through public input
- provide aesthetic and identification amenities
- provide ADA accessibility and ADA facilities where feasible

#### *Proposed Neighborhood Parks*

##### *N-1*

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See Table 6)

##### *N-2*

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See Table 6)

## Mini Parks



It is the goal of the City of Springfield to provide the required facilities and services where possible in existing and proposed parks. Two small parks within Springfield's jurisdiction are classified as mini-parks. There is one proposed mini-park to be built as it is needed due to platting of a subdivision and expansion of the city. The following recommendations pertain to the existing mini-parks.

As general guidelines, mini-parks should strive to include the following:

- a site between 2,500 square feet to one acre
- a service area of a maximum ¼ mile radius
- a site with a less than 4% slope
- a site that takes advantage of vegetation and other natural resources of the area
- a site that is located in residential areas

### Urban Park Recommendations

- engaging anchor point for the community and visitors
- space for an annual community Christmas tree
- space for events such as concerts, movies, weddings, pep rallies
- space for art shows, farmers markets
- covered shelter for picnics, parties, receptions
- veterans recognition wall/memorial and flag poles
- low maintenance materials
- develop park master plan/layout through public input
- provide aesthetic and identification amenities
- provide ADA accessibility and ADA facilities where feasible

### Springfield Creek Recreation Area Recommendations

- permanent restrooms
- plant and identify more trees
- additional bicycle racks
- update map of Springfield with new trail connection to MoPac
- picnic facilities such as grills, more trash cans, and picnic tables
- benches
- drinking fountains
- develop park master plan/layout through public input
- provide aesthetic and identification amenities
- provide ADA accessibility and ADA facilities where feasible

### Proposed Mini-Park

#### M-1

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See Table 6)

## Sports Complexes

### Sports Complexes



It is the goal of the city to provide the required facilities and services where possible in existing and proposed sports complexes. There is one existing sports complex which also serves the community as a regional park. Another multi-sport complex is proposed as the need increases and when feasible for the city.

As general guidelines, sports complexes should strive to have the following:

- size of the site is greater than 25 acres
- a service area that is community-wide
- surrounding land uses are variable
- adjacent to arterial or collector street(s)
- adequate parking and accessibility

#### *Springfield Soccer Complex Recommendations*

- permanent bathrooms
- benches
- additional trees between fields, if possible, to add shade for spectators
- lights for the fields
- further advertise the complex and its capabilities and events
- coincide development at Platteview Rd and Hwy 50 node with needs of soccer complex users
- develop park master plan/layout through public input

#### *Proposed Sport Complex*

##### *S-1*

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities
- Provide ADA accessibility and ADA facilities where feasible
- Connect park with adjacent residential development with trails
- Provide basic requirements that are feasible and optional additions that are desired (See Table 6)



## School Park



For the proposed school parks, it is the goal of the city to work with the school district to provide the required facilities and services where possible. Adjacent land to the proposed school sites may be required to supply required facilities and services to fulfill provisions of a neighborhood park without building an additional park. These needed provisions may include parking areas, play sets for toddlers, drinking fountains, and restrooms. The goal is not to duplicate facilities but make the recreational use of the land more efficient.

As general guidelines, school-parks should be constructed as neighborhood parks or in conjunction with neighborhood parks and should strive to have the following:

- size of the site is variable (typically around five acres)
- service area is variable (typically ½ mile radius)
- a site that takes advantage of the trees and other natural resources of the area
- located primarily in residential zoned areas

Sites that include schools should be large enough to accommodate school needs and neighborhood park uses, where feasible. A committee of city personnel and representatives of the school district should be established to discuss joint use facilities, joint maintenance possibilities, and joint improvement possibilities to maximize community use of facilities. The committee should also establish a process whereby new schools that may fall under formal joint use agreements are planned and designed jointly by the school district and the city. Master plans for each school park should be developed through public input by such committee.

