FINAL REPORT

LOGAN COUNTY, ILLINOIS
BICYCLE & TRAILWAY MASTER PLAN

Farnsworth GROUP

February 6th, 2013

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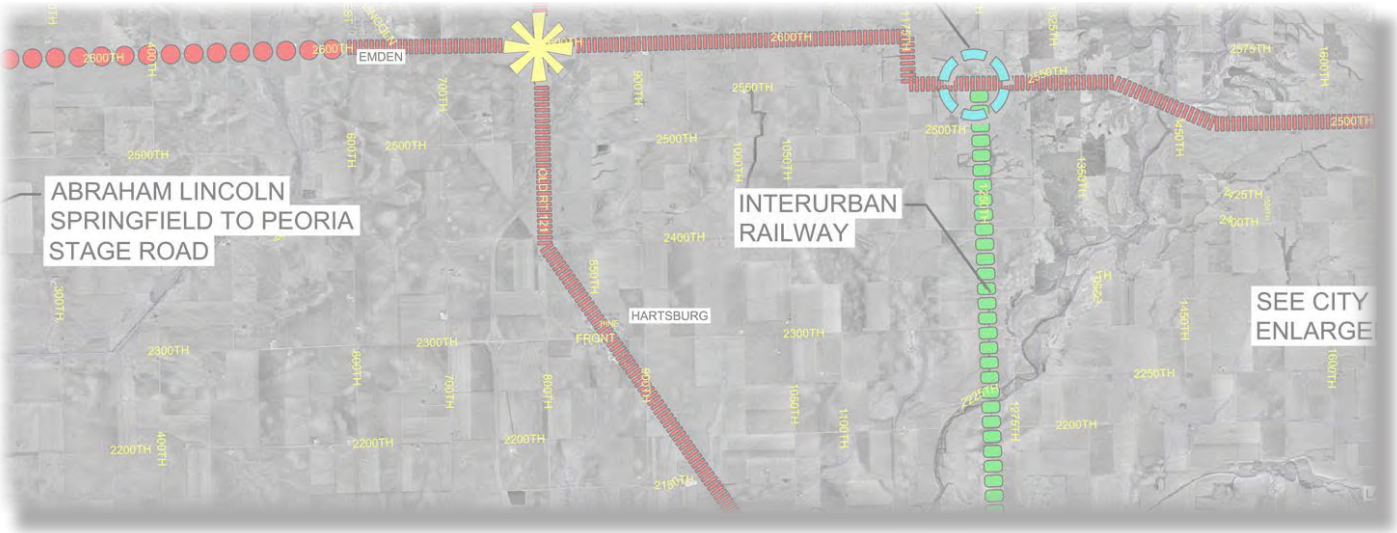
The Logan County Bicycle & Trailway Master Plan outlines how a comprehensive and integrated trailway network can be implemented throughout the entire County in a phased approach. By increasing support for bicycling and non-motorized trailway use, the County will promote tourism, provide critical connections to adjacent counties, provide for adaptive reuse of old railways/bridges/roads, provide health and wellness benefits and enhance the overall quality of life for residents of Logan County.

The Master Plan is a visionary, yet practical, strategy to assist Logan County in becoming a leader in the region for bicycling and non-motorized trailway use. This strategy ensures that all portions of the County, whether urban or rural, will have access to a diverse and unique palette of non-motorized trailways.

Finally, this Master Plan will provide the County, local municipalities and other trailway development stakeholders with an indispensable tool when seeking funding and grants. The Master Plan will provide critical confidence that funds intended for trailway development within Logan County align with an adopted comprehensive trailway plan.



This Master Plan was made possible in part with the assistance of the following:

Logan County Regional Planning Commission

Bret A. Aukamp – Logan County Engineer

William D'Andrea – Logan County Zoning Officer

Keith Snyder – Mayor of Lincoln, IL

Fred Finchum – Mayor of Atlanta, IL

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1 | Introduction

The Logan County Bicycle and Trailway Master Plan has been developed under the guidance of the Logan County Regional Planning Commission. For many decades, trailway plans have been developed for portions of the County. This has led to 'piecemeal' planning, which has resulted in numerous plans and reports that do not address the county as a unified whole, nor put the county in a good position to prioritize and fund future trailway improvements.

The primary emphasis of this Master Plan is to provide a framework that will facilitate transportation enhancements for bicyclists, pedestrians, in-line skaters and non-motorized vehicles throughout all of Logan County. This Master Plan provides a logical, comprehensive plan for the entire County which will allow for future trailway development to occur in a phased manner, and ensure that all communities and residents (whether living in cities or in rural areas) will be incorporated into a comprehensive and integrated plan.

The Master Plan consists of several 'front end' chapters, including the plan process, the benefits of trailways and an integrated County trailway plan, an analysis of surrounding counties' existing and proposed trailways, and trailway priorities that should be strongly considered. The 'back end' chapters include a detailed look at phased trailway opportunities, types of trails, opinion of probable cost, and a brief land acquisition analysis. Included in the 'back end' chapters are detailed graphics and maps that are easy to read by the layperson, but outline in detail how the plan could be implemented over the ensuing years.

2 | Plan Process

In developing this Master Plan, the design team conducted independent research and analysis along with feedback and information gathering from key stakeholders. It is the intent of the plan to be a document that in large part reflects the hopes, dreams and aspirations of the residents of Logan County. To accomplish this, the design team undertook the following actions:

Field observation and analysis:

Members of the design team conducted field observation and analysis of the County. This field work included observations and inventories of roadways, corridors and open spaces that could potentially accommodate trailways. A photographic inventory was included as part of this process, and was a critical component once the planning process began.

Typical Field Observation Photograph

Meeting with Logan County:

Multiple meetings were conducted with members of the Logan County staff at various phases of the project. Early in the design process, members of the design team met with staff to gather critical information about past trail planning efforts, and to discuss potential new trailway locations previously not addressed. Later in the design process, another meeting took place with County staff to review proposed trailway options and how they would fit into the overall Master Plan.

Stakeholder interviews with Atlanta and Lincoln

While the Master Plan includes all of Logan County, both the cities of Atlanta and Lincoln play a prominent role in how future trailways in the County are developed, funded and marketed. To ensure that each of these cities voices was properly heard, interviews and meetings were conducted with key stakeholders.

For Atlanta, phone interviews were conducted with former Mayor Bill Martin, and also with former Mayor Bill Thomas of the Atlanta Betterment Fund. In addition, the design team met personally with Mayor Fred Finchum and former Mayor Bill Thomas. These phone interviews and meetings gave the design team good insight into how the Master Plan could tie into the historical and downtown improvements that Atlanta has undertaken over recent years. In addition, the meetings and interviews included a detailed discussion of how to incorporate the abandoned railroad that bisects Atlanta into the county wide plan.

Historic facade and mural along Arch St. | Atlanta, IL

For Lincoln, a phone interview was conducted with Mayor Keith Snyder. This interview underscored the importance of including the Interurban Railway, trailways on city streets, and linkages to local County and State Parks. Other discussions included how access to Allison Lake could be accomplished through the use of abandoned railroad right-of-way and city streets.

Abandoned Railroad right-of-way | Atlanta, IL

Allison Lake | Lincoln, IL

Railsplitter covered wagon | Lincoln, IL

Public Input

On October 2, 2012 the design team planned, organized and facilitated a 'design charette' that was open to the public. Prior to the charette, the design team and County staff worked closely together to contact key people to attend the event, and to develop a marketing brochure that was distributed around the county advertising the event.

The 'design charette' drew over 20 spirited attendees who participated in the 2 part charette format. The first half of the charette was a group 'brainstorming' effort that was designed to understand the goals and aspirations the residents and key stakeholders of the County have for a Trailway Master Plan. The second part of the charette was a 'hands on' design exercise for the public. The attendees were split into 3 groups: Atlanta, Lincoln, and Logan County. Each group had a large aerial photograph of their study area, and was encouraged to highlight were they thought trails should occur, unique sites that should be accessible by trails, and other design features they felt should be incorporated into the Master Plan.

Brochure advertising the charette

The designs and input from the charette heavily influenced key design decisions that were made by the design team as they assembled their preliminary and final trailway locations.

3 Benefits of a Countywide Trailway

Why trailways?

The benefits of a Countywide trailway network for bicycling and walking is multi-faceted. Bicycling and walking are already integral parts of Logan County, and all of Central Illinois. An interconnected trailway system throughout all of Logan County would provide numerous benefits, including the following:

Attract Critical Tourism and Recreational Spending:

Logan County has the unique advantage of having numerous historical, cultural and natural areas that are already a major draw for tourists and Logan County residents. A trailway system would bring even more people to Historic Route 66, downtown Atlanta and Lincoln, the numerous Abraham Lincoln historic sites throughout the county, the historic towns of Elkhart and Mt. Pulaski, parks such as Kickapoo Creek County Park, Edward R. Madigan State Park, and Chestnut-Beason Park and many other areas. Trailways add another 'layer' of transportation access that is critical to attracting tourism dollars.

Lincoln Heritage Museum | Lincoln, IL

Historic Palms Cafe and Atlanta Museum | Atlanta, IL

Provide Connections to Adjoining Counties:

Trail planning efforts have been constructed or are being planned for numerous counties throughout the Central, Illinois area. If trailways are logically developed throughout Logan County, it would connect Logan County residents to Sangamon, Mclean and Tazewell Counties. Portions of the infrastructure are already in place where someday it is quite possible that a person could get on a bicycle in Peoria, ride east thru Bloomington-Normal and then head south all the way to Springfield……passing directly thru Logan County.

Provide Adapt Reuse of Abandoned Rail Lines, Bridges and Historic Roadways:

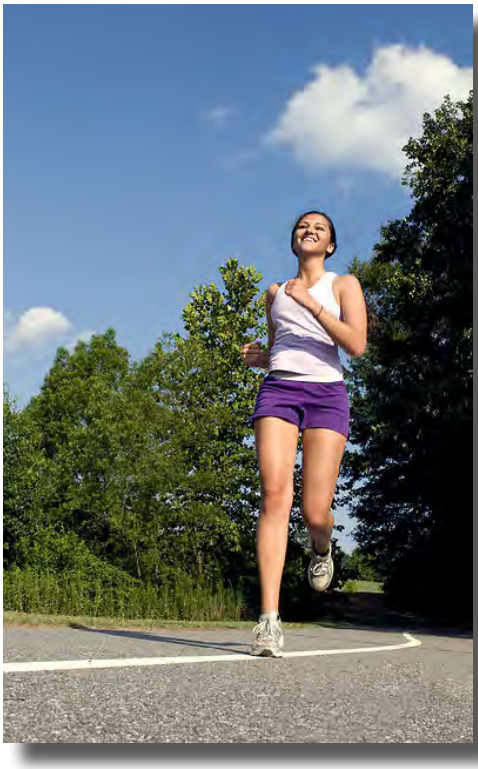
Ghost Bridge | Lincoln, IL

There exists in the county a wonderful inventory of abandoned 'infrastructure' that could be utilized for an interconnected trailway system. The Interurban Railway is still relatively intact and provides an opportunity for an early trailway development 'success story'. The City of Atlanta controls the abandoned railroad right-of-way which bisects the city. Original portions of Historic Route 66 would provide wonderful outdoor museums that could be directly linked to an overall trailway network. The 'Ghost Bridge' outside of Lincoln could someday provide crucial access over Salt Creek. If properly leveraged, these existing and abandoned resources would play a critical role in trailway development.

