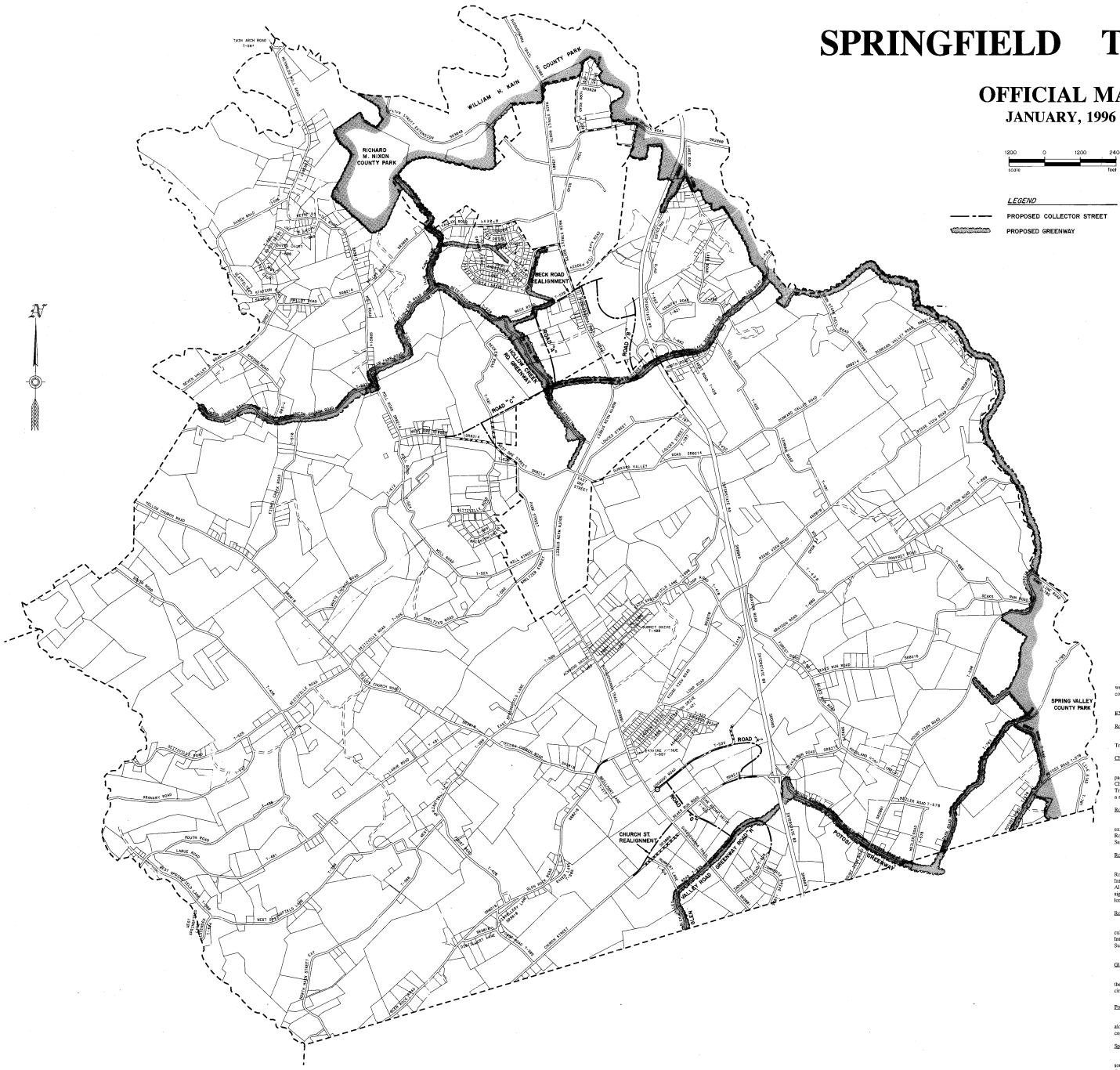
SPRINGFIELD TOWNSHIP

OFFICIAL MAP

JANUARY, 1996



January, 1996

SPRINGFIELD TOWNSHIP OFFICIAL MAP
PROJECT NARRATIVE

The streets and greenways shown on the Springfield Township Official Map are generally intended to anticipate the effect of future development and to reduce the impact of that development on the community. Proposed streets are intended to serve as "collectors", conveying vehicular traffic from developing areas to Interstate 83. Direct access to the Susquehanna Trail is to be discouraged; if no alternative exists, access is to be be planned such that the connection to the Trail could be eliminated when possible.