### *Springfield Elementary School Playground Recommendations*

- consideration of pedestrian connection along Main Street
- painted lines for basketball court and volleyball court
- small temporary soccer goals
- improved lighting
- added trees along streets bordering the school playground
- work with school district to develop park master plan/layout through public input
- provide ADA accessibility and ADA facilities where feasible

## Trails

### Trails

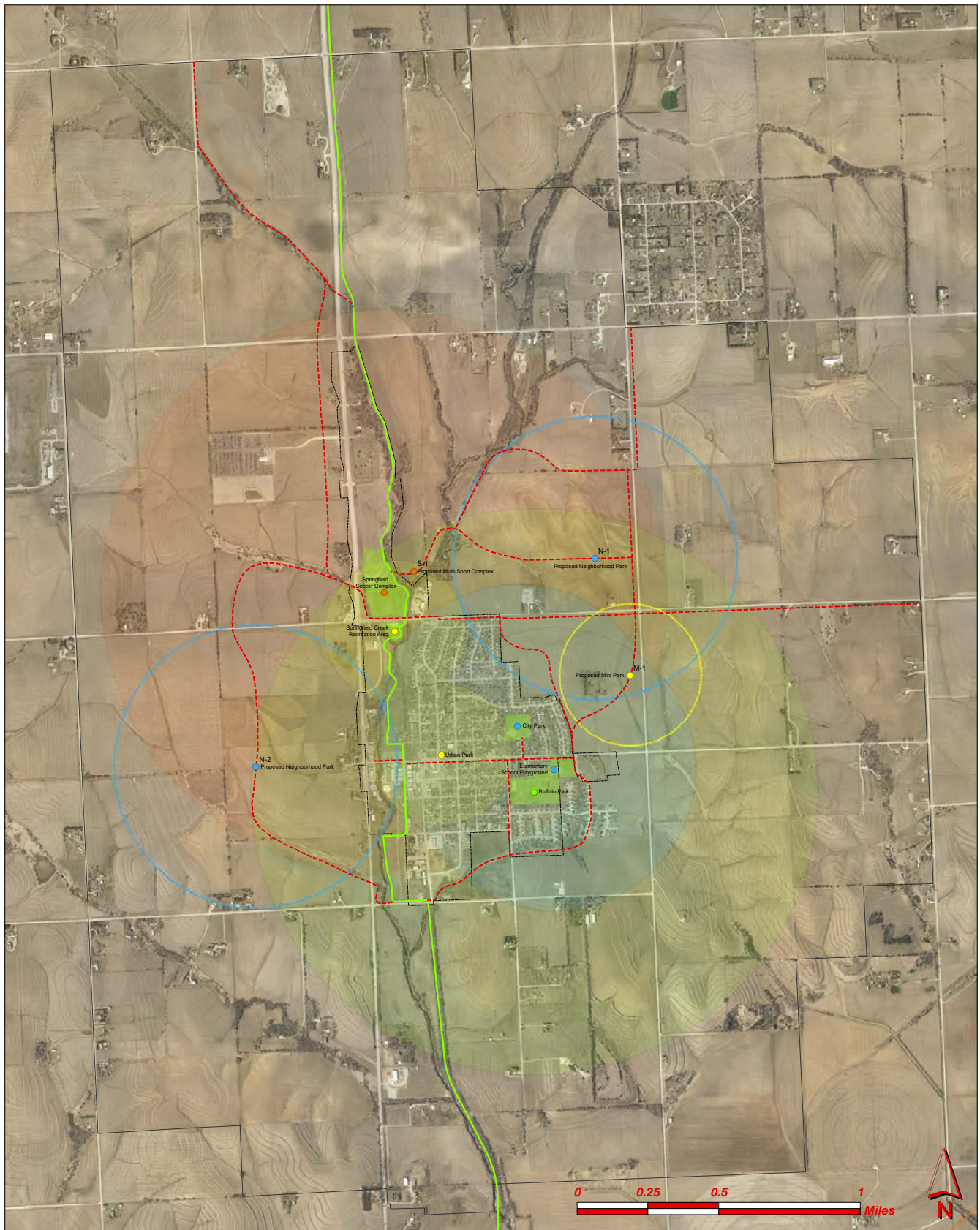


Another goal of the city is to improve upon existing trails within Springfield and enhance the trail network with new trails throughout the city. Such trails should connect parks, public facilities, and residential developments throughout Springfield and its one mile extra-territorial jurisdiction. Trail connections will provide safe routes to schools, parks, public facilities, and shopping areas which are extremely important to those who are unable, or choose not to drive (children, elderly, etc.)

