

## TRANSPORTATION

### INTRODUCTION

The availability of a convenient and efficient transportation system is essential to the continued economic and physical development of Kearney County and the Villages of Norman and Heartwell. An adequate transportation system is required to transport goods and services to and from major travel routes and market centers outside of the County, as well as provide for the circulation needs within the County and each community. The overall purpose of the transportation plan is to provide the necessary guidelines for the safe movement of people and vehicles throughout the planning area.

### GOALS AND POLICIES

***Goal 1 - Provide a transportation system throughout the County and each community that enhances the safe and efficient movement of people, goods and services.***

#### Policies:

- 1.1 Coordinate transportation systems with the planning and development of other elements of the County and each community, including other transportation means and public utilities and facilities.
- 1.2 Continue to develop County and community road systems in accordance with the standard State of Nebraska functional street classifications.

## EXISTING COUNTY ROAD NETWORK

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**Illustration 5.1, State Functional Classifications, Kearney County, Nebraska**, depicts the transportation system in Kearney County. The Villages of Heartwell and Norman have relinquished their funds for highway/street improvements to Kearney County. Kearney County has the responsibility for maintenance and rehabilitation of highway/street improvements in Heartwell and Norman.

**Illustration 5.2, State Functional Classifications, Heartwell, Nebraska**, depicts the transportation system in the Village of Heartwell. **Illustration 5.3, State Functional Classifications, Norman, Nebraska**, depicts the transportation system in the Village of Norman.

## Traffic Volume

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The transportation network in Kearney County comprises three Nebraska highways (10, 44, & 74) and one Nebraska highway link (L-50A), two US highways (6 and 34), and a system of county roads. Highway 6, and Highway 34 link Kearney County and its communities with many cities and metropolitan areas throughout the nation, while the state highways and County roads provide transportation services throughout the County and into adjacent counties. The Nebraska Department of Roads monitors traffic volume in Kearney County on county roads and state and federal highways. This tabulation process is performed to identify the appropriateness of the existing road classification and engineering standards. **Illustration 5.4, Traffic Volume - 1999, Kearney County, Nebraska**, identifies the average daily traffic counts for state and federal transportation routes within Kearney County.

## **Road Classification**

Nebraska Highway Law identifies the eight functional classifications of rural highways as follows:

- (1) **Interstate**: Which shall consist of the federally designated National System of Interstate and Defense Highways;
- (2) **Expressway**: Second in importance to Interstate. Shall consist of a group of highways following major traffic desires in Nebraska and ultimately should be developed to multilane divided highway standards;
- (3) **Major Arterial**: Consists of the balance of routes which serve major statewide interests for highway transportation in Nebraska. Characterized by high speed, relatively long distances, travel patterns;
- (4) **Scenic-Recreation**: Consists of highways or roads located within or which provide access to or through state parks, recreation or wilderness areas, other areas of geological, historical, recreational, biological, or archaeological significance, or areas of scenic beauty;
- (5) **Other Arterial**: Which shall consist of a group of highways of less importance as through-travel routes which would serve places of smaller population and smaller recreation areas not served by the higher systems;
- (6) **Collector**: Which shall consist of a group of highways which pick up traffic from many local or land-service roads and carry it to community centers or to the arterial systems. They are the main school bus routes, mail routes, and farm-to-market routes;
- (7) **Local**: Which shall consist of all remaining rural roads, except minimum maintenance roads;
- (8) **Minimum Maintenance**: Which shall consist of (a) roads used occasionally by a limited number of people as alternative access roads for area served primarily by local, collector, or arterial roads, or (b) roads which are the principal access roads to agricultural lands for farm machinery and which are not primarily used by passenger or commercial vehicles.

The rural highways classified under subdivisions (1) thru (3) of this section should, combined, serve every incorporated municipality having a minimum population of 100 inhabitants or sufficient commerce, a part of which will be served by stubs or spurs, and along with rural highways classified under subsection (4) of this section, should serve the major recreational areas of the state. Sufficient commerce shall mean a minimum of \$200,000 of gross receipts under the Nebraska Revenue Act of 1967.

#### **FUTURE COUNTY TRANSPORTATION SYSTEM**

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The future transportation system in Kearney County is outlined in the County's **One- and Six-Year Road Improvement Programs and will be developed annually by the County Board through the Annual One and Six Year Public Hearing.**