Abandoned Interurban Railway | South of Lincoln, IL

Health and Wellness Benefits:

Trailways can provide an important role in the health and wellness of the populations that they serve. Research has shown that walking and biking may help reduce cases of asthma, decrease rates of obesity, lower health care costs and even improve mental health. Locating trailways near schools, parks and other areas that attract families and younger children can provide 'safe routes' to these oft traveled destinations. Trailways can also provide access to natural areas, parks and other unique places to disabled individuals, including those who require wheelchair access.



Quality of Life:

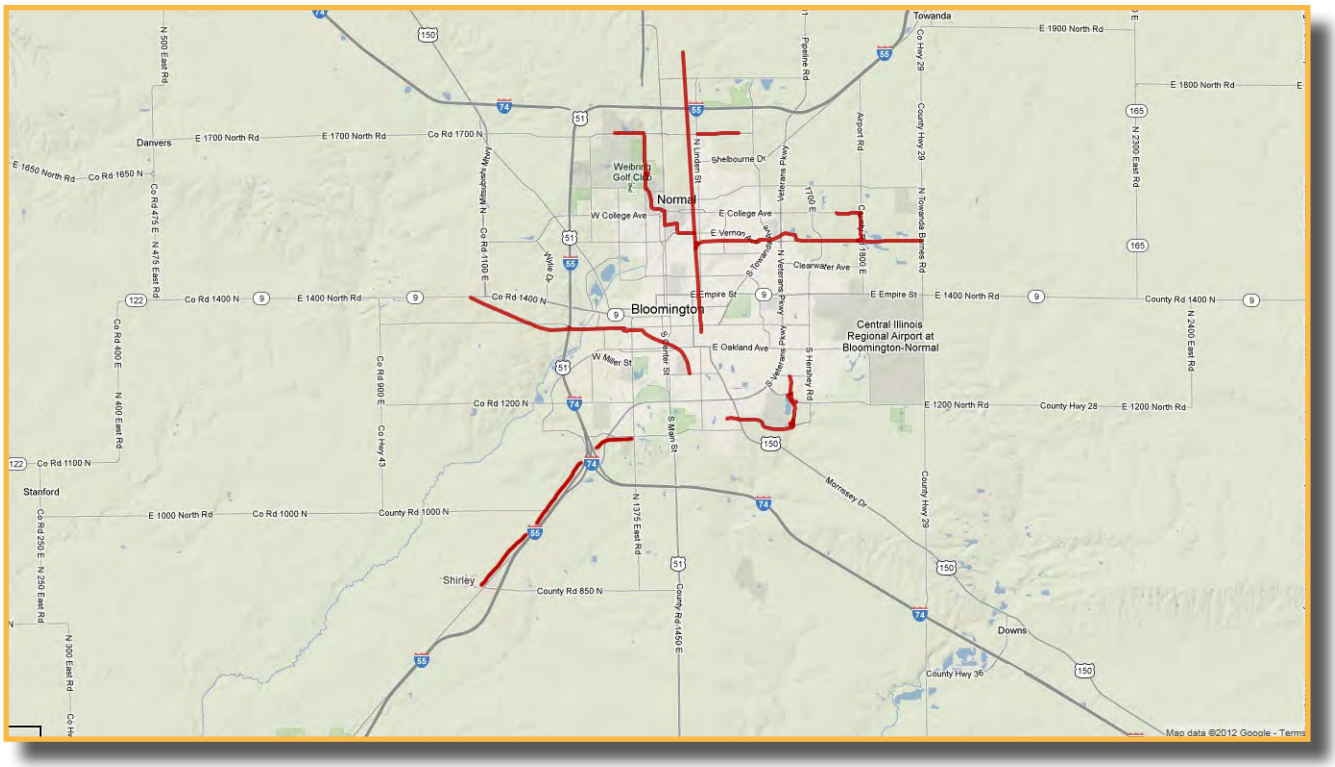
Providing a comprehensive trailway system enhances the overall quality of life in cities, counties and regions where they are located. Access to natural resources, especially by non-motorized trailways, can be a significant factor in attracting and maintaining an area's population. Businesses and employers also recognize the importance of trailways, and how they can play a large role in attracting and retaining quality employees.

4|Relationship to Other Plans and Trailway Networks

Geographically, Logan County is uniquely situated to become the "linchpin" that helps to knit Central Illinois into a multi-county interconnected network of trailways. It is worth reiterating, with proper planning and implementation that someday it is quite possible that a person could get on a bicycle in Peoria, ride east thru Bloomington-Normal and then head south all the way to Springfield…… passing directly thru Logan County. Trailways already constructed in adjacent counties include the following:

Constitution Trail in Mclean County

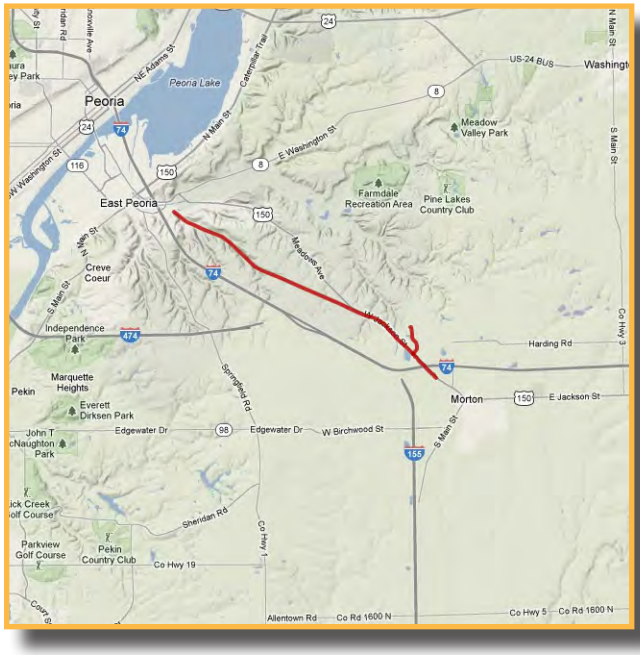
Meandering throughout Bloomington / Normal, this 24 plus mile trailway system extends down to Shirley, IL. Future improvements could extend this trailway south, along the Historic Route 66 Corridor to Logan County (passing thru Funks Grove and Mclean, Illinois).



Existing Trails in McLean County

River Trail in Tazewell County

The River Trail is over 7 miles of paved asphalt trailway that currently extends from East Peoria to Morton, Illinois. The 2011 Tazewell County Comprehensive Plan shows extension of this trailway towards Bloomington-Normal. In addition, the Comprehensive Plan shows numerous bike routes that extend south to the northern border of Logan County, making logical connection points to the northwest corner of Logan County.



River Trail in Tazewell County

Proposed Route 66 Trail Through Sangamon County

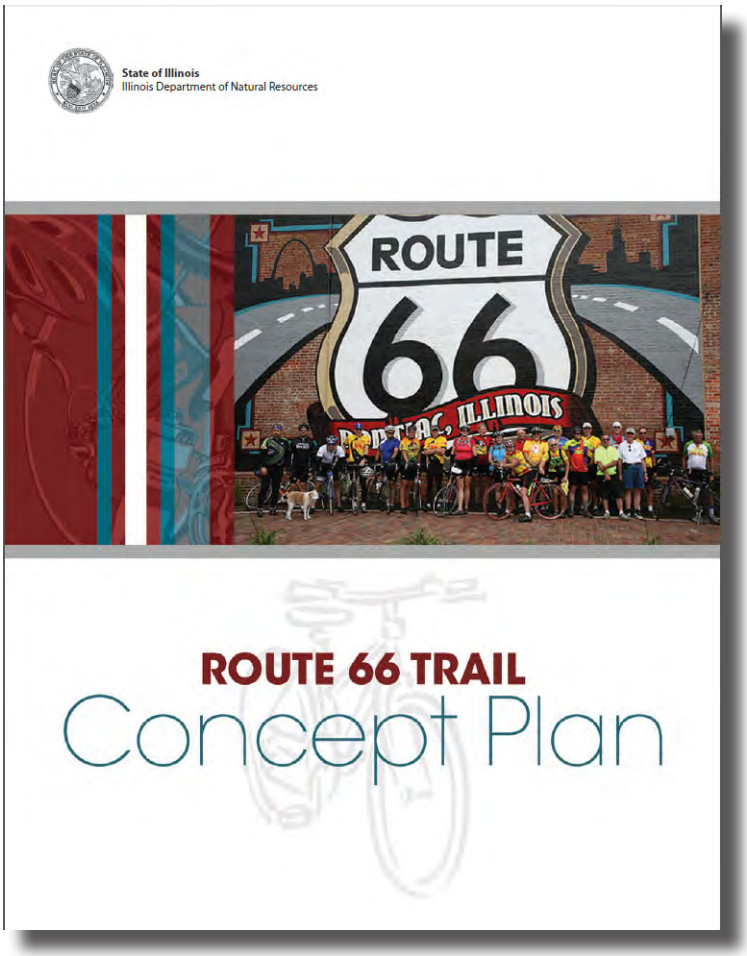
Sangamon Valley Trail, Wabash Trail, Lost Bridge Trail and the Interurban Trail in Sangamon County

Many existing trails occupy the west, south and east sides of the City of Springfield. On August 9, 2012, the Springfield-Sangamon County Regional Planning Commission released the final version of the Bicycle and Pedestrian Plan for the Springfield, Illinois Metropolitan Planning Area. This plan calls for future trailway extensions to the north, and also addresses the development of the Route 66 Trail as it passes thru various communities in Sangamon County (including Sherman and Williamsville, Illinois). The Route 66 Trail in Logan County could seamlessly tie into the Route 66 Trail in Sangamon County.

Route 66 Trail Concept Plan

In addition to existing trailways in adjacent counties that have already been constructed, other plans and reports have been put together outlining trailway development opportunities. Recently, the Illinois Department of Natural Resources released the Route 66 Trail Concept Plan that was overseen by the Route 66 Trail Executive Council. The plan and the executive council seek to "establish the Route 66 Trail as a world-class bicycling, recreational, and learning experience for Illinois residents and visitors." The plan outlines trailway potentials for all the counties the trail would pass through, including Logan County.

To ensure the Logan County Bicycle & Trailway Master Plan aligns with the Route 66 Trail Concept Plan, the design team conducted a phone interview with John Sutton who represented Logan County as part of the Route 66 Trail Executive Council. Mr. Sutton underscored the importance of providing a trailway experience as close to Route 66 as possible, and was in general agreement with the suggestion of providing enhanced shoulders or signage that would demarcate the trailway on existing Route 66.



