



# **Ozarks Transportation Organization Bicycle & Pedestrian Trail Investment Study Alignment Evaluation & Selection**



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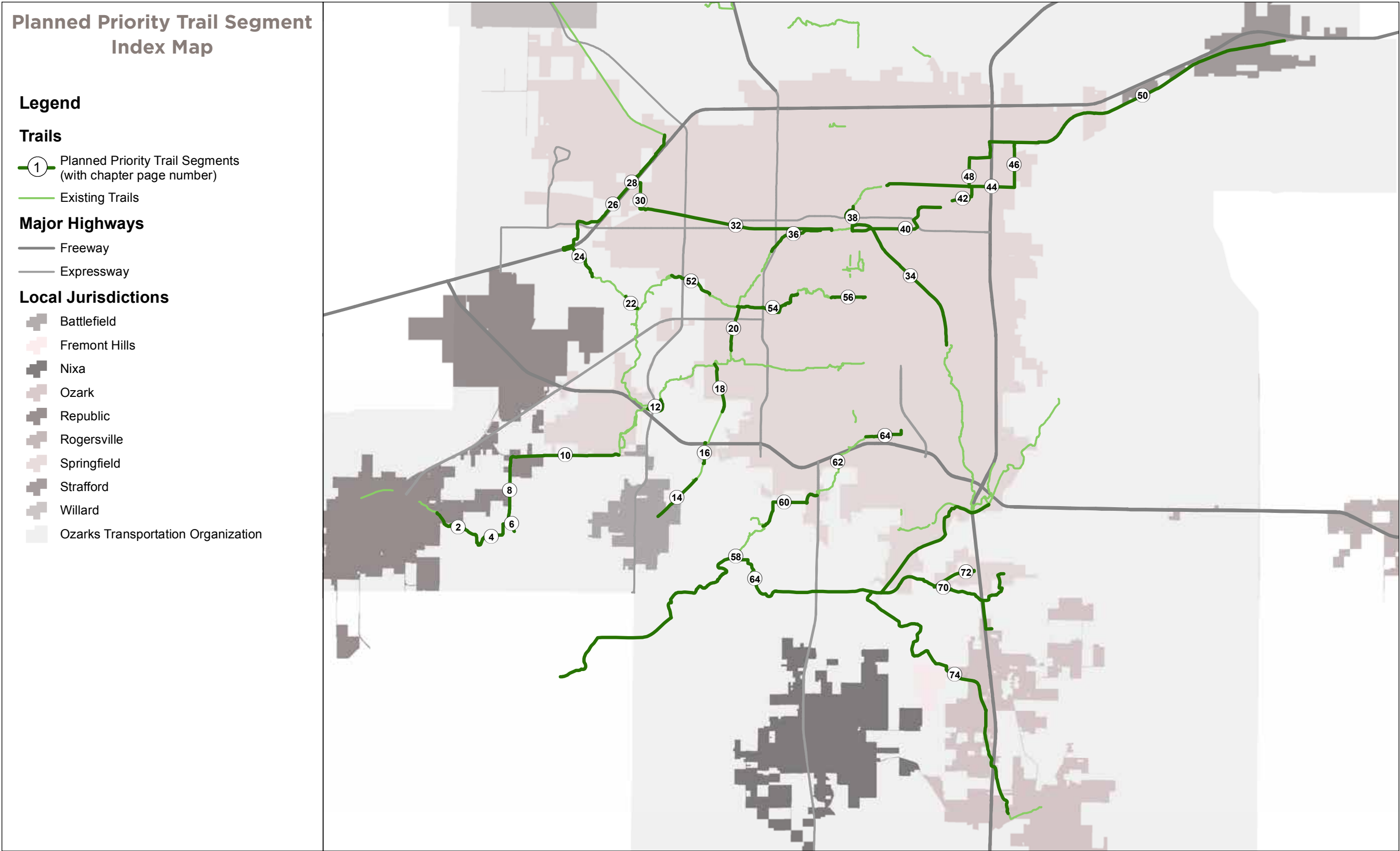
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# 1: ALIGNMENT EVALUATION & SELECTION

## Introduction

Refined trail alignments are an essential element of the trail development process as it progresses from conceptual network planning to project selection and preliminary design. As part of the Trail Investment Study, the Ozarks Transportation Organization examined key corridor characteristics, developed alternative and interim alignments where feasible, and identified a preferred final alignment for each of the individual priority trail corridor segments. This memorandum describes the process for the development and scoring of alignment alternatives and ultimate selection of preferred, refined trail alignments.

## Alignment & Alternatives Development

Initial priority trail alignments were the result of area-wide trail and transportation planning efforts and reflected a high-level, conceptual arrangement of trail corridors. Through an assessment of on-the-ground conditions, property and right-of-way information, planned infrastructure improvements, and social, cultural, and environmental characteristics, all trail alignments have been refined to a level for which more detailed cost estimates can be developed and initial design work can be undertaken.

In some cases, corridor opportunities and constraints identified during this assessment have led to the development of alternative alignments. These alternative alignments provide a similar link or segment in the trail network as the original

priority trail alignment. In nearly all cases, the alternative alignments terminate at the same locations as the original priority trail alignment. The routing of these alternative alignments, however, reflects a greater sensitivity to local conditions regarding adjacent land uses, rights-of-way and property ownership, topography, future infrastructure and land use development, environmental conditions, etc.

## Evaluation Criteria and Alignment Scoring

For priority trail corridors for which alternative alignments have been developed, it is necessary to select a preferred alignment based on objective, data-driven evaluation criteria. Using evaluation criteria developed at the onset of the Trail Investment Study and verified by the BPAC and open house attendees, the OTO scored each alignment using the evaluation criteria and scoring methodology described in Table 1.

Table 1: Alignment Scoring

Value	Score	Criteria Description
Highest Community Value	1: Network Connections	
	<input type="radio"/>	Least number of active transportation connections (trails, on-street bikeways, etc)
	<input checked="" type="radio"/>	Moderate number of active transportation connections (trails, on-street bikeways, etc)
	<input type="radio"/>	Greatest number of active transportation connections (trails, on-street bikeways, etc)
	2: User Experience	
	<input type="radio"/>	Offers little to no scenic qualities, on-site amenities, or unique experiences
	<input checked="" type="radio"/>	Offers some scenic qualities, on-site amenities, or unique experiences
	<input type="radio"/>	Offers many scenic qualities, on-site amenities, or unique experiences
	3: Enhances Bicycling and Walking	
	<input type="radio"/>	Does not improve walking and bicycling conditions or safety
	<input checked="" type="radio"/>	Moderately improves walking and bicycling conditions or safety
	<input type="radio"/>	Substantially improves walking and bicycling conditions or safety (ie. - no existing facility or alternative)

Value	Score	Criteria Description
Medium Community Value	4: Logical Segments	
	<input type="radio"/>	Does not connect to existing trail at either end
	<input checked="" type="radio"/>	Extends existing trail (connection at one end)
	<input type="radio"/>	Fills gap in existing trail corridor (existing trails at both ends)
	5: Cultural & Natural Resources	
	<input type="radio"/>	Few to no cultural or natural resources in close proximity
	<input checked="" type="radio"/>	Some cultural or natural resources in close proximity
	<input type="radio"/>	Many cultural or natural resources in close proximity
	6: Environmental Conditions	
	<input type="radio"/>	Many limiting environmental factors
	<input checked="" type="radio"/>	Some limiting environmental factors
	<input type="radio"/>	Few, if any, limiting environmental factors

Value	Score	Criteria Description
Lowest Community Value	7: Cost	
	<input type="radio"/>	Highest number of additional cost elements (over and above basic unit cost)
	<input checked="" type="radio"/>	Moderate number of additional cost elements (over and above basic unit cost)
	<input type="radio"/>	Lowest number of additional cost elements (over and above basic unit cost)
	8: Route Directness	
	<input type="radio"/>	Least direct routing alternative
	<input checked="" type="radio"/>	Moderately direct routing alternative
	<input type="radio"/>	Most direct routing alternative
	9: Ownership & Right-Of-Way	
	<input type="radio"/>	Greatest need for property acquisition and/or easements
	<input checked="" type="radio"/>	Moderate need for property acquisition and/or easements
	<input type="radio"/>	Least need for property acquisition and/or easements

# Shuyler Creek Greenway Extension

## Corridor Description

Located in east Republic and unincorporated Greene County, the Shuyler Creek Greenway Extension is a 1.4-mile addition to the existing Shuyler Creek Greenway, which currently ends 1,000’ east of Oakwood Avenue. While the existing greenway segment is suburban in character and surrounded by residential lots, the planned extension offers a more rural trail experience as it winds through old growth forests and over gently undulating farmland hills. Along with the planned priority trail segments to the east (Etheridge Trail, Wilson’s Creek Boulevard, and West Republic Road), the Shuyler Creek Greenway Extension provides a vital link between the City of Republic and the regional trail network.

## Refined Original Alignment

The refined trail alignment begins at the eastern end of the existing Shuyler Creek Greenway and travels southeast along the intermittent creek along the rear edge of residential parcels in the Stoney Creek Estates subdivision. Easements will be required from eight residential property owners in this subdivision. The alignment crosses East Elm Street, crosses the creek bed roughly 250’ south of the roadway, and



A view of the proposed Shuyler Creek Greenway Extension looking south from the existing eastern end of the greenway.

continues eastward along the north side of the creek floodway. The alignment crosses Farm Road 97 and meanders through the Nau Angus Farms parcels along the 100-year floodplain to Farm Road 99. If necessary, an alternative route through these parcels may be considered to lessen the trail’s impact on agricultural and/or livestock operations.

The alignment continues across Farm Road 99 and along the south and west side of the creek until it reaches the City of Republic-owned parcel at the northeast corner of Farm Road 99 and Farm Road 186, at which point it crosses the creek and connects with the planned Etheridge Trail.

Should any of the rural parcels be subdivided and developed, the City of Republic and Greene County should work with developers to incorporate the greenway into subdivision platting and infrastructure development.

## Alternative Alignment 1 (Preferred)

This alignment alternative follows East Elm Street/Farm Road 182 east along the south side of the road and connects with the Etheridge Trail alternative alignment 1 east of Farm Road 99.



A view of the alignment crossing at East Elm Street (Farm Road 182) between Cedarbrook and Stoney Creek Estates.

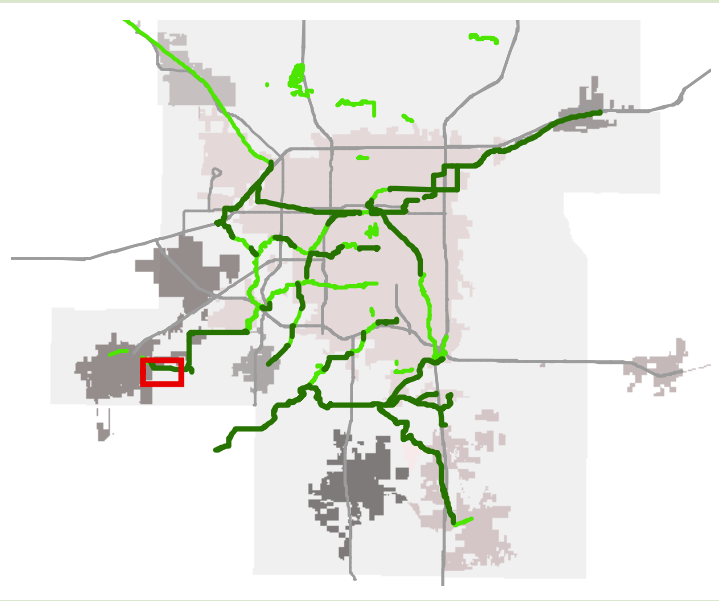
## Alternative Alignment 2

This alignment alternative follows the same path as the original alignment until reaching Farm Road 97, at which point it travels south along Farm Road 97, then east along the parcel lines until reaching Farm Road 99 immediately south of Shuyler Creek.

### Alignment Scoring

Score	Priority	Orig	Alt 1	Alt 2
Network Connections	High	○	○	○
User Experience	High	●	○	●
Enhances Bicycling & Walking	High	●	○	○
Logical Segments	Med.	○	○	○
Cultural & Natural Resources	Med.	○	○	○
Environmental Conditions	Med.	○	●	○
Cost	Low	○	●	○
Route Directness	Low	○	●	○
Ownership / Right-of-Way	Low	○	●	○

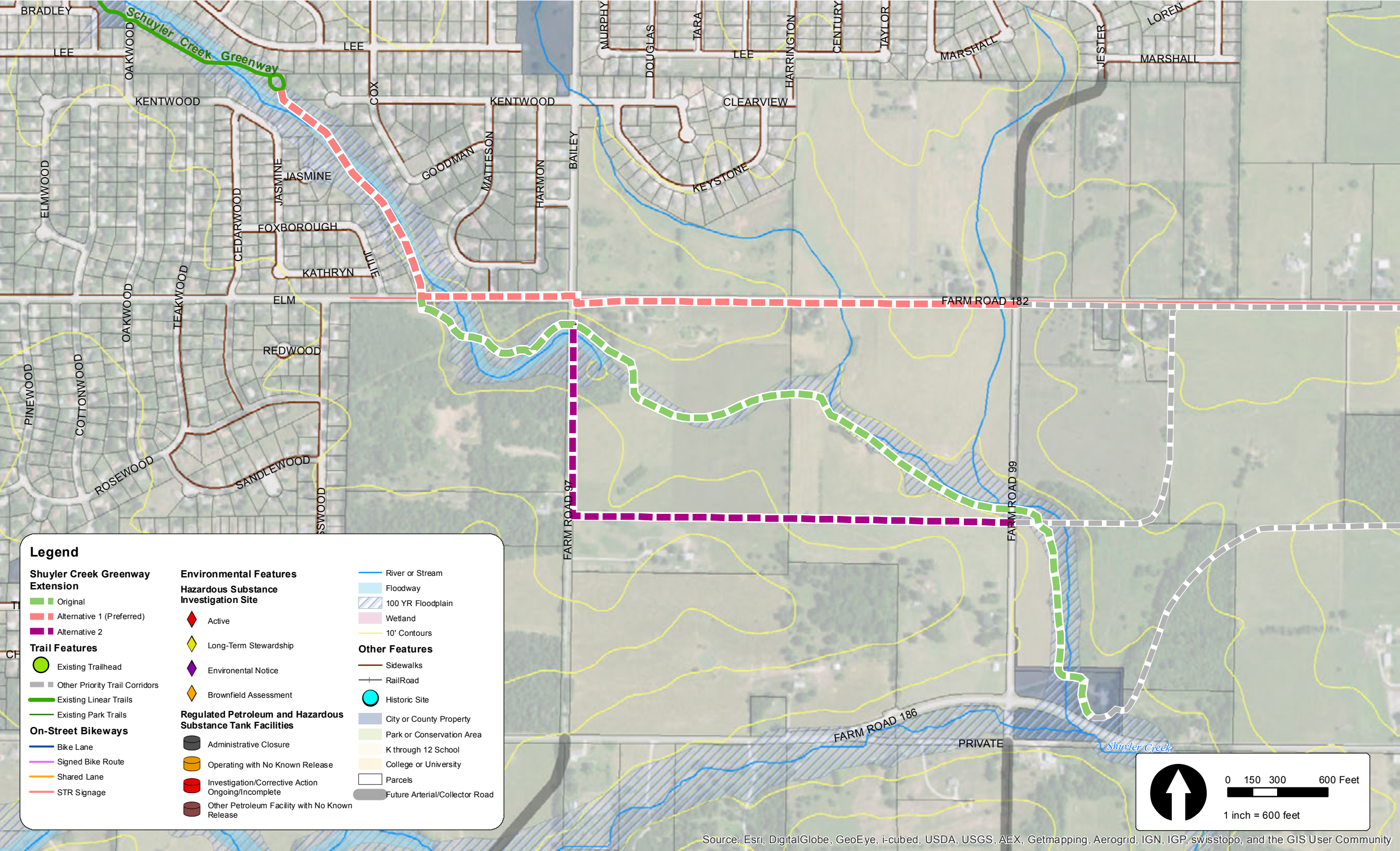
Planning level cost for preferred alignment: \$1,812,609.



Shuyler Creek Greenway Extension priority trail segment location.



Shuyler Creek Greenway Extension





## Etheridge Trail

### Corridor Description

Located in unincorporated Greene County between the City of Republic and Wilson’s Creek National Battlefield, the Etheridge trail is 0.9-mile rural trail connecting the planned Shuyler Creek Greenway extension to Farm Road 182, just west of Wilson’s Creek Boulevard. The corridor that contains Shuyler Creek Greenway, Etheridge Trail, Wilson’s Creek Boulevard, and West Republic Road provides a critical link for the City of Republic to the regional trail network. The rural character of the Etheridge Trail combines rolling pastoral hills and dense woods to create a unique trail user experience in the region.

### Refined Original Alignment

The Etheridge Trail begins near the intersection of Farm Road 186 and Farm Road 99 on a parcel owned by the City of Republic. The trail exits the northeast corner of this parcel and travels through the eastern, wooded portion of the Etheridge lot before continuing east across an agricultural field. The alignment continues east along the parcel boundary and the edge of two densely wooded parcels before

turning north and traveling along an unimproved grass drive of a rear flag lot to its northeast terminus at Farm Road 182. The alignment crosses no major streams, roadways, or topographical challenges, but will require easements from at least six landowners in order to be completed.

### Alternative Alignment 1 (Preferred)

This alternative alignment begins north of original alignment east of the intersection of Farm Road 182 and Farm Road 99 and travels along the south side of Farm Road 182 until its terminus connecting to the planned Wilson’s Creek National Battlefield Connector.

### Alternative Alignment 2

The second alternative alignment begins at Farm Road 99 immediately south of Shuyler Creek and travels directly eastward along the parcel line, then north along the parcel line to Farm Road 182. The alignment turns east and travels along the south side of Farm Road 182 and until its terminus connecting to the planned Wilson’s Creek National Battlefield Connector.

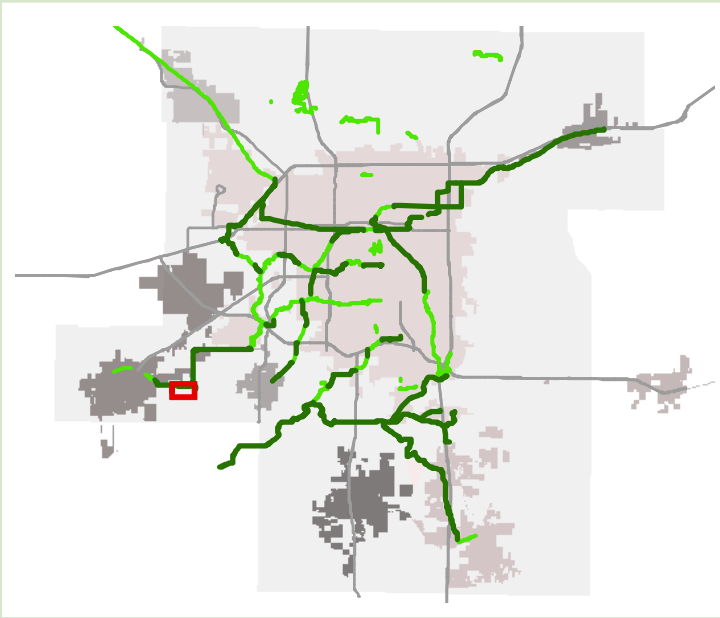
### Alignment Scoring

Score	Priority	Orig	Alt 1	Alt 2
Network Connections	High	○	○	○
User Experience	High	●	◐	●
Enhances Bicycling & Walking	High	●	◐	●
Logical Segments	Med.	○	○	○
Cultural & Natural Resources	Med.	◐	◐	◐
Environmental Conditions	Med.	●	●	●
Cost	Low	◐	●	◐
Route Directness	Low	◐	●	◐
Ownership / Right-of-Way	Low	○	●	○

**Planning level cost for preferred alignment: \$710,597.**



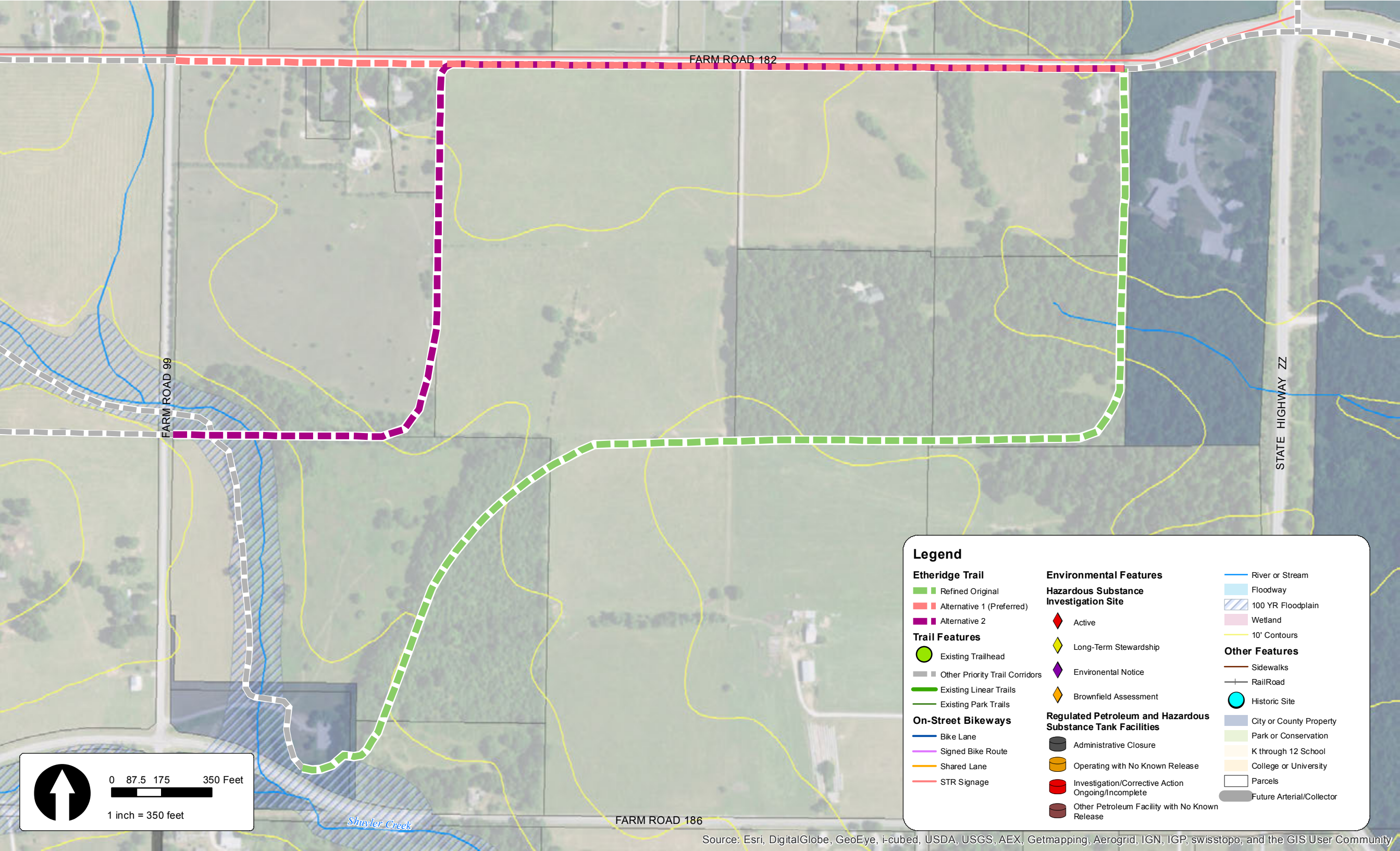
View of the northeast end of the Etheridge Trail from Farm Road 182 (Source: Google Street View).



Etheridge Trail priority trail segment location.



Etheridge Trail



## Wilson’s Creek National Battlefield Connector

### Corridor Description

Wilson’s Creek National Battlefield is one of the most prominent historic amenities in the Springfield region. Despite its importance, access to the site for people walking and bicycling is limited. The Wilson’s Creek National Battlefield Connector provides direct access to the site and, along with connecting planned priority trail segments, serves as an important link between the City of Republic and the regional trail system. Once in the historic site, trail users have access to the battlefield’s 5-mile loop trail.

### Refined Original Alignment

The trail segment alignment begins west of the intersection of Wilson’s Creek Boulevard and Farm Road 182, connecting to the planned Etheridge Trail. The shared-use path travels east along the south side of Farm Road 182 within the existing right-of-way, which widens from roughly 60’ at the west end of the alignment to 200’ at the intersection of Wilson’s Creek Boulevard. The alignment maintains its position on the south side of the road as it crosses Wilson’s Creek Boulevard and enters Wilson’s Creek National Battlefield immediately adjacent to the existing drive and connects with the existing pedestrian system that begins at the parking lot.

### Alignment Scoring

Score	Priority	Original
Network Connections	High	●
User Experience	High	●
Enhances Bicycling & Walking	High	●
Logical Segments	Medium	●
Cultural & Natural Resources	Medium	●
Environmental Conditions	Medium	●
Cost	Low	●
Route Directness	Low	●
Ownership / Right-of-Way	Low	●

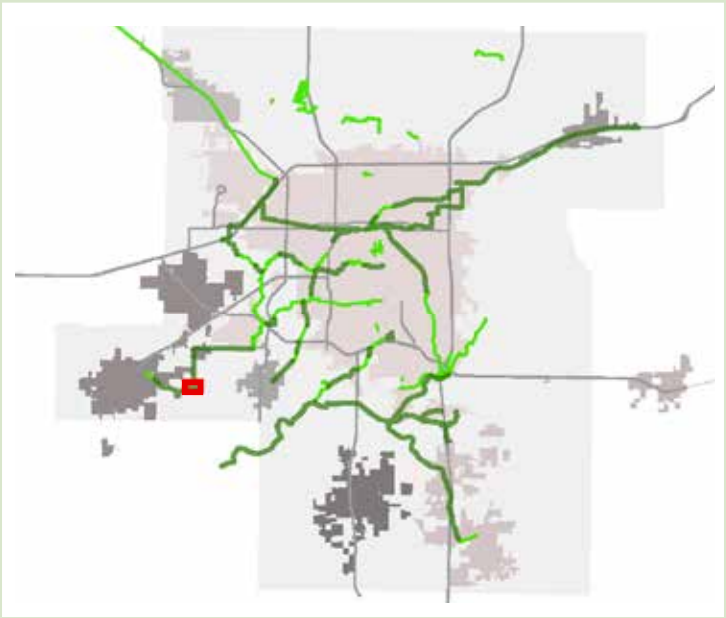
Planning level cost for preferred alignment:  
**\$513,281.**



Farm Road 182 west of Wilson’s Creek Boulevard.



Farm Road 182 west of the Wilson’s Creek National Battlefield.



Wilson’s Creek National Battlefield Connector priority trail segment location.



Wilson’s Creek National Battlefield Connector



## Wilson’s Creek Boulevard (Highway ZZ)

### Corridor Description

The Wilson’s Creek Boulevard (State Highway ZZ) priority trail segment stretches from Republic Road (State Highway M) south to Farm Road 182 at Wilson’s Creek National Battlefield. A vital regional connection linking the City of Republic to the regional trail system, this priority trail segment also serves local trips as well, increasing bicycle and pedestrian access to Republic High School.

### Refined Original Alignment (Preferred)

The refined alignment utilizes available right-of-way east of the existing pavement on Highway ZZ to provide a shared-use path separated from motor vehicle traffic. Right-of-way widths vary from 100’ to almost 250’ feet in some sections, and average pavement width for the two travel lanes and two shoulders is roughly 44’. Should additional easements be necessary, there are fewer individual parcels on the east side of Highway ZZ, and roughly 46 percent of property fronting the highway is publicly owned by either the National Park Service or the Republic School District.

Given the corridor’s short length, route directness, and lack of nearby opportunities for adjacent trail development, no additional alignments were created for the Wilson’s Creek Boulevard priority trail segment. The corridor concept can

also allow for inclusion of wayfinding, information kiosks and stormwater BMP’s that are part of an overall corridor concept that supports the historic destination this corridor connects.

### Interim Alignment

Should the preferred alignment be identified as a medium- or long-term project through subsequent corridor prioritization and phasing, interim improvements should be considered to increase bicycle and pedestrian visibility and safety along the corridor. Short-term improvements may include



Wilson’s Creek Boulevard at the entrance to Republic High School.



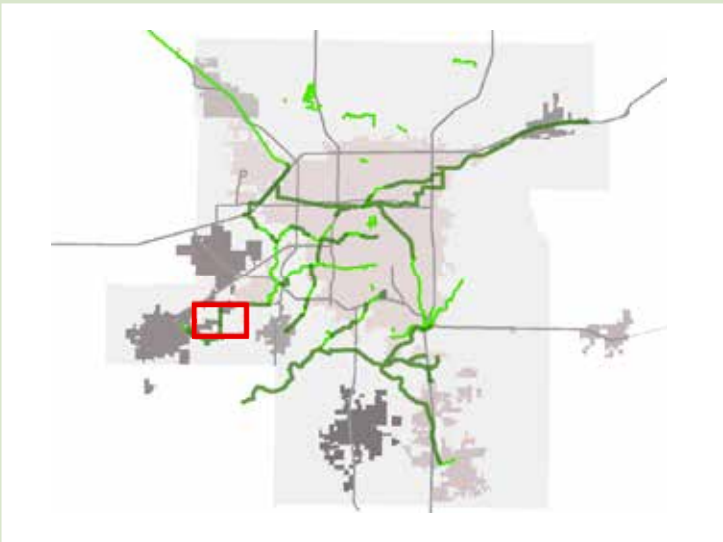
Rendering of Wilson’s Creek Boulevard Trail, incorporating lighting, seating, and other amenities, as well as character elements that mirror Wilson’s Creek National Battlefield.

conversion of shoulders to buffered and/or protected bicycle lanes and the addition of wayfinding signage and intersection enhancements. In addition to safety and visibility enhancements, these improvements will also help to establish Wilson’s Creek Boulevard as an active transportation and recreation corridor.

### Alignment Scoring

Score	Priority	Original	Interim
Network Connections	High	●	●
User Experience	High	●	○
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	●	●
Environmental Conditions	Medium	●	●
Cost	Low	○	●
Route Directness	Low	●	●
Ownership / Right-of-Way	Low	●	●

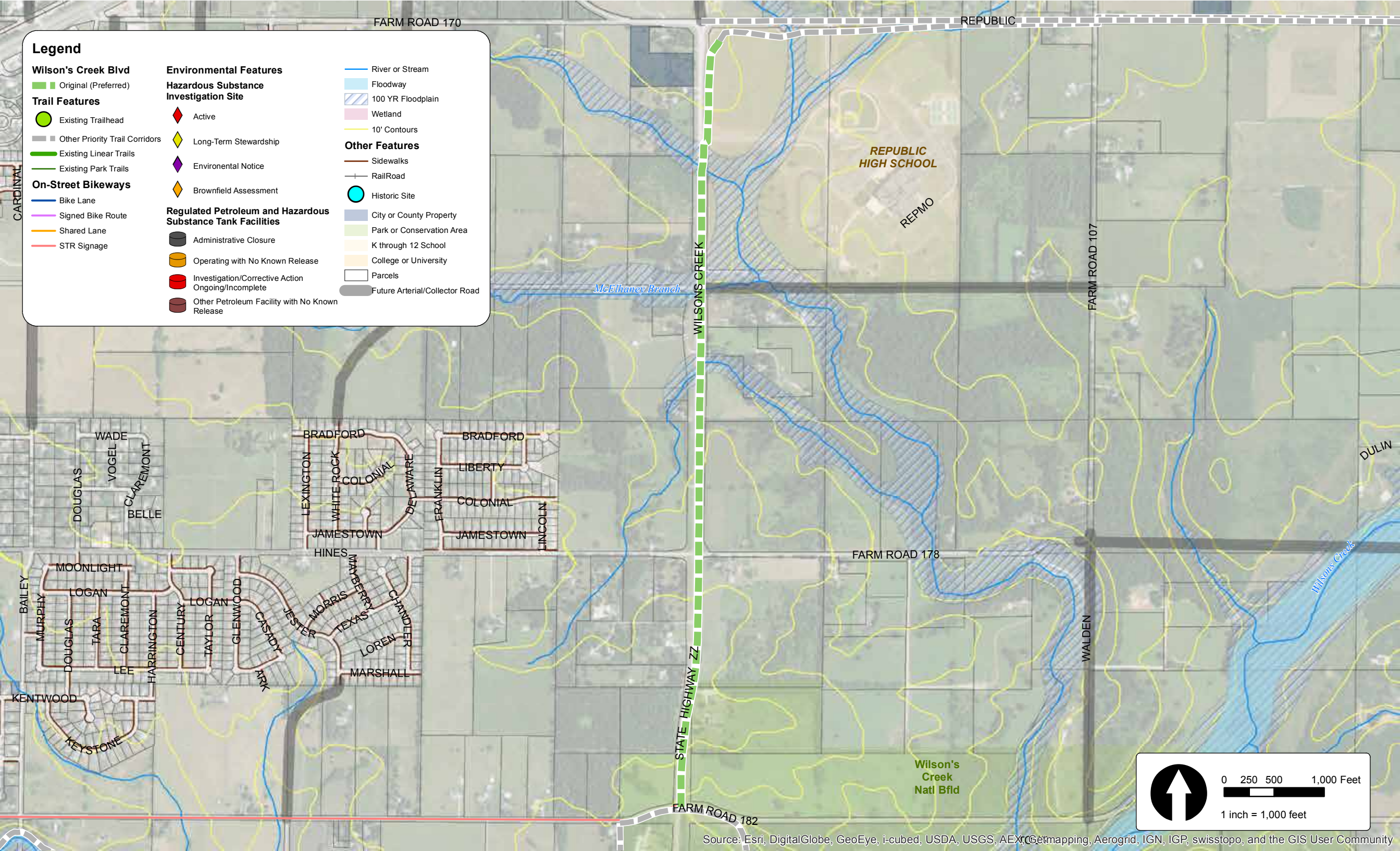
Planning level cost for preferred alignment: \$1,908,565.



Wilson’s Creek Boulevard (Highway ZZ) priority trail segment location.



Wilson’s Creek Boulevard (Highway ZZ)





West Republic Road (Highway M)

Corridor Description

West Republic Road is a critical segment of the corridor linking the City of Republic to the City of Springfield. This planned priority trail segment begins at the intersection of West Republic Road (State Highway M) and Wilson’s Creek Boulevard (State Highway ZZ) and extends eastward to Wilson Creek and the existing Wilson’s Creek Greenway. While Transportation Plan 2040, the OTO’s long-range transportation plan, does include a future southern extension to the Greenway extending from West Republic Road to Wilson’s Creek National Battlefield (and further south to the James River Greenway), the West Republic Road and Wilson’s Creek Boulevard corridors present a more immediate opportunity to enhance regional connectivity for active transportation.