As Springfield grows and expands its corporate limits, drainageways and streams are recommended to be developed as both common areas and multi-purpose recreational trails. In addition, the City of Springfield should look at connecting to the regional MoPac Trail system that runs through the eastern portion of Springfield. Figure 50 identifies the Park and Trails Map for the City of Springfield. This map illustrates both the existing and proposed trails and the connections made to existing public facilities, neighborhoods, and parks. Although the map identifies a number of proposed trails, there may be additional trails desired and their exact locations may vary depending upon developments, drainage improvements, etc. The location of proposed trails is based on future land use, future parks, and existing parks and facilities.

As sidewalks need repairs or as streets and highways are improved, consideration shall be made to incorporate and construct the trails system as proposed on Springfield's Parks and Trail Map. In addition, as the city grows and subdivisions are platted, such developments shall incorporate trails that will benefit their development and connect to other community facilities as identified in the Parks and Trails Map. These trails shall meet current design standards, shall be concrete or asphalt, and all trails shall be ADA accessible and constructed to standards that allow for safe pedestrian and bicycle use. Additional recommendations regarding trails (on-road and off-road facilities), sidewalks, and pedestrian ways are provided in the Transportation Plan.

Figure 50 Parks and Trails Map



Parks	Trails	Park Service Area
● Mini Park	--- Proposed Trails	○ 1/4 mile Mini Park Service Area
● Proposed Mini Park	--- MoPac Trail	○ 1/4 mile Proposed Mini Park Service Area
● Neighborhood Park		○ 1/2 mile Neighborhood Park Service Area
● Proposed Neighborhood Park		○ 1/2 mile Proposed Neighborhood Park Service Area
● Community Park		○ 1 mile Community Park Service Area
● Sports Complex		○ 1 mile Sports Complex Service Area
● Regional Sports Complex		
■ Parks		

**Springfield, Nebraska**

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**Parks and Trails**

Created By: THC  
 Date: 8/4/14  
 Revised: 9/25/14  
 Software: ArcGIS 10.1  
 File: 131322

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## TRANSPORTATION PLAN

Adequate circulation systems are essential for the safe and efficient flow of vehicles and pedestrians, to all parts of the community. Communities need to be able to provide adequate transportation services to move people and goods around and through the community. In addition, access to facilities, industries, and businesses should facilitate efficient traffic patterns while minimizing conflicts between vehicular and pedestrian traffic.

Land use and transportation work together to create the pattern for future development. An improved or new transportation route generates a greater level of accessibility and determines how adjacent land may be utilized. Land use shapes the demand for transportation routes and alternatives, while transportation projects can direct new development locations and intensities to areas where the transportation infrastructure can best accommodate their needs. This interaction of land use and transportation is illustrated on the Future Land Use and Transportation Map (Figure 42) of this Plan.

The adequacy of Springfield's transportation system will have a substantial impact on the rate and pattern of its future growth and development. To ensure the transportation system is able to expand efficiently and remain consistent with Springfield's comprehensive plan requires careful, consistent long-range planning efforts. The transportation needs, in terms of both location and capacity, will change as land uses are proposed, altered, and constructed. It is important that future land use patterns be considered along with the existing street pattern when street improvements are identified. In general, the greater the transportation need or demand generated by a particular land use, the more important it is for that land use to be located near major transportation facilities.

### Transportation Relationship to Land Uses

Commercial uses and activities are most sensitive to accessibility since their survival often depends upon the ease with which potential customers can travel to their location. In this case, accessibility refers not only to the distance which must be driven, but also the ease with which the site can be found and accessed, as well as the availability of convenient parking. Therefore, commercial land uses are generally located near the center of their market area, along highways and arterials, and at major intersections. Clustering commercial uses together is also an advantage because it creates an image that is memorable, allows the community to control the flow of high traffic volumes, can provide shared parking facilities, and will allow a pedestrian connection between the uses. Some corridors; depending upon access, will allow for flex space, business park, and mixed-use developments.

Residential uses are very sensitive to traffic patterns. Commercial and industrial traffic should not travel through residential areas in order to access their destination. In residential areas speeds are slower, and roads are typically narrower to encourage heightened driver attentiveness. Pedestrian safety is paramount when planning transportation routes through residential areas.