5|Trailway Priorites

To properly address the hopes and aspirations of the various stakeholders in the county, the Master Plan reached out for critical input from a diverse group of key stakeholders. Interviews with key stakeholders, input from Logan County staff and public feedback at the design charette underscored key issues and priorities that should be addressed and included in the overall Master Plan. They include the following:

Important Design Elements and Considerations:

-Connectivity to Existing Parks
-Points of Interest Along Trailways
-Diversity of Locations
-Different Skill Levels
-Connectivity to Adjacent Counties
-Safe Routes to Schools
-Diverse Landscapes
-Create a Variety of Trailway 'Sub-Brands'
-Trailway Signage Unique to Each Trail, But Still Acknowledging Logan County

Kickapoo Creek Park | Lincoln, IL

Types of Trailways to Include:

- -Paved Trails
- -Painted Lanes on Existing Roads
- -Separate Asphalt Lanes Adjacent to Roads
- -Off Road Trails
  - -Dirt Trails
  - -Gravel Trails
  - -Mulch Trails
- -Asphalt Lanes Away From Roads
- -Multi-Use Trails
  - -Pedestrian
  - -Inline Skating
  - -Bicycling
  - -Handicap Access

Bunyon's Statue| Atlanta, IL

Important Historical and Cultural Sites Trails Should Link To:

- -Historic U.S. Route 66
- -Atlanta,IL – Downtown and Historic Sites
- -Lincoln, IL - Downtown and Historic Sites
- -Abraham Lincoln Historic Sites
- -Downtown Mt. Pulaski
- -Elkhart Hill
- -Abraham Lincoln Springfield to Peoria Stage Road
- -Union Cemetery
- -Ghost Bridge
- -Interurban Railway / Union Depot
- -Lincoln College
- -Lincoln Christian University
- -Elkhart Cemetery

Postville Courthouse | Lincoln, IL

Important Natural Areas Trails Should Link To:

-Edward R. Madigan State Park

-Kickapoo Creek County Park

-Chestnut-Beason Park

-Allison Lake

-Lincoln College Environmental Center

-Lincoln Memorial Park

-Salt Creek

-Lincoln Park District

Edward R. Madigan State Park | Lincoln, IL

Site Amenities to Include Along Trailways:

Themed informational kiosk

-Mileage Markers

-Parking

-Signage (Historic, Directional, Interpretative and Educational)

-Informational Kiosks

-Bike Racks

-Shelters

-Litter Bins

-Benches

Trailway Implementation Priorities:

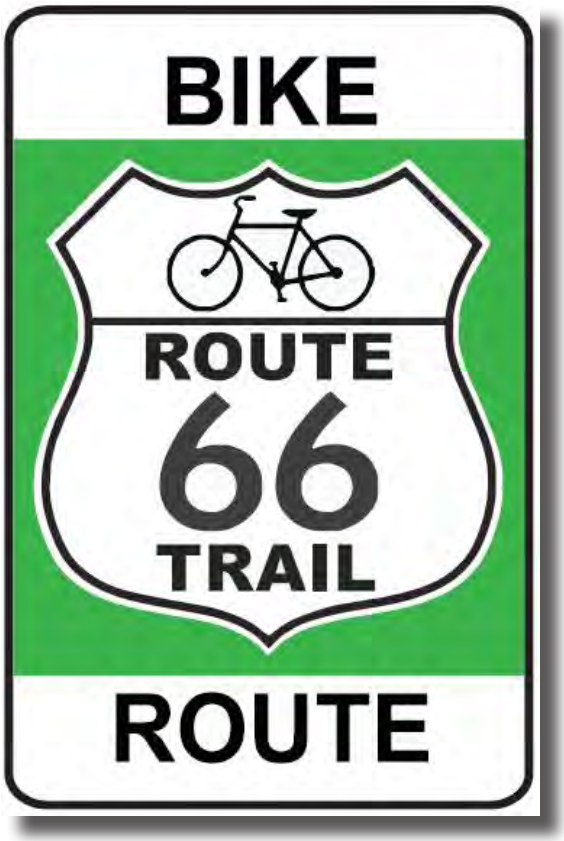
-Establish Interurban Railway Trail

-Develop Route 66 Trail Thru County From North to South

-Connectivity Throughout City of Lincoln

-Trailways to Elkhart and Mt. Pulaski

-Roadway Trails to Edges of County



Distinct trailway signage can 'brand' the various trailways throughout the County.

6 |Trailway Opportunities

There are many wonderful opportunities to establish trailways within the County. The key to successful trailway establishment throughout the entire county is to focus initial resources and efforts on 'can't miss' opportunities. This will lead to early successes that can be leveraged into other phases of trailway development, including more difficult to establish trailways. These early successes will galvanize support from Logan County stakeholders and draw in visitors from outside the county – both of whom will help to 'market' the new trailways, and who will be key supporters of further trailway expansion. In short, the trailway development process should be like a snowball pushed down a hill – it will gather momentum and size as it moves further and further down the hill.

During the stakeholder interviews, the public charette and the design team's analysis of the various trailway potentials, the following trailway opportunities became clear. They include:

-Historic U.S. Route 66 Corridor
-Northern Access via Interurban Railway
-'Loops' in the Northern Half of the County
-Eastern Access to Chestnut-Beason Park
-Western Access to Abraham Lincoln Springfield to Peoria Stage Road
-Southern Access to Mt. Pulaski
-Perimeter Trails Connecting Smaller Communities
-Long Range Trailway Opportunities

The enclosed exhibits begin to graphically outline where these trailway opportunities may actually occur. Exhibits 1 and 2 are 'Countywide' graphics, Exhibit 3 is an enlargement of the City of Atlanta, Exhibit 4 is an enlargement of the City of Lincoln, and Exhibits 5-10 begin to graphically show the different types of trailways envisioned for the various opportunity areas.

Phase 1

Historic U.S. Route 66 Trailway – McLean County to Lincoln

Exhibits: 1,5 & 7

To take advantage of the trailways that are constructed in Mclean County from Bloomington-Normal to Shirley (and someday from Shirley down to the Logan County line), the first trailways to be constructed in Logan County should be from the county line north of Atlanta down to Lincoln. These would be either on road trailways (See Exhibit 5) or enhanced shoulder trailways (See Exhibit 7). This 'Phase 1' trailway would take advantage of the iconic and Historic U.S. Route 66, would lead people directly thru the heart of downtown Atlanta (See Exhibit 3) and into the City of Lincoln (See exhibit 4). Development of this north-south spine through the heart of the county is a top priority. It should be noted that trail crossing improvements associated with high speed rail will need to be properly designed and coordinated throughout this trailway segment.

Properly designing and routing this Phase 1 trailway to go directly thru the City of Atlanta via Arch Street (vs. bypassing it on the east side of town) should be a high priority. Atlanta is well ahead of the curve with its investments and refurbishments of its architectural, historical and cultural legacy…this is something that the County should attempt to leverage as it seeks to establish 'memorable' trailway experiences. In addition to all of the historical amenities along Arch Street, the City of Atlanta is currently seeking funding to upgrade an 1/8th mile segment of original Route 66 road surface north of town into an outdoor Route 66 museum. This would make a wonderful first impression for visitors riding south.

Original segment of Route 66 pavement proposed to become outdoor museum| Atlanta, IL

J.H. Hawes Grain Elevator and Agriculture Museum | Atlanta, IL

The Historic Route 66 Trailway should provide unique gateways, signage and site amenities that help to establish the 'brand' of this particular trailway. Trailway signs that incorporate the Route 66 logo should strongly be considered. A prominent gateway entry feature should be located at the Logan County / Mclean County line to announce to visitors that they are now entering into Logan County. Where feasible, benches, bicycle racks, shelters and other site amenities should be logically located to cater to the large number of visitors who will be taking this trailway. The design of these amenities should echo the Historic Route 66 vernacular to ensure that all components of the trailway are 'singing from the same hymnal'.

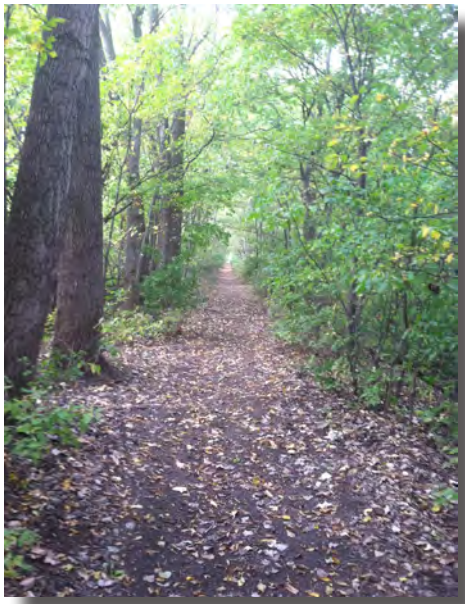
Phase 1
Northern Access via Interurban Railway Trail

Exhibits: 1 & 8

Another potential wonderful trailway opportunity that should be exploited to gain early momentum is the development of the Interurban Railway from the City of Lincoln to Union, IL. Development of this trailway as part of a Phase 1 development program would allow the largest concentration and demographic of people residing in the county with access to a very unique trailway experience. Unlike the Historic Route 66 Trailway which would be immediately adjacent to or potentially on the existing road, the Interurban Railway Trail would be free of motorized vehicles (see Exhibit 8).

The Interurban Railway Trail would be constructed on the abandoned railroad right-of-way which extends from the northeast side of the City of Lincoln up to the existing depot building in Union,

IL. The total length of this trailway would be approximately 9 miles long, and could provide a very diverse landscape to trailway users. There are existing woodlands and hedgerows that occur along the right-of-way which could be preserved as a unique trailway amenity. Native shortgrass prairie stands could be established adjacent to the trailway in areas where the right-of-way bypasses thru cultivated areas.



Existing Interurban right-of-way| Near Lincoln, IL

Destinations along this trailway would include the Lincoln College Environmental Center (which would be about a 4 mile ride from Lincoln) and the historic depot in Union. While the depot is in a current state of disrepair, long term goals and objectives for this structure should include its rehabilitation into a useable, or semi-useable space. Potential

Existing depot | Union, IL

Rejuvenated depot | Mackinaw, IL

uses could include a simple trailway shelter, while more complex uses could include a museum that documents the history of the Interurban Railway system. Mackinaw, IL has an identical depot to Union, IL since Mackinaw was a stop on the Interurban Railway. That structure has been rehabilitated and preserved and is a now a local landmark in Mackinaw. The Union Depot could someday

become a similar iconic building within Logan County. Signage along this trailway should also occur that help to slightly differentiate it from the Historic Route 66 Trailway. These signs should incorporate an Interurban Railway theme, while also acknowledging that they are part of an overall Logan County Trailway Plan. Signs could include directional, historical, wayfinding and educational. Along with signs, other amenities to consider along this trailway would include benches, shelters, litter bins, drinking fountains and bicycle racks.

Interurban Trailway Signage

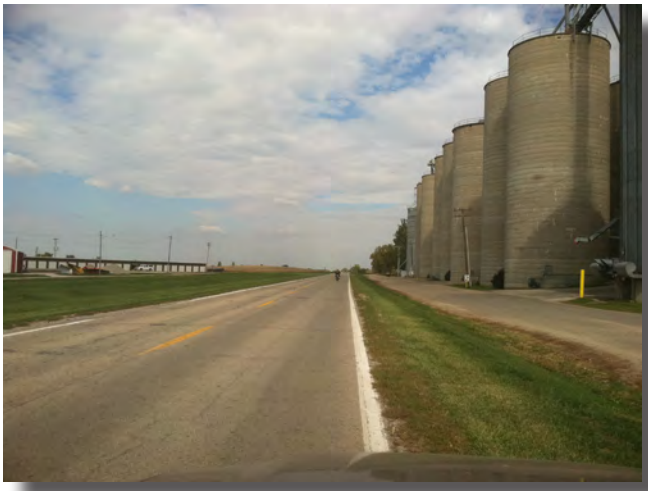
Phase 2
Historic U.S. Route 66 Trailway - Lincoln to Elkhart

Exhibits: 1,2,5 & 7

Once the Historic Route 66 Trailway is established from north of Atlanta down to Lincoln, the second phase of this trail should be implemented from Lincoln to Elkhart. This would promote access to Edward R. Madigan State Park and promote a direct southern connection towards Springfield, IL.

The largest challenge for this trailway is the crossing of Salt Creek. Options for crossing the creek include the construction of a new non-motorized bridge on the east side of the highway, or utilizing the shoulders on the existing bridge on the highway that is scheduled to be reconstructed.