Refined Original Alignment (Preferred)

The refined alignment takes advantage of adjacent parcels owned by the Republic School District and City Utilities to provide a shared-use path facility for bicycle and pedestrian use. The path alignment begins on the south side of West Republic Road with a connection to the Wilson’s Creek Boulevard planned priority trail, and continues east along the south side of the roadway until reaching Farm Road 107,



West Republic Road bridge over Wilson’s Creek, facing west.

at which point the path crosses to the north side of West Republic Road. Easement acquisition from Republic School District and adjacent parcels west of Farm Road 107 may be necessary to provide adequate separation from adjacent motor vehicle travel lanes.

East of Farm Road 107, the path is positioned along the northern edge of the right-of-way. Parcels owned by City Utility and the City of Springfield account for roughly 55 percent of parcel frontage between Farm Road 107 and the Wilson’s Creek Greenway. Easement acquisition from City Utility and the City of Springfield should be considered to increase separation from motor vehicle traffic and to lessen potential slope and drainage challenges within the 60’ right-of-way. A new bicycle and pedestrian bridge will be required to cross Wilson’s Creek and connect to the existing greenway. The corridor concept can also allow for inclusion of wayfinding, information kiosks and stormwater BMP’s that are part of an overall corridor concept that supports the historic destination this corridor connects.

Interim Alignment

Should the preferred alignment by identified as a medium- or long-term project through subsequent corridor prioritization and phasing, interim improvements should be



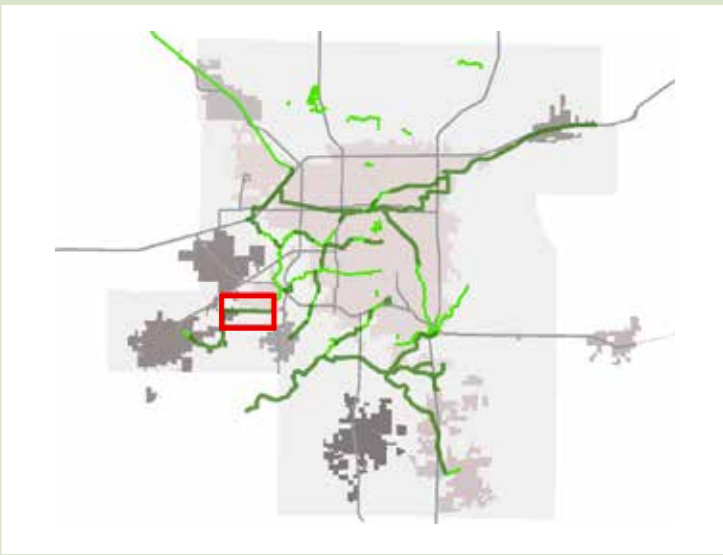
West Republic Road at Farm Road 115, facing east.

considered to increase bicycle and pedestrian visibility and safety along the corridor. Short-term improvements may include widening shoulders to create buffered and/or protected bicycle lanes, as well as adding wayfinding signage, to help establish West Republic Road as an active transportation and recreation corridor.

Alignment Scoring

Score	Priority	Original	Interim
Network Connections	High	●	●
User Experience	High	●	○
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	●	●
Environmental Conditions	Medium	●	●
Cost	Low	○	●
Route Directness	Low	●	●
Ownership / Right-of-Way	Low	●	●

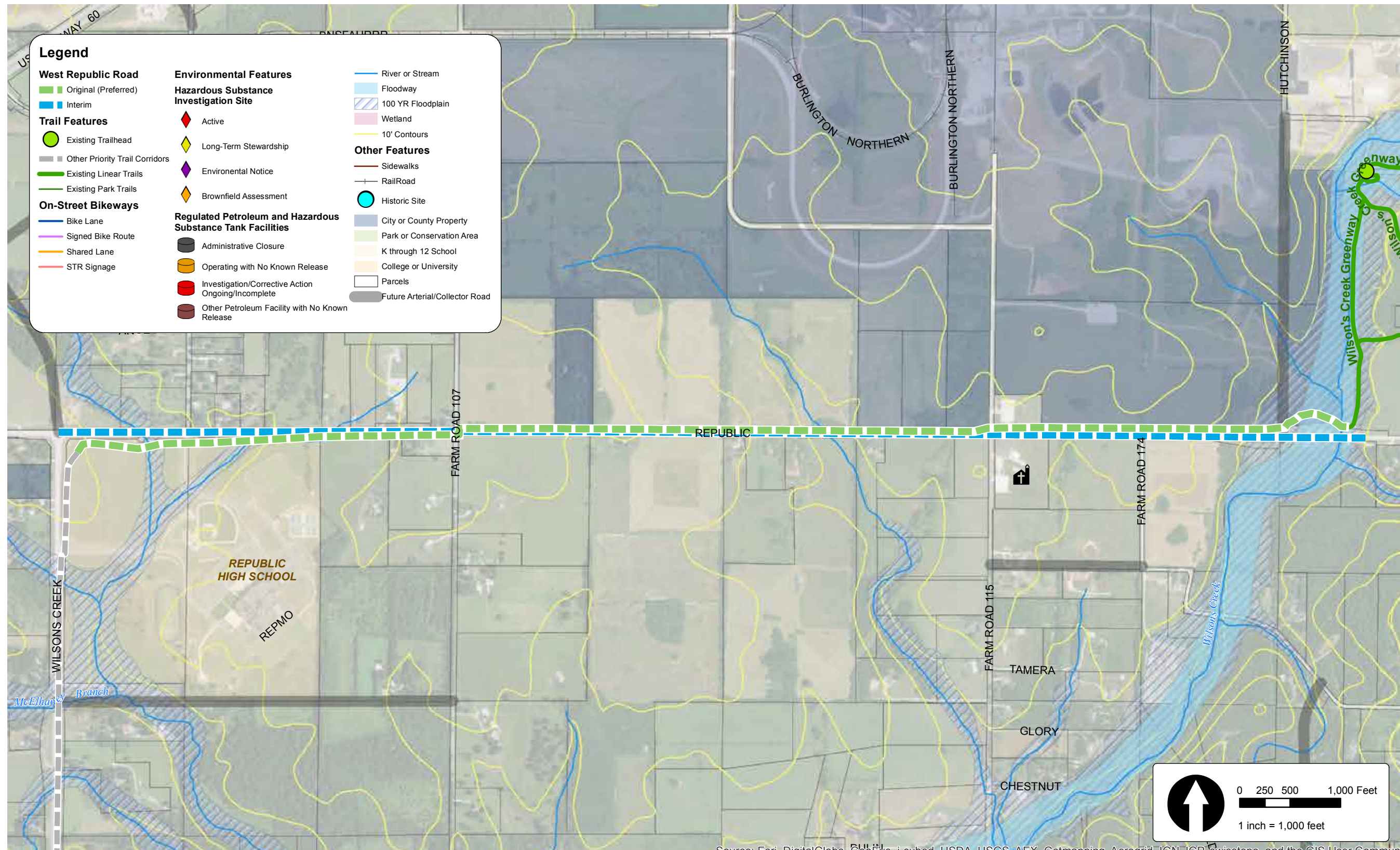
Planning level cost for preferred alignment: \$ 3,153,352.



West Republic Road (Highway M) priority trail segment location.



## West Republic Road (Highway M)





## South Creek Greenway

### Corridor Description

The South Creek Greenway planned priority trail segment represents the missing link connecting the South Creek Greenway to the Wilson’s Creek Greenway. While currently served by an on-street route with dedicated bike lanes and shared travel lanes, trail users lack a seamless connection between these two facilities. Once complete, this will link the South Creek Greenway to Tal’s Trailhead and will offer greenway users more than 14 miles of continuous travel and recreation on separated paths.

### Refined Original Alignment (Preferred)

The refined original alignment continues from the southern terminus of the existing South Creek Greenway, roughly 0.25 miles south of West Battlefield Road near intersection of Creekside Drive and Rockford Street. The path continues south along the east side of South Creek and will require a new bicycle and pedestrian bridge crossing the South

Branch of the South Creek. The trail continues to hug the edge of the floodway as it travels alongside the creek, under West Bypass (State Highway FF), and connects to the existing trail stub at Wilson’s Creek.

### Interim Alignment (Existing)

To address the existing gap in the trail network, the City of Springfield, in partnership with Ozark Greenways, has created an on-street route to connect the Wilson’s Creek and South Creek Greenways. The route includes bike lanes along West Battlefield Road to West Bypass, and a signed shared route along Farm Road 123 south to Tal’s Trailhead. While this on-street connection provides a wayfinding element connecting the two greenways, it cannot offer the same level of comfort and user experience of a riparian trail, and therefore must be considered an interim solution until such time that the South Creek Greenway extension is complete.

### Alignment Scoring

Score	Priority	Original	Interim
Network Connections	High	●	●
User Experience	High	●	◐
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	●	○
Environmental Conditions	Medium	◐	●
Cost	Low	○	●
Route Directness	Low	●	○
Ownership / Right-of-Way	Low	○	●

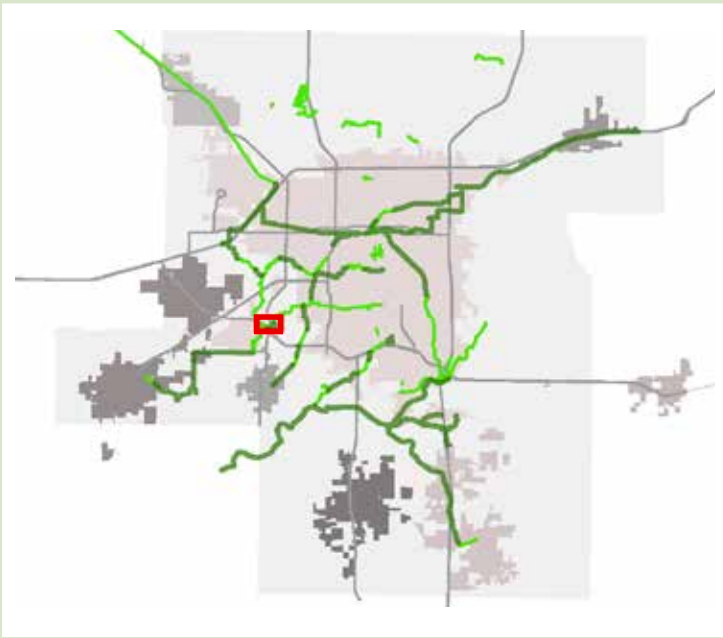
Planning level cost for preferred alignment: \$928,882.



Southern terminus of the South Creek Greenway, just south of the Creekside Drive access.



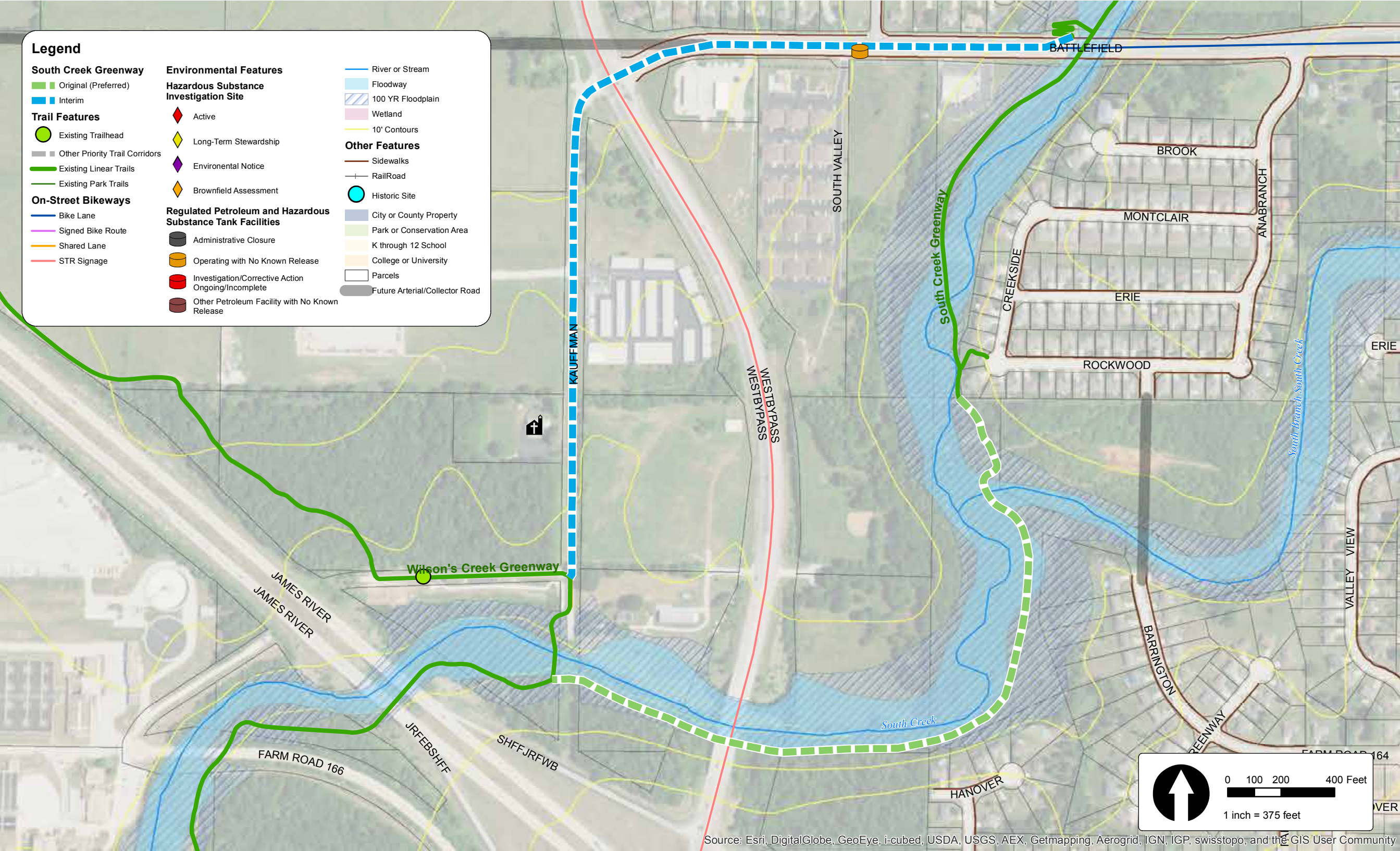
A view of South Creek looking west from the West Bypass (Hwy FF) Bridge toward Wilson’s Creek Greenway.



South Creek Greenway priority trail segment location.



South Creek Greenway





Trail of Tears - Battlefield

Corridor Description

The Trail of Tears segment in Battlefield utilizes the abandoned Missouri and Northern Arkansas (MNA) Railroad corridor, which was collinear with the Trail of Tears Northern Route between Springfield and Bell Tavern, a stop on the route near the present day Wilson’s Creek National Battlefield. The trail is part of the Trail of Tears National Historic Trail, and markers and interpretive signs have been installed to showcase the corridor’s history and significance. In addition, Ozark Greenways has placed historic marker signs at many intersections along the entire Trail of Tears Corridor.

The priority trail segment is located in both unincorporated Greene County and in the City of Battlefield. The northern terminus of this priority trail segment connects to the existing segment of the Cherokee Trail of Tears from West Village Terrace to West Marcella Drive. The southern end of the priority trail segments ends at Cloverdale, where future on-street connections will connect the trail to Battlefield City Hall and City Park.



The trail corridor traveling north from West Weaver Road.

Refined Original Alignment (Preferred)

The proposed alignment travels across a combination of existing publicly owned rights-of-way and private property deeded back to original landowners following the abandonment of the MNA Railroad. Coordination with these property owners will be critical to the success of the trail north of Weaver Road. Unlike other priority trail corridors, the Trail of Tears is intended to remain a natural surface trail rather than paved with asphalt or concrete.

On-Street Interim Alignment

In the case of potential challenges to property or easement acquisition, a short on-street route along Farm Road 131 and Ridgecrest Drive offers an interim routing solution. While this may address the easement acquisition difficulties, it does represent a disruption in the otherwise continuous off-street trail environment.

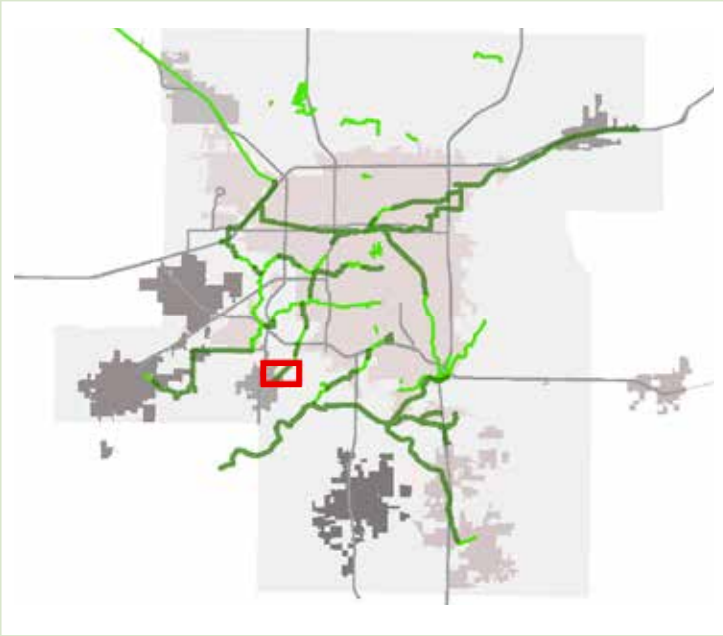


The trail corridor traveling south from West Weaver Road towards Cloverdale.

Alignment Scoring

Score	Priority	Original	Interim
Network Connections	High	●	●
User Experience	High	●	●
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	●	●
Environmental Conditions	Medium	●	●
Cost	Low	●	●
Route Directness	Low	●	●
Ownership / Right-of-Way	Low	●	●

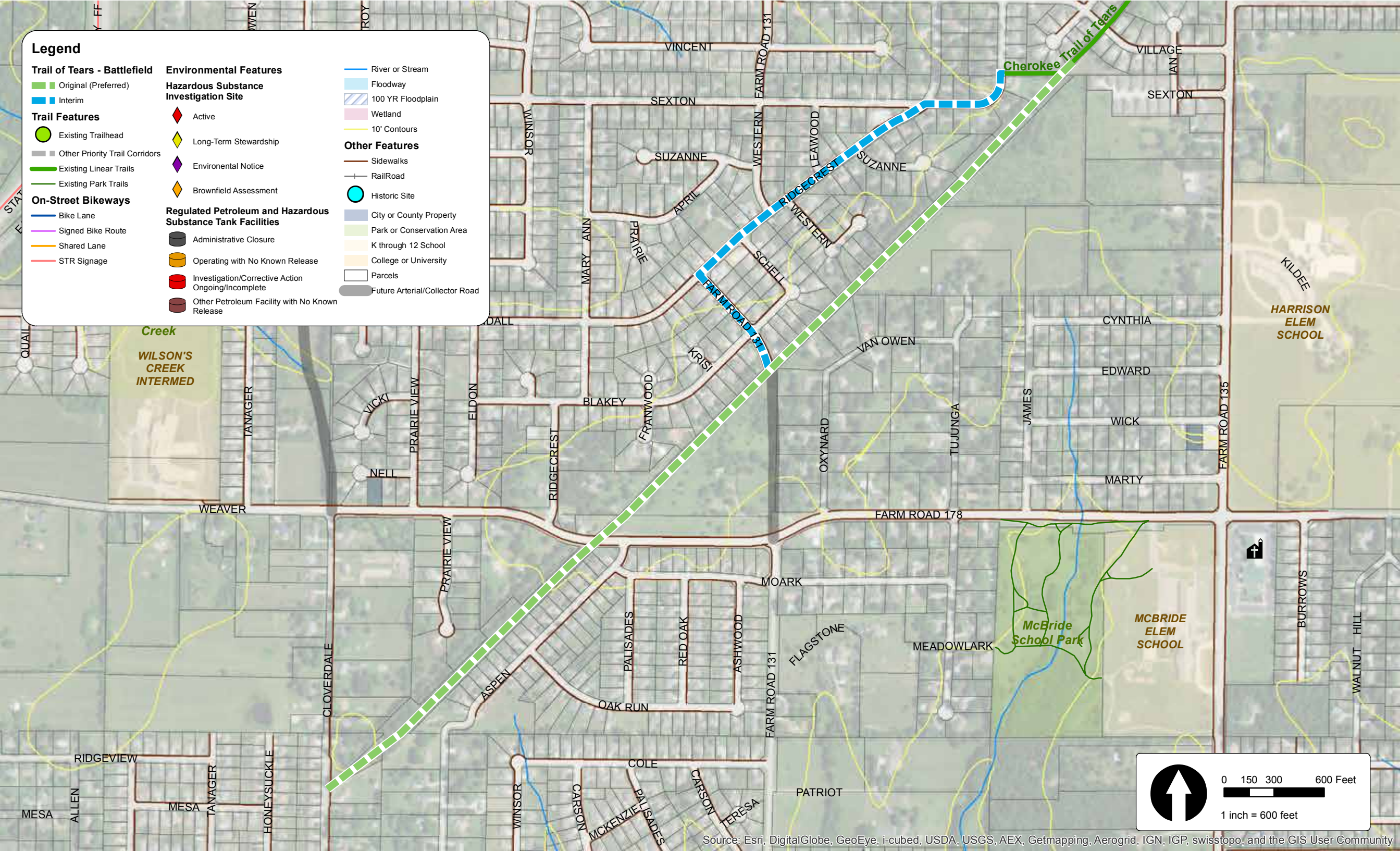
Planning level cost for preferred alignment: **\$1,538,723.**



Trail of Tears - Battlefield priority trail segment location.



Trail of Tears - Battlefield





## Trail of Tears - Golden Ave

### Corridor Description

The Cherokee Trail of Tears is unique among planned and existing trails in the Springfield region for its historical and cultural significance at both the local and national scale. As a segment of the cross-country Trail of Tears Historical Trail, the corridor documents the forced migration of thousands of Cherokee people from their homelands in Georgia, Alabama, and Tennessee to Indian Territory in present day Oklahoma. Existing segments of the trail in region elaborate on this history through interpretive signage and use a natural woodchipped surface to preserve the natural character the Cherokee likely encountered nearly 180 years ago. This short half-mile segment of the Trail of Tears links two existing segments of this natural surface trail. Following the abandoned Missouri and Northern Arkansas (MNA) Railroad, this priority trail segment extends from Golden Avenue just north of the James River Expressway to the existing trail segment at Marcella Drive.



View of Golden Avenue looking north from Marcella Drive near the northern terminus of an existing section of the Trail of Tears.

### Refined Original Alignment

The refined alignment utilizes existing public rights-of-way along Golden Avenue to provide a continuous trail facility connecting these two existing Trail of Tears segments. Like these existing segments, Ozark Greenways intended for this priority trail segment to be constructed with a natural surface as well; however, given this segment’s context within a suburban environment and with direct connections to adjacent retail land uses, the trail should serve both transportation and recreation trips and should therefore be designed as a hard surface sidepath that can accommodate all non-motorized users.

The refined alignment along Golden Avenue avoids additional easement acquisition associated with the original MNA Railroad alignment and increases the trail’s visibility as a valuable community asset.

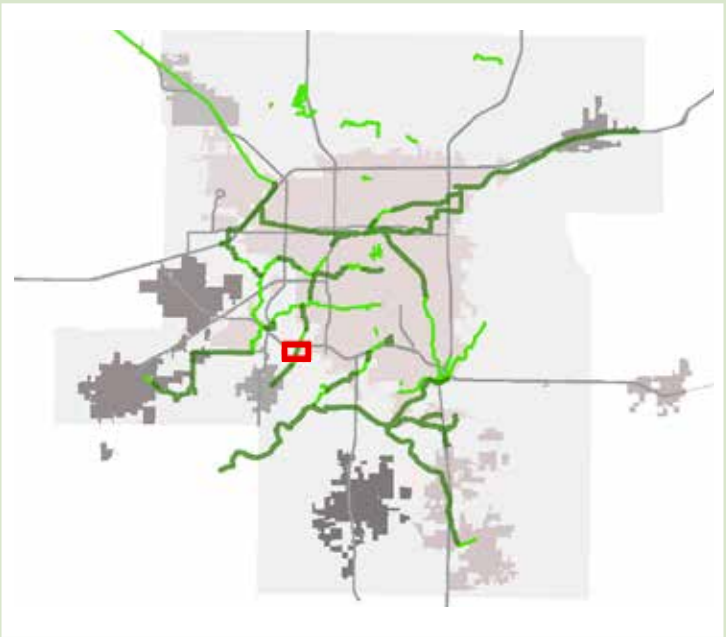


Golden Avenue traveling underneath the James River Expressway (Highway 60).

### Alignment Scoring

Score	Priority	Original
Network Connections	High	●
User Experience	High	●
Enhances Bicycling & Walking	High	●
Logical Segments	Medium	●
Cultural & Natural Resources	Medium	●
Environmental Conditions	Medium	●
Cost	Low	●
Route Directness	Low	●
Ownership / Right-of-Way	Low	●

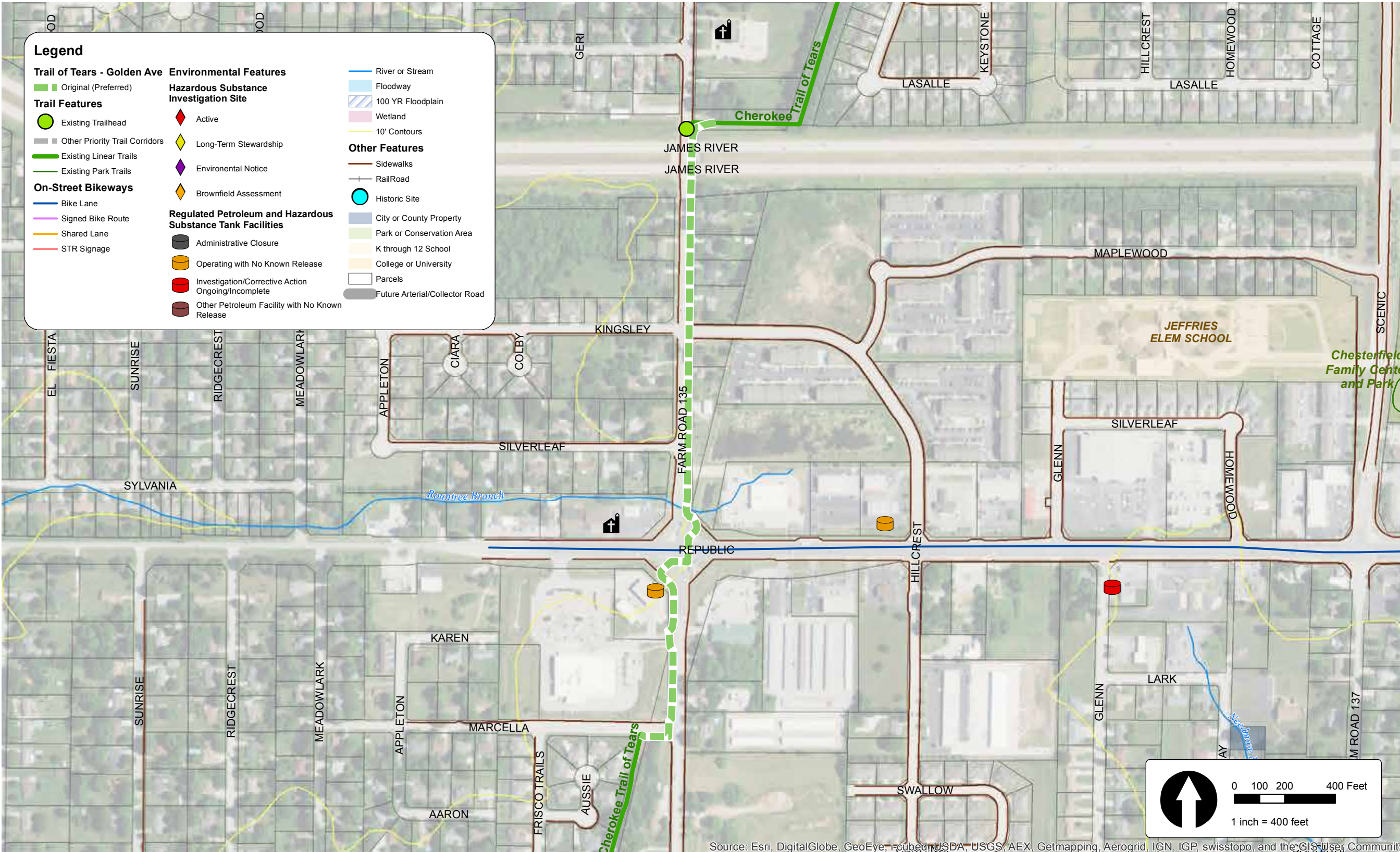
**Planning level cost for preferred alignment: \$681,290.**



Trail of Tears - Golden Ave priority trail segment location.



Trail of Tears - Golden Ave





## Trail of Tears - South Creek Greenway Connection

### Corridor Description

The Cherokee Trail of Tears is unique among planned and existing trails in the Springfield region for its historical and cultural significance at both the local and national scale. As a segment of the cross-country Trail of Tears Historical Trail, the corridor documents the forced migration of thousands of Cherokee people from their homelands in Georgia, Alabama, and Tennessee to Indian Territory in present day Oklahoma. Existing segments of the trail in region elaborate on this history through interpretive signage and use a natural woodchipped surface to preserve the natural character the Cherokee likely encountered nearly 180 years ago. This planned priority trail segment connects the South Creek Greenway to the existing Cherokee Trail of Tears trail segment that extends from Golden Avenue at the James River Expressway northeast to Inman Road.

### Refined Original Alignment

The original alignment identified for this Trail Investment Study begins at Inman Road at the northern terminus of the existing Trail of Tears trail segment along the abandoned

Missouri and Northern Arkansas Railroad and crosses Inman Road at-grade with an improved crosswalk and rectangular rapid flashing beacon. It continues north along the abandoned railroad line to Battlefield Road, crossing at-grade with a HAWK signal. For this southern portion of the trail, the trail surface will be natural surface with mulch or woodchips, providing a similar surface to that of the existing segments of the Trail of Tears in the region. North of Battlefield Road, the trail transitions to a concrete surface, and travels west adjacent to Battlefield Road and across Forest Village Drive. The alignment then turns north along the west edge of the Burrell Behavioral Health property adjacent to the City Utilities parcels, through the forest , and connects with the South Creek Greenway between Sherwood Elementary School and the Horton Smith Golf Course.

### Alternative Alignment

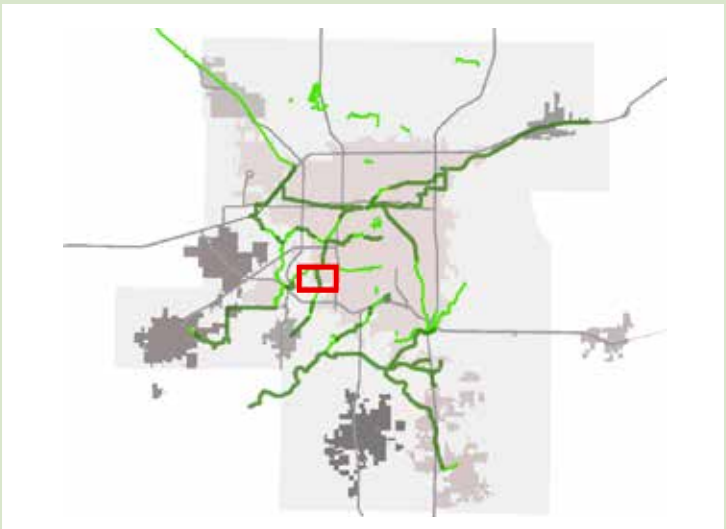
The alternative alignment crosses Inman Road at-grade with an improved crosswalk and rectangular rapid flashing beacon, then travels west on Inman Road roughly 600 feet before turning north east east of Glenn Avenue along the

transmission corridor. The alignment continues north along the transmission corridor to Battlefield Road. At Battlefield Road, the alignment crosses to the west of Glenn Avenue and then crosses Battlefield Road at-grade with a new HAWK signal. It then follows the original alignment as previously described and connects to the South Creek Greenway.

### Alignment Scoring

Score	Priority	Original	Alt
Network Connections	High	🕒	🕒
User Experience	High	🕒	🕒
Enhances Bicycling & Walking	High	🕒	🕒
Logical Segments	Medium	🕒	🕒
Cultural & Natural Resources	Medium	🕒	🕒
Environmental Conditions	Medium	🕒	🕒
Cost	Low	🕒	🕒
Route Directness	Low	🕒	🕒
Ownership / Right-of-Way	Low	🕒	🕒

Planning level cost for preferred alignment:  
**\$681,290.**



Trail of Tears - South Creek Greenway Connection priority trail segment location.