The greenways are intended to serve as a non-vehicular means of circulation within the Township. The York County Rail Trail, bordering the Township on the west, will serve this function in a north-south direction; additional greenways are shown throughout the central portion of the Township to connect the Trail with three County Parks (Spring Valley, William H. Kain, and Nixon), as well as to the central development areas of Springfield Township. Development within designated greenways is to be strictly limited, in an attempt to preserve the rural character of these areas. Existing Township roads located within greenways will NOT be improved to the standards in the Subdivision and Land Development Ordinance, but will be left in their present state (in many instances, unpaved) and alternatives for development access should be sought.

EXIT #3 AREA:

Beck Road Intersection

The intersection of Beck Road and the Susquehanna Trail will be relocated northwardly approximately 200 feet to improve sight distance. Right-of-way will have to be obtained across lands of Dallastown Area School District. The developer of the "VC" property east of the Susquehanna Trail will be required to access at this new intersection.

Road "A"

This new collector road will connect Beck Road and proposed Road "C", intersecting Road "C" at a point approximately 500 feet east of Water Street. This road will function as a collector street serving all development occurring in the "VC" zone west of the Susquehanna Trail and (together with Road "C") will provide access to Interchange 3 while relieving traffic volumes on the Susquehanna Trail. Direct access to the Susquehanna Trail from development in the "VC" Zone will be prohibited or, in the absence of Roads "A" and "C", will be approved only on an interim basis.

Road "B"

This collector road is intended to convey traffic from development of the "VC" zone east of the Susquehanna Trail to Interchange 3. It is shown beginning at its intersection with North Street (in Loganville Borough), and extending northwardly into the "VC" zone between Interstate 83 and the Susquehanna Trail. The intent of this road, similar to that of Road "A", is to convey traffic from "VC" development to Interchange 3 without need to access the Susquehanna Trail. It is unlikely that development will occur simultaneously throughout the "VC" area; as a consequence, an unavoidable increase in traffic on the Susquehanna Trail will be experienced due to development occurring between the Susquehanna Trail and Interstate 83. Again, connection to the Susquehanna Trail will be temporary in nature, anticipating future construction of Road "B".

Road "C"

This collector road is intended to convey traffic from the western portion of the Township to Interchange 3 without increasing traffic in Loganville. Road "C" will begin on West Ore Street and extend eastwardly, generally paralleling the northern Borough Line to its intersection with Hollow Creek Road (Water Street). From this point eastwardly, Road "C" is entirely within Loganville Borough.

West Ore Street Intersection

When Road "C" has been completed as far as North Main Street, West Ore Street will be extended to a "T" intersection to eliminate the direct routing of traffic into the center of Loganville. Most traffic from the west would continue on Road "C" to Interchange 3, bypassing the central portion of the Borough entirely.

Greenways

In coordination with the proposed new road system, the Official Map shows several "greenways" which are intended to encourage non-vehicular circulation within the Township and Borough. Development of the greenways will be coordinated with, and connected to, the York County Rail Trail which borders the Township on the west. In general, greenways will consist of walkways, bike paths, trails, or open space intended for public use. Where shown in conjunction with an existing or proposed road, provisions for locating the greenway within the proposed street right-of-way shall be required, unless otherwise approved.

The design of Road "C" should incorporate a pedestrian/bicycle path within the road right-of-way, westwardly from Exit 3 to Water Street, thereby facilitating access to the greenway (and ultimately to the Rail Trail) from Exit 3.

A greenway extending eastwardly from Exit #3 along Lake Road and Log Road would connect to William H. Kain County Park. Lake Road is one of the few points where a crossing of Interstate 83 is possible, and its rural character and proximity to the County park makes preservation of a greenway desirable at this location.