Once the trailway extends over Salt Creek, it would run on the road surface or newly enhanced shoulders of Historic Route 66, where it would be demarcated with signs that would be placed every 1/4 mile (see Exhibits 5 and 7). It should be noted that trail crossing improvements associated with high speed rail will need to be properly designed and coordinated throughout this trailway segment.


U.S. Route 66 | Near Elkhart, IL

Phase 2
'Loops' in the Northern Half of the County

Exhibits: 1 & 9

Once the Phase 1 trailways are established, the next step should be extensions off of them to create circuits or 'loops'. These loops would help to push trailway users 'out' into the County and also would help facilitate the connection of key points of interests, cities, and natural areas.

There are two distinct opportunities for phase 2 'loops' in the northern half of the County. The first 'loop' would connect the City of Atlanta to the terminus of the Interurban Railway Trail. This approximately 8 mile segment of trail would travel out of the northwest corner of Atlanta via 2400th St. and would cut west on County Highway 20 over to Union (see Exhibit 9). Simple signage along the roads is all that would be needed to demarcate this trail. Signs are suggested to be placed every 1/4 mile.

The second 'loop' would travel west from Union via County Highway 20 over to Old Route 121. Once at Old Route 121, a northern segment of trail would extend north to the county line along the frontage road. This would allow for future connections into Tazewell County. A connection over to Emden should also be considered. Additionally, a southern trail would extend from the County Highway 20 and Old Route 121 junction south down to the City of Lincoln. The southern leg of this loop would allow access into the Kickapoo Creek County Park, and also access over to Allison Lake should the City of Lincoln develop trails in that area (see Exhibit 10). Simple signage along the roads is all that would be needed to demarcate this trail. Signs are suggested to be placed every 1/4 mile.

Potential Access into Kickapoo Creek County Park| Lincoln, IL

Trailway connection to Tazewell County | NE of Emden, IL

Phase 2

Eastern Access to Chestnut-Beason Park

Exhibits: 1,2 & 9

To establish a strong connection to the eastern portion of the County, a direct route to Chestnut-Beason Park should be a Phase 2 trailway priority. This would promote the use of the park and feed people west into the main north-south spine of the Historic U.S. Route 66 Trailway.

This trailway would run east out of Lincoln along 1500th Street approximately 8 miles to 2150th Street (see Exhibit 9). From here, the trailway would head south on 2150th Street all the way down to the entrance of Chestnut-Beason Park. Simple signage along the roads is all that would be needed to demarcate this trail. Signs are suggested to be placed every 1/4 mile.

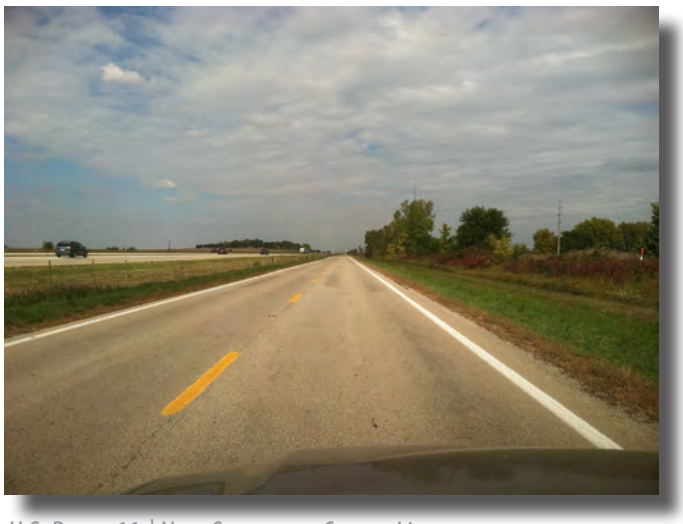
1500th Street | Between Lincoln, IL and Chestnut Beason Park

Phase 3

Historic Route 66 Trailway – Elkhart to Sangamon County

Exhibits: 2,5, & 7

The 3rd and final phase of the Historic Route 66 Trailway would be an approximately 3 mile segment of trailway that would begin in Elkhart and extend down to the Sangamon County line. This trail would run on the existing highway or on enhanced shoulders (see Exhibits 5 and 7). Trailway signs are suggested to be placed every 1/4 mile. A gateway entry feature should be considered near the county line to welcome travelers into Logan County and to help reinforce the Historic Route 66 Trailway brand.



U.S. Route 66 | Near Sangamon County Line

It should be noted that trail crossing improvements associated with high speed rail will need to be properly designed and coordinated throughout this trailway segment.

Phase 3

Western Access to Abraham Lincoln Springfield to Peoria Stage Road

Exhibits: 1,2 & 9

Expansion out from the north-south spine of the Historic Route 66 Trailway should also occur into the western portion of the County as part of a Phase 3 trailway development program. The ultimate destination of this western expansion should be the Abraham Lincoln Springfield to Peoria Stage Road. Connecting to this adds another 'layer' of history to the trailway network, and another opportunity to create a trail 'sub-brand'.

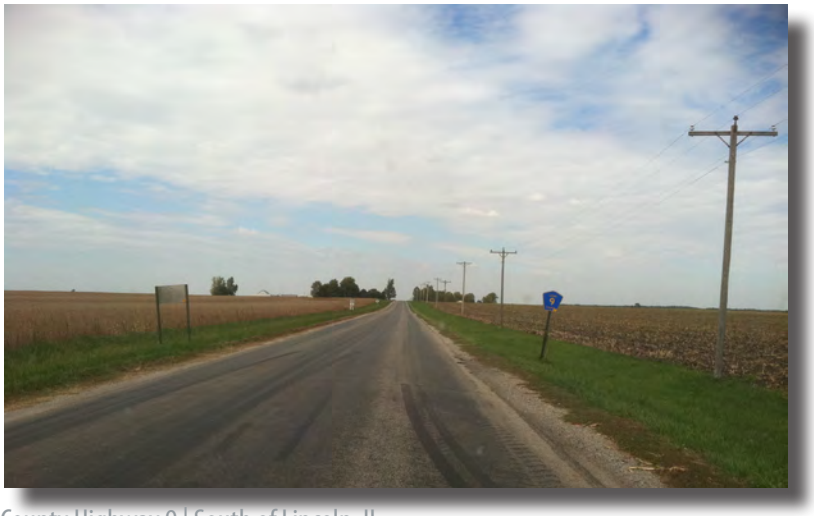
Access would occur directly out of the heart of Lincoln along 5th Street (see Exhibit 9). Long term roadway plans include the potential reconstruction of this roadway all the way out to the Abraham Lincoln Springfield to Peoria Stage Road. Should this occur, consideration should be given to creating extra wide shoulders or even the possibility of a 10' wide paved trailway adjacent to the road. Where 5th Street intersects with the Abraham Lincoln Springfield to Peoria Stage Road, it would then head both north and south to the county lines. This section is where the trailway 'sub-brand' can best be highlighted – with historic Abraham Lincoln signage (both wayfinding, directional and educational) and rest stops that might include informational kiosks highlighting Lincolns work on the road. Simple signage along the roads is all that would be needed to demarcate this trail. Signs are suggested to be placed every 1/4 mile.

5th Street | West of Lincoln, IL

Phase 3
Southern Access to Mt. Pulaski

Exhibits: 1,2 & 9

A southern trailway route would connect the historic town of Mt. Pulaski to the City of Lincoln. This trailway would extend south out of Lincoln down 1250th Street to 600th Street (see Exhibit 9). Once at 600th Street, this on road trailway would extend east over to Mt. Pulaski. A westward trail could also extend through the hilly and scenic areas on 480th Street, providing a unique connection over to Elkhart. Consideration should also be given to extending a trailway directly south out of Mt. Pulaski on 1600th Street that would provide future access to Sangamon County. These trailways would include simple signage to demarcate the trails. Signs are suggested to be placed every 1/4 mile.



County Highway 9 | South of Lincoln, IL

Phase 3
Perimeter Trails Connecting Smaller Communities

Exhibits: 1,2 & 9

The final trailway segments to be constructed would be the Phase 3 trailways that connect some of the smaller communities on the 'edges' of the county. Starting at Mt. Pulaski, trailways could head east towards Chestnut, Beason and extend all the way up to Atlanta (see Exhibit 9). An additional trail that connects Elkhart to Middletown should be provided as shown in the 2006 Logan County

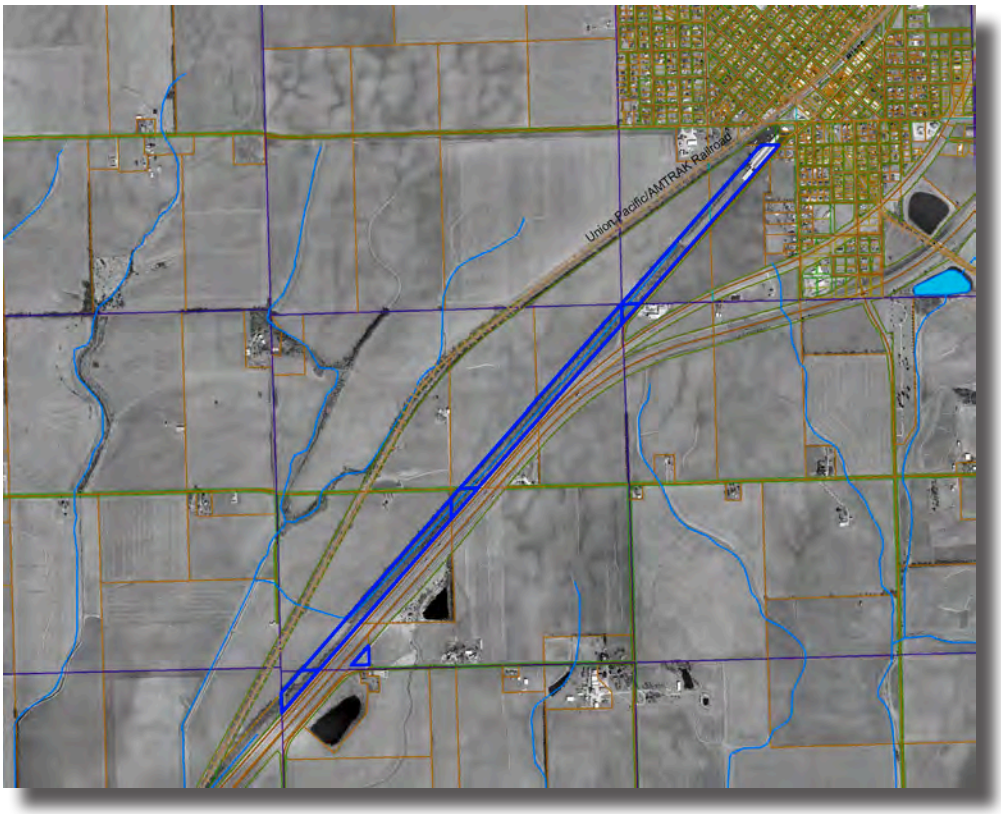
Geenways Plan. The towns of Cornland and Latham would be nearby, and could someday have Phase 4 trailways extended to them. These phase 3 trailways would include simple signage along the roads to demarcate them. Signs are suggested to be placed every 1/4 mile.

Long Range Trailway Opportunities

Exhibits: 1,2 & 6

There exists the potential to utilize a number of unique properties for future trailway development. The feasibility and costs associated with turning these into useable trailways puts these as low priority improvements, but they do merit long term planning and consideration.