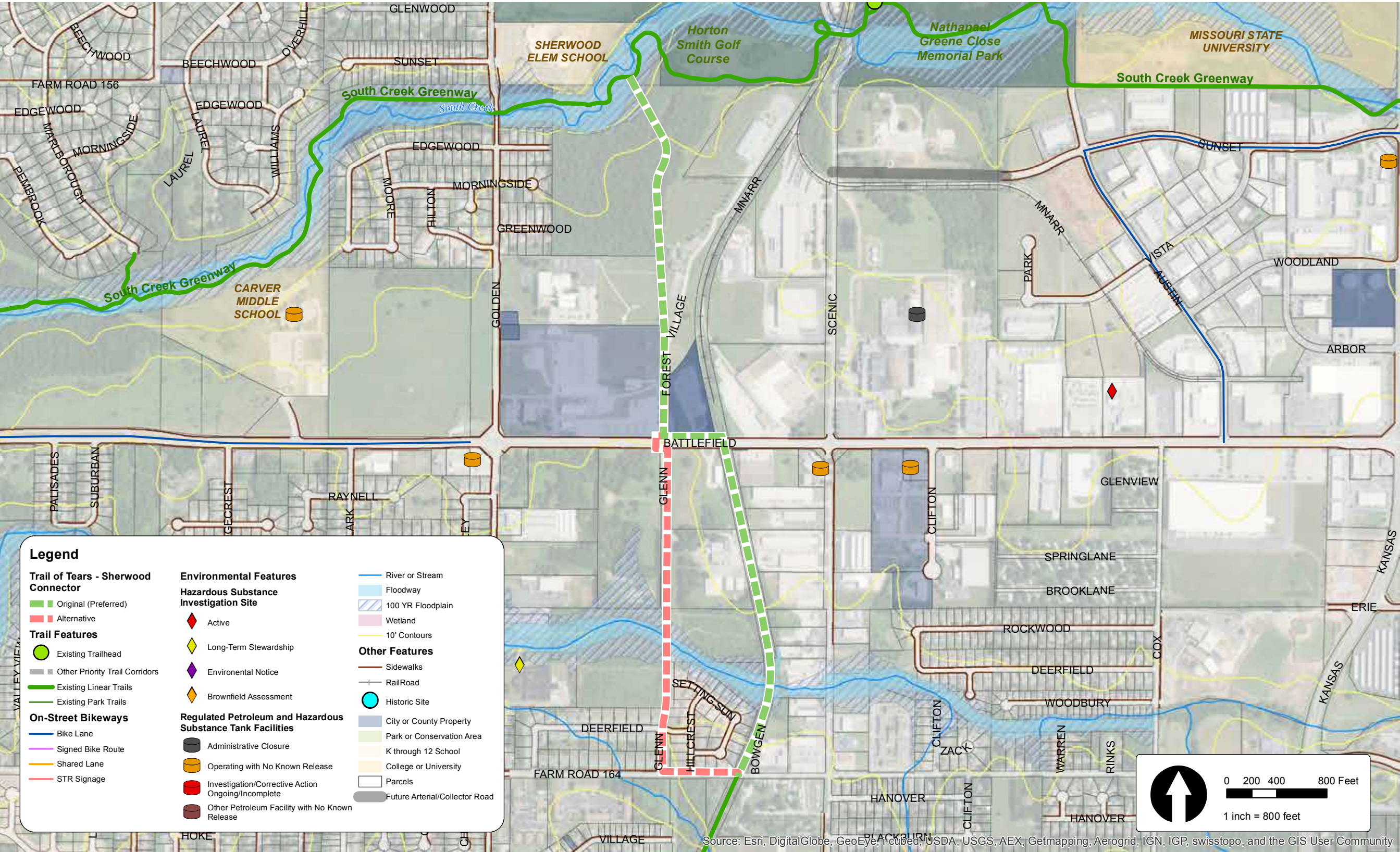
The Missouri & Northern Arkansas south of Battlefield Road has become heavily overgrown since its abandonment.



Thick woods at the north end of the trail segment near South Creek Greenway.



Trail of Tears - South Creek Greenway Connection





## Trail of Tears - Greene Park to Ewing Sports Complex

### Corridor Description

The Cherokee Trail of Tears is unique among planned and existing trails in the Springfield region for its historical and cultural significance at both the local and national scale. As a segment of the cross-country Trail of Tears Historical Trail, the corridor documents the forced migration of thousands of Cherokee people from their homelands in Georgia, Alabama, and Tennessee to Indian Territory in present day Oklahoma. Existing segments of the trail in region elaborate on this history through interpretive signage and use a natural woodchipped surface to preserve the natural character the Cherokee likely encountered nearly 180 years ago. This planned priority trail segment connects Nathanael Greene Park to the Ewing Sports Complex.

### Refined Original Alignment

The original alignment beings at the South Creek Greenway trailhead immediately east of the Missouri and Northern Arkansas Railroad in Nathanael Green Park. The alignment travels north along the east side of the railroad tracks and will require an easement from the United States Medical

Center for Federal Prisoners (MCFP) to traverse the west-ern-most edge of the property. This will also require reloca-tion of the MCFP west fence to accommodate the trail. The alignment travels under the Sunshine Street Bridge that crosses the railroad tracks and continues north until reach-ing the planned Fassnight Creek Greenway (West), which connects to the Jordan Creek Greenway and Wilson’s Creek Greenway via a new bridge over Wilson’s Creek and under the railroad tracks.

### Alternative Alignment

The alternative alignment begins at the South Creek Greenway trailhead and travels east along the north side of the Nathanael Greene Park drive to Scenic Avenue, where it turns north and parallels the road as a shared-use path (sidepath). The path continues north along the east side of Scenic Avenue and will require a new bridge over Wilson’s Creek. Once across Wilson’s Creek, the path circles back to connect to the Wilson’s Creek Greenway on the northside of the creek.

### Alignment Scoring

Score	Priority	Original	Alt
Network Connections	High	●	◐
User Experience	High	●	◐
Enhances Bicycling & Walking	High	●	◐
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	●	◐
Environmental Conditions	Medium	◐	●
Cost	Low	◐	●
Route Directness	Low	◐	◐
Ownership / Right-of-Way	Low	◐	●

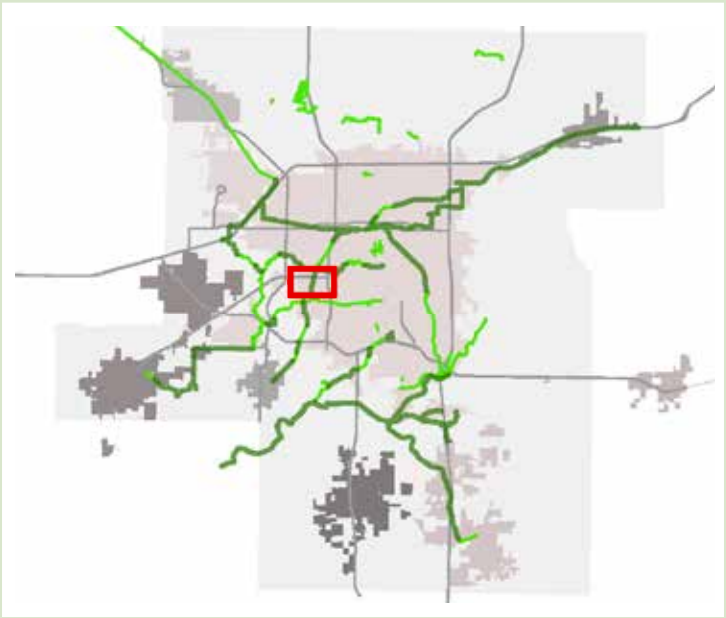
**Planning level cost for preferred alignment: \$1,536,942.**



A view of the original alignment looking north from Nathanael Greene Park between the MNA Railroad and the MCFP property.



A view of the original alignment looking north from the Sunshine Street Bridge.



Trail of Tears - Greene Park to Ewing Sports Complex priority trail segment location.



Trail of Tears - Greene Park to Ewing Sports Complex





West Wilson’s Creek Greenway (South)

Corridor Description

West Wilson’s Creek, also known as the Haseltine Branch, enters into Wilson’s Creek at Farm Road 146, roughly one quarter mile southwest of Rutledge Wilson Park. West Wilson’s Creek offers residents in northwest Springfield and unincorporated Greene County greater access to recreational opportunities through enhanced trail connections. The corridor also connects to the planned I-44 Corridor Trail, eventually linking to the popular Frisco Highline Trail.

The southern segment of the West Wilson’s Creek Greenway provides a direct connection between two existing trails – the Tom & Inge Cutter Section of the Wilson’s Creek Greenway on to the south, and the Vintage Hills walking trail to the north. While the Vintage Hills walking trail is currently private, the 8’ to 10’ asphalt path could accommodate greenway activity if opened to the public. Negotiations with the homeowners association to obtain recreational easements and use of this path will be critical to the development of the West Wilson’s Creek Greenway.



Northern terminus of the Tom & Inge Cutter Section of Wilson’s Creek Greenway at Farm Road 146.

Original Alignment

The original alignment crosses Farm Road 146 at the existing dirt parking area for Wilson’s Creek Greenway where Farm Road 146 winds to the northeast, parallel to Wilson’s Creek. Rapid flashing beacons and other enhancements will be necessary to increase pedestrian safety at this at-grade crossing. The trail then turns west and crosses the Haseltine Branch before running parallel to the branch and connecting with the existing walking path.

Alternative Alignment (Preferred)

The refined alignment also begins at the existing dirt parking area, but travels west along the south side of Farm Road 146 before crossing the road closer to Canton Avenue. Rapid flashing beacons and other enhancements will be necessary to increase pedestrian safety at this at-grade crossing. Once across Farm Road 146, the trail continues north along the same path as the original alignment and connects to the existing walking path. This crossing further to the west



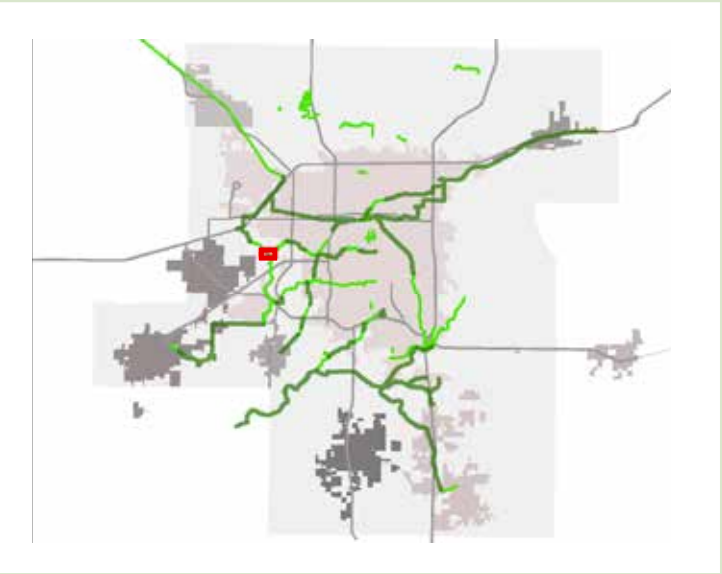
View of the Alternative Alignment north of Farm Road 146 traveling northwest towards the Vintage Hills walking path.

eliminates the need for a bridge over the Haseltine Branch as required in the original alignment. This alternative alignment also reduces the number of parcels traversed and may reduce property acquisition and/or easement costs.

Alignment Scoring

Score	Priority	Original	Alt
Network Connections	High	●	●
User Experience	High	●	●
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	◐	◐
Environmental Conditions	Medium	●	◐
Cost	Low	●	◐
Route Directness	Low	●	●
Ownership / Right-of-Way	Low	●	◐

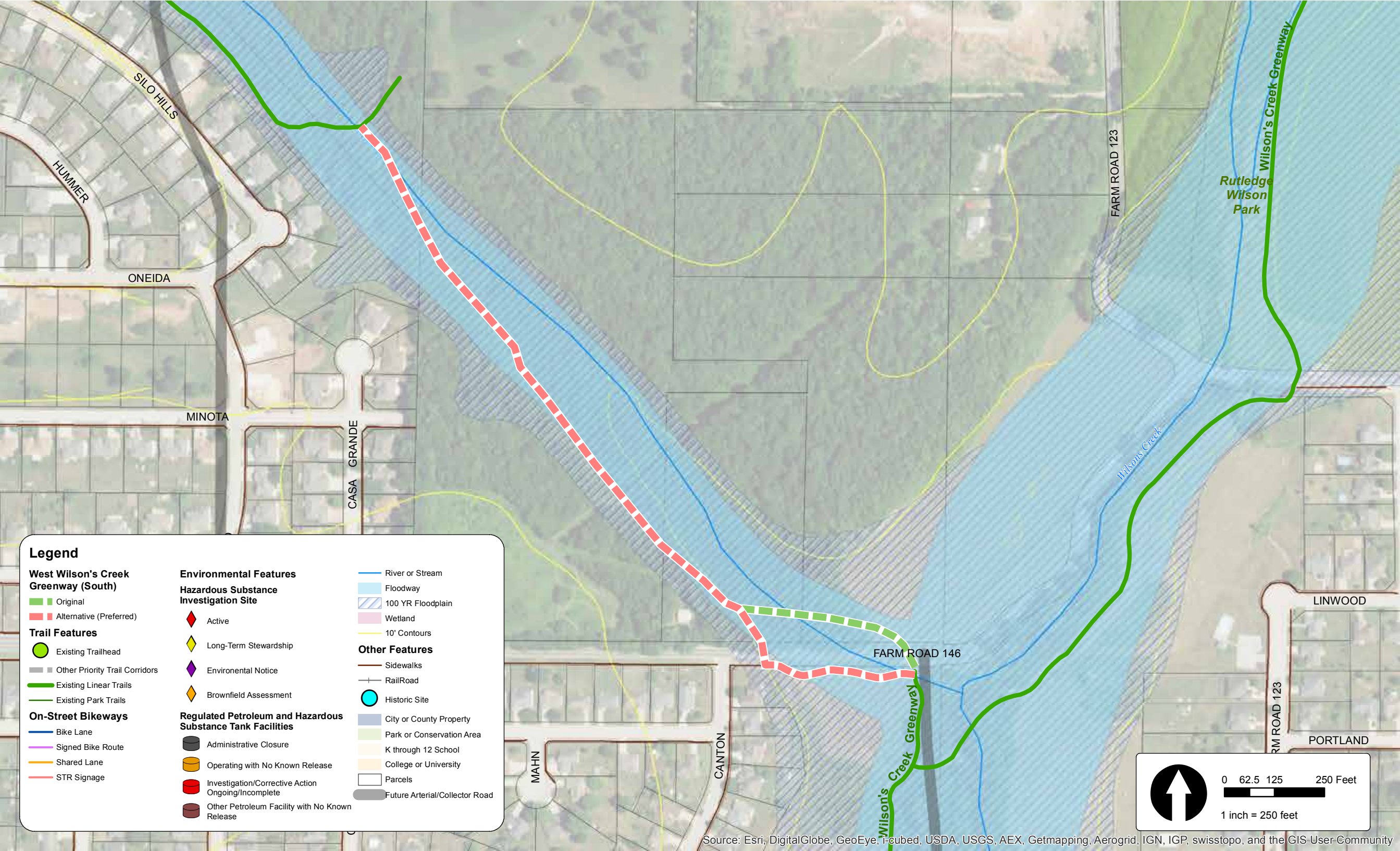
Planning level cost for preferred alignment: \$634,188.



West Wilson’s Creek Greenway (South) priority trail segment location.



West Wilson’s Creek Greenway (South)





## West Wilson’s Creek Greenway (North)

### Corridor Description

West Wilson’s Creek, also known as the Haseltine Branch of Wilson’s Creek, enters into Wilson’s Creek at Farm Road 146, roughly one quarter mile southwest of Rutledge Wilson Park. The West Wilson’s Creek Greenway offers residents in northwest Springfield and unincorporated Greene County greater access to recreational opportunities through enhanced trail connections. The corridor also connects to the planned I-44 Corridor Trail, eventually linking to the popular Frisco Highline Trail.

The northern segment of the West Wilson’s Creek Greenway beings at the northwest terminus of the Vintage Hills walking trail, located 375’ south of the intersection of Haseltine Road and Farm Road 140, and extends northwest along West Wilson’s Creek to the south access road alongside Interstate 44. While the Vintage Hills walking trail is currently private, the 8’ to 10’ asphalt path could accommodate greenway activity if opened to the public. Negotiations with the homeowners association to obtain recreational easements and use of this path will be critical to the development of the West Wilson’s Creek Branch Greenway.

### Original Alignment

The original alignment crosses Haseltine Road parallel to West Wilson’s Creek. The path maintains its position on the



View of Haseltine Road south of Farm Road 140. The preferred alignment travels along the east (left) side of Haseltine Road as approaches Farm Road 140. (Source: Google)

northeast side of the branch until reaching the BNSF rail-road. The alignment will require a grade-separated crossing at the BNSF Railroad to reach the Interstate 44 south access road. The alignment follows the access road to the west before connecting to the planned Interstate 44 Trail immediately east of the Deer Lake Golf Club underpass.

### Alternative Alignment 1 (Preferred)

The alternative alignment begins at the northwest terminus of the Vintage Hills walking trail and continues north to Farm Road 140 on the east side of Haseltine Road. The path crosses the intersection of these roads and continues northwest along the east side of West Wilson’s Creek. The alternative alignment is located outside the floodway to reduce storm-water impacts. The alternative alignment will also require a grade separated crossing at the BNSF Railroad to reach the Interstate 44 south access road. The alternative alignment follows the access road to the west before connecting to the planned Interstate 44 Trail (also a planned priority trail corridor), and crossing under the interstate using the Deer Lake Golf Club underpass.

### Alternative Alignment 2

The second alingment alternative travels north along the east side of Haseltine Road to Farm Road 140. The path crosses the intersection and travels west on the north side of



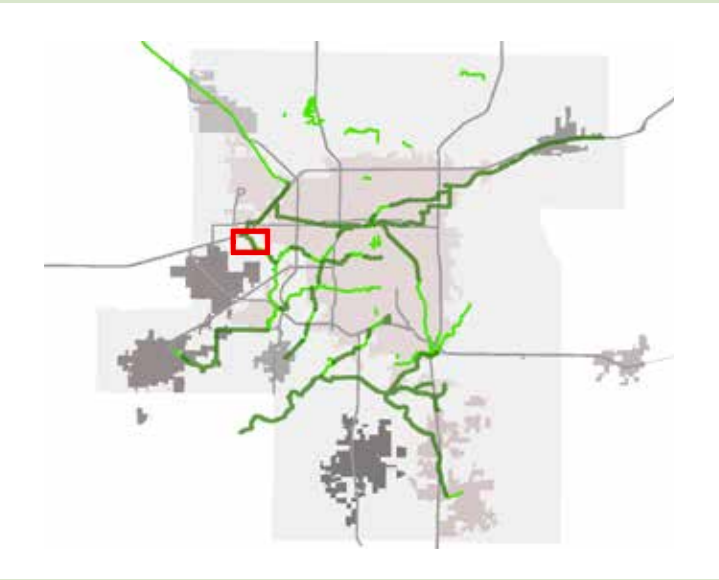
View of the Vintage Hills walking path looking northwest from the community’s clubhouse.

Farm Road 140, crosses over the at-grade BNSF rail line and turns north on Long Road. The path continues as a sidepath along Long Road through the subdivision, then traverses the golf course along existing access paths to reach the Interstate 44 Trail at the underpass.

### Alignment Scoring

Score	Priority	Orig	Alt 1	Alt 2
Network Connections	High	●	●	●
User Experience	High	●	●	●
Enhances Bicycling & Walking	High	●	●	●
Logical Segments	Med.	●	●	●
Cultural & Natural Resources	Med.	●	●	●
Environmental Conditions	Med.	●	●	●
Cost	Low	●	●	●
Route Directness	Low	●	●	○
Ownership / Right-of-Way	Low	●	●	●

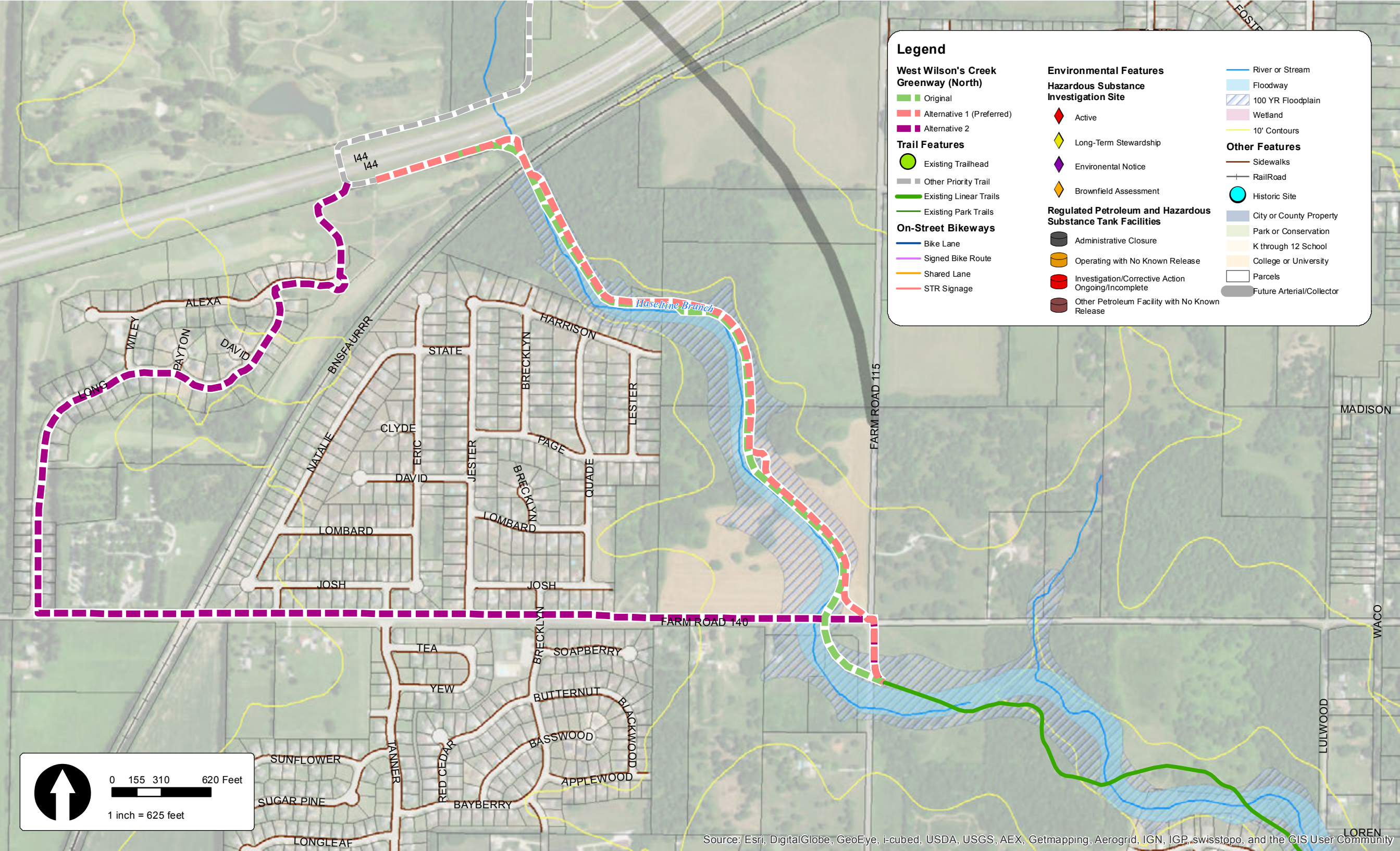
Planning level cost for preferred alignment: **\$1,364,497.**



West Wilson’s Creek Greenway (North) priority trail segment location.



West Wilson's Creek Greenway (North)





I-44 Trail

Corridor Description

The I-44 Trail has been identified by the City of Springfield as part of a circumferential trail loop linking to various destinations and greenways around the perimeter of the city. While the entire I-44 trail is roughly 7.4 miles in length, the priority trail segment under consideration for this Trail Investment Study is 3.9 miles in length and provides a vital link between the West Wilson’s Creek Greenway and the Frisco Highline Trail.

Refined Original Alignment

The alignment begins in unincorporated Greene County at the northwestern terminus of the planned West Wilson’s Creek Greenway on the south side of Interstate 44 near the Deer Lake Golf Course. The alignment briefly travels west to the golf course undercrossing of Interstate 44 and uses this crossing to the north side of the interstate. The alignment then travels northeast along the interstate within existing interstate right-of-way. After crossing the West Branch of Wilson’s Creek (the Haseltine Branch) and before reaching

Trail View Road, the path turns north through the Jenkins parcels and reaches the intersection of Haseltine Road and Trail View Road. The path continues north along the east side of Haseltine Road, crosses Chestnut Expressway at-grade, and remains on the southeast side of Haseltine Road for roughly 1,500 feet, at which point the trail aligns to the north side of the Interstate 44 off-ramp to Chestnut Expressway and travels northeast within the interstate right-of-way. The alignment will require a new bridge over the BNSF railroad, roughly 3,000 feet south of Division Street. The trail crosses Division Street at-grade and continues along the northwest side of the north outer access road of Interstate 44 (County Road 123) for roughly 1,100 feet, then crosses to the southeast side of the Access road opposite the Executive Coach Builders building and parallels the interstate until reaching Kearney Street. The alignment crosses Kearney Street at-grade at Eldon Avenue to connect to the southern trailhead of the Frisco Highline Trail.



A view from the southbound Chestnut Expressway off ramp of Interstate 44 and the proposed alignment to the northwest (left) of the off ramp and interstate (Source: Google Street View).

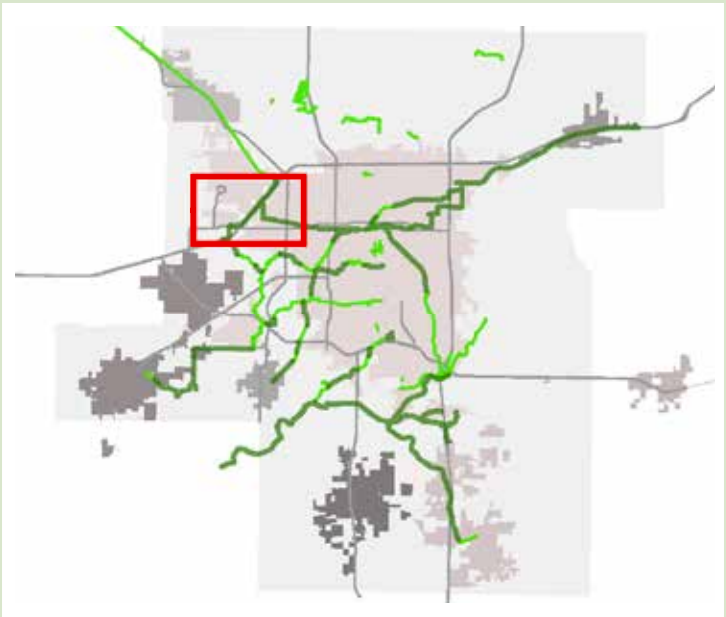


A view from Division Street of Interstate 44 and the proposed trail alignment to the northwest (right) of the interstate (Source: Google Street View).

Alignment Scoring

Score	Priority	Original
Network Connections	High	●
User Experience	High	●
Enhances Bicycling & Walking	High	●
Logical Segments	Medium	●
Cultural & Natural Resources	Medium	●
Environmental Conditions	Medium	●
Cost	Low	●
Route Directness	Low	●
Ownership / Right-of-Way	Low	●

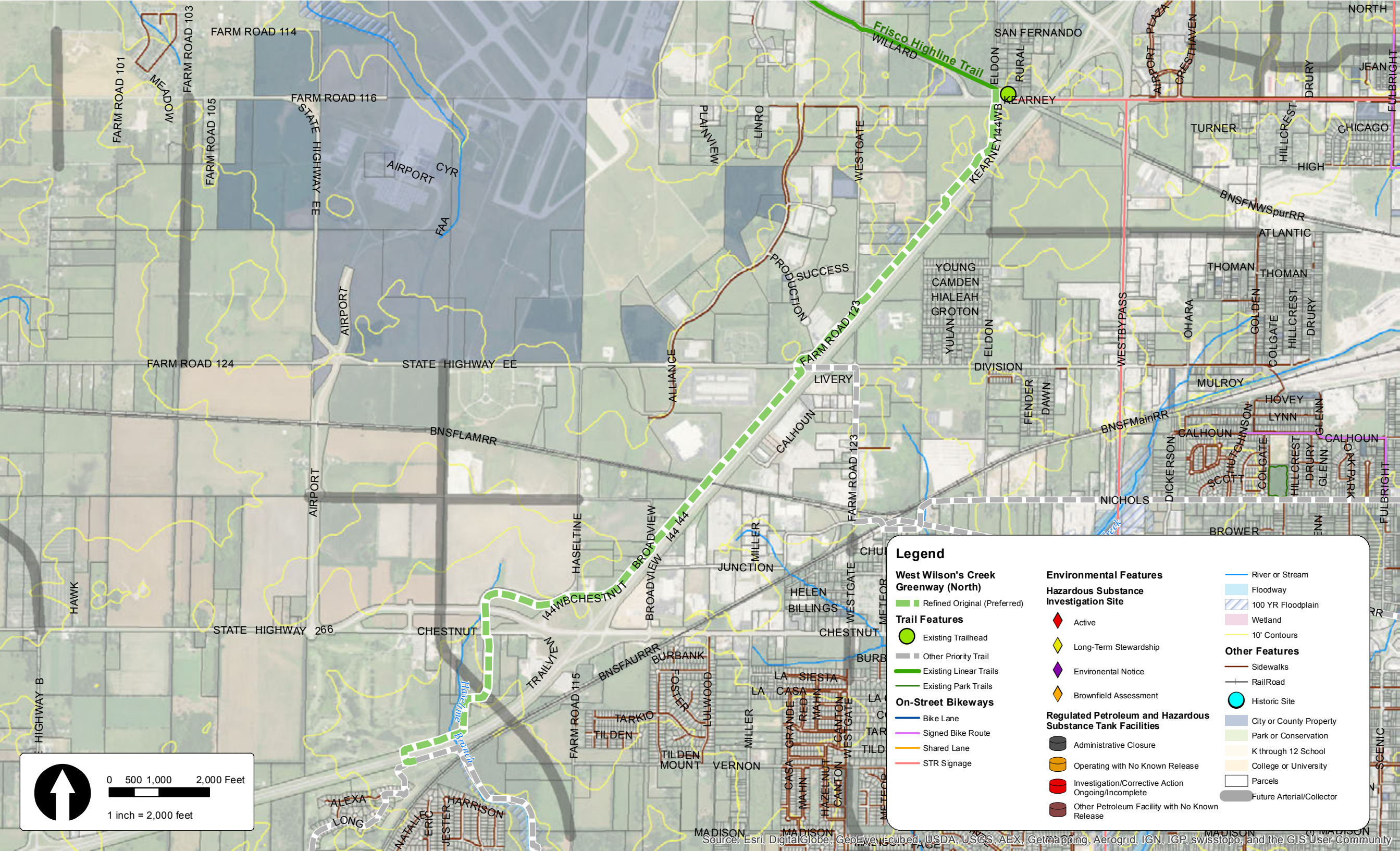
Planning level cost for preferred alignment: \$3,100,898.



I-44 Trail priority trail segment location.



I-44 Trail





Division Street - I-44 Trail Connector

Corridor Description

At just over two tenths of a mile, this Division Street – I-44 Trail Connector is one of the shortest segments among all planned priority trails, but its value to the regional trail network is critical nonetheless. Along with Westgate Avenue, the Division Street – I-44 Trail Connector represents a vital link between the BNSF Spur Rail Trail (West) and the Interstate 44 Trail, both of which are identified as planned priority trails. The Division Street connection to the Interstate 44 Trail is just 1.3 miles south of the Frisco Highline Trail, one of the region’s most popular trail corridors and the second longest rail-trail in Missouri at 36 miles.

With narrow shoulders and a posted speed limit of 45 MPH, current conditions along the corridor are unsuitable for bicycle and pedestrian travel. In addition, the bridge over Interstate 44 will impact alternative selection. While Division Street (Highway EE) between Highway AB and West Bypass (Highway 160) is programmed for pavement and safety improvements in 2017, these improvements do not include bridge improvements or replacement. The two alignments described below reflect potential path placement options based on the future of this bridge. If scheduled for replacement, the path should be incorporated into a new bridge



View of Westgate Avenue looking north from Junction Street (Source: Google Street View).

design. If the scheduling of a replacement is long-term and this trail corridor is identified as a high-priority, short-term project, a separate bicycle and pedestrian bridge should be constructed to move the project forward. Given the lack of existing trail connections along this short corridor and the cost associated with bridge construction, it is unlikely that this project, regardless of the preferred alignment, will be a high priority unless replacement of the bridge is programmed for the near future.

Refined Original Alignment (Preferred)

The original alignment for the Division Street – I-44 Trail Connector utilizes the south side of the existing 90-foot plus right-of-way to provide a shared-use path for non-motorized transportation. The path would extend from Westgate Avenue to the future Interstate 44 Trail immediately west of the Division Street bridge over Interstate 44. This alignment is dependent upon replacement of the existing bridge and would require the incorporation of a 10’ shared-use path on the south side of the bridge. The cost savings from incorporating the path into future bridge construction would be significant compared to the cost of a separate bridge for bicycle and pedestrian travel. In addition, given the lack of existing trail connections



View of Westgate Avenue looking north from Calhoun Street (Source: Google Street View).

Alternative Alignment

The alternative alignment follows the same path as described above, using the south side of the Division Street right-of-way for trail development; however, this alignment calls for the construction of a separate bicycle and pedestrian bridge south of the existing Division Street bridge over Interstate 44.

**Alignment Scoring**

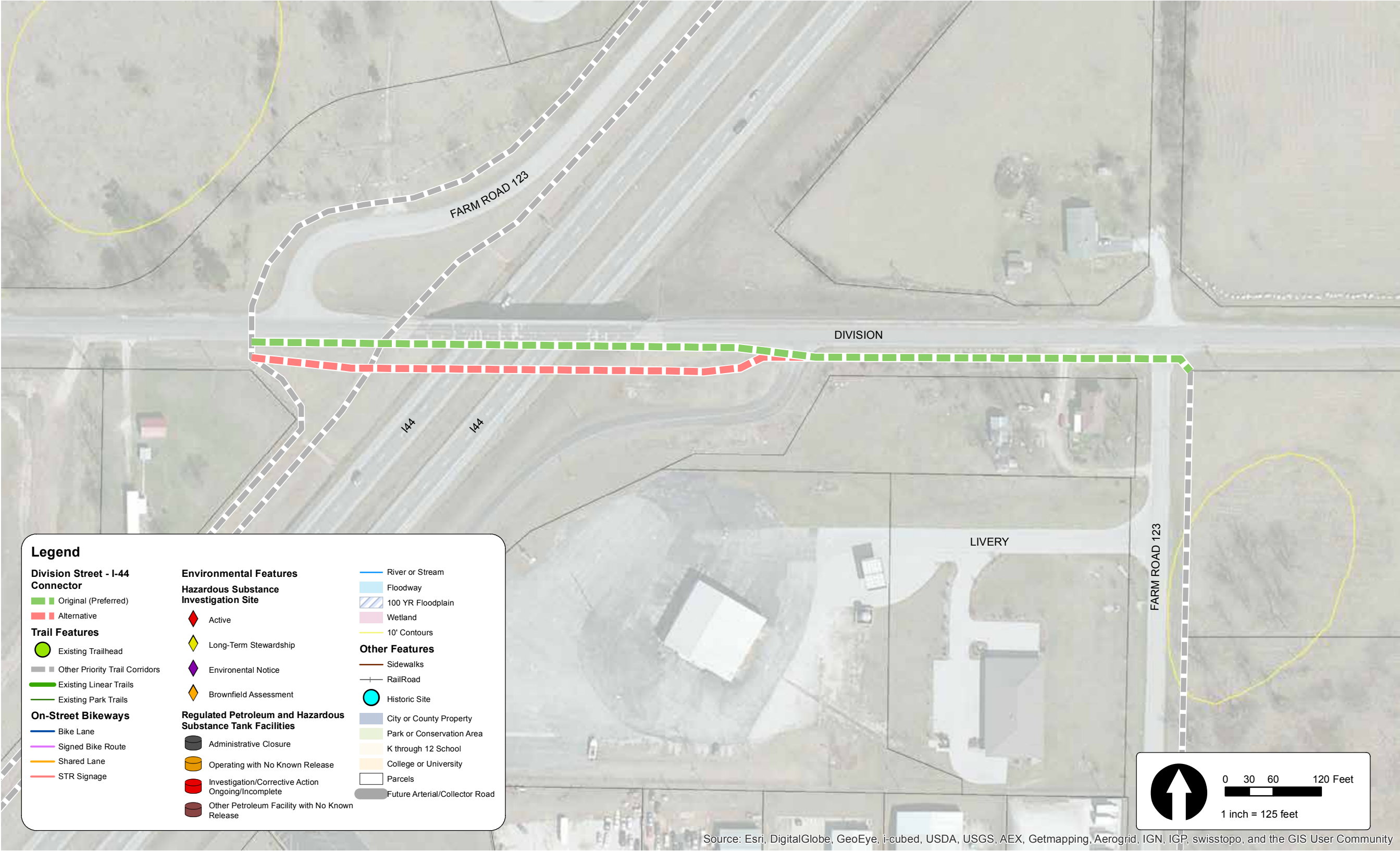
Score	Priority	Original	Alt
Network Connections	High	●	●
User Experience	High	●	●
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	○	○
Cultural & Natural Resources	Medium	○	○
Environmental Conditions	Medium	●	●
Cost	Low	●	○
Route Directness	Low	●	●
Ownership / Right-of-Way	Low	●	●

**Planning level cost for preferred alignment: \$179,181.**

Division Street - I-44 Trail Connector priority trail segment location.