Industrial uses are also highly dependent on transportation access, but in a different way. For example, visibility is not as critical for an industrial business as it is for most commercial uses. Industrial uses often need access to more specialized transportation facilities, which is why they tend to be located near railroad lines, highways, and reinforced roadways built to handle heavy truck traffic.

Public uses, such as city offices and parks, also require efficient and clear access routes. The public should be able to locate and use public services without difficulty. Facilities such as community centers and regional parks may generate significant traffic loads, especially during community events, and need to be located near arterial streets. Pedestrian accessibility to these public uses is also very important and trails should be designed to connect such uses to residential areas of the community.

## Local Designations

The Future Transportation Plan is the collective result of the intentions and predictions of where Springfield will develop and logical areas for city investment. The Future Land Use is the driving force behind the planning of the future transportation network in and around Springfield.

Multiple meetings and many conversations about the traffic flows and trends observed around Springfield have led to a countless number of options to consider. Many local residents believe that Platteview Road will see a large increase in traffic, where as, the Nebraska Department of Roads does not consider it a viable alternate truck route.

### Future Street Classifications

Streets are classified based upon the function they serve. All streets fall within one of four classifications. Utilizing street classifications allows a community to examine their transportation system and identify weaknesses. Using a hierarchical classification system, street facilities and improvements can be planned to address existing and future transportation needs as well as influence land use patterns.

#### Major Arterial

**This functional class of street serves the major portion of through-traffic entering and leaving the community and is designed to carry the highest traffic volumes. These serve intra-area traffic such as between the intense commercial areas and outlying residential areas or traffic between major community facilities. Managing and controlling access to these types of roadways is very important. This access must respect and reflect the land uses and development context adjacent to each major arterial. For example, managing and controlling access to and from a roadway in the established parts of Springfield differs from that in developing locations, because of the varying character of these areas. The major arterial system is stratified into the following two subsystems:**

- **Interstate Highway:** These are divided, limited access facilities with no direct land access. The Interstate does not have at-grade crossings or intersections. The interstate is intended to provide the highest degree of mobility serving potentially large traffic volumes and long trip lengths.
- **Other Major Arterial:** This functional class of street serves the major portion of inter-community and intra-community traffic movement within the city and is designed to carry high traffic volumes. Facilities within this classification are capable of providing direct access to adjacent land but such access is incidental to the primary functional responsibility of moving traffic within the system.

## 4.5 TRANSPORTATION PLAN

## Local Designations

**Springfield's Major Arterial****Highway 50**

Highway 50 will be resurfaced in 2015 from Springfield to Louisville as well as some Platte River bridge work. This resurfacing project will not widen the highway but should last the highway seven to ten years. As this corridor will most likely see more traffic with development occurring north near Highway 370, this stretch of Highway 50 will need to be considered by the Nebraska Department of Roads District 2's priority budgeting list in the next decade. If it becomes a higher priority, this could potential ensure the needed replacement and potential widening to occur in a timely matter. Hopefully, within the next decade, there will be other funding sources available to ensure this important amenity is serviced.

**Other Arterial**

**This functional class serves trips of moderate length and offers a lower level of mobility than major arterial. This class of street interconnects with and augments major arterials, distributes traffic to smaller areas, and contains streets that place some emphasis on land access. These streets/roads are characterized by moderate to heavy traffic volumes.**

**Springfield's Other Arterial****Platteview Road**

Many local residents believe that Platteview Road will see a large increase in traffic, whereas; the Nebraska Department of Roads does not consider it a viable alternate truck route. There was a Platteview Road Corridor Study conducted for Metropolitan Area Planning Agency (MAPA) in regards to its existing conditions, potential changes, and estimates of the costs for potential changes. Funding for such improvements is also in consideration. It is not a state highway, Sarpy County does not currently have it budgeted to be widened, and MAPA is determining a logical south bypass. Additional consideration for the City of Springfield is to protect the Platteview Road right-of-way for future expansion to avoid undue buyouts of properties along the right-of-way.