The first is a segment of abandoned railroad right-of-way which is immediately north of Lawndale extending to Atlanta. It is a continuous piece of land that is entirely controlled by the railroad. The area is very overgrown with vegetation, and a large ditch has been carved out of the area. Further study will need to be done to determine if trailway construction is possible. If construction is feasible,



Existing railroad right-of-way | Between Lawndale and Atlanta, IL

it would provide a segment of trailway physically removed from Route 66. This future potential trailway route should not preclude the construction of the Phase 1 trailway recommended on the shoulder of Historic Route 66.

The second is another segment of abandoned railroad right-of-way which consists of the old Interurban Railway that is south of the City of Lincoln, extending towards Springfield. The right-of-way runs along the east side of the existing railroad tracks. A portion of this corridor is currently owned and operated by the Viper Coal Mine near Elkhart. While furthur study is needed, long range planning may provide a post mining use for this corridor. In addition, trail crossing improvements associated with high speed rail will need to be properly designed and coordinated throughout this trailway segment. If construction is feasible, the trailway would extend from the City of Lincoln, alongside Edward R. Madigan State Park and extend all the way to the county line. Crossing of the existing railroad tracks would have to occur at existing roadway grade crossings. This future potential trailway route should not preclude the construction of the Phase 2 and 3 trailways recommended on the shoulder of Route 66.

Interurban Railway right-of-way | South of Lincoln, IL

A third area to strongly consider for future trailway development is the existing and abandoned Historic Route 66 original roadbed immediately east of the existing highway and north of the grain elevators in Elkhart. This roadbed could be turned into a future trailway that is removed from the existing highway, or it could be transformed into a historic rest stop / park / outdoor museum that highlight the rich history of Route 66. This future potential trailway route

Original U.S. Route 66 roadbed | Near Elkhart, IL

should not preclude the construction of the Phase 2 and 3 trailways recommended on the shoulder of Route 66.

The fourth and final area to consider for future trailway development is the wide open space that is on the west side of Route 66 just south of Elkhart. This open space would allow for a newly constructed trailway that would be completely removed from Route 66 (see Exhibit 6). This future potential trailway route should not preclude the construction of the Phase 3 trailway recommended on the shoulder of Route 66.

Example of a 10' wide trailway separated from Route 66 | Shirley, IL

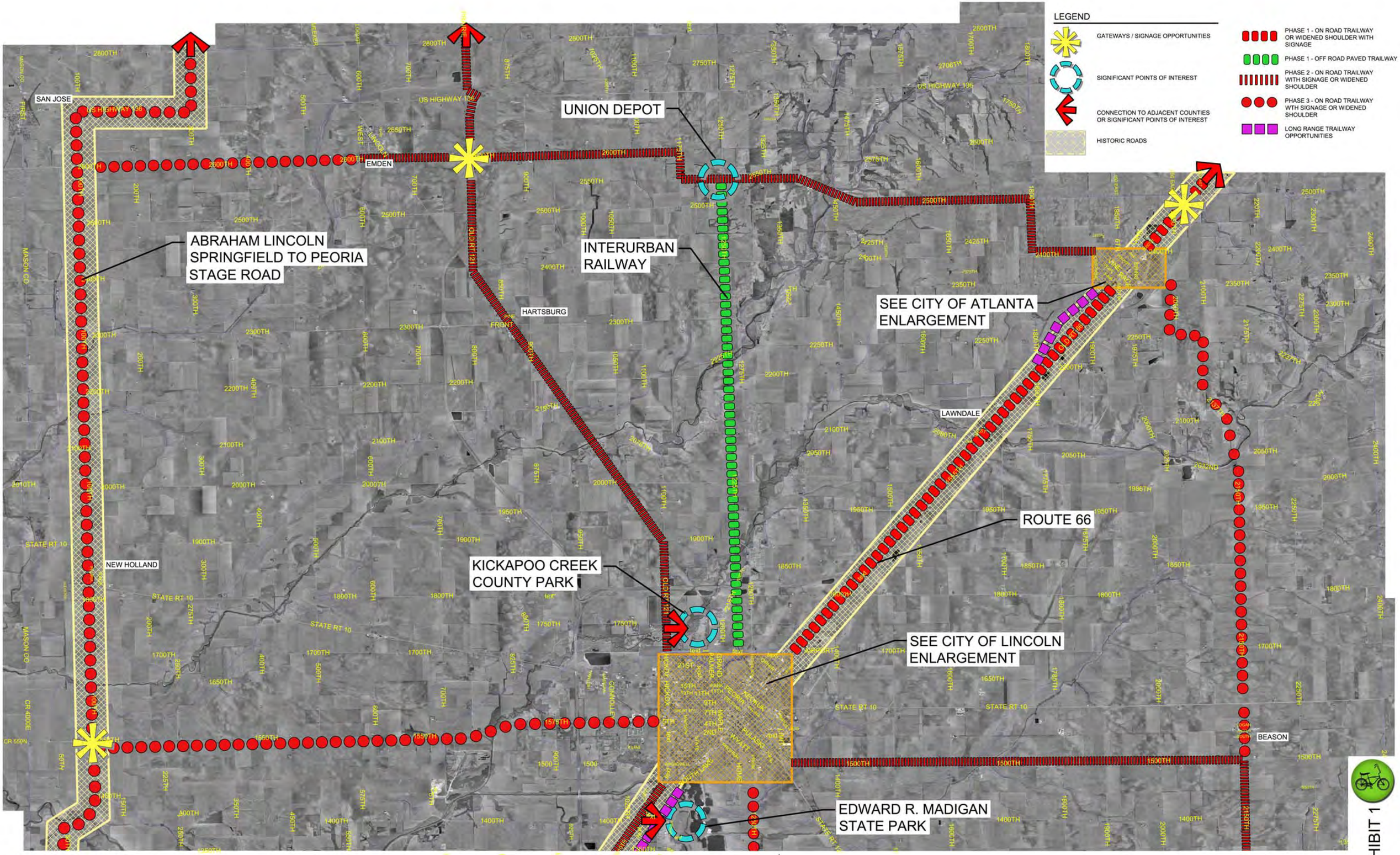


EXHIBIT 1

Trailway Master Plan - Logan County, IL - North Half

1 MILE

6 February 2013

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ABRAHAM LINCOLN SPRINGFIELD TO PEORIA STAGE ROAD

MIDDLETOWN

BROADWELL

ROUTE 66

ELKHART

BEASON CHESTNUT PARK

CHESTNUT

MT. PULASKI

LATHAM

CORNLAND

LOGAN CO LINE

LEGEND

- GATEWAYS / SIGNAGE OPPORTUNITIES
- SIGNIFICANT POINTS OF INTEREST
- CONNECTION TO ADJACENT COUNTIES OR SIGNIFICANT POINTS OF INTEREST
- HISTORIC ROADS
- PHASE 1 - ON ROAD TRAILWAY OR WIDENED SHOULDER WITH SIGNAGE
- PHASE 1 - OFF ROAD PAVED TRAILWAY
- PHASE 2 - ON ROAD TRAILWAY WITH SIGNAGE OR WIDENED SHOULDER
- PHASE 3 - ON ROAD TRAILWAY WTH SIGNAGE OR WIDENED SHOULDER
- LONG RANGE TRAILWAY OPPORTUNITIES

Trailway Master Plan - Logan County, IL - South Half

6 February 2013

1 MILE

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EXHIBIT 2

RECREATIONAL FIELDS

UNION CONNECTION
SEE EXHIBIT 1

PROPOSED HISTORIC ROUTE 66
OUTDOOR MUSEUM

ROUTE 66
SEE EXHIBIT 1

BUNYON'S STATUE

ATLANTA PARK

PALMS GRILL CAFE

TELEOLOGIC LEARNING
COMPANY BUILDING

J.H. HAWES
GRAIN ELEVATOR MUSEUM
AND AGRICULTURAL
MUSEUM

ATLANTA PUBLIC
LIBRARY AND MUSEUM

ROUTE 66
SEE EXHIBIT 1

LEGEND

GATEWAYS / SIGNAGE OPPORTUNITIES

PHASE 1 - ON ROAD TRAILWAY

PHASE 2 - ON ROAD TRAILWAY

PHASE 2 - OFF ROAD PAVED TRAILWAY

PHASE 3 - ON ROAD TRAILWAY

POINTS OF INTEREST
HISTORICAL SITES / GATHERING PLACES / PARKS / NATURAL AREAS

EXHIBIT 3

Trailway Master Plan - Atlanta, IL Map

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KICKAPOO CREEK COUNTY PARK

NORTH CONNECTION
SEE EXHIBIT 1

INTER URBAN
RAILWAY
SEE EXHIBIT 1

ROUTE 66
SEE EXHIBIT 1

LINCOLN
COLLEGE

LINCOLN HERITAGE
MUSEUM

LOGAN COUNTY
FAIRGROUNDS

POSTVILLE
COURTHOUSE

PROPOSED
APEX PARK

LINCOLN PUBLIC
LIBRARY

WEST CONNECTION
SEE EXHIBIT 1

LINCOLN CHRISTIAN
COLLEGE

RAILSPLITTER
COVERED WAGON

HEARTLAND
COMMUNITY COLLEGE

LINCOLN MEMORIAL PARK

EAST CONNECTION
SEE EXHIBIT 1

LINCOLN PARK DISTRICT

UNION CEMETARY

EDWARD R. MADIGAN
STATE PARK

SOUTH CONNECTION
SEE EXHIBIT 1

LEGEND

- GATEWAYS / SIGNAGE OPPORTUNITIES
- CITY PARKS
- EXISTING SCHOOL / UNIVERSITY
- FUTURE BRIDGE CROSSING
- PHASE 1 - ON ROAD TRAILWAY
- PHASE 2 - ON ROAD TRAILWAY
- PHASE 2 - OFF ROAD TRAILWAY
- PHASE 3 - OFF ROAD TRAILWAY
- EXISTING - OFF ROAD TRAILWAY
- POINTS OF INTEREST
  HISTORICAL SITES / GATHERING PLACES / NATURAL AREAS