Division Street - I-44 Connector





## Westgate Avenue (Farm Road 123)

### Corridor Description

Along with Division Street, Westgate Avenue provides a vital link between the BNSF Spur Rail Trail (West) and the Interstate 44 Trail and the Frisco Highline Trail northwest of the City of Springfield. Westgate Avenue is functionally classified as a secondary arterial with two lanes of travel and right-of-way widths between 66' and 71'. The segment is one of many planned priority trails along the corridor leading from Downtown Springfield to the Frisco Highline Trail. The development of a trail facility alongside Westgate Avenue will be dependent on the development of connecting trail segments along this corridor, or on major roadway reconstruction. There are currently no programmed improvements identified in the OTO 2015-2018 Transportation Improvement Program.



View of Westgate Avenue looking north from Junction Street  
(Source: Google Street View).

### Refined Original Alignment

The trail facility recommended for Westgate Avenue consists of a shared-use path within the existing right-of-way located to the east of the roadway and adjacent drainage channel. Compared to a potential trail location on the west side of the roadway, this refined alignment on the east crosses fewer parcels and is not constrained by above-ground utilities.

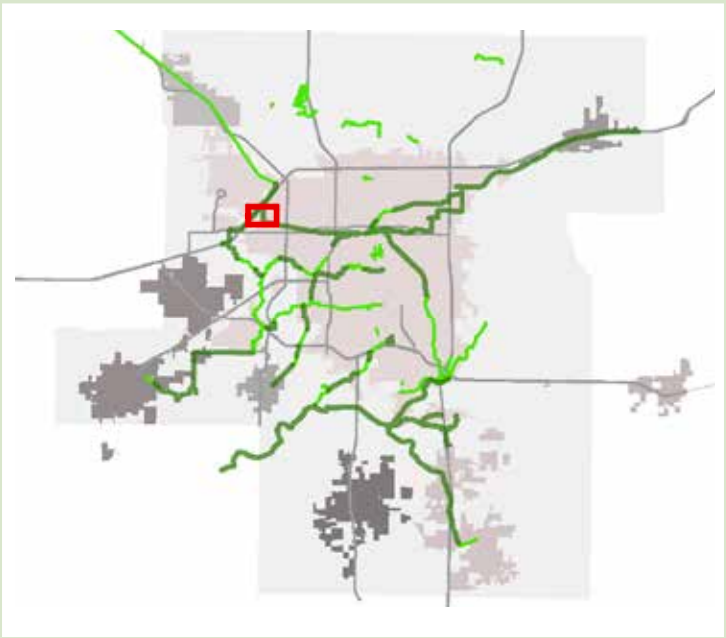


View of Westgate Avenue looking north from Calhoun Street  
(Source: Google Street View).

### Alignment Scoring

Score	Priority	Original
Network Connections	High	○
User Experience	High	◐
Enhances Bicycling & Walking	High	●
Logical Segments	Medium	◐
Cultural & Natural Resources	Medium	○
Environmental Conditions	Medium	◐
Cost	Low	◐
Route Directness	Low	●
Ownership / Right-of-Way	Low	●

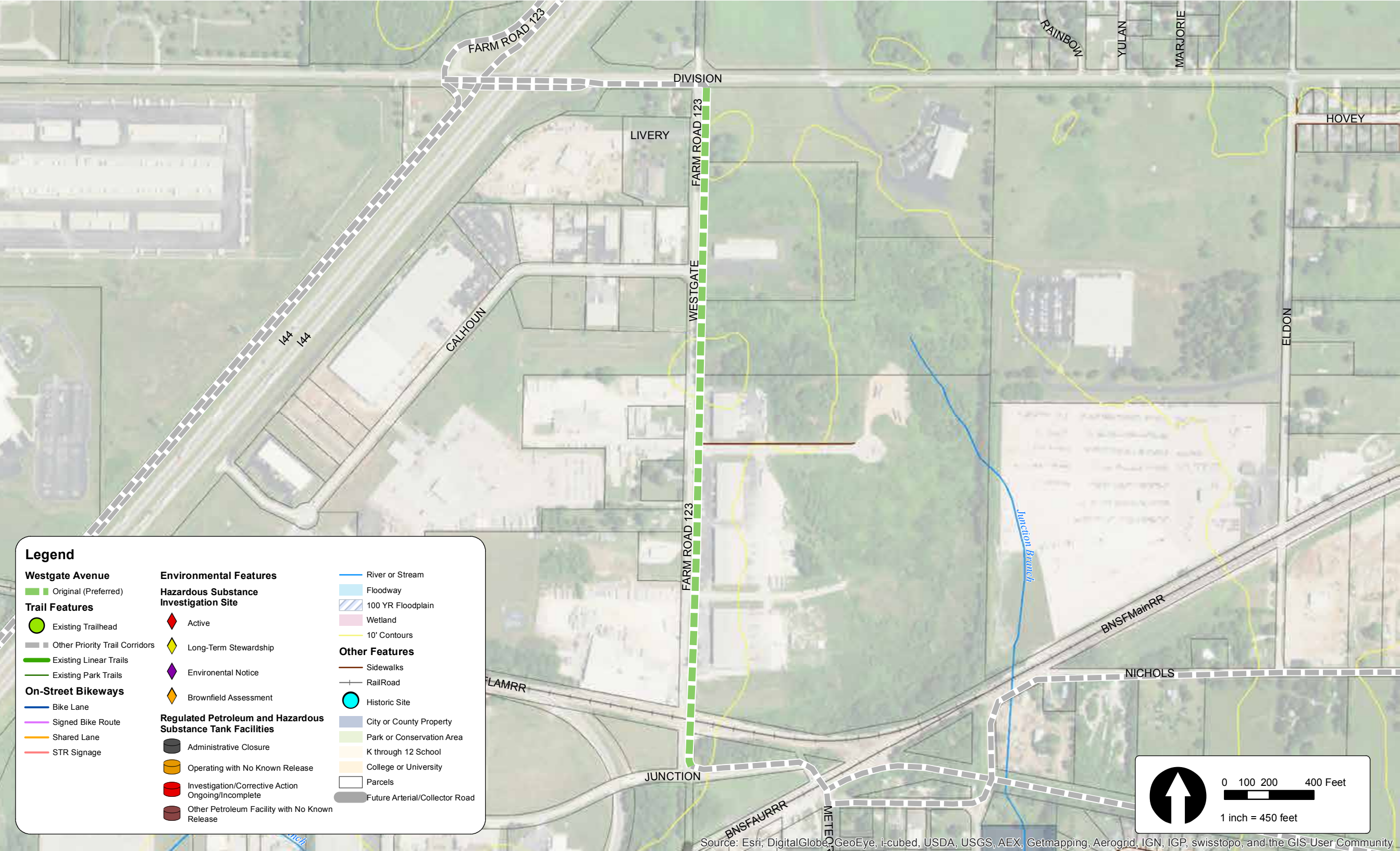
**Planning level cost for preferred alignment:  
\$749,757.**



Westgate Avenue priority trail segment location.



Westgate Avenue (Farm Road 123)





## Fort Scott Line Rail Trail

### Corridor Description

The Fort Scott Line Rail Trail travels from Downtown to Nichols Junction through the West Central, Westside, Heart of the Westside, Fairfield Acres, and Bissett neighborhoods. As a rail-trail, this planned priority trail provides a unique recreation and transportation experience for area residents and visitors and a direct, low-stress connection to Downtown Springfield for thousands of residents. Roughly half the 4-mile corridor consists of active rail, while the other half is inactive and the tracks have been removed.

### Refined Original Alignment (Preferred)

The original alignment has been slightly modified, but still utilizes the BNSF rail corridor to connect neighborhoods in west Springfield to the heart of the city. The section of rail between Nichols Junction and Hillcrest Avenue is inactive, and the tracks and bridge over West Bypass has been removed. East of Hillcrest Avenue, the spur still services adjacent properties, and there are numerous at-grade crossings. The eastern terminus of this rail trail project connects to the existing Jordan Creek Greenway at Jefferson Avenue, one block west of the Park at Jordan Valley. Despite its status as



BNSF Rail Corridor, looking west from West Bypass.

the preferred and only shared-use path alignment for this corridor, the long-term nature of rail-to-trail development along a partially active rail corridor and the BNSF’s current policy prohibiting rail-with-trail projects limit this project’s potential as a high-priority project.

### Interim Alignment

Given the lack of alternative alignment options to provide an off-street shared-use path, and the long-term nature of rail-to-trail development, an interim alignment along existing public rights-of-way has been identified. This interim alignment travels west on Water Street from Jefferson Ave, then along Boonville Avenue, Mill Street, and Main Avenue northward into West Central Springfield. The interim alignment then continues west along West Nichols Street to its western terminus, then south along Orchard Crest and west along Junction Street, where the alignment connects with the proposed sidepath along Gate Avenue. Existing shared lanes are present on Mill Street, Main Avenue, and Nichols Street. Wayfinding signage and traffic calming enhancements can reduce traffic stress for bicyclists along this corridor and should be considered if the interim alignment is pursued and developed.



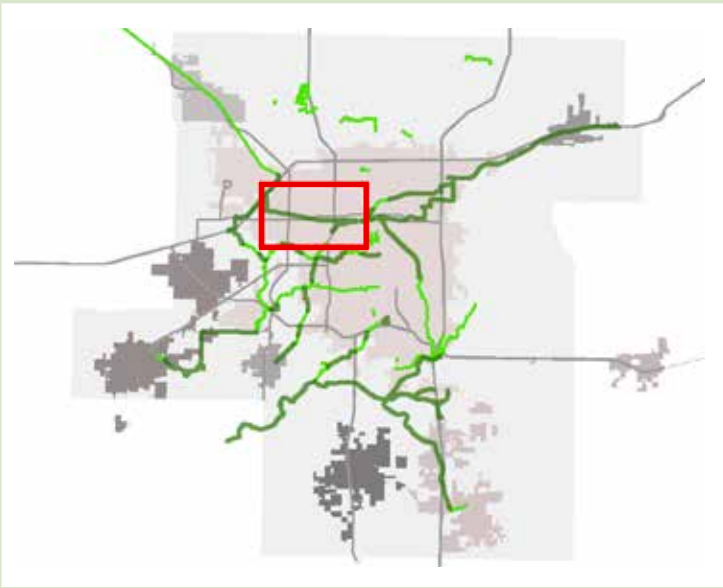
BNSF Rail Corridor bridge over the Kansas Expressway.

This interim alignment is called out in the 2016 Springfield Area plan as a future bike lane connection. Priority should be given to this alignment for this interim connection, due to the preferred alignment being a long term corridor connection.

### Alignment Scoring

Score	Priority	Original	Interim
Network Connections	High	●	●
User Experience	High	●	○
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	●	●
Environmental Conditions	Medium	●	●
Cost	Low	○	●
Route Directness	Low	●	○
Ownership / Right-of-Way	Low	○	●

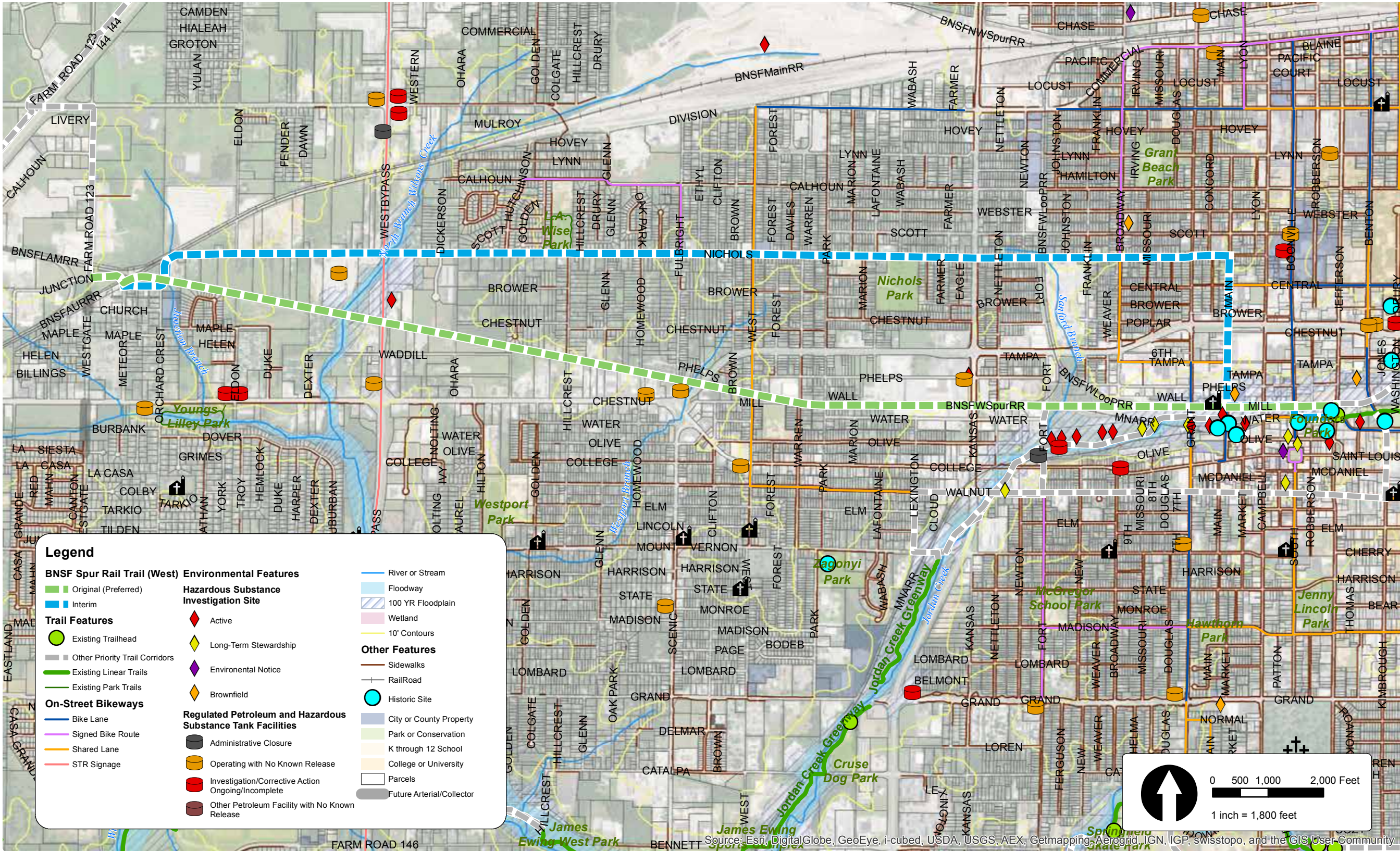
Planning level cost for preferred alignment: \$5,656,077.



Fort Scott Line Rail Trail priority trail corridor location.



Fort Scott Line Rail Trail





## Chadwick Flyer Rail Trail (North)

### Corridor Description

The Chadwick Flyer Rail Trail (North) will provide a vital link between Downtown Springfield and the popular Galloway Creek Greenway. This trail utilizes the currently active BNSF Kissick Spur, originally part of the longer Chadwick Branch, but now extending only as far south as City Utility’s James River Power Station immediately southwest of Lake Springfield. The Galloway Creek Greenway straddles the Kissick Spur from Seminole Street south under James River Freeway/US Highway 60, providing a valuable north-south active transportation corridor in southeast Springfield.

### Original Alignment (Preferred)

There is only one alternative for this segment that is in keeping with the intent of the priority trail planning effort. The original priority trail alignment follows the Kissick Spur for the duration, from its northern terminus at Sherman Parkway opposite Jordan Valley Park, to its southern terminus at Seminole Street and the northern trailhead of the Galloway Creek Greenway. Although the current right-of-way width varies from 60’ to 100’ or greater, current BNSF policy prohibits shared-use paths parallel to tracks on railroad right-of-way or on railroad access roads. Acquiring easements across properties adjacent to the trail would require negotiations with more than 80 individual property owners. There are no nearby alignments that can provide a shared-use path of similar character or quality, and, despite the



BNSF Spur Rail Corridor as it turns south, just east of National Avenue.

aforementioned trail development difficulties, this original alignment is the preferred alignment. Development for this trail should be considered long-term, requiring either deactivation and abandonment, or a change in railroad policy to permit trails parallel to tracks within railroad right-of-way.

### Interim Alignment

Given the lack of alternative alignment options to provide an off-street shared-use path, and the long-term nature of rail-to-trail development, an interim alignment consisting on-street bikeways and sidewalks along existing public rights-of-way has been identified. This interim alignment travels entirely along existing and planned bike lanes and shared lane bike routes and reaches a maximum distance of 1.5 miles from the original alignment. Streets along this route include Oak Grove Ave, Cherokee Street, Langston Street, Freemont Ave, Monroe Street, Weller Ave, Pickwick Ave, and Trafficway Street. The interim alignment’s divergence from original corridor reduces its ability to serve residents and destinations in the Oak Grove and Bingham neighborhoods, particularly those to the east of the BNSF Spur. Wayfinding signage and traffic calming enhancements can reduce traffic stress for bicyclists along this corridor and should be considered if the interim alignment is pursued and developed.

This interim alignment is called out as a City Bikeway in the 2016 Springfield Area plan as a future bike lane connection.



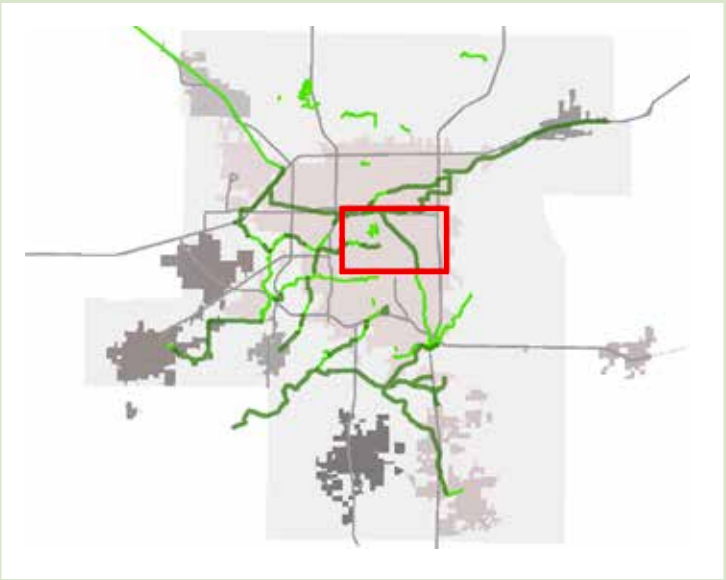
BNSF Rail Corridor traveling north across Sunshine Street.

Priority should be given to this connection for this interim connection, due to the preferred alignment being a long term corridor connection.

### Alignment Scoring

Score	Priority	Original	Interim
Network Connections	High	◐	◐
User Experience	High	●	○
Enhances Bicycling & Walking	High	●	◐
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	◐	◐
Environmental Conditions	Medium	◐	●
Cost	Low	○	●
Route Directness	Low	●	○
Ownership / Right-of-Way	Low	○	●

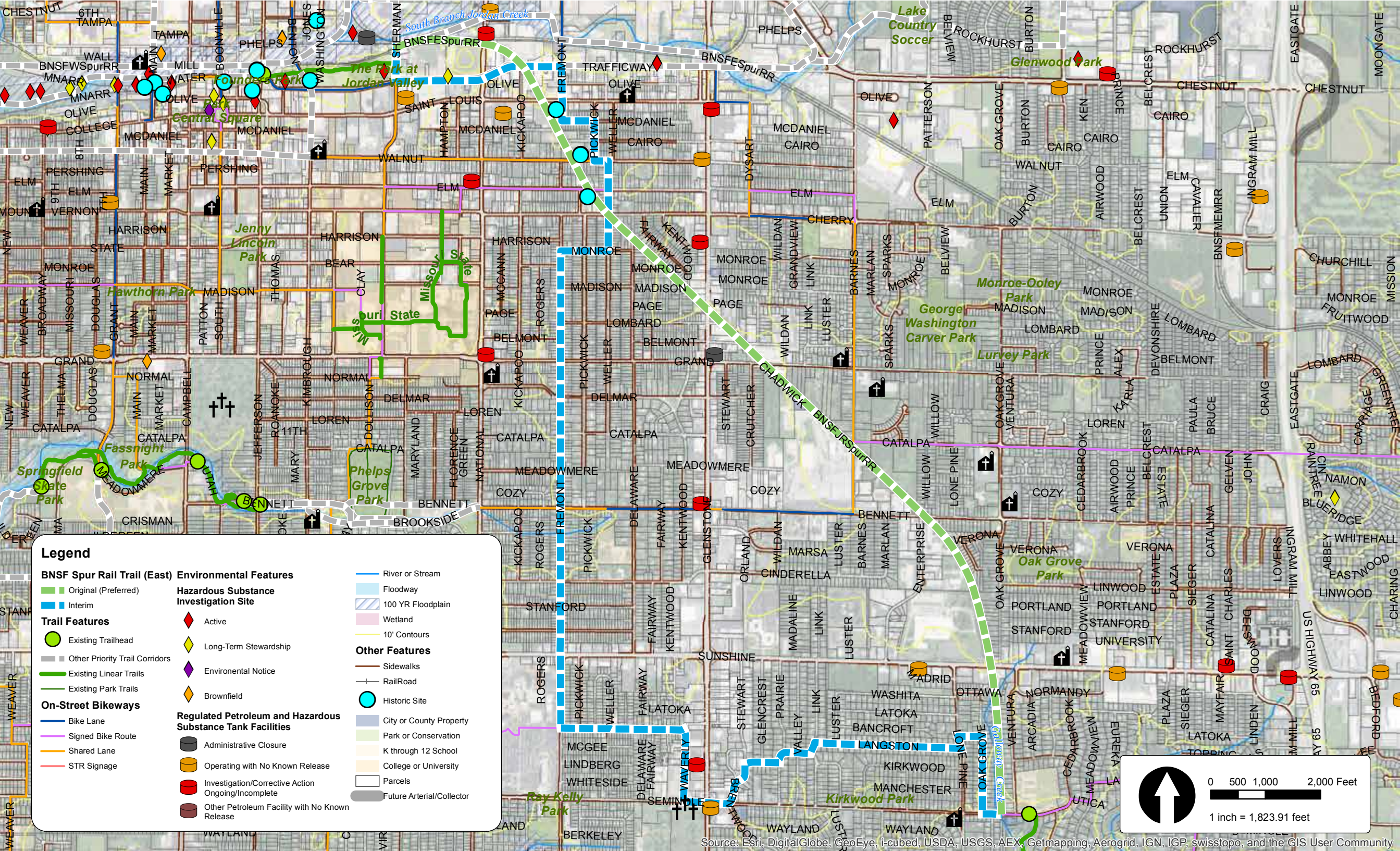
Planning level cost for preferred alignment: \$4,756,288.



Chadwick Flyer Rail Trail (North) Greenway north extension priority trail corridor location.



BNSF Spur Rail Trail (East) / Galloway Creek Greenway Extension





## Lower Jordan Creek Greenway

### Corridor Description

The Lower Jordan Creek Greenway provides a link between Downtown Springfield and the Ewing Neighborhood in west Springfield, where additional connections to the existing Wilson’s Creek Greenway and the planned Fassnight Creek Greenway will afford residents and visitors more than 13 miles of contiguous trails facilities along the city’s beautiful urban waterways. This planned priority trail segment of the Jordan Creek Greenway begins at Mt Vernon Street west of the Kansas Expressway and follows the creek northeast Campbell Avenue at Water Street, where it links to multiple on-street bikeways and planned trails. The prevalence of heavy industrial uses surrounding the creek presents both alignment and environmental challenges to greenway development.

### Refined Original Alignment (Preferred)

The original alignment begins at the existing segment of the Jordan Creek Greenway immediately south of Mt Vernon Street west of Jordan Creek. At the present, there is no public access to this half-mile segment of the greenway. The alignment crosses the creek at Mt. Vernon Avenue and continues north on the east side of the creek under the Kansas Expressway. An at-grade crossing will be required at Walnut Street. Property acquisition or easements will be necessary to extend the greenway north from Walnut Street to College Street.

At College Street, the trail will cross to the north side of the street and continue east along College Street within the existing right-of-way. Excess curb-to-curb width can be reclaimed from this 40-foot plus two-lane road for the development of a side sidepath (continuing the sidepath theme established at the Route 66 Roadside Park a half block to the east) or a two-way cycle track and adjacent sidewalk. The alignment then turns north at Fort Avenue and travels along the east side of the road and crosses Jordan Creek on a new bicycle/pedestrian bridge. The alignment turns east along the north side of Jordan Creek and travels through West Meadows, an integral component of the Jordan Valley Concept Plan and part of the City of Springfield’s efforts to greenlight the Jordan Creek and transform the corridor

into a premier urban park. The path through West Meadows, identified as the main path in the West Meadows Conceptual Landscape Plan, continues east under Grant Avenue and crosses Main and Campbell Avenues at-grade, transitions to an on-street path at Water Street, and remains as such until it reaches the existing Jordan Creek Greenway at Jefferson Avenue.

The most significant refinements to the original alignment occur from Walnut Street to West Meadows, where industrial developments along Jordan Creek present significant environmental and property acquisition challenges. In addition, the refined alignment through the West Meadows site are dependent railroad removal and replacement as identified in the West Meadows Proposed Track Construction and Removal concept from the 2006 Springfield Railroad Reconfiguration and Grade Separation Study.

### Alternative Alignment

The alternative alignment follows the same path as the refined original alignment from Walnut Street to Fort Avenue, but continues north on Fort Avenue to the BNSF Spur Rail Trail (West), a planned priority trail whose development is largely dependent on railroad abandonment or significant rerouting. However, future construction and removals of tracks identified in the West Meadows Proposed Track Construction and Removal plan show this rail corridor remaining active east of Hillcrest Avenue for the foreseeable future.

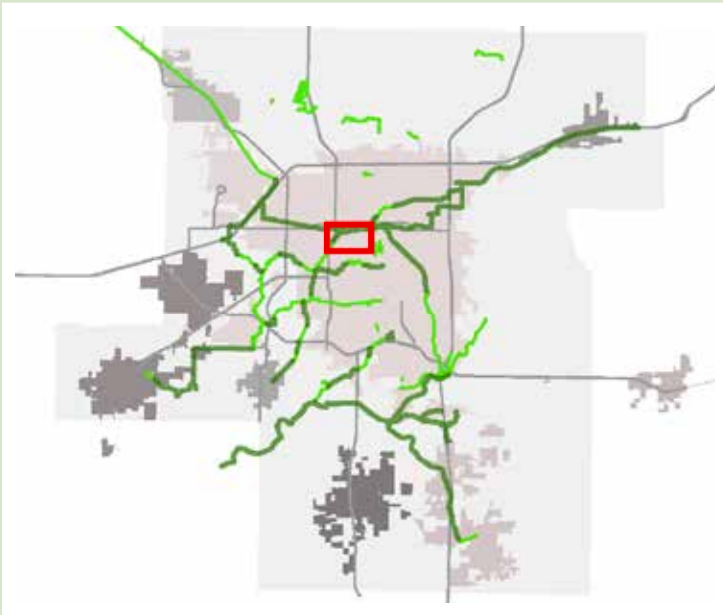
### Interim Alignment

The interim alignment provides an on-street alternative by way of Lexington Avenue and existing bike routes on Walnut Street and Kimbrough Avenue. The addition of wayfinding signage and other traffic calming elements can offer bicyclists and pedestrians a more comfortable and navigable facility and improve transitions between facility types from off-street trail to on-street bikeway. Should the interim alignment be improved to the level of comfort that it becomes an all-ages bikeway, the wayfinding signage can incorporate greenway branding elements to further establish the corridor as an integral link in the greenway network.

### Alignment Scoring

Score	Priority	Orig	Alt	Int
Network Connections	High	●	◐	●
User Experience	High	●	◐	○
Enhances Bicycling & Walking	High	●	●	◐
Logical Segments	Med.	●	◐	◐
Cultural & Natural Resources	Med.	●	○	◐
Environmental Conditions	Med.	◐	◐	●
Cost	Low	○	◐	●
Route Directness	Low	●	◐	○
Ownership / Right-of-Way	Low	◐	◐	●

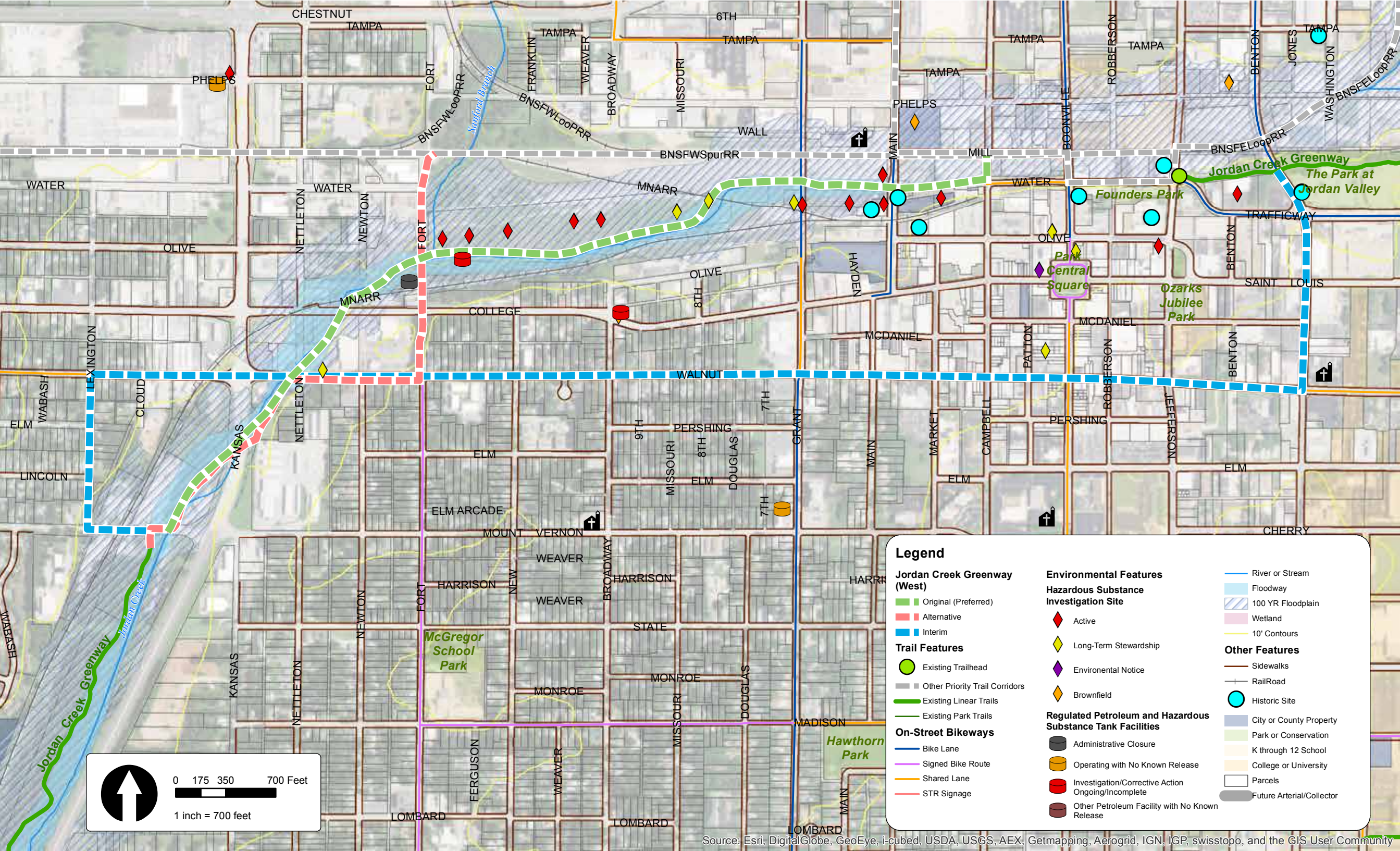
**Planning level cost for preferred alignment: \$2,111,523.**



Lower Jordan Creek Greenway priority trail segment location.



Lower Jordan Creek Greenway





## North Jordan Creek Greenway - Jordan Valley Connector

### Corridor Description

Multiple greenways converge at around Jordan Valley Park, highlighting the density of popular recreation, education, and cultural destinations in the heart of Springfield. The North Jordan Creek Greenway - Jordan Valley Connector segment connects the existing North Jordan Creek Greenway, which currently terminates at Sherman Avenue north of Central Street, to the Jordan Creek Greenway in Jordan Valley Park. This short trail segment provides direct connections to multiple destinations and attractions, including Ozark Technical Community College, Drury University, the IDEA Commons, Jordan Valley Park, Silver Springs Park, and Hammons Field.