If Platteview Road becomes a four- or five-lane divided arterial, it may cause an additional hardship on Springfield as the city will eventually develop to the north. Pedestrian crossings will become important by maintaining the underpass near the Soccer Fields and planning ahead for additional pedestrian routes or underpasses. This forethought will help keep children safe and improve alternative transportation throughout Springfield.

**Springfield's Minor Arterials****132nd St****Pflug Road**

These minor arterials will help keep traffic moving and establish Springfield's character. As travelers approach Springfield on Platteview Road or Highway 50, these intersections will play a large role for Springfield's image. There will be need for both automobile access points and safe pedestrian crossings and atmosphere.

## Local Designations

### Collector Streets

These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Collector streets also provide more direct routes through neighborhoods for use by transit, pedestrians, and cyclists. Moderate to low traffic volumes are characteristic of these streets. There should be one north/south and one east/west continuous, but not necessarily straight, collector street within a developing square mile.

#### Springfield's Collectors

**Pflug (west of Hwy 50)**

**Main Street (120th to Highway 50)**

**Fairview Road (132nd and west of Highway 50)**

**156th Street (between Fairview and Platteview)**

These collectors bring additional traffic to higher classified roads. Continued maintenance, budgeting, and potential upgrades may be needed in the near future.

### Local Streets

These are composed of all lower order facilities that essentially serve as a conduit between abutting properties and higher order streets. Local streets provide the lowest level of mobility and generally exhibit the lowest traffic volumes.

#### Springfield's Proposed Other Arterial

**Potential Southeast Bypass from Platteview Road to Pflug Road (Hwy 50 intersection)**

With the new U.S. Highway 34 realignment, Platteview Road had been viewed as the natural south bypass of Omaha for east–west traffic. This has brought excitement for Springfield with potential improvements to their transportation network. However, it was recommended that this heavier east-west traffic may be best to bypass Springfield to the south so that Springfield “doesn’t get split in two” by a substantial width of a major arterial. This potential bypass would take advantage of the limited development east of Springfield due to drainage. There will be less “buyout” for right-of-way in this area.

This bypass would only happen if Sarpy County, NDOR, and MAPA determine the south bypass would be a combination of Platteview/Pflug Roads and determine a connection Interstate 80.

#### Local Right-Of-Way Considerations

As Springfield develops, it will be important to plan for the necessary street improvements to support the development. To facilitate these street improvements, the appropriate right-of-way will need to be acquired. Right-of-way will be obtained through purchase, either outright or through condemnation. However, when land subdivision projects are proposed along routes identified for future improvement, the city can require the dedication of the right-of-way necessary to support the improvement.



## 4.5 TRANSPORTATION PLAN

## One- and Six-Year Plans

The required right-of-way width will vary according to the classification of the street being developed or improved, the nature of any public utilities that will share the right-of-way with the street, and any sidewalk and trail requirements along the corridor. Additional right-of-way may be needed for boulevards where landscaping is required or encouraged. Future right-of-way on proposed road classifications should be protected through corridor protection overlays and increased setbacks should be implemented to reduce potential conflicts.

### Springfield's One- and Six-year Plans (2014- 2019)

At the beginning of each year, the Nebraska Department of Roads (NDOR), municipalities, and counties must submit a one- and six-year transportation plan to the Board of Public Roads Classifications and Standards. This identifies the transportation projects to be completed within the following six years. The one-year transportation is created and budgeted for specific projects and procedures to be completed within that fiscal year. The long term projects also have specific intentions and procedures addressed but are subject to priority or budgeting changes. The long range plans help coordinate municipalities, counties, and NDOR "based on priority of needs and calculated to contribute to the orderly development of an integrated statewide system of highways, roads, and streets." 39-2155

#### 2014

The fiscal year 2014 consisted of three projects and five blocks of street paving along Spruce Street.

#### 2015-2019

The remaining five projects on the Six-Year Street Improvement Plan include seventeen blocks of street pavement. The streets identified are:

Main Street from Hwy 50 east past N/S Railroad Street (0.2 miles) includes bridge work

Main Street from L.A. Bates Street to 9th Street (0.2 miles)

2nd Street from Main to Platteview Drive (0.5 miles)

Platteview Drive from 2nd Street to 5th Avenue (0.2 miles)