EXHIBIT 4

Trailway Master Plan - Lincoln, IL

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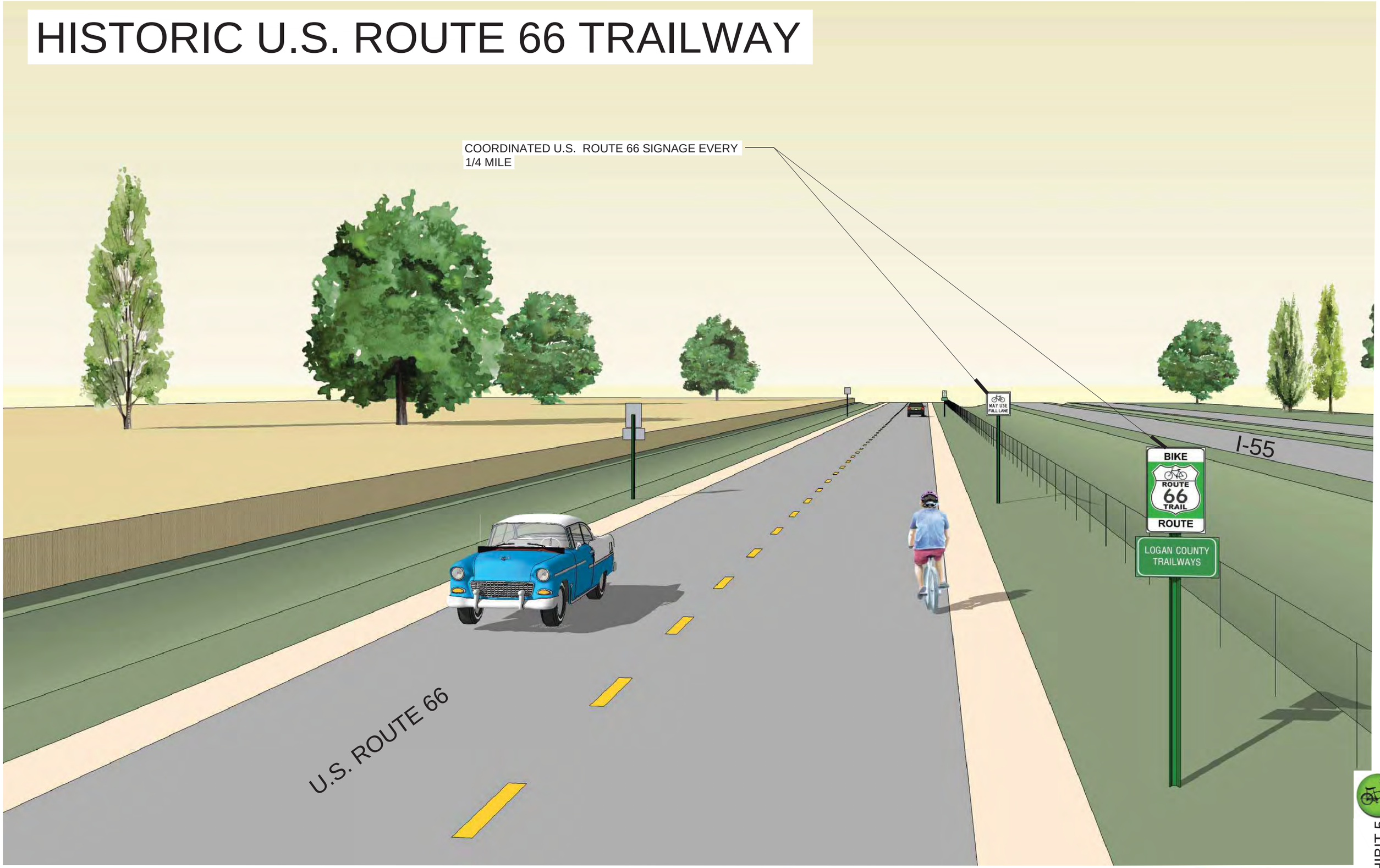
HISTORIC U.S. ROUTE 66 TRAILWAY



Trailway Master Plan - Logan County, IL - Typical Trailway Illustration

6 February 2013

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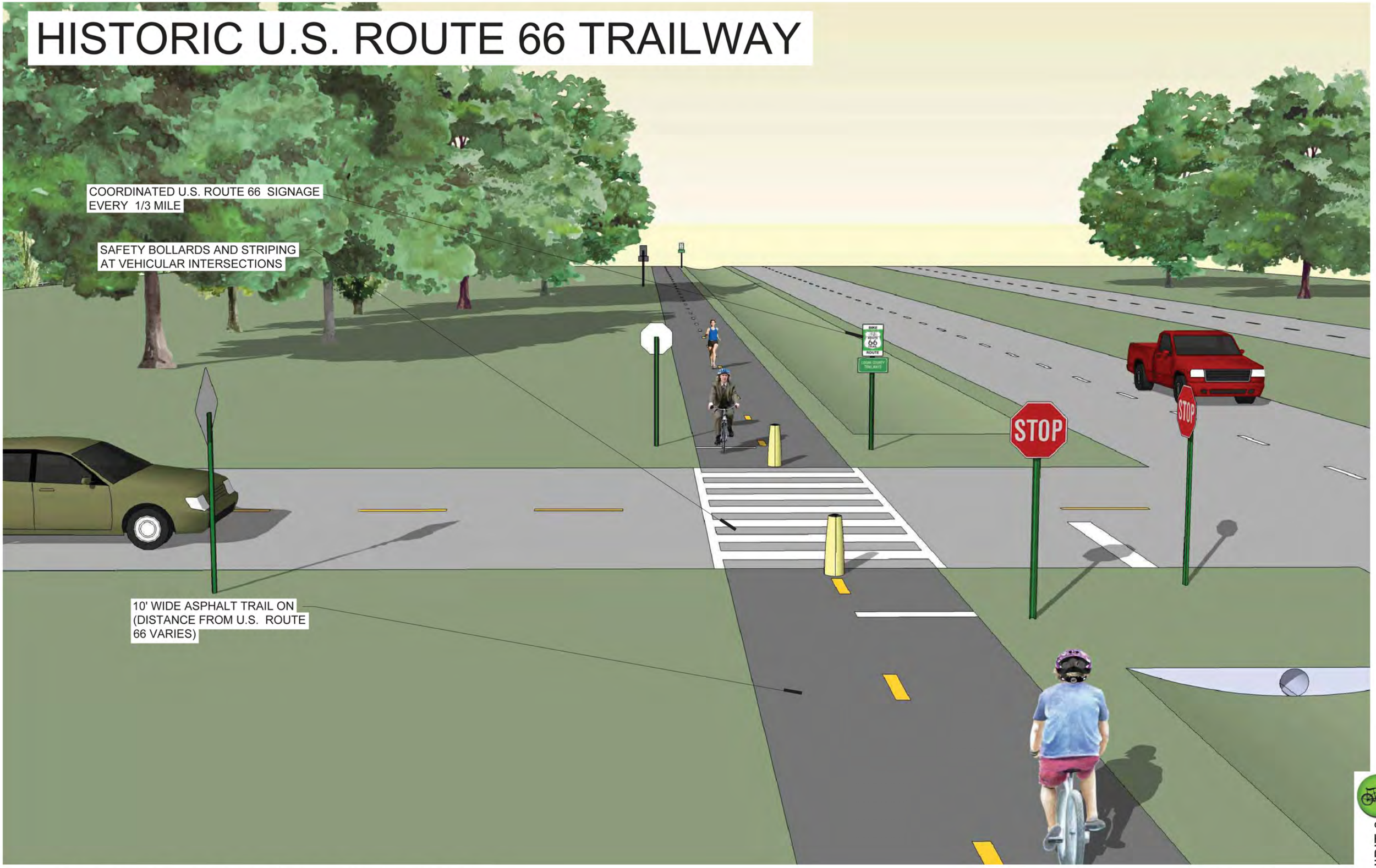
EXHIBIT 5

HISTORIC U.S. ROUTE 66 TRAILWAY



Trailway Master Plan - Logan County, IL - Typical Trailway Illustration

6 February 2013

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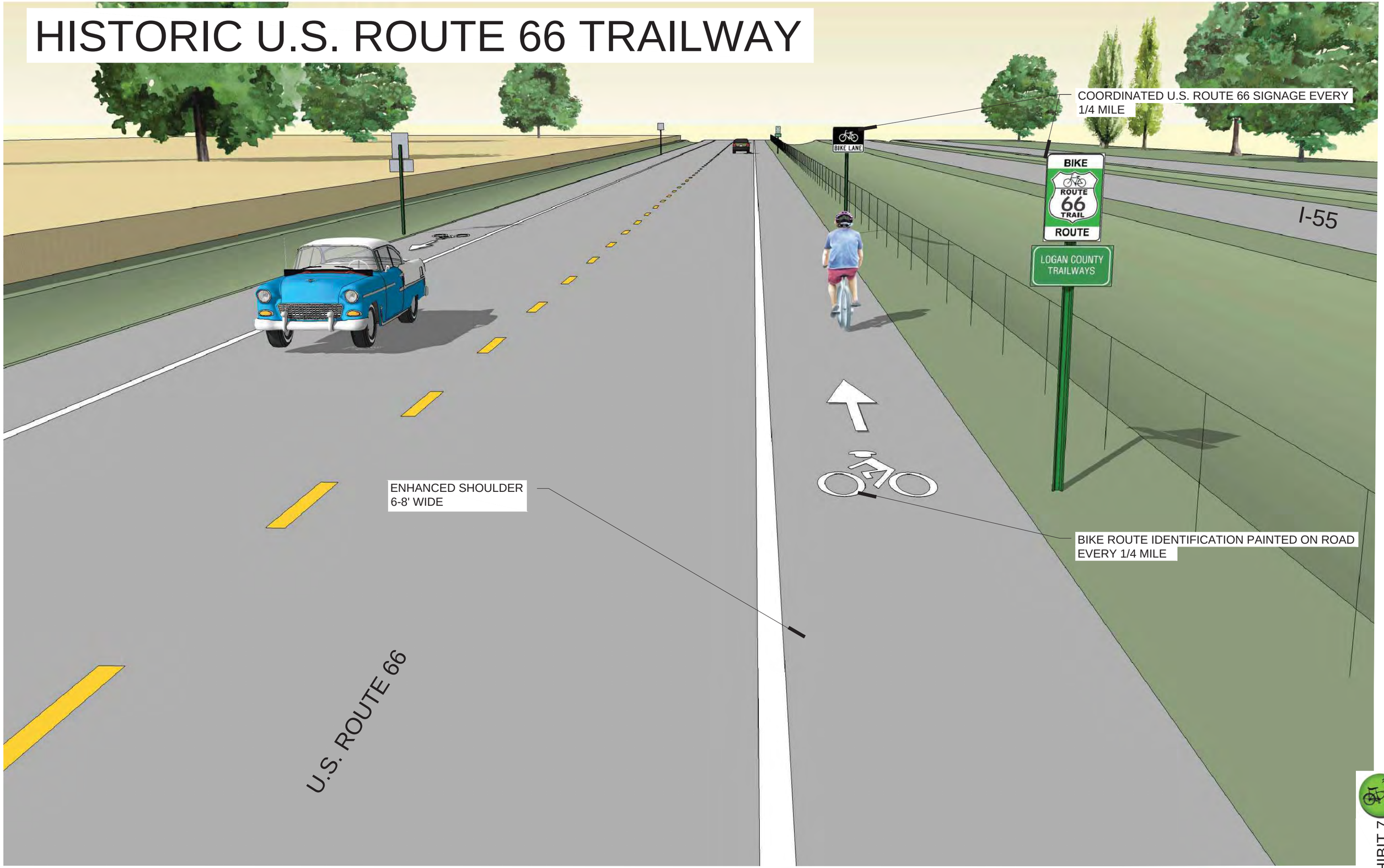
EXHIBIT 6