### Original Alignment

The original alignment begins at the intersection of Jefferson Avenue and Trafficway Street, where it connects with the existing Jordan Creek Greenway, and travels north along the east side of Jefferson Avenue. Once north of the BNSF East Loop railroad tracks, the alignment turns east along the railroad right-of-way and continues northeast along the tracks until reaching Sherman Avenue, at which point the trail turns

south on Sherman Avenue, crosses the railroad tracks, and then crosses the two-lane Sherman Avenue at the existing crosswalk leading to the North Jordan Creek Greenway. Current BNSF policy restricting bicycle and pedestrian trails within railroad right-of-way limits the opportunity for trail development until the railroad is abandoned or sold, or until current BNSF policy changes.

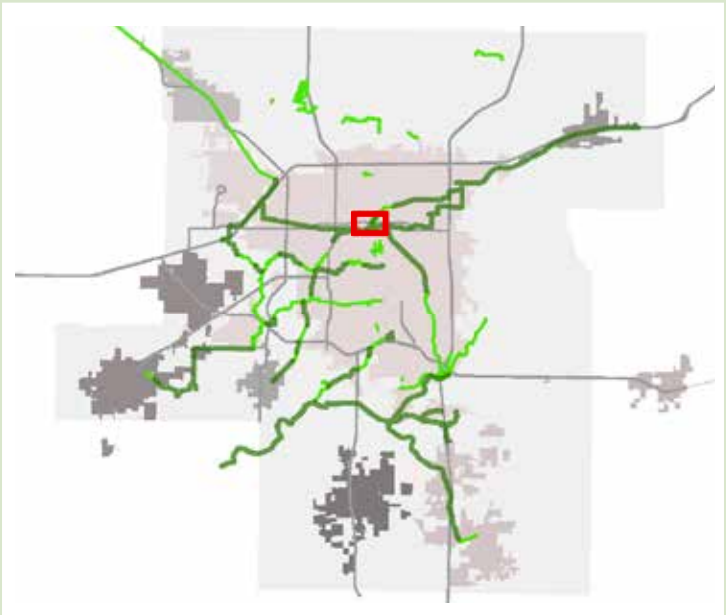
### Alternative Alignment (Preferred)

The alternative alignment begins at the east end of Jordan Valley Park at Sherman Avenue and travels north from the Jordan Creek Greenway on the west side of Sherman Avenue. The alignment turns west on the existing sidepath on the south side of Chestnut Expressway, which travels north under Chestnut Expressway and continues parallel to the BNSF East Loop railroad tracks to Central Street. The alignment continues east on the south side of Central Street, crosses the west and north legs of the Central Street / Sherman Avenue intersection, and connects to the existing North Jordan Creek Greenway. Improvements to the Sherman Avenue bridge over the Jordan Creek North Branch will be required to accommodate the shared-use path.

### Alignment Scoring

Score	Priority	Original	Alt
Network Connections	High	⦿	⦿
User Experience	High	●	⦿
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	⦿	⦿
Environmental Conditions	Medium	⦿	●
Cost	Low	⦿	●
Route Directness	Low	⦿	⦿
Ownership / Right-of-Way	Low	○	●

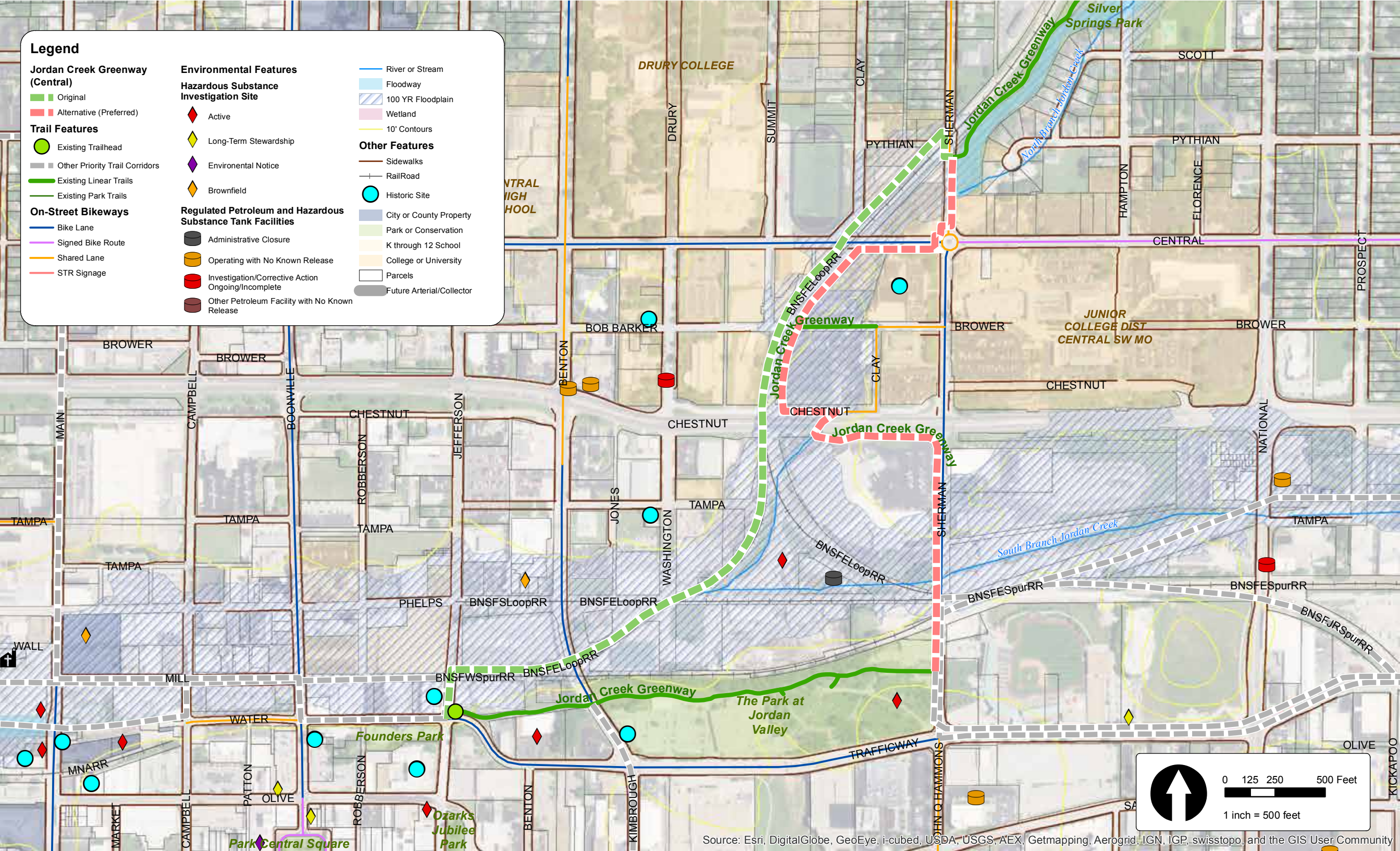
**Planning level cost for preferred alignment: \$1,152,341.**



North Jordan Creek Greenway - Jordan Valley Connector priority trail segment location.



North Jordan Creek Greenway - Jordan Valley Connector





## South Jordan Creek Greenway

### Corridor Description

The South Branch of Jordan Creek extends eastward from Jordan Valley and offers a natural connection between Cooper Park and Jordan Valley Park. However, heavy industrial development, multiple railroad tracks, and major roadways restrict the riparian corridor’s ability to serve as a direct alignment for trail development. The South Jordan Creek Greenway alignments presented below navigate the wandering creek, the street network, and myriad of land uses to offer unique paths to connect Downtown Springfield to Cooper Park and adjacent residential neighborhoods.

### Refined Original Alignment

The original alignment begins at Phelps Street and Sherman Avenue and travels northeast through numerous industrial properties before crossing the capped South Branch of Jordan Creek near National Avenue. The alignment crosses National Avenue at-grade with a new signalized pedestrian crossing and continues east along the north side of the capped South Branch, turns south along the winding creek west of Fremont Avenue, and crosses Fremont Avenue at-grade with a new crosswalk and rectangular rapid flashing beacon north of the creek and adjacent railroad line. The alignment then continues east along the railroad tracks and adjacent industrial properties, crosses under the Glenstone Avenue Viaduct, then crosses the railroad tracks and travels south to Trafficway Street. The alignment continues along the north side of Trafficway Street until reaching the South Branch of Jordan Creek again, at which point it travels alongside the creek and under Chestnut Expressway via the existing box culverts. Improvements may be necessary to meet shared-use path clearance standards.

The alignment continues along the South Branch of Jordan Creek and follows the east fork through the southern end of Eastlawn Cemetery and Lake Country Soccer South Fields, crosses Patterson Avenue at-grade, and travels east along Rockhurst Street. An alignment along Rockhurst Street will be dependent upon stormwater and roadway improvements that can accommodate a sidepath. At Burton Avenue, the alignment continues east through Glenwood Park, then continues north along Cedarbrook Avenue and connects to the Division Street – Cooper Park Connector.

### Alternative Alignment #1

The first alternative alignment begins at the existing Jordan Creek Greenway in Jordan Valley Park, travels south to Trafficway Street, then continues east along the north side of Trafficway as a sidepath facility until reaching the original alignment at the South Branch of Jordan Creek and crossing under Chestnut Expressway through the existing creek box culverts. The alignment continues alongside the creek, traverses the southern edge of Eastlawn Cemetery, and enters the Lake Country Soccer South Fields property from the southeast corner. The alignment travels along the perimeter of the property to the east and north before crossing Pythian Street at-grade at Patterson Avenue into Cooper Park.

### Alternative Alignment #2 (Preferred)

The second alternative alignment follows the same path as the first alternative alignment from its origin at Jordan Valley Park to just west of Chestnut Expressway, at which point the second alternative alignment veers north and travels northwest along the south side of Chestnut Expressway to Pythian Street. The alignment then crosses Chestnut



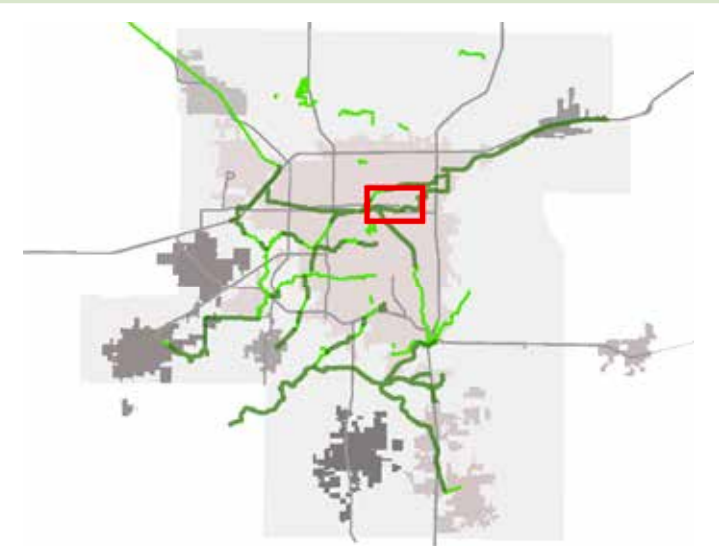
Two of the three trail alignments utilize the ephemeral South Jordan Creek box culverts to travel under Chestnut Expy.

Expressway at the southeast leg of the signalized intersection and continues north along the east side of Pythian Street. The alignment then crosses to the north side of Pythian Street near the western-most parking lots for Cooper Park, travels along the southern edge of Cooper Park, and terminates at the existing park trail system immediately west of the baseball fields parking lot.

### Alignment Scoring

Score	Priority	Orig	Alt 1	Alt 2
Network Connections	High	●	●	●
User Experience	High	●	●	●
Enhances Bicycling & Walking	High	●	●	●
Logical Segments	Med.	●	●	●
Cultural & Natural Resources	Med.	●	●	●
Environmental Conditions	Med.	○	●	●
Cost	Low	○	●	●
Route Directness	Low	○	●	●
Ownership / Right-of-Way	Low	○	●	●

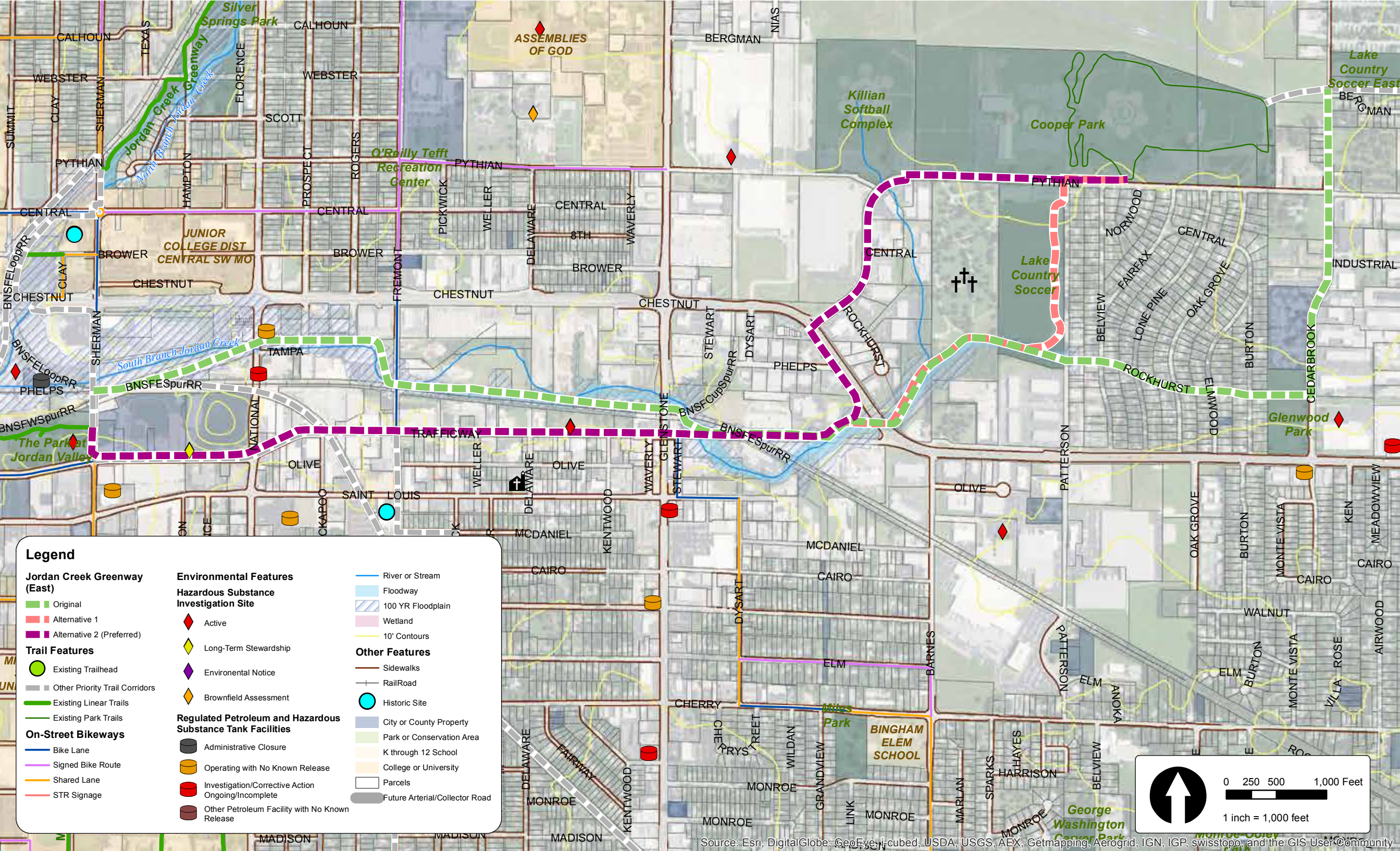
Planning level cost for preferred alignment:  
**\$4,007,075.**



South Jordan Creek Greenway priority trail segment location.



South Jordan Creek Greenway





## Division Street - Cooper Park Connector

### Corridor Description

Located in northeast Springfield, the Division Street – Cooper Park Connector planned priority trail is a short connecting trail linking Cooper Park to the intersection of Division Street and Packer Road and other planned priority trails to the north and east. While the internal Cooper Park trail system is already in place, there are no existing trails to the north or east to which this planned priority trail connects.

### Refined Original Alignment

The alignment begins at the northeast corner of the existing internal loop trail in Cooper Park and crosses the south-east corner of the Downtown Airport to reach Cedarbrook Avenue. The alignment crosses Cedarbrook Avenue north of Bergman Street and travels along the south side of the Lake Country Soccer East Fields to the eastern edge of the property, then turns north along the eastern edge of the property and continues in that direction until reaching its terminus at Division Street. North of the Lake Country Soccer East Fields site, the alignment should travel along the edge of the

property line following the procurement of easements for shared-use path development from one of the two adjoining property owners.

### Alternative Alignment (Preferred)

The alternative alignment follows the same path as the refined original alignment through Cooper Park, across Cedarbrook Avenue, and through the Lake Country Soccer East Field site. The alternative alignment then exits the site through the north east and traverses the southern edge of the EDCO Health Information Solutions parcel to reach Belcrest Avenue, at which point it continues north along the west edge of the Belcrest right-of-way to reach Division Street. The alignment then turns west to reach the intersection of Division Street and Packer Road and crosses north to the north side of Division Street to connect to other planned priority trails. This refined alignment requires less easement acquisition than the original alignment and does not interfere with internal site circulation and parking on utilized industrial properties.

### Alignment Scoring

Score	Priority	Original	Alt
Network Connections	High	○	○
User Experience	High	○	○
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	○	○
Cultural & Natural Resources	Medium	○	○
Environmental Conditions	Medium	○	●
Cost	Low	○	○
Route Directness	Low	●	○
Ownership / Right-of-Way	Low	○	●

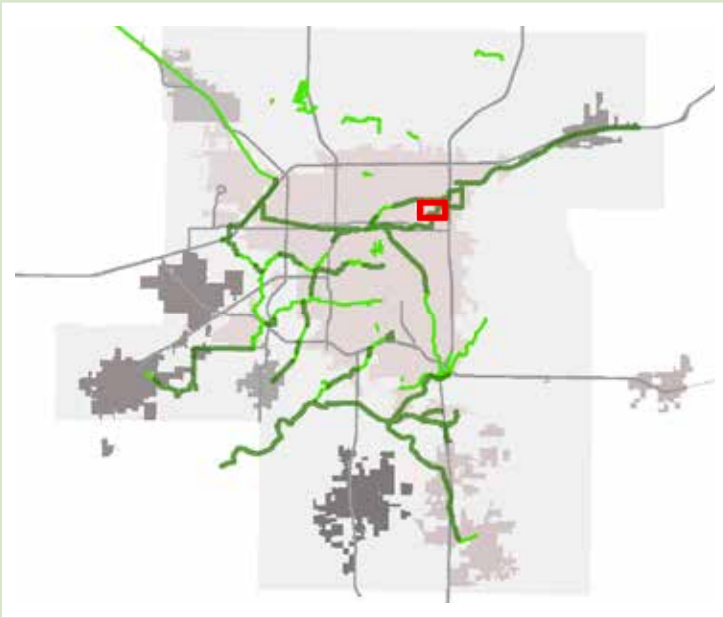
**Planning level cost for preferred alignment: \$1,030,374.**



Lake Country Soccer East Fields located cross Cedarbrook Avenue from Cooper Park.



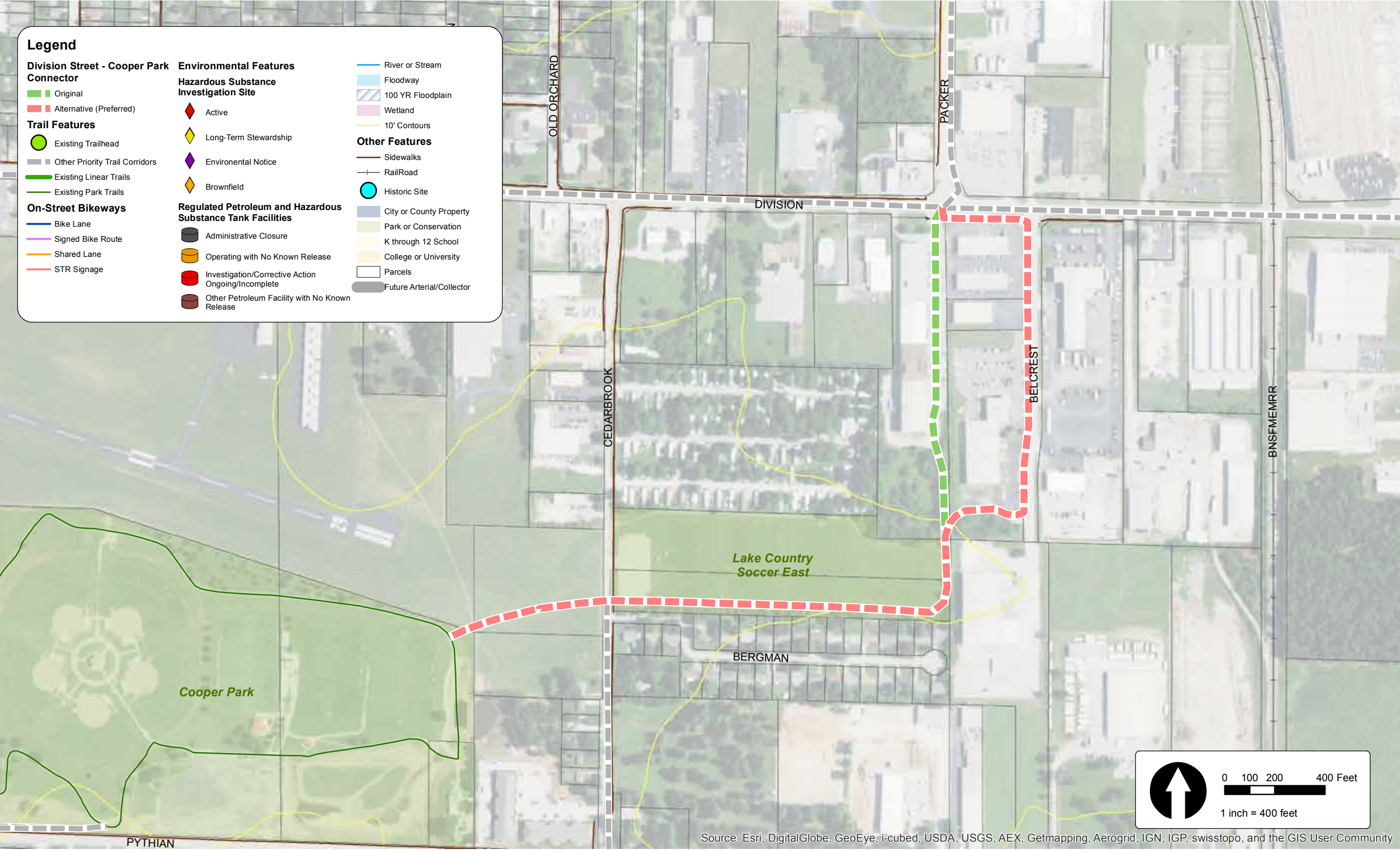
View of Belcrest Avenue looking south from Division Street (Source: Google Street View).



Division Street - Cooper Park Connector priority trail segment location.



Division Street - Cooper Park Connector





Division Street

Corridor Description

Connecting to planned priority trails at Le Compte Road and Packer Road, the Division Street priority trail segment provides an important link over US Highway 65, a major north-south divided highway. The Division Street trail is one of only five planned priority trail crossing US Highway 65.

Refined Original Alignment

The original alignment traveling along Division Street has been refined to address corridor conditions and delineate placement of the shared-use path along the corridor for future project development. Path placement on the south side of the road within available right-of-way is preferred. The Division Street Bridge over US Highway 65 has 10’ shoulders on each side; however, pavement quality is poor,

and additional improvements may be required to provide separation from adjacent motor vehicle traffic. In addition, enhancements at the northbound exit ramp and southbound entrance ramp will be necessary to facilitate safe trail user crossing.

Given the short length of this segment and the lack of opportunities for shared-use path development near this priority trail corridor, no additional trail alignments have been identified for consideration.

Alignment Scoring

Score	Priority	Original
Network Connections	High	○
User Experience	High	○
Enhances Bicycling & Walking	High	●
Logical Segments	Medium	○
Cultural & Natural Resources	Medium	○
Environmental Conditions	Medium	◐
Cost	Low	◐
Route Directness	Low	●
Ownership / Right-of-Way	Low	●

Planning level cost for preferred alignment: \$810,933.



View of Division Road looking east from Packer Road (source: Google Street View).



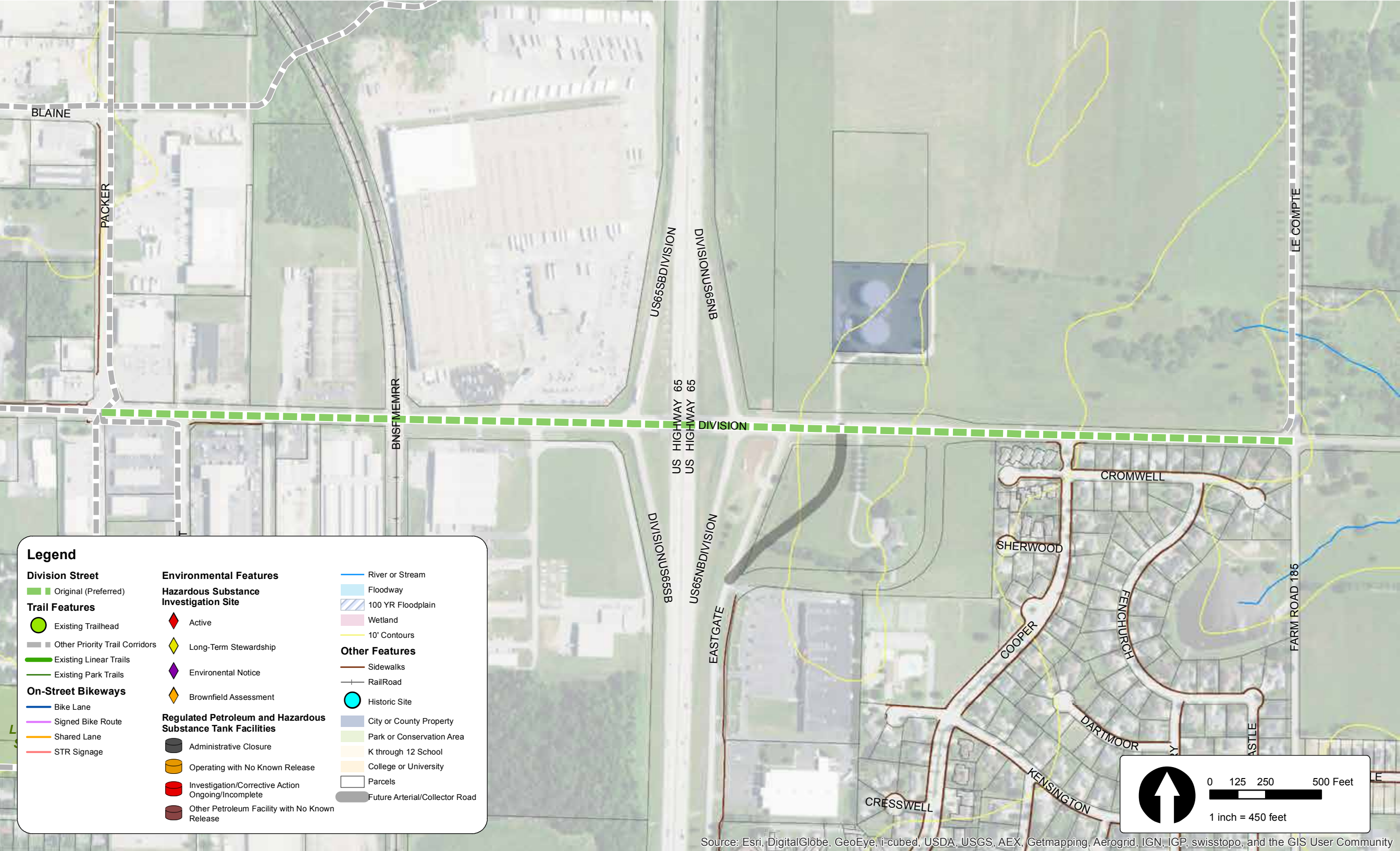
View of Division Road looking west from LeCompte Road (source: Google Street View).



Division Street priority trail segment location.



Division Street (Packer to Le Compte)





## Le Compte Road

### Corridor Description

Le Compte Road functions as a north-south link in a series of trail segments connecting the City of Springfield to the planned Route 66 Trail leading to Strafford. This planned priority trail segment, which stretches from Division Street north to Kearney Street, does not connect to any existing trail facilities.

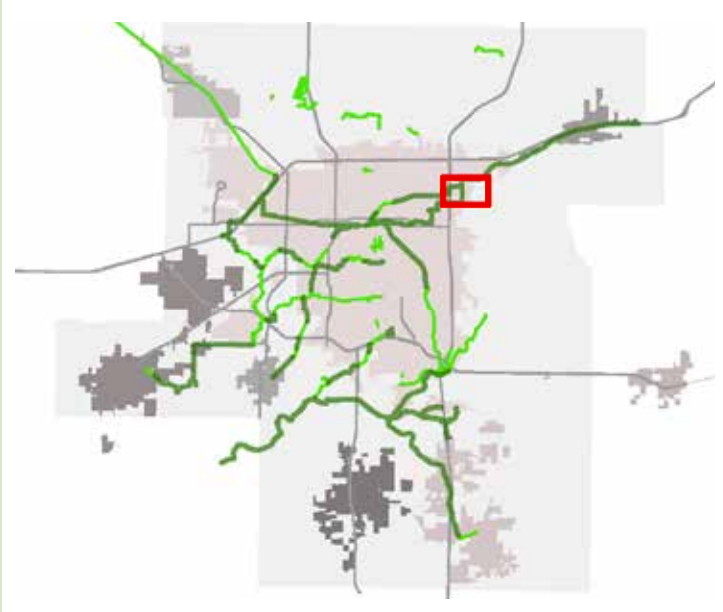
### Refined Original Alignment

The Le Compte Road trail begins at the southwest corner of the Division Street / Le Compte Road intersection, connecting to the planned priority trail segment on the south side of Division Street. The alignment continues north across Division Street and along the west side of Le Compte Road within the existing right-of-way and maintains this position for the entire length of the trail segment.

#### Alignment Scoring

Score	Priority	Original
Network Connections	High	●
User Experience	High	●
Enhances Bicycling & Walking	High	●
Logical Segments	Medium	○
Cultural & Natural Resources	Medium	○
Environmental Conditions	Medium	●
Cost	Low	●
Route Directness	Low	●
Ownership / Right-of-Way	Low	●

**Planning level cost for preferred alignment:**  
**\$796,838.**



Le Compte Road priority trail segment location.



View of Le Compte Road looking north from Division Street  
(Source: Google Street View).



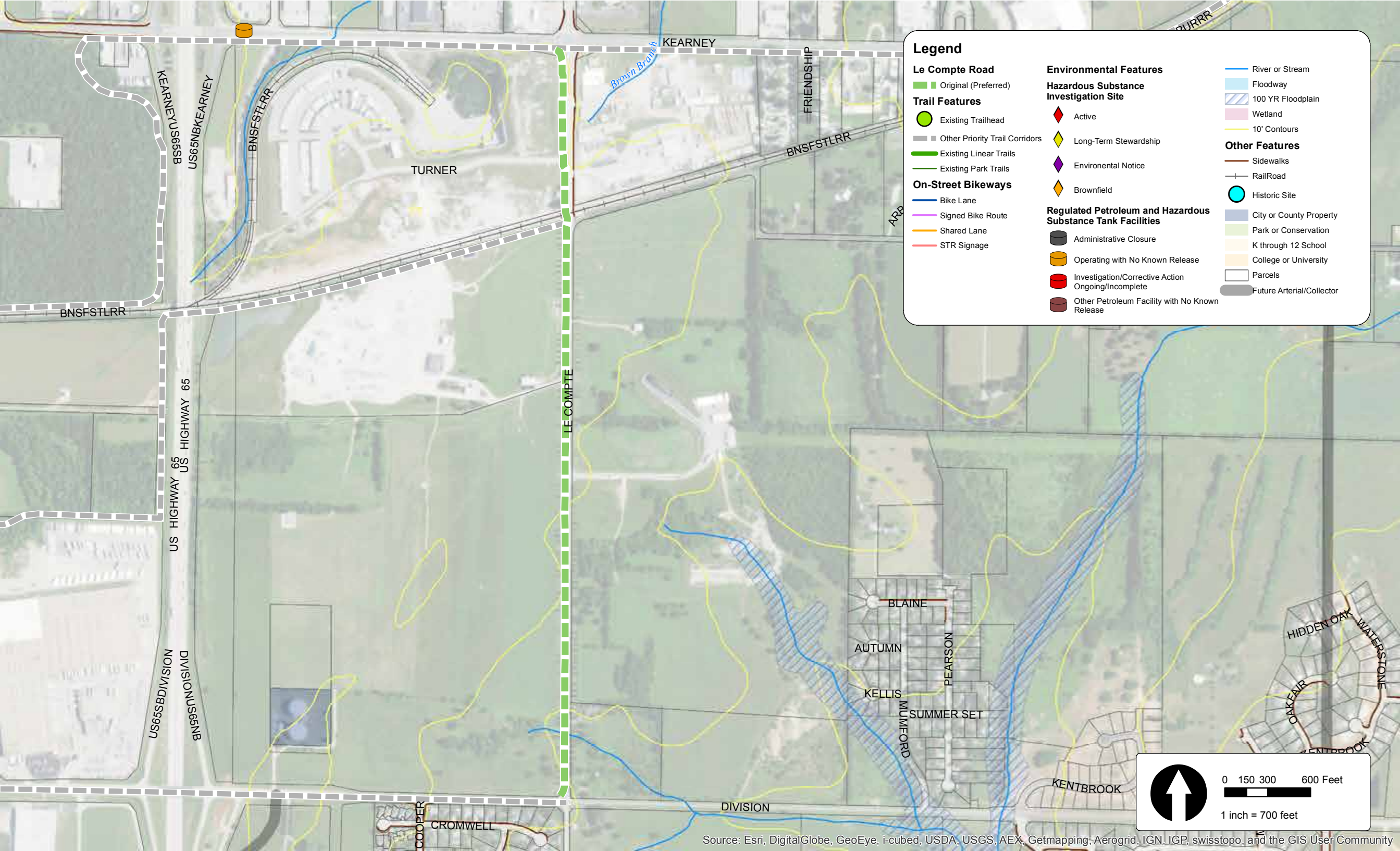
View of Le Compte Road looking south from the BNSF railroad crossing  
(Source: Google Street View).