The greenway along Hollow Creek Road is to include the steep, wooded areas on either side of the existing Township Road. The valley widens near the intersection of Creek Hollow Road and Dwober Road, and the greenway will shift primarily to the western side of Hollow Creek Road to include steep slope and wetlands areas.

A greenway will extend along Beck Road from its intersection with Hollow Creek Road in a northwest direction, generally including steep slopes and wetlands areas adjacent to the stream, but narrowing to the confines of the road right-of-way as it approaches Valley Road. The greenway will parallel Valley Road from its intersection with Beck Road to Farmington Lane, at which point sufficient sight distance exists to effect a safe crossing. The greenway then follows the County access road into Nixon Park. A designated trail beginning at the Nixon Park Nature Center will enable access to the dam at Lake Williams (Water Street), and to the Rail Trail via Water Street, Reynolds Mill Road, and Twin Arch Road in York Township.

A greenway extends eastwardly from the intersection of Beck Road and Hollow Creek Road, roughly parallel to Beck Road and intersecting Road "A". The greenway will then follow Road "A" to its intersection with Beck Road and follow Beck Road to the Dallastown School District property. A connection through the Dallastown School District property to the Hillside Heights development will provide access for residents of that development.

Another leg of the greenway will extend from the intersection of Beck Road and Club Farm Road westwardly on West Ore Street, and then extend along Union Church Road to Seven Valleys, connecting with the Rail Trail in Seven Valleys Borough.

EXIT #2 AREA:

Route 216 Realignment

The Official Map calls for easing of the sharp curve in Route 216 just west of the Susquehanna Trail.

Church Street Realignment

The offset intersection of Church Street and Seaks Run Road results in a hazardous traffic pattern; in addition, the sight distance is limited for the Church Street/Susquehanna Trail intersection. Church Street is to be realigned to a four-way intersection with Seaks Run Road at the Susquehanna Trail. Access to property with frontage on the abandoned portion of Church Street will be provided by a short cul-de-sac.

Road "F"

This proposed road will provide direct access from the Campus Industrial Zone to Exit #2. The existing intersection of Dogwood Road and the Susquehanna Trail would be eliminated, and Dogwood Road will be extended eastwardly and eventually connect to Seaks Run Road near Exit 2. A portion of Seaks Run Road will be realigned to improve sight distance.

Road "G"

This road will afford an alternate means of access from the Campus Industrial Zone to Seaks Run Road, particularly for west bound traffic. In addition, it will serve as the primary means of access to Interchange 2 for the AMP plant and the Industrial Zone in the vicinity of Exit 2 Industrial Park. Although the location of the intersection of Road "G" and Seaks Run Road is very restricted due to sight distance considerations, the specific location of Road "G" north of this intersection is flexible, as long as direct access to Seaks Run Road from Dogwood Road is provided.

Road "H"

This road is a continuation of Glen Valley Road eastwardly, eventually connecting to the existing cul-de-sac on Industrial Road in the Exit #2 Industrial Park. It will provide a means of direct access to Interstate 83 for all development in the Industrial Zone, without the necessity of direct access to the Susquehanna Trail.

Glen Valley Road Greenway

Exit 2 of Interstate 83 is located approximately midway between Spring Valley County Park to the east and the Rail Trail to the west. Road "H" and Glen Valley Road will provide a means of circulation between these county facilities.

Potosi Greenway

Reasonably direct access to Spring Valley Park could be achieved by designating a greenway along Potosi Road and Park Road, which are relatively undeveloped at this time. This greenway will connect to the Glen Valley Road greenway via the upper reaches of Seaks Run.

Spring Valley Park/Lake Redman Greenway

The northern end of Spring Valley County Park is only approximately two miles south of the southern end of William H. Kain County Park. A greenway, generally following the East Branch of the Codorus Creek, is to be reserved between the two parks to afford additional opportunities for non-vehicular circulation. The greenway will be located between the East Branch and Swamp Road between Spring Valley Park and Route 214; at that point, the greenway will follow the western side of the East Branch to Iron Stone Hill Road. The major portion of this greenway is located in North Hopewell Township.

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