HISTORIC U.S. ROUTE 66 TRAILWAY



Trailway Master Plan - Logan County, IL - Typical Trailway Illustration

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EXHIBIT 7

INTERURBAN RAILWAY TRAIL

Trailway Master Plan - Logan County, IL - Typical Trailway Illustration

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EXHIBIT 8

RURAL TRAILWAY

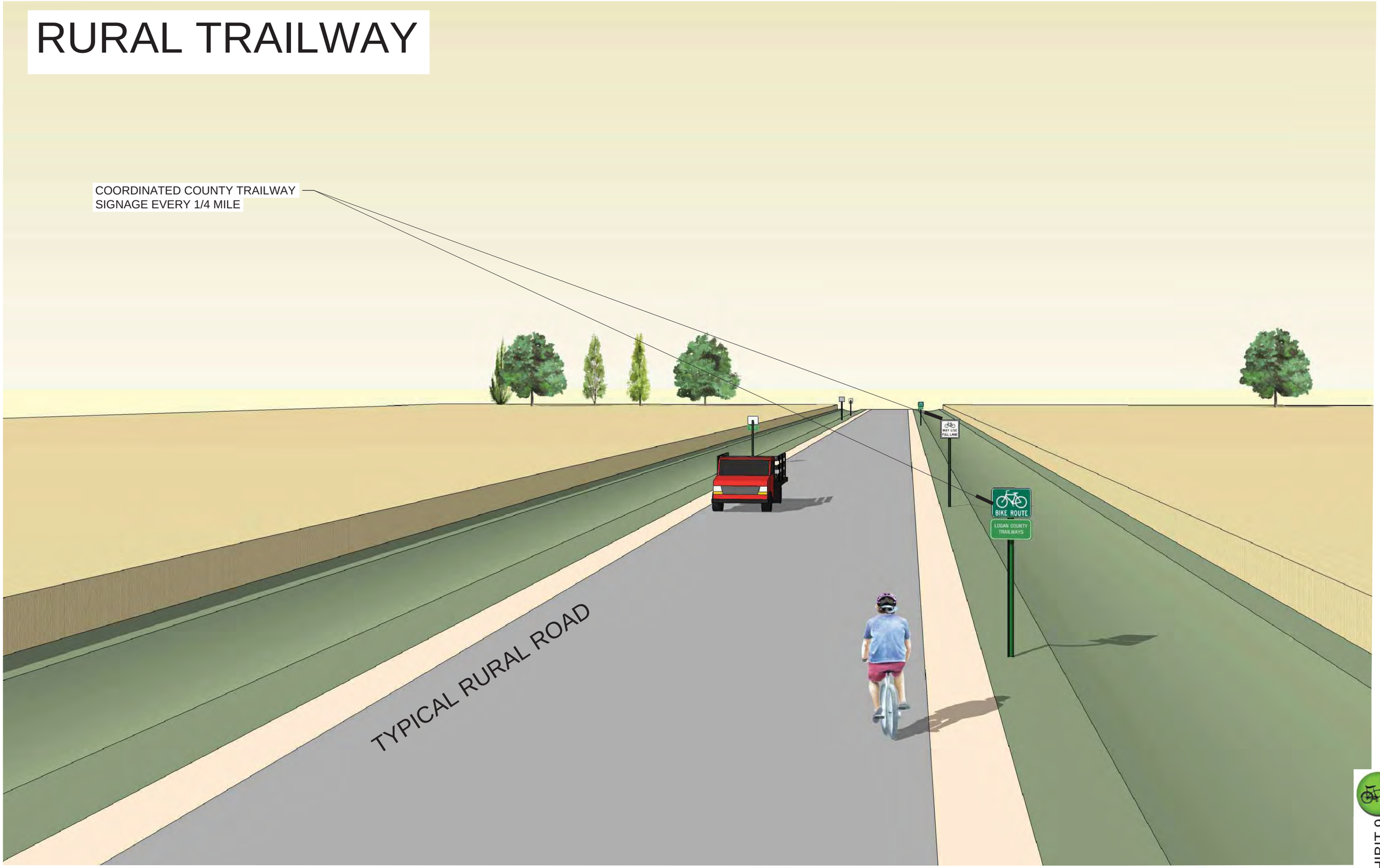

EXHIBIT 9

Trailway Master Plan - Logan County, IL - Typical Trailway Illustration

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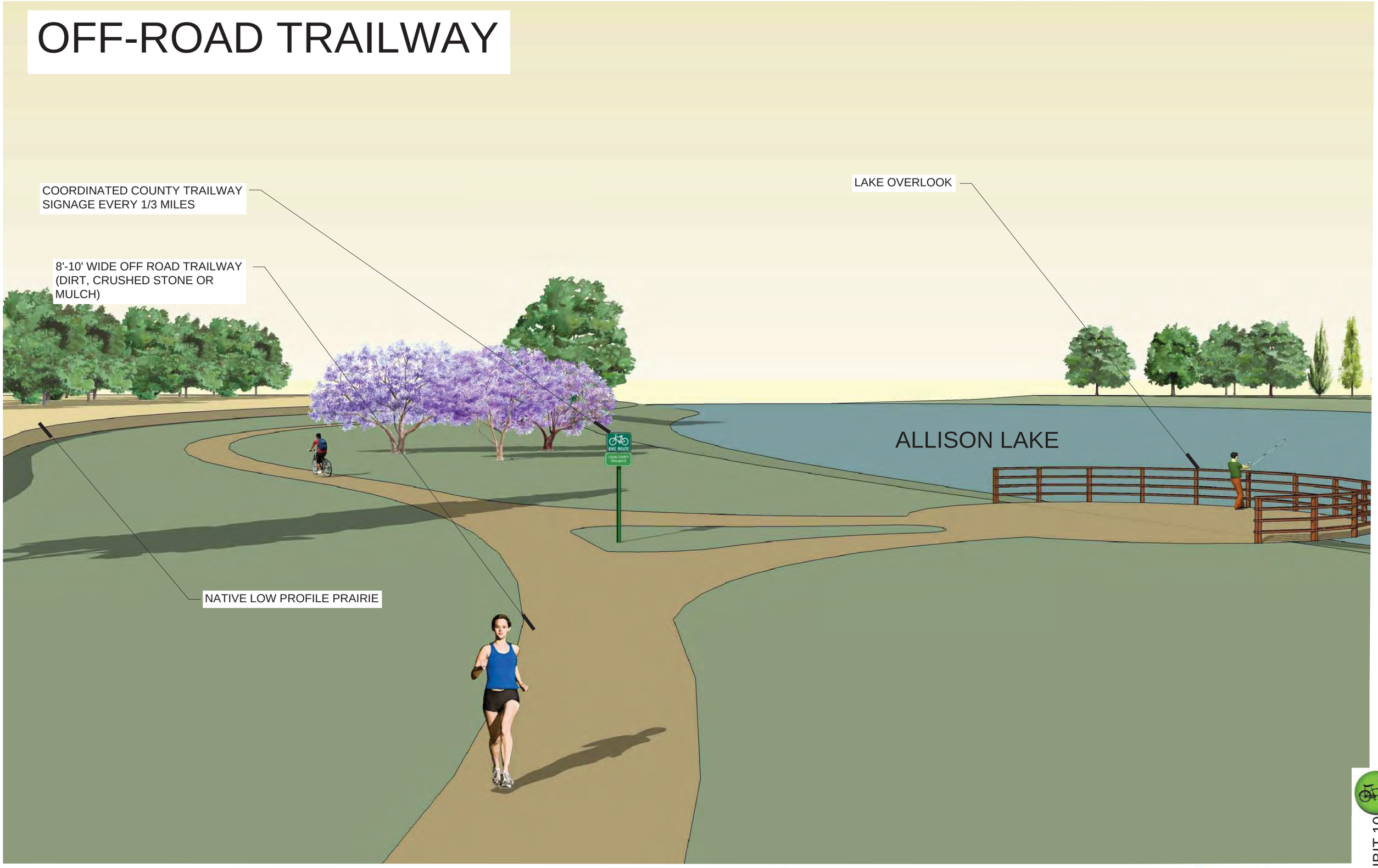
OFF-ROAD TRAILWAY