View of Le Compte Road looking south from Kearney Street  
(Source: Google Street View).



Le Compte Road





## North Jordan Creek Greenway

### Corridor Description

The North Jordan Creek Greenway travels up the North Fork of the Jordan Creek from its confluence with the South Fork near Jordan Valley Park to its origins in Northeast Springfield. While much of the creek has been channelized or covered, the North Fork connects numerous parks, neighborhoods, and destinations and provides opportunities for trail development. The planned priority trail segment identified and analyzed for this study begins at the northern terminus of the existing North Jordan Creek Greenway in Smith Park near the intersection of Fremont Avenue and Division Street, and extends north east across residential, industrial, and agricultural land uses to the Springfield Underground entrance on Kearney Street, east of US Highway 65.

### Refined Original Alignment

The original alignment extends east from the North Jordan Creek Greenway trailhead in Smith Park and crosses under Division Street through the double box culvert and continues east across multiple residential parcels before reaching Glenstone Avenue. Many of these houses have been acquired by the City of Springfield through its Floodplain Acquisition Program, a core property acquisition vehicle for creek daylighting, stormwater mitigation projects, and riparian trail development. The trail continues east under Glenstone Avenue via the creek culvert and travels northeast along the wooded creek corridor until reaching Blaine Street at Barnes Avenue. The alignment crosses Blaine Street and continues on the north side of the street to Packer Road. Trail development along Blaine Street will likely occur in tandem with roadway and stormwater improvements. The alignment continues east across Packer Road, crosses the BNSF Thayer Subdivision railroad with a new grade separated crossing, and travels over the Associated Wholesale Grocers and Springfield Underground parcels before reaching the US Highway 65 right-of-way. From there, the trail travels north along this right-of-way, then crosses under the US Highway 65 bridge over the BNSF Cuba Subdivision railroad. The trail continues along the south side of the railroad tracks on Springfield Underground property to Le Compte Road, where it connects with the planned priority trail on Le Compte Road from Division Street to Kearney Street.

### Alternative Alignment #1

The first alternative alignment travels east along Division Street from the North Jordan Creek Greenway trailhead in Smith Park to Glenstone Avenue, where it crosses to the northeast corner and travels along the North Fork of the Jordan Creek Greenway to Blaine Street east of Thoman Street. The alignment continues east on the south side of Blaine Street, crosses to the north side at Barnes Avenue, then continues east until Packer Road. As with the original alignment, trail development along Blaine Street will likely depend on future roadway and stormwater improvements. The alignment crosses Packer Street and travels north to across the BNSF Thayer Subdivision and BNSF Cuba Subdivision railroads, then turns east along the Cuba Subdivision to the US Highway 65 right-of-way. The trail alignment then travels north along the west side of US Highway 65 to Kearney Street, turns east and travels along the south side of Kearney Street across US Highway 65 by way of a new bicycle and pedestrian bridge and connects to the Route 66 planned priority trail near the entrance to the Springfield Underground.

### Alternative Alignment #2 (Preferred)

The second alternative alignment begins at the North Jordan Creek Greenway trailhead in Smith Park and travels east along the south side of Division Street to Packer Road. The alignment functions as a sidepath facility and crosses all



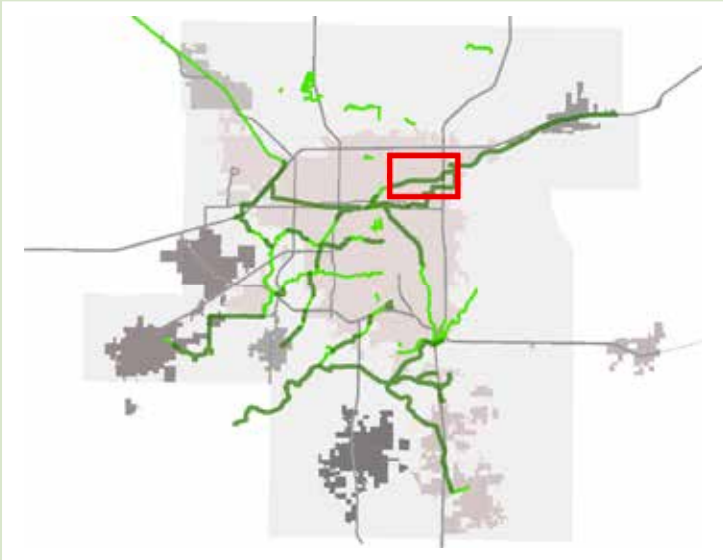
The 1st and 2nd alternative alignments travel along the north (left) side of the BNSF Cuba Subdivision from Packer Road to US Highway 65 (Source: Google Street View).

intersections and drives at-grade. The alignment crosses Division Street at the east leg of the Division Street and Packer Road intersection and travels north along Packer Street to Blaine Street. The second alternative alignment then follows the same path as the first alternative alignment to their mutual terminus connecting to the Route 66 planned priority trail on Kearney Street east of US Highway 65.

### Alignment Scoring

Score	Priority	Orig	Alt	Alt
Network Connections	High	○	○	●
User Experience	High	○	○	○
Enhances Bicycling & Walking	High	●	●	○
Logical Segments	Med.	○	○	○
Cultural & Natural Resources	Med.	○	○	○
Environmental Conditions	Med.	○	○	●
Cost	Low	○	○	●
Route Directness	Low	●	○	○
Ownership / Right-of-Way	Low	○	○	●

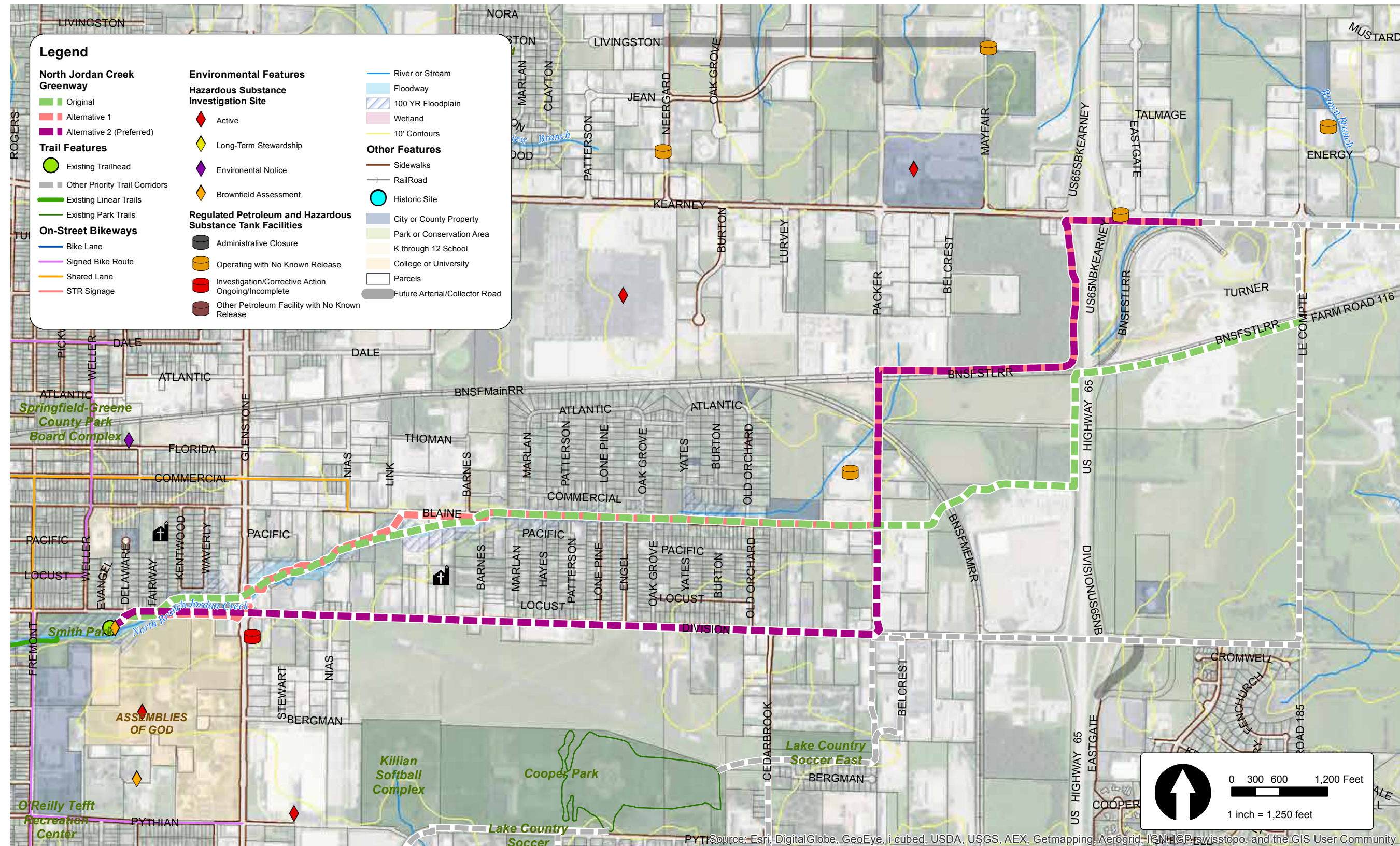
Planning level cost for preferred alignment: **\$5,395,502.**



North Jordan Creek Greenway priority trail segment location.



## North Jordan Creek Greenway





## Route 66 Trail (Strafford Trail)

### Corridor Description

The Route 66 Trail provides a regional connection between the City of Strafford and the City of Springfield via Kearney Street and State Highway OO, the original US Route 66, and parallel to the BNSF Railroad. This corridor represents Strafford’s only planned priority trail link to the regional trail system. The historical significance of Route 66 can be used as a branding and design element to further emphasize the corridor’s history as an integral element of early 20th Century automobile culture.

### Refined Original Alignment

The original alignment begins on the south side of Kearney Street between Le Compte Road and US Highway 65, adjacent to the Springfield Underground site. The trail travels

east along the south side of Kearney Street, connect with the planned priority trail on Le Compte Road. It continues east along Kearney Street, crosses to the north side of Kearney Street at Partnership Boulevard, then continues east along the north side of Kearney Street. While the south side of Highway OO has fewer cross streets and drives, challenges with topography, hydrology, and available width restrict trail development, and therefore the north side of Highway OO is more favorable. The trail remains on the north side of Highway OO, connecting with numerous job centers and employers, a planned Strafford public park, and numerous businesses and destinations in the City Strafford.

### Alignment Scoring

Score	Priority	Original
Network Connections	High	◐
User Experience	High	●
Enhances Bicycling & Walking	High	●
Logical Segments	Medium	○
Cultural & Natural Resources	Medium	●
Environmental Conditions	Medium	◐
Cost	Low	◐
Route Directness	Low	●
Ownership / Right-of-Way	Low	●

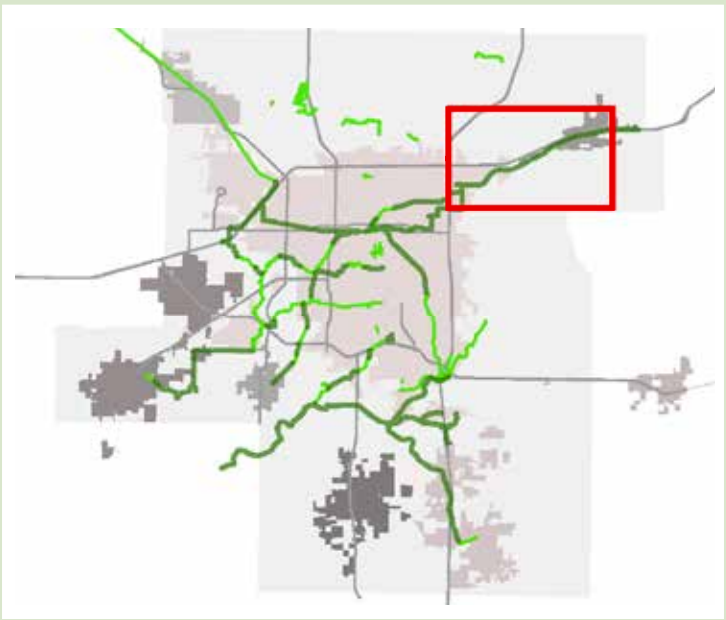
**Planning level cost for preferred alignment:  
\$8,953,021.**



A view of the Route 66 Trail corridor looking east from Mulroy Road.



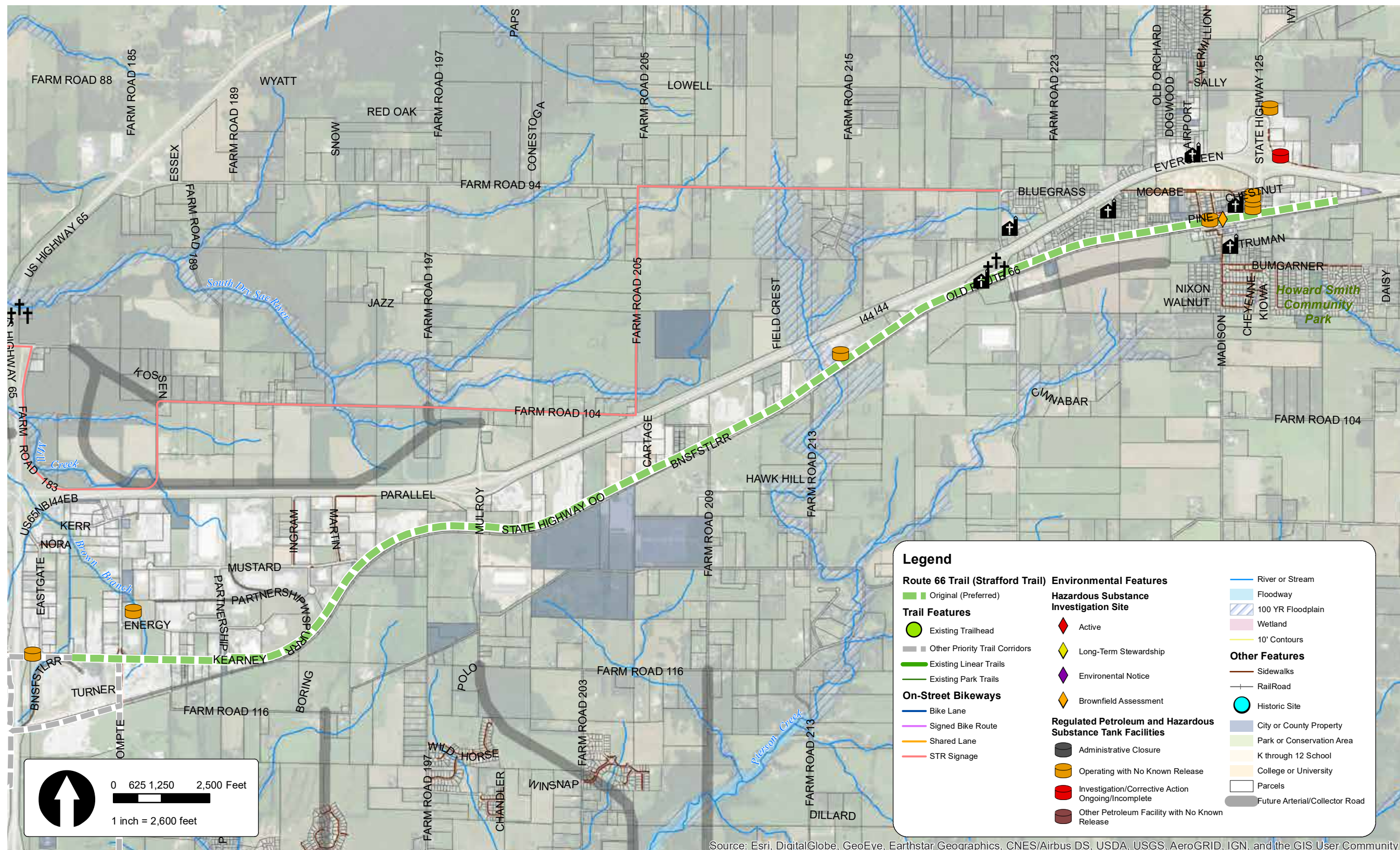
A view of the Route 66 Trail corridor looking west from Highway 125 in the heart of Strafford.



Route 66 Trail (Strafford Trail) priority trail segment location.



## Route 66 Trail (Strafford Trail)





## Wilson’s Creek Greenway

### Corridor Description

Wilson’s Creek Greenway is a vital north south corridor for active transportation and recreation in west Springfield and unincorporated Greene County. With connections to the South Creek Greenway, the Lower Jordan Creek Greenway, Fassnight Creek Greenway, and numerous on-street bike-ways, the completion of this planned priority segment of the greenway will further expand opportunities for bicycle and pedestrian travel and link Springfield residents to many destinations across the community.

### Refined Original Alignment

The refined original alignment begins at the northeast end of the existing Wilson’s Creek Greenway in Rutledge Wilson Park and travels east for 800 feet, crosses to the north side of Wilson’s Creek. It continues east on the north side of the creek under West Bypass and remains on the north side of the creek until connecting with the Wilson’s Creek Greenway segment that ends at the abandoned Hillcrest Avenue in James Ewing West Park.

### Alternative Alignment (Preferred)

The alternative alignment begins in the same location and travels along the south side of Wilson’s Creek. The alignment passes under West Bypass and travels southeast towards the abandoned Spurling Drive, then east along city-owned property. The trail alignment then crosses Wilson’s Creek east of the transmission corridor and follows the same path as the original alignment to connect to the existing segment of the greenway at the abandoned Hillcrest Avenue.

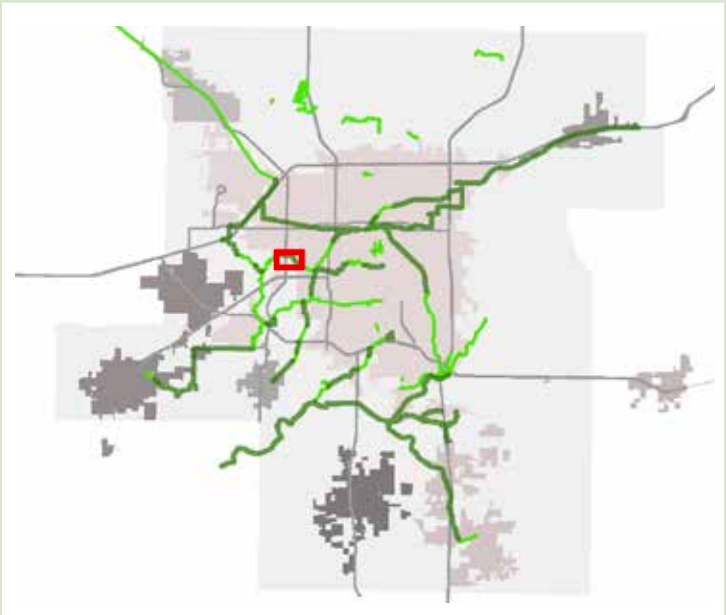
### Interim Connections

Interim on-street routes are in progress from Wilson’s Creek Greenway in James Ewing West Park to Overhill Park via Hillcrest Avenue, Meadowmere Street, Golden Avenue, Catalpa Street, and Overhill Avenue. An additional interim route has been identified along the east side of West Bypass Road south from Wilson’s Creek to West Spurling Drive, which would eventually connect to the alternative alignment identified above.

### Alignment Scoring

Score	Priority	Original	Alt
Network Connections	High	⦿	⦿
User Experience	High	●	⦿
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	●	⦿
Environmental Conditions	Medium	⦿	⦿
Cost	Low	⦿	⦿
Route Directness	Low	●	⦿
Ownership / Right-of-Way	Low	⦿	●

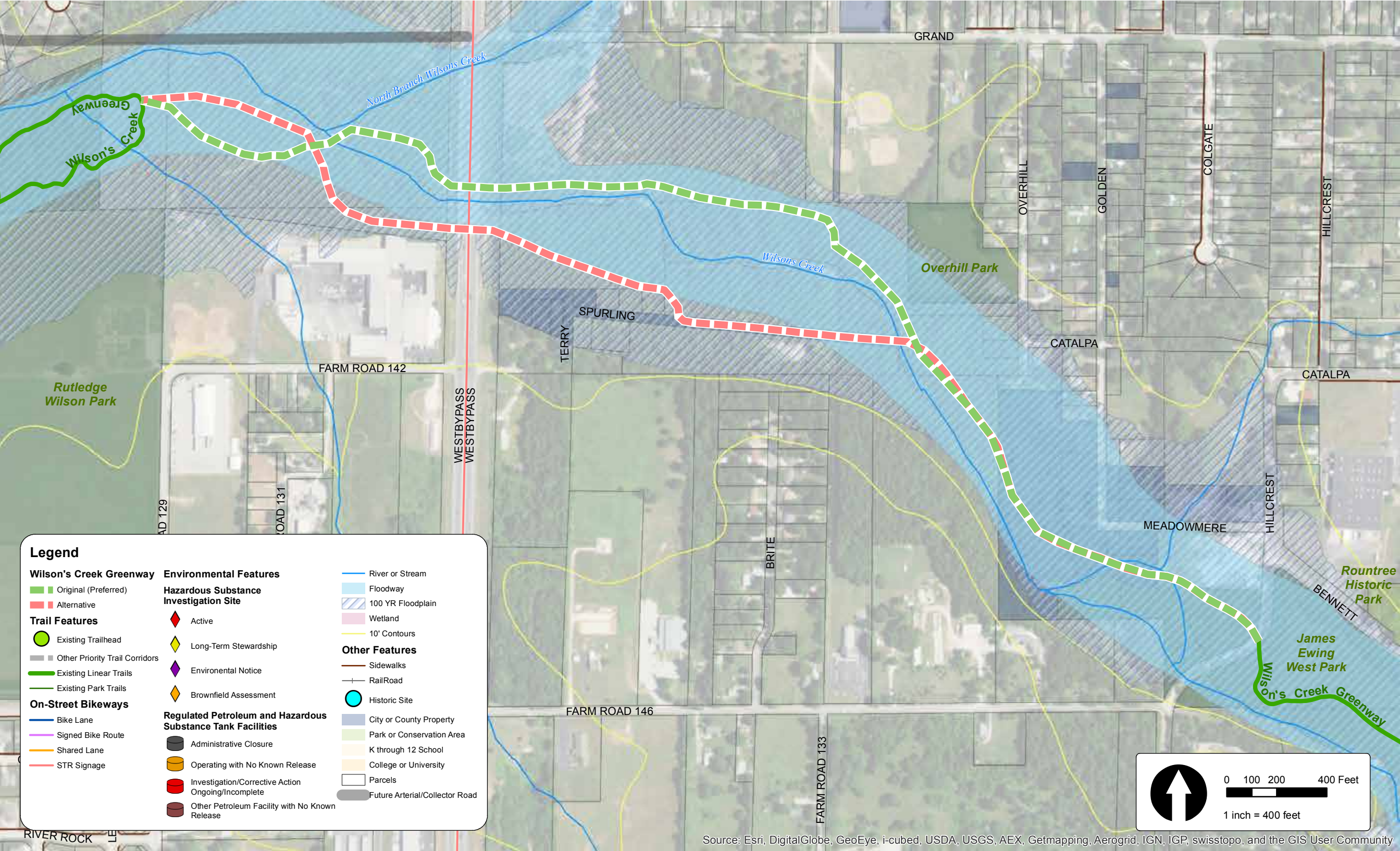
**Planning level cost for preferred alignment: \$1,665,850.**



Wilson’s Creek Greenway priority trail segment location.



Wilson’s Creek Greenway





## Fassnight Creek Greenway (West)

### Corridor Description

The Fassnight Creek Greenway is central Springfield's premiere riparian trail, connecting numerous parks, schools, and cultural institutions. Extensions to the existing trail to the east and west, both of which are identified as planned priority trail projects, will further enhance this amenity's reach and impact. This west extension links Fassnight Park, Parkview High School, and the Springfield Skate Park to Ewing Sports Complex and existing segments of the Wilson's Creek and Jordan Creek Greenways.

### Original Refined Alignment (Preferred)

The original alignment begins at the southeast corner of Ewing Sports Complex and the intersection of the Wilson's Creek Greenway and the Lower Jordan Creek Greenway. The alignment must cross over Wilson's Creek and under the Missouri and Northern Arkansas Railroad Springfield Industrial Area Subdivision. The south bank of the creek is elevated above the north bank, creating challenges for bridge design and construction.

Once across Wilson's Creek, the trail travels east across four properties before reaching Kansas Expressway. The trail crosses under Kansas Expressway on the south side of Fassnight Creek and continues east along through the Elfindale Retirement Community parallel to the creek, exiting



The creek was dammed over 100 years ago by Alice O'Day, an early owner of the original 206-acre Elfindale estate.

the community just west of Fort Avenue and crossing to the north side of the creek. The alignment then crosses Fort Avenue at-grade with an improved crosswalk and rectangular rapid flashing beacon and travels roughly 250 northeast before crossing back to the south side of Fassnight Creek. The alignment continues on the southeast side of Fassnight Creek through multiple agricultural and partially forested parcels until it reaches the trailhead at the western terminus of the existing Fassnight Creek Greenway at the Springfield Skate Park.

### Interim Alignment

This interim alignment addresses difficulties that may arise with trail development east of Kansas Expressway through the retirement community and agricultural parcels adjacent to Fassnight Creek. The interim alignment begins within the Kansas Expressway right-of-way on the west side of the bridge over Fassnight Creek and travels south to Elfindale Street. This initial segment of the interim alignment is envisioned as a shared-use path. At Elfindale Street, the facility type transitions to dedicated bike lanes and adjacent sidewalks on Elfindale Street east to Fort Avenue. The alignment transitions again to shared lane markings and wayfinding signage, traveling north on Fort Avenue, east on Portland Street, and north on Grant Avenue to connect to the existing



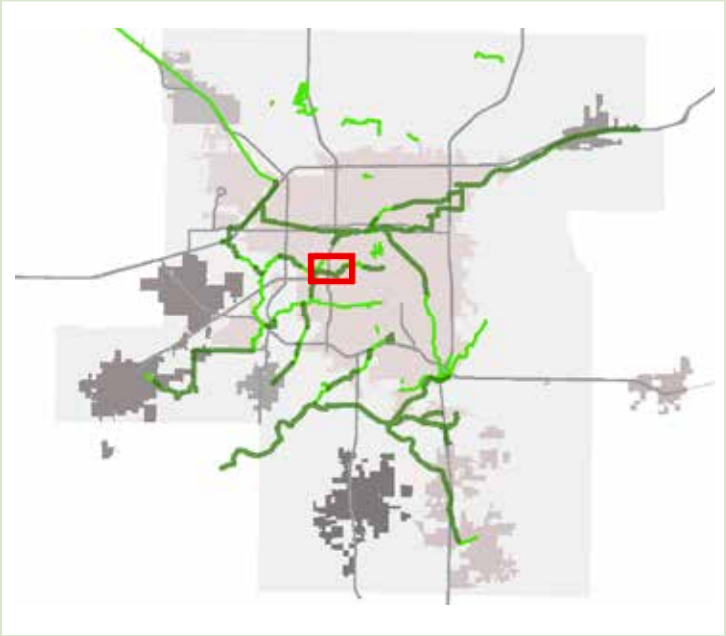
A view of Elfindale Street looking east from the Cornerstone Church.

Fassnight Creek Greenway at Meadowmere Street. Fort Avenue, Portland Street, and Grant Avenue are all signed and marked bike routes, so little improvements beyond wayfinding signage will be necessary to support these segments of the interim alignment.

### Alignment Scoring

Score	Priority	Original	Alt
Network Connections	High	●	◐
User Experience	High	●	●
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	◐
Cultural & Natural Resources	Medium	●	◐
Environmental Conditions	Medium	◐	●
Cost	Low	●	◐
Route Directness	Low	●	◐
Ownership / Right-of-Way	Low	◐	●

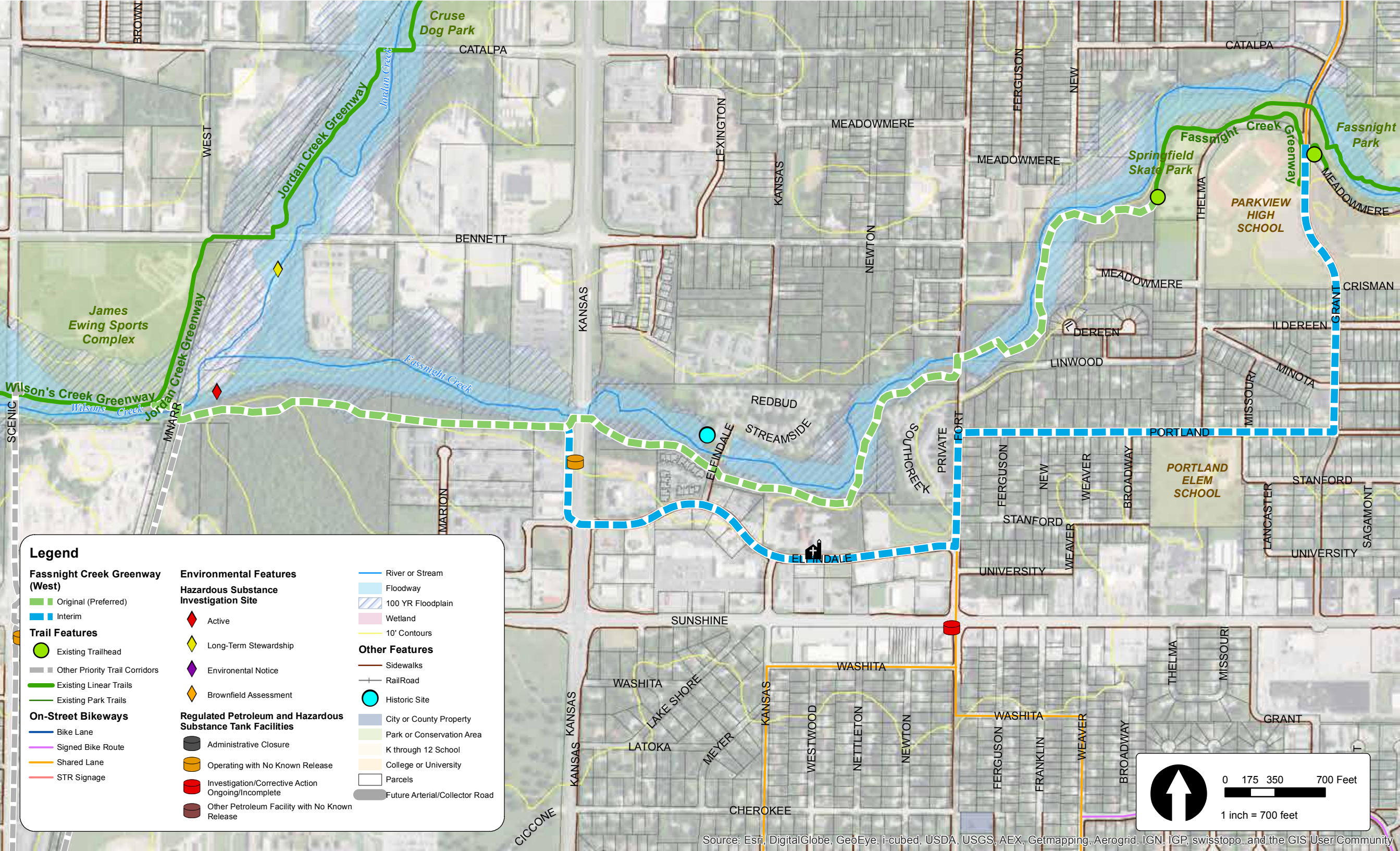
Planning level cost for preferred alignment: \$2,727,627.



Fassnight Creek Greenway (West) priority trail segment location.



Fassnacht Creek Greenway (West)





## Fassnight Creek Greenway (East)

### Corridor Description

The Fassnight Creek Greenway is central Springfield's premiere riparian trail, connecting numerous parks, schools, and cultural institutions. Extensions to the existing trail to the east and west, both of which are identified as planned priority trail projects, will further enhance this amenity's reach and impact.

### Original Alignment

The original alignment for the east segment begins at the intersection of Jefferson Avenue and Bennett Street at the current eastern terminus of the Fassnight Creek Greenway. The alignment travels east along Bennett Street, turns south at Kimbrough Avenue, then travels east along the capped Fassnight Creek to Clay Avenue. From Clay, the alignment continues east along the south side of Brookside Drive until Linwood Circle, at which point it crosses to the north side of Brookside Drive and continues east until its terminus at National Avenue.

### Alternative Alignment 1

The first alternative alignment begins at the same eastern terminus of the existing Fassnight Creek Greenway, travels east along Bennett Street, and crosses Clay Avenue into



View of Westgate Avenue looking north from Junction Street (Source: Google Street View).

Phelps Grove Park just south of the Bennett Street and Clay Avenue intersection. The alignment continues through Phelps Grove Park just north of the channelized Fassnight Creek Greenway until reaching Kings Avenue, at which point crosses Fassnight Creek and maintains a position between the creek and Brookside Drive until reaching its end at National Avenue.

### Alternative Alignment 2 (Preferred)

The second alternative alignment begins at the same eastern terminus of the existing Fassnight Creek Greenway, travels east through city-owned parcels adjacent to Bennett Street, then assumes a sidepath position east of Kimbrough Avenue until reaching Clay Avenue. The alignment crosses Clay Avenue at the north leg of the intersection and continues east through Phelps Grove Park on the existing paved path. The liangmnet then continues east across Virginia Avenue and Kings Avenue and is positioned along north side of the Springfield Art Museum until it ends at National Avenue.

### Interim Alignment

The interim alignment follows existing signed bike routes and dedicated bike lanes on Bennett Street, Clay Avenue, and Brookside Drive to provide a short-term solution to guide



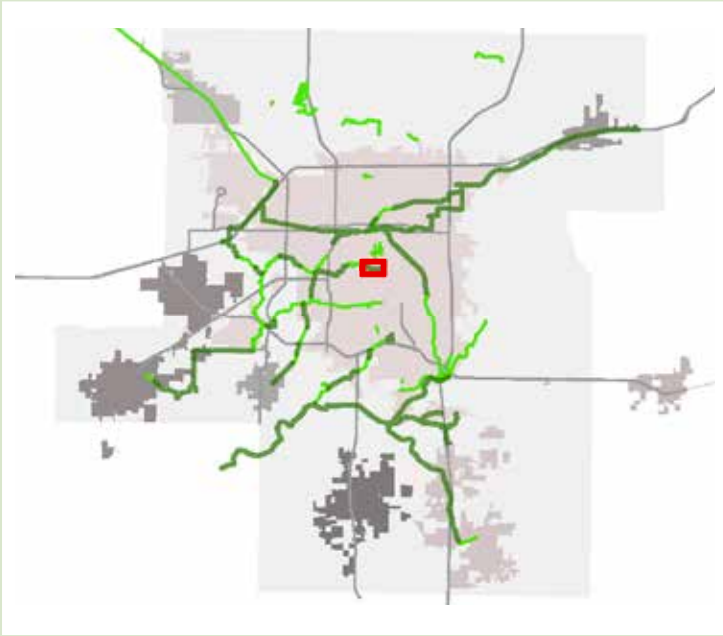
View of Westgate Avenue looking north from Calhoun Street (Source: Google Street View).

trail users through the corridor. The addition of wayfinding signage can identify the interim solution as an extension of the greenway until such time that the preferred alignment can be developed.

### Alignment Scoring

Score	Priority	Orig	Alt 1	Alt 2	Int
Network Connections	High	●	●	●	◐
User Experience	High	◐	◐	●	○
Enhances Bicycling & Walking	High	●	●	●	○
Logical Segments	Med.	◐	◐	◐	◐
Cultural & Natural Resources	Med.	◐	◐	●	◐
Environmental Conditions	Med.	○	○	◐	●
Cost	Low	◐	○	○	●
Route Directness	Low	◐	◐	●	◐
Ownership / Right-of-Way	Low	◐	●	●	●

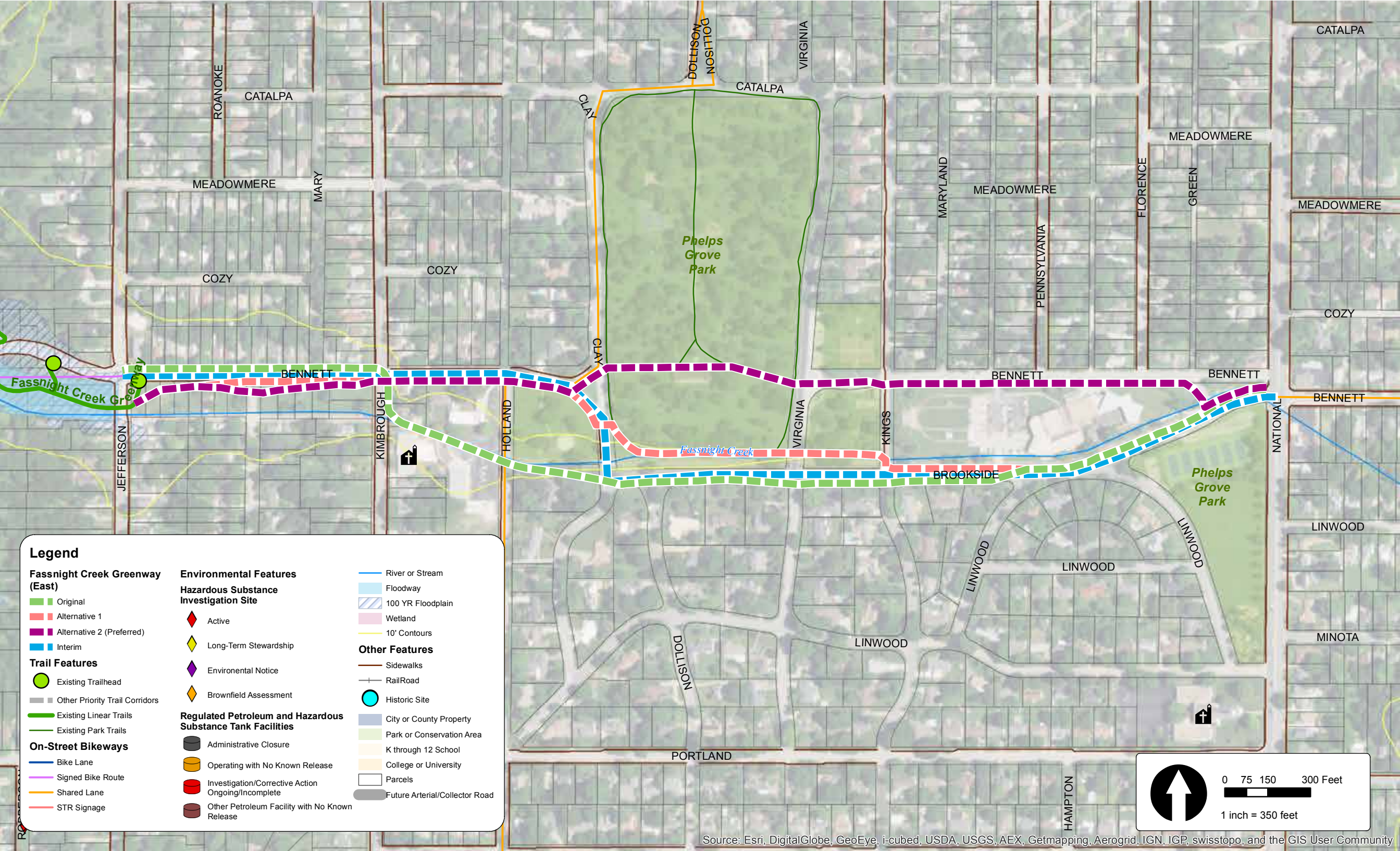
Planning level cost for preferred alignment: \$1,157,822.



Fassnight Creek Greenway (East) priority trail segment location.



Fassnacht Creek Greenway (East)





## Ward Branch - James River Connector

### Corridor Description

The Ward Branch Greenway is growing into a regional trail amenity, but its value is limited by its lack of continuity and connections to other trail facilities. Four planned priority trails address these two limitations and aim to create 4.5-mile greenway corridor stretching from Cox Medical Center south to Rivercut Park on the James River. The Ward Branch – James River Connector, located at southern trailhead of the Ward Branch Greenway near the intersection of Rivercut Parkway and Farm Road 139, is the shortest of these four planned priority trail segments, and its development is largely dependent on the future development of the James River Greenway, one of the longest planned trail corridors in the region.

### Refined Original Alignment (Preferred)

The original alignment extends south from the existing Ward Branch Greenway trailhead and travels along the west side of the Ward Branch and under the Rivercut Parkway bridge

over the branch, at which point it connects with the future James River Greenway. Unlike the alternative alignment described below, the refined original alignment continues alongside the Ward Branch and provides a grade-separated crossing that maintains riparian greenway experience that defines this recreational corridor.

### Alternative Alignment

The alternative alignment extends east from the Ward Branch Greenway trailhead and travels across the Ward Branch on the old Farm Road 139 bridge, which will likely need structural repairs to support trail use. The alignment parallels the drive of the Missouri Institute of Natural Science south to Rivercut Parkway, which it will cross with an at-grade, improved crossing and connect to the future James River Greenway.

### Alignment Scoring

Score	Priority	Original	Alt
Network Connections	High	●	●
User Experience	High	●	●
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	●	●
Cultural & Natural Resources	Medium	●	●
Environmental Conditions	Medium	●	●
Cost	Low	●	●
Route Directness	Low	●	●
Ownership / Right-of-Way	Low	●	●

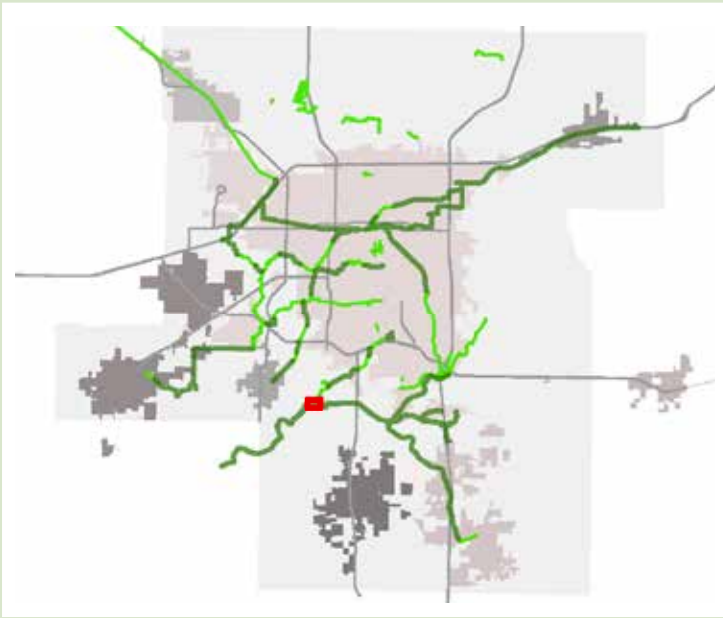
Planning level cost for preferred alignment:  
**\$132,419.**



The Ward Branch Greenway at the southern Trailhead near Riverbluff Cave (Source: Google Street View).



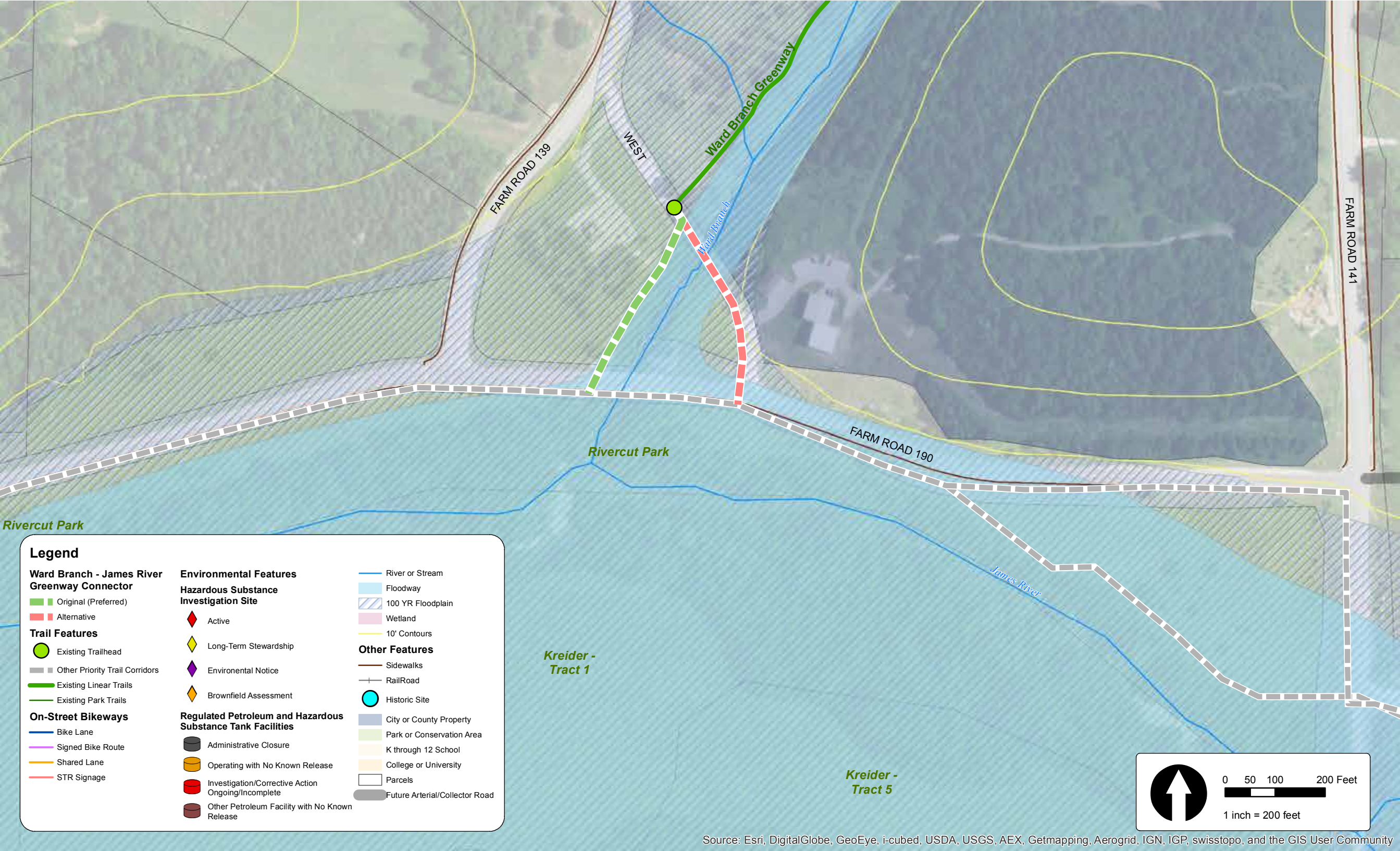
The Ward Branch north of Rivercut Parkway (Source: Google Street View).



Ward Branch - James River Connector priority trail segment location.



Ward Branch - James River Connector





## Ward Branch Greenway (South)

### Corridor Description

The Ward Branch Greenway is growing into a regional trail amenity, but its value is limited by its lack of continuity and connections to other trail facilities. Four planned priority trails address these two limitations and aim to create 4.5-mile greenway corridor stretching from Cox Medical Center south to Rivercut Park on the James River. The Ward Branch Greenway (South) segment, which connects two existing greenway segments and spans from Campbell Avenue north of Weaver Road southwest to Plainview Road just east of Gray Elementary, will be integral to the greenway’s success as a regional trail amenity. While its original alignment parallels the Ward Branch, alternatives have been developed to address constraints along the original alignment and take advantage of opportunities along adjacent corridors.

### Refined Original Alignment

The original alignment begins at the Ward Branch Greenway undercrossing of Campbell Avenue just north of Weaver Road and travels along the north and west side of the Ward Branch, crossing under Weaver Road through the western-most box culvert. The alignment continues on the north side of the branch as it enters the Stone Meadow Subdivision and travels through subdivision association common ground and alongside the subdivision’s many recreational amenities. Once south of these amenities and back into the wooded common ground, the alignment crosses to the south side of the branch and remains there as continues southwest to just north of Plainview Road, at which point it crosses the branch again before moving under Plainview Road and connecting to the existing Ward Branch Greenway. Major constraints along this corridor include the large portion of the alignment within the private subdivision common ground, as well as the future Kansas Extension

### Alternative 1 (Preferred)

The first alternative also begins at the Ward Branch Greenway undercrossing of Campbell Avenue, travels along the north and west side of the Ward Branch, and crosses under Weaver Road through the western-most box culvert. The alignment then travels up to Weaver Road and along the south side of Weaver Road as a shared-use path. The

alignment continues west on Weaver Road until reaching the future Kansas Extension, at which point it travels south along the future extension and connects to the existing Ward Branch Greenway south of Plainview Road. The exact alignment and connection with the greenway at this south end will likely be determined during the design phase of the future Kansas Extension. This alternative alignment is largely dependent on timing and coordination with these pro-programmed capital projects.

### Alternative 2

The second alternative beings at the Ward Branch Greenway undercrossing of Campbell Avenue and travels north along the existing path to West Outer 160 / Lyon Avenue, continuing further north as a sidepath adjacent to the roadway until reaching the planned future collector between Lakewood Street and Buena Vista Street. The alignment continues west along the future collector roadway, and upon reaching Buena Vista Street, will require widening of the existing south sidewalk to meet shared-use path standards. At the west end of Buena Vista, the path continues west along the planned future collector to Farm Road 145, then south



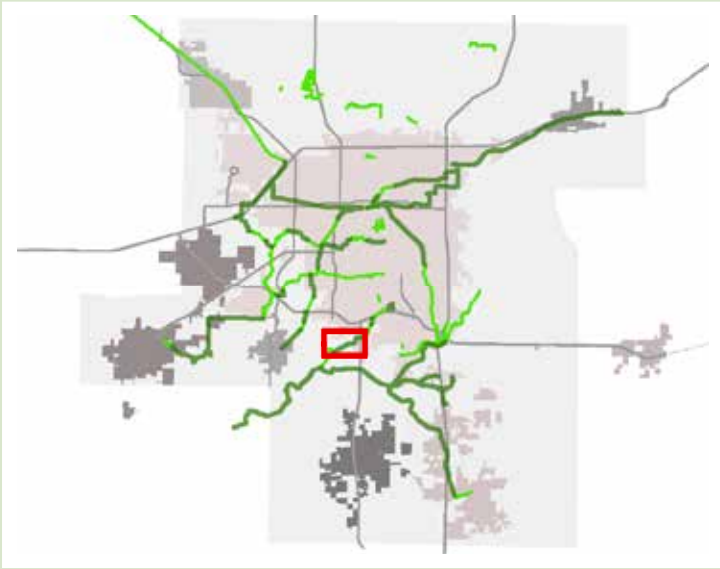
Existing paved trail through the Ward Branch valley in the Stone Meadow Subdivision.

along Farm Road 145 until reaching the alignment for the future Kansas Extension. The path follows the east side of the Kansas Extension and connects with the West Branch Greenway south of Plainview Road. Like Alternative 1, Alternative 2 is also largely dependent on the timing and design of planned and/or programmed capital improvements.

### Alignment Scoring

Score	Priority	Orig	Alt 1	Alt 2
Network Connections	High	○	●	●
User Experience	High	●	○	○
Enhances Bicycling & Walking	High	●	●	●
Logical Segments	Med.	●	●	●
Cultural & Natural Resources	Med.	●	○	●
Environmental Conditions	Med.	○	●	●
Cost	Low	●	○	○
Route Directness	Low	●	○	○
Ownership / Right-of-Way	Low	○	●	○

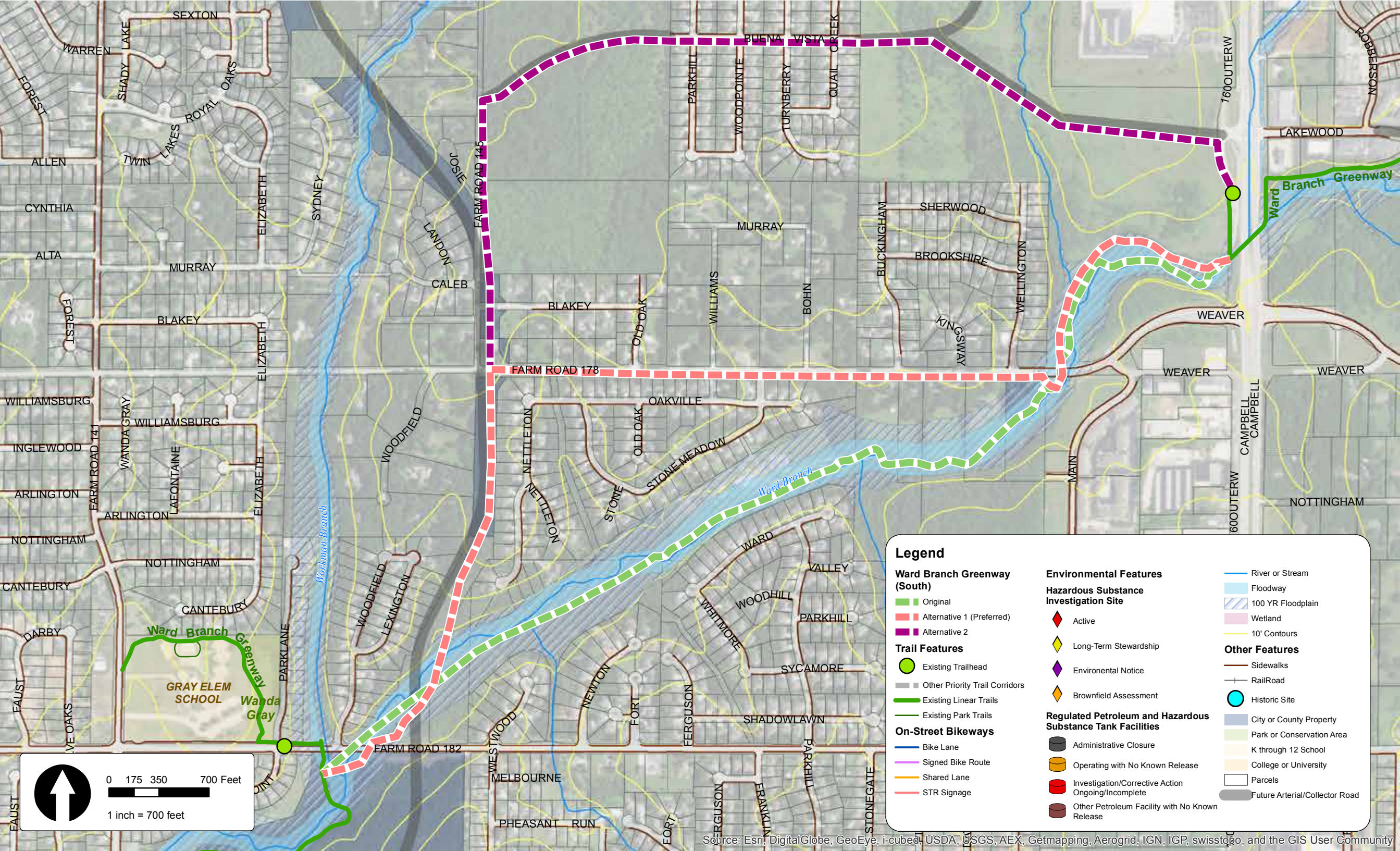
Planning level cost for preferred alignment:  
**\$2,311,446.**



Ward Branch Greenway (South) priority trail segment location.



Ward Branch Greenway (South)





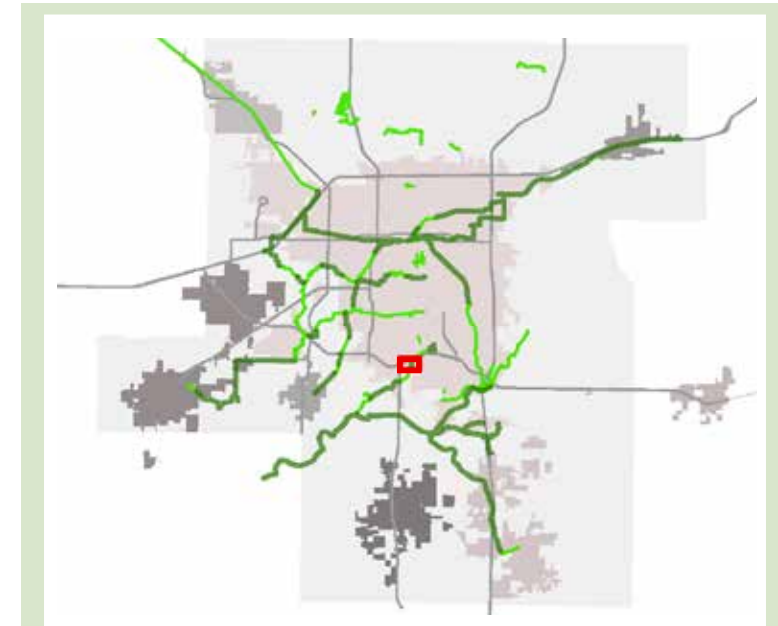
## Ward Branch Greenway (Middle)

### Corridor Description

The Ward Branch Greenway is growing into a regional trail amenity, but its value is limited by its lack of continuity and connections to other trail facilities. Four planned priority trails address these two limitations and aim to create 4.5-mile greenway corridor stretching from Cox Medical Center south to Rivercut Park on the James River. This short planned priority trail segment just south of the James River Expressway will connect two existing segments of the greenway, providing a continuous, easily navigable greenway experience for all trail users. The segment is scheduled for construction in summer 2017, therefore no alternative alignments have been developed.

### Original Alignment (Finalized)

The alternative alignment begins at the northern end of the short trail segment connecting Holland Avenue and Cardinal Street to the Twin Oaks Substation Park, travels north along the east and north sides of the fenced substation, then north along the east side of the park and substation drive to the recently constructed extension of the Ward Branch Greenway along the south side of Monastery Street. This alignment is located entirely within a single parcel owned by City Utilities.



Ward Branch Greenway (Middle) priority trail segment location.



The existing trail segment from Holland Avenue and Cardinal Street ends abruptly at the edge of the City Utilities parcel.



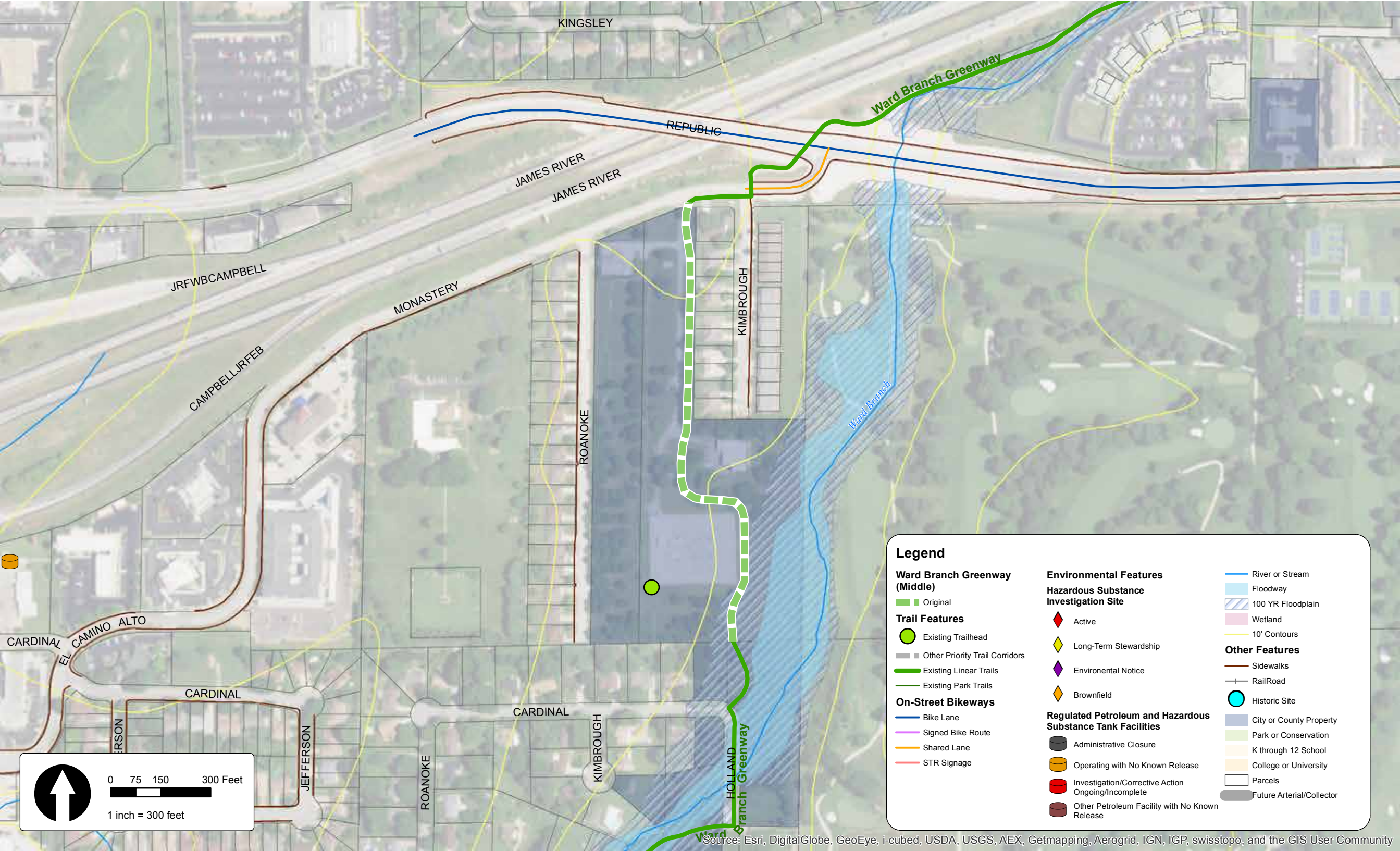
Twin Oaks Substation Parks' walking trails and a playground will benefit from increased access once the segment is completed.



The future greenway segment will be located between the park drive and the adjacent townhomes on Kimbrough Avenue (left).



Ward Branch Greenway (Middle)





## Ward Branch Greenway (North)

### Corridor Description

The Ward Branch Greenway is growing into a regional trail amenity, but its value is limited by its lack of continuity and connections to other trail facilities. Four planned priority trails address these two limitations and aim to create 4.5-mile greenway corridor stretching from Cox Medical Center south to Rivercut Park on the James River. This northern segment extends the greenway’s reach to the north, increasing access to nearby businesses and residences.

### Refined Original Alignment (Preferred)

The refined original alignment begins at the intersection of Independence Street and Bradford Parkway and travels east along the south side of the Burrell Behavioral Center lake and walking trail and over the boxed Ward Branch to Fremont Avenue. Preliminary contacts have been made to discuss the development of this trail segment. The alignment then crosses the north leg of the intersection of Fremont Avenue and Independence Street, loops south to the creek bed and detention basin, and continues east to the boxed channel of the creek west of Weller Avenue. The

alignment crosses Weller Avenue to the south of the channelized creek, continues to southeastern corner of the Ozark Highlands Mobile Home Community, then travels north along the parcel line to its terminus at Bradford Parkway.

### Alternative Alignment

The alternative alignment consists of a sidepath along Bradford Parkway from Independence Street to its eastern terminus at the west edge of the Ozark Highlands Mobile Home Community.

### Alignment Scoring

Score	Priority	Orig	Alt 1
Network Connections	High	◐	◐
User Experience	High	●	◐
Enhances Bicycling & Walking	High	●	●
Logical Segments	Med.	◐	◐
Cultural & Natural Resources	Med.	●	◐
Environmental Conditions	Med.	◐	●
Cost	Low	○	◐
Route Directness	Low	●	◐
Ownership / Right-of-Way	Low	◐	●

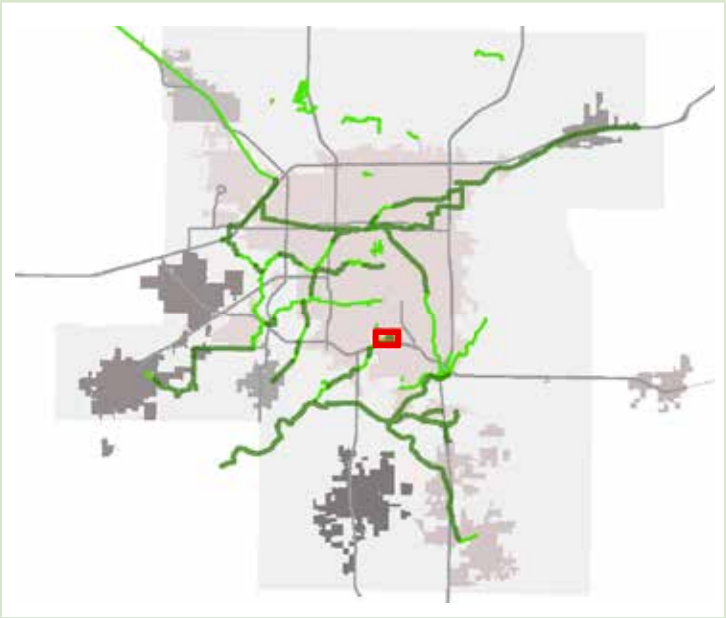
**Planning level cost for preferred alignment: \$1,451,964.**



The original alignment parallels Independence Street to the north (left) west of Fremont Avenue.



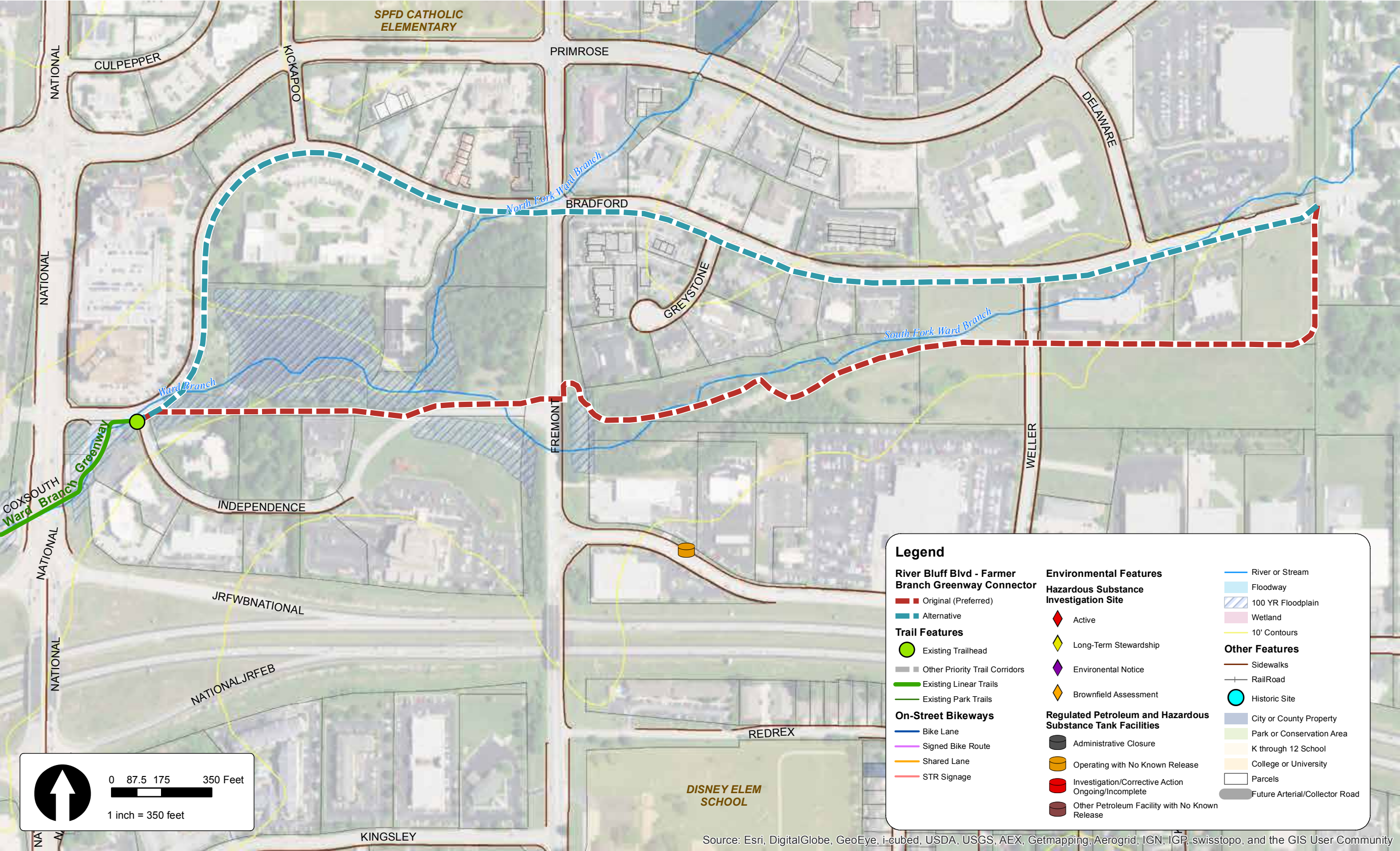
The original alignment travels along the south side of this retention pond east of Fremont Avenue.