Trailway Master Plan - Logan County, IL - Typical Trailway Illustration

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EXHIBIT 10

LOGAN COUNTY BIKE TRAIL

			TRAIL			MISC INTERSECTIONS			STRUCTURES						
PHASE	SEGMENT	OPTION	LENGTH (MILES)	COST/MILE ($)	TOTAL TRAIL MILE COST ($)	TRAIL/BEGIN OR END COST/EA ($)	TRAIL/RDWY COST/EA ($)	TOTAL MISCELLANEOUS COST ($)	SQ FT	COST/SQ FT ($)	COST ($)	TOTAL STRUCTURES COST ($)	Contingency (10%)	Design Fee (10%)	TOTAL APPROXIMATE COST ($)
1	US ROUTE 66 - LINCOLN TO ATLANTA	5 - ON ROAD	9.00	$8,300.00	$74,700.00	$1,500.00		$1,500.00					$7,620.00	$8,382.00	$92,202.00
1	US ROUTE 66 - LINCOLN TO ATLANTA	7 - WIDENED SHOULDER	9.00	$460,000.00	$4,140,000.00	$1,500.00		$1,500.00					$414,150.00	$455,565.00	$5,011,215.00
1	US ROUTE 66 - ATLANTA TO COUNTY LINE	5 - ON ROAD	2.00	$8,300.00	$16,600.00	$1,500.00		$1,500.00					$1,810.00	$1,991.00	$21,901.00
1	US ROUTE 66 - ATLANTA TO COUNTY LINE	7 - WIDENED SHOULDER	2.00	$460,000.00	$920,000.00	$1,500.00		$1,500.00					$92,150.00	$101,365.00	$1,115,015.00
1	INTERURBAN RAILWAY TRAIL - LINCOLN TO UNION DEPOT	8 - INTERURBAN	9.00	$290,000.00	$2,610,000.00	$1,500.00	$57,600.00	$59,100.00					$266,910.00	$293,601.00	$3,229,611.00
1	INTERURBAN RAILWAY TRAIL - BRAINARDS BRANCH STRUCTURE		75'x14'						1050	$ 175.00	$183,750.00	$183,750.00	$18,375.00	$20,212.50	$222,337.50
1	INTERURBAN RAILWAY TRAIL - KICKAPOO CREEK STRUCTURE		250'x14'						3500	$ 175.00	$612,500.00	$612,500.00	$61,250.00	$67,375.00	$741,125.00
1	INTERURBAN RAILWAY TRAIL - SUGAR CREEK STRUCTURE		225' x14'						3150	$ 175.00	$551,250.00	$551,250.00	$55,125.00	$60,637.50	$667,012.50
														PHASE 1 TOTAL (INCLUDING US ROUTE 66 OPTION 5)	$4,974,189.00
														PHASE 1 TOTAL (INCLUDING US ROUTE 66 OPTION 7)	$10,986,316.00
2	US ROUTE 66 - SOUTH OF ELKHART TO LINCOLN	5 - ON ROAD	10.00	$8,300.00	$83,000.00	$750.00		$750.00					$8,375.00	$9,212.50	$101,337.50
2	US ROUTE 66 - SOUTH OF ELKHART TO LINCOLN	7 - WIDENED SHOULDER	10.00	$460,000.00	$4,600,000.00	$750.00		$750.00					$460,075.00	$506,082.50	$5,566,907.50
2	OLD ROUTE 121 - LINCOLN TO 2600TH STREET	9 - ON ROAD	10.00	$9,000.00	$90,000.00	$750.00		$750.00					$9,075.00	$9,982.50	$109,807.50
2	OLD ROUTE 121 - 2600TH STREET TO COUNTY LINE	9 - ON ROAD	2.50	$9,000.00	$22,500.00	$750.00		$750.00					$2,325.00	$2,557.50	$28,132.50
2	2600TH STREET - EMDEN TO OLD ROUTE 121 / 800TH AVENUE	9 - ON ROAD	2.00	$9,000.00	$18,000.00			$0.00					$1,800.00	$1,980.00	$21,780.00
2	2600TH STREET - OLD ROUTE 121 / 800TH AVENUE TO INTERURBAN	9 - ON ROAD	5.00	$9,000.00	$45,000.00			$0.00					$4,500.00	$4,950.00	$54,450.00
2	2500TH STREET / COUNTY HIGHWAY 20 - INTERURBAN TO ATLANTA	9 - ON ROAD	8.00	$9,000.00	$72,000.00	$750.00		$750.00					$7,275.00	$8,002.50	$88,027.50
2	1500TH STREET - LINCOLN TO BEASON PARK	9 - ON ROAD	11.00	$9,000.00	$99,000.00	$750.00		$750.00					$9,975.00	$10,972.50	$120,697.50
														PHASE 2 TOTAL (INCLUDING US ROUTE 66 OPTION 5)	$524,232.50
														PHASE 2 TOTAL (INCLUDING US ROUTE 66 OPTION 7)	$5,989,802.50
3	US ROUTE 66 - COUNTY LINE TO SOUTH OF ELKHART	5 - ON ROAD	4.00	$8,300.00	$33,200.00	$750.00		$750.00					$3,395.00	$3,734.50	$41,079.50
3	US ROUTE 66 - COUNTY LINE TO SOUTH OF ELKHART	7 - WIDENED SHOULDER	4.00	$460,000.00	$1,840,000.00	$750.00		$750.00					$184,075.00	$202,482.50	$2,227,307.50
3	1600TH AVENUE - COUNTY LINE TO MT. PULASKI	9 - ON ROAD	6.50	$9,000.00	$58,500.00	$750.00		$750.00					$5,925.00	$6,517.50	$71,692.50
3	1500TH AVENUE - 600TH STREET TO 900TH STREET	9 - ON ROAD	2.00	$9,000.00	$18,000.00	$750.00		$750.00					$1,875.00	$2,062.50	$22,687.50
3	900TH STREET - 1575TH AVENUE TO 1800TH AVENUE	9 - ON ROAD	4.00	$9,000.00	$36,000.00	$750.00		$750.00					$3,675.00	$4,042.50	$44,467.50
3	600TH AVENUE - ELKHART TO 1275TH AVENUE	9 - ON ROAD	10.50	$9,000.00	$94,500.00	$750.00		$750.00					$9,525.00	$10,477.50	$115,252.50
3	1275TH AVENUE - 500TH STREET TO LINCOLN	9 - ON ROAD	10.50	$9,000.00	$94,500.00	$750.00		$750.00					$9,525.00	$10,477.50	$115,252.50
3	600TH STREET - 1250TH AVENUE TO MT. PULASKI	9 - ON ROAD	3.50	$9,000.00	$31,500.00			$0.00					$3,150.00	$3,465.00	$38,115.00
3	600TH STREET - MT. PULASKI TO BEASON PARK	9 - ON ROAD	12.00	$9,000.00	$108,000.00	$750.00		$750.00					$10,875.00	$11,962.50	$131,587.50
3	50TH AVENUE - MIDDLETON TO 1550TH STREET	9 - ON ROAD	4.50	$9,000.00	$40,500.00	$750.00		$750.00					$4,125.00	$4,537.50	$49,912.50
3	100TH AVENUE - 1550TH STREET TO 2600TH STREET	9 - ON ROAD	10.00	$9,000.00	$90,000.00			$0.00					$9,000.00	$9,900.00	$108,900.00
3	100TH AVENUE - 2600TH STREET TO US RTE 136	9 - ON ROAD	1.25	$9,000.00	$11,250.00			$0.00					$1,125.00	$1,237.50	$13,612.50
3	US ROUTE 136 - 100TH AVENUE TO 300TH AVENUE	5 - ON ROAD	2.00	$8,300.00	$16,600.00			$0.00					$1,660.00	$1,826.00	$20,086.00
3	US ROUTE 136 - 100TH AVENUE TO 300TH AVENUE	7 - WIDENED SHOULDER	2.00	$460,000.00	$920,000.00			$0.00					$92,000.00	$101,200.00	$1,113,200.00
3	300TH AVENUE - US ROUTE 136 TO COUNTY LINE	9 - ON ROAD	1.25	$9,000.00	$11,250.00	$750.00		$750.00					$1,200.00	$1,320.00	$14,520.00
3	2600TH STREET - 100TH AVENUE TO EMDEN	9 - ON ROAD	5.00	$9,000.00	$45,000.00			$0.00					$4,500.00	$4,950.00	$54,450.00
3	1550TH STREET - 100TH AVENUE TO LINCOLN	9 - ON ROAD	10.00	$9,000.00	$90,000.00	$750.00		$750.00					$9,075.00	$9,982.50	$109,807.50
3	2150TH AVENUE - 1500TH STREET TO ATLANTA	9 - ON ROAD	9.50	$9,000.00	$85,500.00	$750.00		$750.00					$8,625.00	$9,487.50	$104,362.50
3	1250TH STREET - MIDDLETOWN TO ELKHART	9 - ON ROAD	11.50	$9,000.00	$103,500.00	$750.00		$750.00					$10,425.00	$11,467.50	$126,142.50
3	600TH STREET - MT. PULASKI TO CHESTNUT	9 - ON ROAD	7.50	$9,000.00	$67,500.00	$750.00		$750.00					$6,825.00	$7,507.50	$82,582.50
														PHASE 3 TOTAL (INCLUDING US ROUTE 66 OPTION 5)	$1,264,510.50
														PHASE 3 TOTAL (INCLUDING US ROUTE 66 OPTION 7)	$4,543,852.50
														TOTAL (INCLUDING US ROUTE 66 OPTION 5)	$6,762,932.00
														TOTAL (INCLUDING US ROUTE 66 OPTION 7)	$21,519,971.00

EXHIBIT 11

7 Preliminary Opinion of Probable Cost

Preliminary opinion of probable cost has been prepared to help guide and prioritize implementation of the bicycle and trailways outlined in this report. The summary spreadsheet (see Exhibit 11) includes a breakdown by phase, as well as by segment. In addition, two alternates are outlined for the segments along Historic US Route 66, and US Route 136. The included segments are outlined in Exhibits 1 and 2 while the type of trail is shown in Exhibits 5, 6, 7, 8, and 9. In addition, please note that the opinion of probable costs is for segments lying outside municipality limits. A detailed costs review should be performed to finalize segment costs when performing detailed design.

The prepared opinion of probable costs assumes the following :

-The Master Plan Bike Trail was divided into segments utilizing segment ends at Municipality corporate limits, adjacent County Lines, significant points of interest, and trail to trail crossings.

-All rails, tracks, ties, and ballast rock have been removed from the old Interurban trail segment north of Lincoln.

-All construction costs are 2012 unit costs.

-With the exception of the bridges along the Interurban Trail, all existing grade separation structures (bridges, culverts, etc.) will be utilized without extensions or modifications.

-All earth excavation will be utilized at / adjacent to the excavation location.

-Interurban trail costs per mile include tree removal, earth excavation, subbase undercut contingency replacement, topsoil excavation and placement, temporary seeding, fertilizer, permanent seeding, mulch, perimeter erosion barrier, inlet and pipe protection, trail pavement structure, traffic control, signs, sign posts, and paint pavement marking. The ½ mile into the City of Lincoln connection to Nicholson Road is included in this Interurban segment. The Interurban trail pavement structure is assumed to include 2" of hot-mix asphalt over 8" of aggregate base course.

-Three new structure costs on the old Interurban Trail segment north of Lincoln are included for Brainards Branch Creek, Kickapoo Creek, and Sugar Creek crossings, where no crossings exist currently.

-The widened shoulder per mile costs include earth excavation, subbase undercut contingency replacement, topsoil excavation and placement, temporary seeding, fertilizer, permanent seeding, mulch, perimeter erosion barrier, inlet and pipe protection, aggregate base, prime, hot-mix asphalt, traffic control, signs, sign posts, and paint pavement marking. The widened shoulder pavement structure is assumed to include 4" of hot-mix asphalt over 8" of aggregate base course.

-The shared lane per mile costs includes traffic control and the signage indicated in the exhibits.

-Miscellaneous intersection costs at the beginning or ending of the trail, and trail to roadway crossings include signs, sign posts, paint pavement markings, and bollards.

-Right-of-Way costs are not included in the opinion of probable costs.

-Construction Contingency costs are included at 10% of all estimated construction costs, including structures. Engineering Design costs are included at 10% of all estimated construction costs, including structures.

8 |Preliminary Land Acquisition Analysis

Preliminary Land Acquisition Analysis

Utilizing the Logan County GIS website, the Interurban Railway route was reviewed to determine ownership of the properties along the proposed corridor. The table below outlines the results of this review, starting at the south limit in Lincoln and progressing to the north at the termini of the trailway at Union Depot.

Parcel Number	Property Owner
08-030-046-00	ITS / Norfolk Southern Railroad
08-019-014-00	ITS / Norfolk Southern Railroad
08-019-008-00	ITS / Norfolk Southern Railroad
08-019-007-00	ITS / Norfolk Southern Railroad
08-018-021-00	ITS / Norfolk Southern Railroad
08-018-038-00	State of Illinois - Interstate 55
08-018-019-00	ITS / Norfolk Southern Railroad
08-018-018-00	ITS / Norfolk Southern Railroad
08-007-014-00	Mary Ann Snyder
08-007-005-00	ITS / Norfolk Southern Railroad
08-006-006-00	ITS / Norfolk Southern Railroad
08-006-003-00	ITS / Norfolk Southern Railroad
09-031-009-00	Alvin & Teresa Klockenga
09-031-005-20	Donald & Marilyn Klockenga
09-031-008-00	ITS / Norfolk Southern Railroad
09-030-012-00	ITS / Norfolk Southern Railroad
09-030-005-00	ITS / Norfolk Southern Railroad
09-019-008-00	ITS / Norfolk Southern Railroad
09-019-003-00	ITS / Norfolk Southern Railroad
09-018-010-00	ITS / Norfolk Southern Railroad
09-018-003-00	ITS / Norfolk Southern Railroad
09-007-014-00	ITS / Norfolk Southern Railroad

8 PRELIMINARY LAND ACQUISITION ANALYSIS

The majority of the parcels are currently owned by Norfolk Southern railroad. The Lincoln & Logan County Development Partnership has previously contacted Norfolk Southern to request purchase of all parcels along the route still owned by Norfolk Southern. The Development Partnership should continue efforts to negotiate the purchase of these parcels and secure their availability for use of the Interurban Trailway.

There are three parcels along the corridor that are owned by private land owners. Two of the parcels are adjacent to each other and appear to have been converted to farmland. It is recommended that these private land owners be approached to negotiate purchase of right-of-way for use in development of the trailway. Possible routes around these property owners are available, but will result in requiring on road or shoulder bike lanes to connect the trailway. These reroutes will result in a discontinuity of the trail and may affect the usability of the trailway corridor.

One parcel is owned by the State of Illinois at Interstate 55. There is an existing interstate bridge that crosses over the corridor and would allow the trailway to pass safely under the interstate. The State of Illinois should be approached to negotiate an easement through this parcel for the trailway.

9 Conclusion

To implement all components of the Logan County Bicycle &Trailway Master Plan will take dedicated efforts on the parts of a wide variety of stakeholders. Rome wasn't built in a day, nor will a trailway plan in Logan County be built overnight…..it will take years of strategic efforts to see it through. That said, this Master Plan provides a 'Road Map' that will ensure that priorities and opportunities are realized as the plan is strategically implemented over the coming years.

Logan County, along with local municipalities and other trailway development stakeholders should continue to look for grant assistance from State and Federal levels (ITEP, OSLAD, etc.), leverage public/private partnerships and seek out private funding sources. In addition to fund raising, the County and stakeholders should begin to build and market the trailway 'brand'. This should occur in conventional ways (maps, brochures, etc.) and with 'new media' (Facebook, Twitter, Logan County Trails Website, etc.).

Finally, this Master Plan should be viewed as a 'living document' that will need to adjust to political, financial and other realities that impact the intent of the Master Plan. Periodic updates (once every 5-7 years) may be necessary to reflect the current needs of trailway users, and better position the County for future funding alternatives.

"Make no little plans; they have no magic to stir men's blood...Make big plans...remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing asserting itself with ever growing consistency."

-Daniel Hudson Burnham, architect and father of the City Beautiful movement.