Ward Branch Greenway (north) priority trail segment location.



Ward Branch Greenway (North)





## James River Greenway

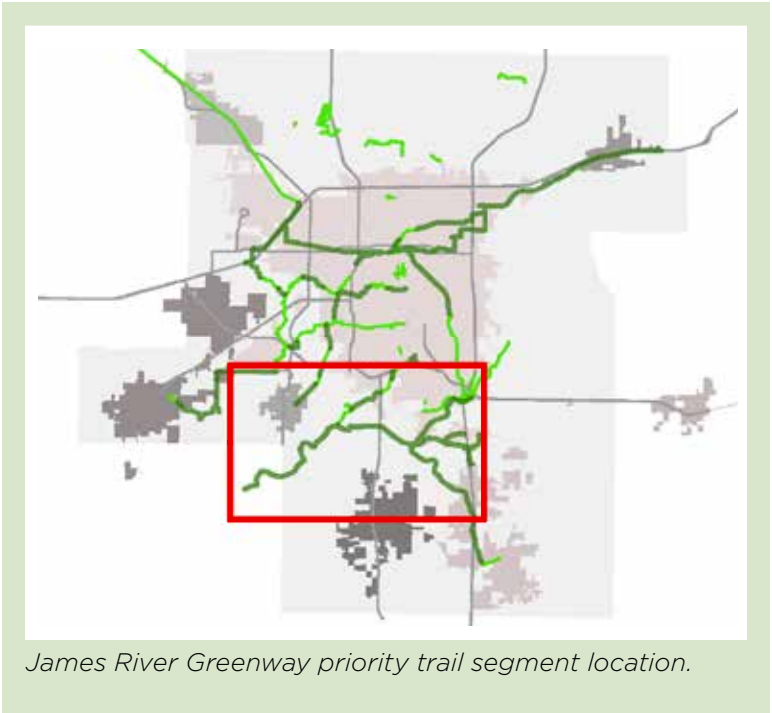
### Corridor Description

The James River Greenway corridor is among the longest linear corridors in the regional trail network. The corridor spans over 13 miles from Galloway Greenway east of US Highway 65 to the river’s confluence with Wilson’s Creek, less than a mile south of Wilson’s Creek National Battlefield. While one of the most natural and undeveloped corridors identified for trail development, residential development along the corridor is gradually shaping the character of the surrounding environment as suburban development expands towards the River from Battlefield and Springfield to the north and from Nixa and Ozark to the south. Future arterial and collector roadways have been identified for the area and may provide opportunities for trail development in conjunction with roadway construction and continued private development.

### Refined Original Alignment

The refined original alignment begins at the confluence of the James River and Wilson’s Creek and travels northeast up the James River along the northwest bank of the river. The alignment crosses to the south side of river and travels along the south bank of the river through the northern wooded edge of the residential River Bluff Drive parcels. The alignment crosses Nelson Road at-grade and continues east along the south and east side of the James River, passing through residential and agricultural property before crossing to the west side of the river at Blue Springs Road. The alignment travels north and east before reaching Rivercut Golf Course. The alignment continues through Rivercut Golf Course to Rivercut Parkway near the course entrance, and then travels east between Rivercut Parkway and the James River until reaching Farm Road 141 at Farm

Road 190. The alignment crosses Farm Road 141 and travels east along the south side of Farm Road 190 through City of Springfield property. The alignment then travels north along Farm Road 143 to the future primary arterial (Rivercut Parkway Extension), at which point the alignment travels east alongside the future primary arterial for nearly three miles, at which point in connects with two planned priority greenways - the Farmer Branch Greenway and the Chadwick Branch Flyer Trail. The trail turns north and travels northeast along the BNSF Kissick Spur Subdivision along the south side of the James River Power Station and Lake Springfield. The alignment then crosses the James River on the existing railroad bridge west of US Highway 65 before existing the railroad corridor and traveling west along to the Galloway Creek Greenway via the path connecting the greenway to the Springfield Conservation Nature Center trails.



*James River Greenway priority trail segment location.*



## James River Greenway

### Alternative Alignment (Preferred)

The alternative alignment also begins at the confluence of the James River and Wilson’s Creek and travels northeast along the north and west bank of the James River. The alignment veers from the riparian corridor and continues northeast to Old Limey Road, then east long the north side of Old Limey Road for 0.8 miles, at which point the alignment crosses the future expressway near the intersection of Old Limey Road and Nelson Mill Road. The trail continues east along the north side of the future primary arterial that connects Old Limey Road to Guin Road and turns north from the future roadway after crossing to the east side of the James River. The alignment travels north across Blue Springs Road and along the bank of the James River and then crosses the James River near the Rivercut Golf Course. The alignment continues through the golf course property,

maintaining a path closer to the James River than the original alignment. The path exits the golf course at its entrance from Rivercut Parkway and travels east through Rivercut Park between the parkway and the James River. The alignment turns south at Farm Road 141 and east across Farm Road 141 before meandering through light groves and open space in the Kreider Park properties. The alignment crosses to the east side of the James River at the utility transmission corridor and follows the corridor east for nearly two miles, crossing the James River, US Highway 160 (Highway 13/Campbell Avenue) and two small ephemeral tributaries. The trail then connects to the future primary arterial roadway and travels along this roadway to the BNSF Kissick Spur Subdivision. The alignment travels to the northeast along this rail corridor until reaching city-owned property adjacent to Lake Springfield, then north along Lake Springfield

and the James River to its terminus at the Galloway Creek Greenway trailhead at the James River Bridge.



The alternative alignment travels between the James River and the Missouri Veterans Cemetery accessible by Southwood Road.

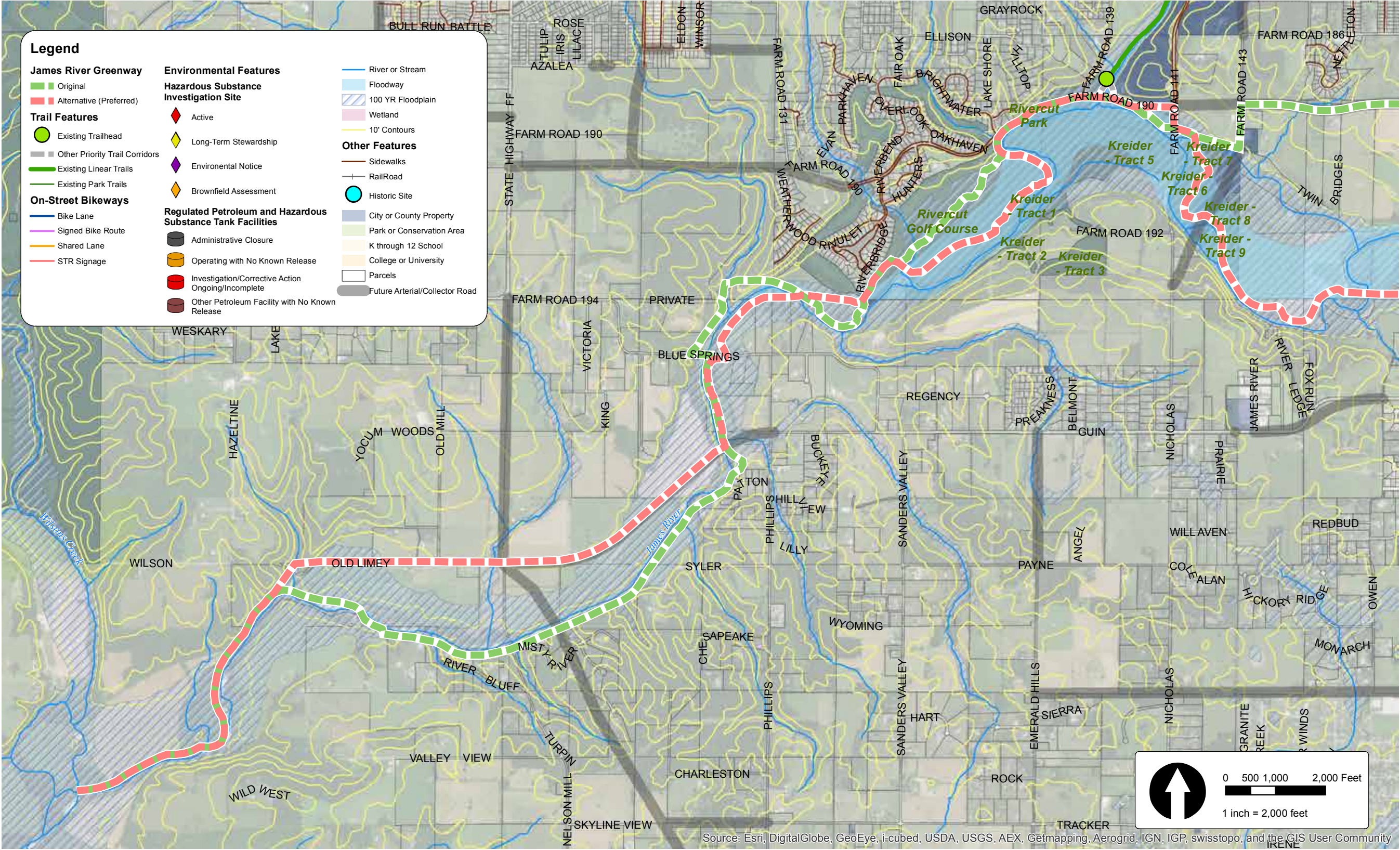
### Alignment Scoring

Score	Priority	Original	Alt
Network Connections	High	○	○
User Experience	High	○	●
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	○	○
Cultural & Natural Resources	Medium	●	●
Environmental Conditions	Medium	○	○
Cost	Low	○	○
Route Directness	Low	○	○
Ownership / Right-of-Way	Low	●	○

Planning level cost for preferred alignment: \$21,627,030.



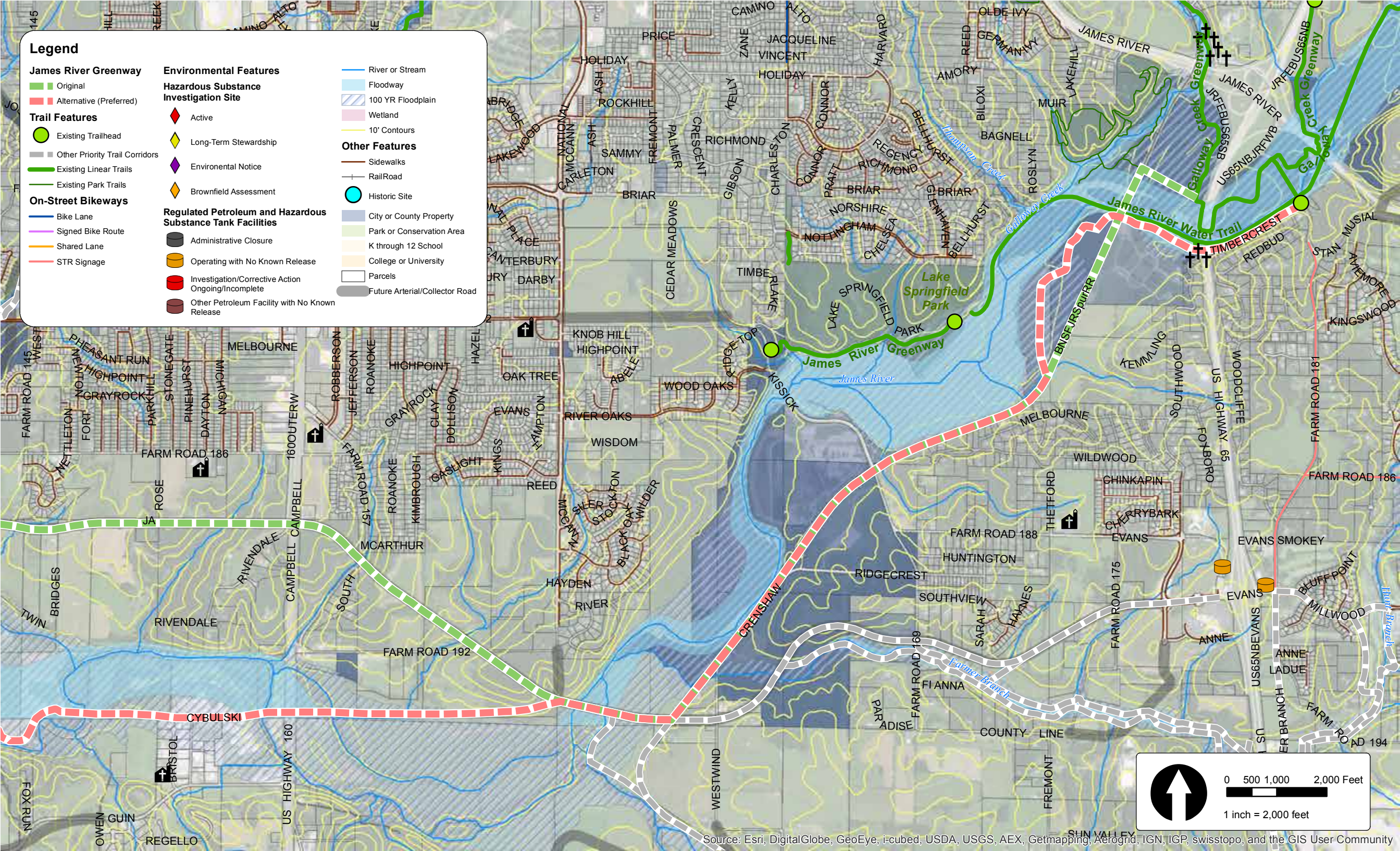
James River Greenway (West)



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



James River Greenway (East)





## Farmer Branch Greenway

### Corridor Description

Located in southeast Springfield and unincorporated Greene County the Farmer Branch Greenway parallels the Farmer Branch of the James River from the abandoned Chadwick Branch Rail line to the Millwood Golf and Racquet Club. The corridor’s connections to multiple planned trails and its natural riparian character make it a valuable addition to the regional trail network. However, the lack of adjacent population and regional destinations (aside from future trail connections) limit the greenway’s impact in the near term.

### Refined Original Alignment

The alignment begins at the intersection of the Chadwick Branch Greenway and James River Greenway on the BNSF Spur (formerly the Chadwick Branch Greenway) just west of Crenshaw Road. The alignment follows the future primary arterial road (Rivercut Parkway) alignment northeast across the Farmer Branch through City Utility-owned parcels. The alignment then veers east from the future roadway alignment and crosses back to the south side of the Farmer Branch and continues east on the south side of the creek, crossing both Farm Road 169 and Farm Road 175 at-grade before reaching US Highway 65. The alignment continues under US Highway 65 and crosses Farmer Branch Road at-grade, continuing eastward on the south side of the creek. The alignment travels along the south and east side of the creek until reaching the confluence of the Farmer Branch and Hunt Branch. The alignment crosses both branches and travels northward along the west side of the Hunt Branch before connecting with the Millwood Golf & Racquet Club golf course cart path until reaching its terminus at Millwood Drive, just east of the Hunt Branch. The difficulties of trail development through private golf courses are substantial, especially through the interior of the course.

A southern segment of the trail branches off from the mail alignment east of US Highway 65 and travels south along the highway alignment to a public accessway between two parcels. The trail segment travels west along this accessway to connect to Farmer Branch Road just north of Southernview Road.

### Alternative Alignment (Preferred)

The alignment begins at the intersection of the Chadwick Branch Greenway and James River Greenway on the BNSF Spur (formerly the Chadwick Branch Greenway) just west of Crenshaw Road. The alignment follows the future primary arterial road (Rivercut Parkway) alignment northeast across the Farmer Branch through City Utility-owned parcels until it reaches Kissick Avenue, at which point the trail turns south to the Farmer Branch and east along the riparian corridor. The trail continues east across three parcels, crosses Farm Road 175 at-grade, and maintains its alignment adjacent to the creek eastward under US Highway 65, at-grade across Farmer Branch Road, and at-grade across Farm Road 194. The trail stays on the north and west side of the Farmer and Hunt Branches as it continues north to the edge of the Millwood Golf & Racquet Club. Once reaching the club, the trail travels along the south and west perimeter of the golf course so as to reduce conflict and interference with the course. Upon reaching Millwood Drive, the trail turns east and reaches its end immediately east of the Hunt Branch. The alternative alignment also provides a connection to the south as described in the original alignment.

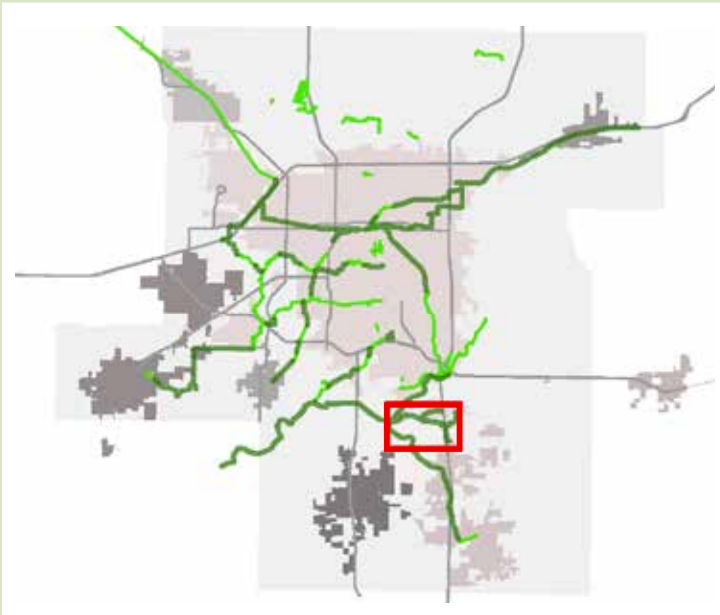
### Interim Alignment

To address likely difficulties in trail development through the private Millwood Golf & Racquet Club, an interim on-street alignment has been developed to link the trail from its crossing at Farmer Branch Road to its northeast endpoint on Millwood Drive near the Hunt Branch. The interim alignment travels north along Farmer Branch Road and east along Millwood Drive to make this connection. Improvements may include widened shoulders on Farmer Branch Road to provide shoulder bike lanes, traffic calming and shared lane markings on Millwood Drive, and wayfinding signage along the entire interim route to guide users along the route and to nearby destinations and amenities.

### Alignment Scoring

Score	Priority	Orig	Alt	Int
Network Connections	High	●	●	○
User Experience	High	●	●	○
Enhances Bicycling & Walking	High	●	●	○
Logical Segments	Med.	○	○	○
Cultural & Natural Resources	Med.	●	●	○
Environmental Conditions	Med.	○	○	●
Cost	Low	○	●	○
Route Directness	Low	○	○	○
Ownership / Right-of-Way	Low	○	○	●

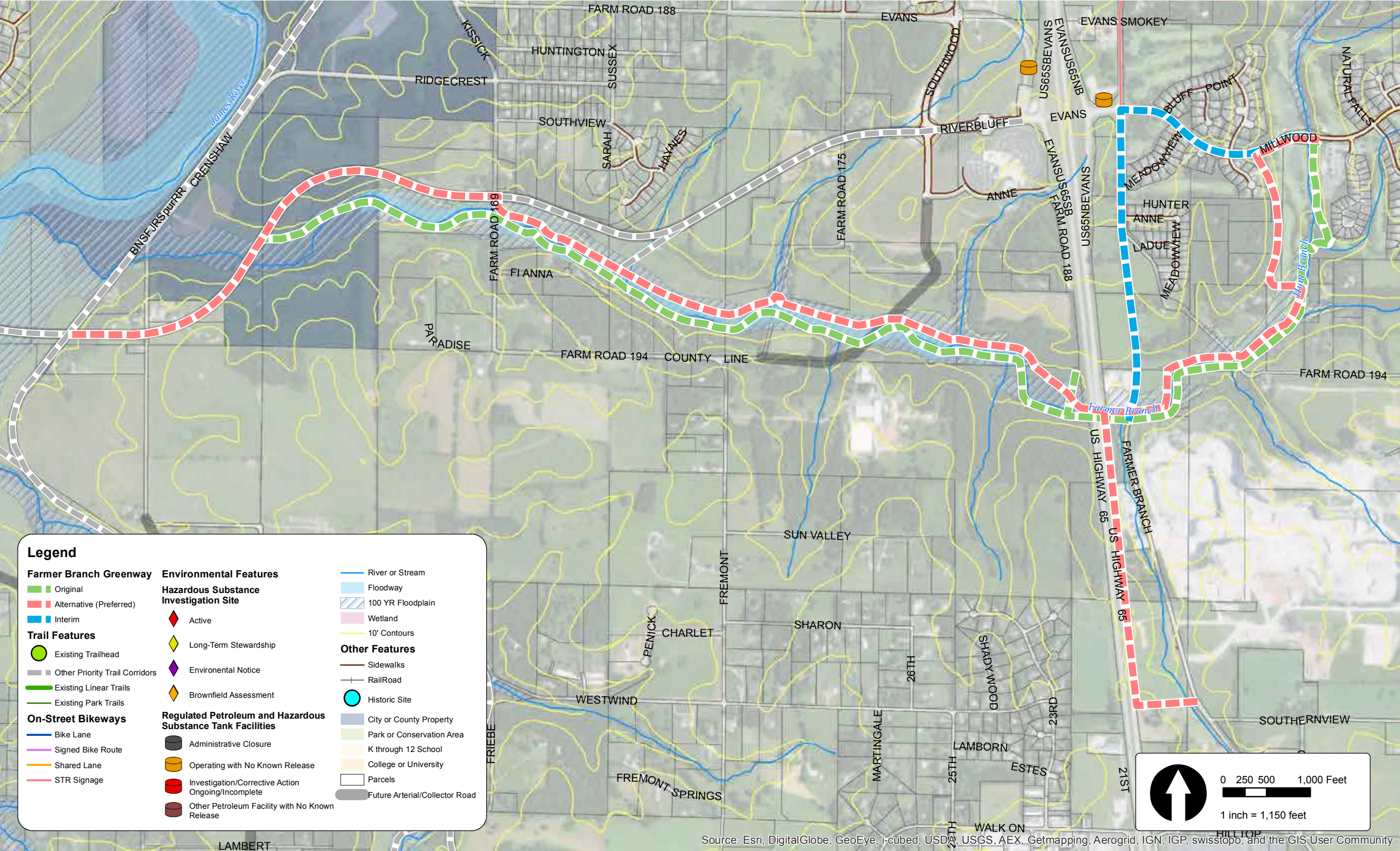
**Planning level cost for preferred alignment: \$6,514,081.**



Farmer Branch Greenway priority trail segment location.



Farmer Branch Greenway





## River Bluff Blvd - Farmer Branch Greenway Connector

### Corridor Description

The River Bluff Blvd – Farmer Branch Greenway Connector provides a direct link from the Mercy Orthopedic Hospital to the Farmer Branch Greenway, linking hospital visitors and trail users to a planned network of greenways converging south of Lake Springfield. This planned priority trail segment travels along the future extension of East River Bluff Boulevard westward towards the planned Farmer Branch Greenway intersection with the Chadwick Branch Flyer Trail and the James River Greenway. This trail segment is heavily dependent on the future construction of the Farmer Branch Greenway and the primary arterial roadway.

### Refined Original Alignment (Preferred)

The refined original alignment begins at the MoDOT Commuter Parking Lot located at the northwest corner of the intersection of East River Bluff Boulevard and US Highway 65. From this location, the trail travels west along

the north side of East River Bluff Boulevard and crosses the south and west legs of the intersection at Southwood Road before continuing west along the south side of the East River Bluff Boulevard future primary arterial. The trail continues for 3,000 feet from Southwood Road before diverging from the future arterial alignment and continues in a southwesterly direction until reaching the Farmer Branch Greenway planned priority trail.

### Alternative Alignment

The alternative alignment begins at the location as the original alignment and follows the same path through the Southwood Road roundabout. The alternative continues west along the south side of the future East River Bluff Boulevard primary arterial until reaching Farm Road 169 and connecting to the preferred alignment for the Farmer Branch Greenway.

### Alignment Scoring

Score	Priority	Original	Alt
Network Connections	High	⦿	⦿
User Experience	High	⦿	⦿
Enhances Bicycling & Walking	High	●	●
Logical Segments	Medium	○	○
Cultural & Natural Resources	Medium	⦿	⦿
Environmental Conditions	Medium	⦿	⦿
Cost	Low	●	⦿
Route Directness	Low	●	⦿
Ownership / Right-of-Way	Low	⦿	●

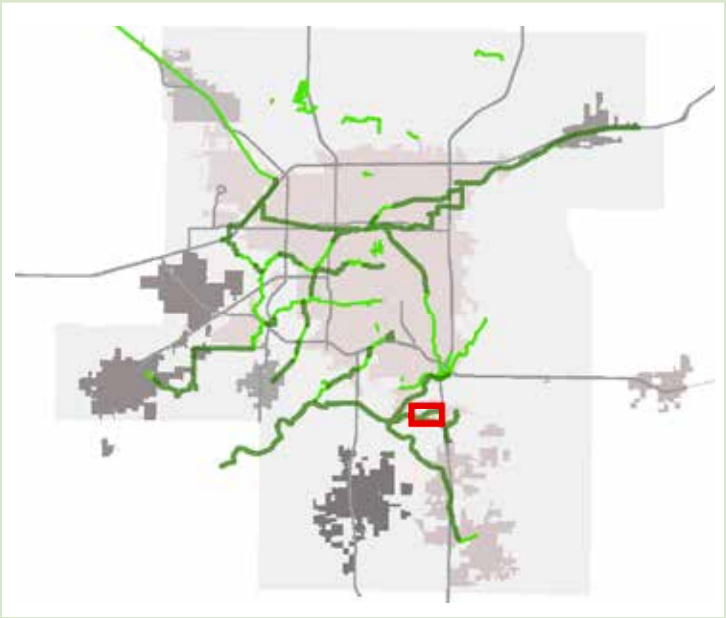
**Planning level cost for preferred alingment: \$1,326,646.**



The MoDOT Commuter Parking Lot on River Bluff Blvd can serve as a trailhead for greenway users (Source: Google Street View).



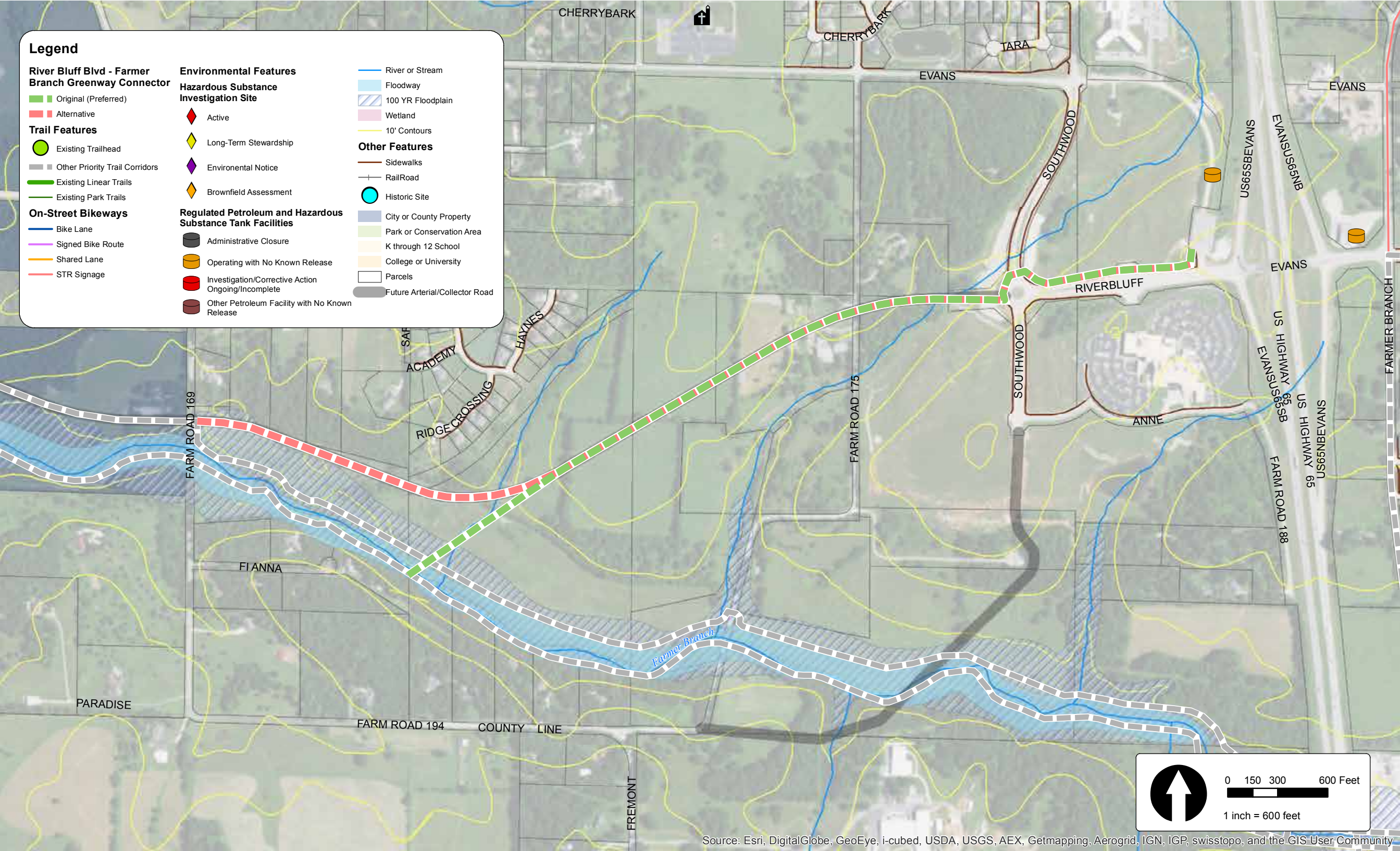
The future primary arterial roadway extends west from the recently constructed roundabout (Source: Google Street View).



River Bluff Blvd - Farmer Branch Greenway Connector priority trail segment location.



River Bluff Blvd - Farmer Branch Greenway Connector





## Chadwick Flyer Rail Trail (South)

### Corridor Description

The Chadwick Branch of the old St Louis San Francisco Railroad was originally established to transport timber and railroad ties produced in Christian County for railroad expansion to the west. The Chadwick Flyer made daily trips on the corridor, carrying both cargo and passengers between Springfield and Chadwick, Missouri. The majority of the Chadwick Branch was left abandoned after the Great Depression. As a shared-use path corridor, the Chadwick Flyer Rail Trail offers a vital connection between City of Ozark and the growing regional trail system.

### Original Alignment

The original alignment for the south segment of the trail begins southwest of Lake Springfield at the James River Greenway and future east-west primary arterial. It travels south and east along the abandoned Chadwick Branch railroad right-of-way for its entirety until reaching the Ozark Community Center and Finley River Greenway. Major crossings include State Highway CC, Fremont Road, 21st Street, a new bicycle and pedestrian bridge over US Highway 65, and Jackson Street.

### Alternative Alignment #1 (Preferred)

The first alternative alignment begins one quarter mile west of the Chadwick Branch rail corridor at the James River Greenway crossing over the James River. It travels south along the east bank of the river, then east to the abandoned rail corridor. The trail turns south along a future primary arterial road before reaching Westwind Drive and crosses the unnamed creek. The trail continues along the unnamed creek until State Highway CC, crosses over the unnamed creek, and travels through the north and east legs of the Highway CC and Fremont Road intersection. The trail resumes on the abandoned rail corridor south of Fremont Road to 22nd Street, south along the west side of 22nd Street to 21st Street, south along the east side of 21st Street

to Longview Road. The trail continues south on the planned extension of 21st Street to 20th Street, crosses 20th Street to the abandoned rail corridor, then crosses over US Highway 65 on a new bicycle and pedestrian bridge. The trail follows the abandoned rail corridor south, crosses Jackson Street through a new underpass east of the Finley Creek tributary, and connects to the Finley River Greenway at the Ozark Community Center.

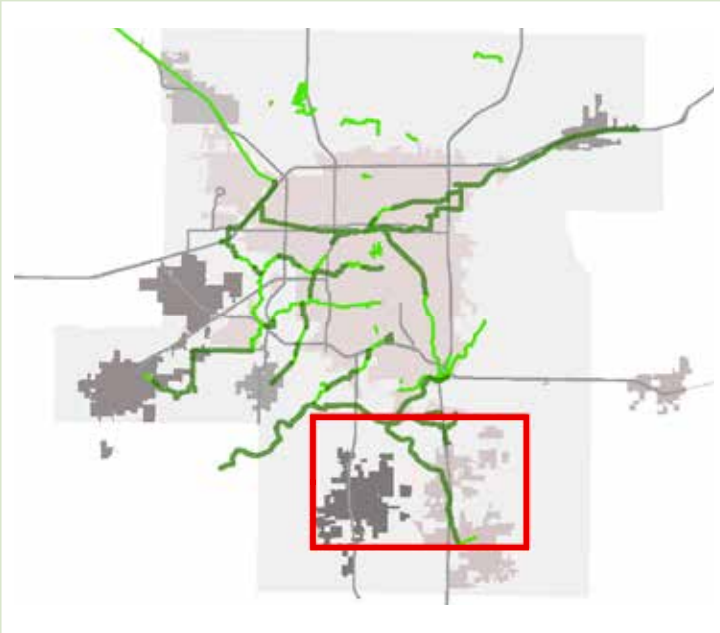
### Alternative Alignment #2

The second alternative alignment begins at the same location as the original alignment and follows the same path until reaching 21st Street. The alternative then travels along the east side of 21st Street to Longview Road, turns east on Longview Road and along the future secondary arterial roadway connecting Longview Road to State Highway NN. The alignment turns south and travels along the future secondary arterial roadway between US Highway 65 and State Highway NN south to 17th Street, then south along the west side of 17th Street. The alignment rejoins the abandoned Chadwick Branch railroad corridor and travels south to across Jackson Street and connects to the Finley River Greenway at the Ozark Community Center.

### Alignment Scoring

Score	Priority	Orig	Alt 1	Alt 2
Network Connections	High	●	●	●
User Experience	High	●	●	●
Enhances Bicycling & Walking	High	●	●	●
Logical Segments	Med.	●	●	●
Cultural & Natural Resources	Med.	●	●	●
Environmental Conditions	Med.	●	●	●
Cost	Low	●	○	●
Route Directness	Low	●	●	●
Ownership / Right-of-Way	Low	●	●	●

Planning level cost for preferred alignment: **\$9,476,277.**



Chadwick Flyer Rail Trail (South) priority trail segment location.



Chadwick Flyer Rail Trail (South)

