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MACOUPIN COUNTY TRAILS and GREENWAYS PLAN

"The Missing Link"
Connecting Macoupin County to Springfield and to St. Louis

MACOUPIN COUNTY
TRAILS AND GREENWAYS PLAN

Prepared for the
Macoupin County Board
Through Macoupin County Economic Development
And
Macoupin County Trails Organization
(a not-for-profit coalition)

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FOREWORD

In response to changing national environmental and recreational trends, in 1995 the Illinois Department of Natural Resources (IDNR) hosted a Governor's Workshop on Greenways and Trails. This conference was a result of the Governor's Water Resources and Land Use Priorities Task Force, which called for a "statewide network of greenways and trails" and stated that the IDNR "should be a catalyst for planning and implementing a statewide network of greenways". The Task Force stated that the IDNR's role should include "coordination of the efforts of park districts, municipalities, counties, forest preserves, conservation districts, and other state agencies and to provide technical assistance".

Both the first and second Illinois Conservation Congresses passed recommendations calling for the IDNR to "establish a process to plan and coordinate statewide greenway and trail development involving the Department, other agencies, organizations and the public". The congresses also recommended that the IDNR form a statewide Greenways Advisory Board.

The Illinois Department of Natural Resources' **Greenways Program** was a culmination of efforts from the Governor's Task Force and the Illinois' Conservation Congresses. The initial goal of the IDNR's greenway program was to coordinate the development of greenways and trail plans in major metropolitan areas. As metropolitan area planning efforts are established, the IDNR will facilitate connections between those metro areas.

Although greenways and trails are not a new concept, it has only been within the last five years that efforts to develop trails in the *Macoupin County* area have begun. The only trail that is currently in place is the Benld to Gillespie path built around 1978. However, until now, there was no overall plan by Macoupin County to interconnect to trails outside its border(s). This plan will provide that type of guidance. The plan will also encourage communication between the groups providing trails.

Macoupin County Trails Organization (MCTO), a grassroots, not for profit organization held it's first official meeting in July of 2000. This organization was formed to promote and build public bike/hike trails in Macoupin County. MCTO has membership that is from different age and socio-economic backgrounds. *(SEE APPENDIX A)*

It is MCTO's intent to connect the St. Louis/Edwardsville/Alton trail complexes to Springfield, Illinois right through Macoupin County, thus providing health, recreational and economic benefits to Macoupin County residents and businesses. In so doing, they plan to enhance both flora and fauna in these connected areas preserving natures beauty.

Through the Macoupin County Board, the MCTO was awarded $20,000 from the Illinois Department of Natural Resources to conduct a feasibility study to identify possible trail routes in Macoupin County. This study is being conducted by Greene & Bradford, Inc. Consulting Engineers of Springfield.

Three public information meetings were held in the first months of 2002. In addition to the general citizenry, civic and elected officials were invited to these meetings.

INTRODUCTION - Chapter 1

WHAT IS A GREENWAY?

A greenway is a corridor of open land and can be thought of as linear open space. As the name implies, vegetation is also an important characteristic of greenways. Greenways perform environmental and/or recreational functions which provide a variety of benefits. Some people think of a greenway as a long, linear park. Greenways can be land-based or water-based and often follow waterways, abandoned railroads, wetlands and urban streets.

Greenways basically provide connections. They link preserves, parks, cultural features, historic sites, schools and neighborhoods. Greenways connect communities to each other, and all of us to the natural world. Greenways provide corridors, not only for people, but for wildlife and plant communities.

They can serve to protect the most important places in our natural world.

Greenways preserve the beauty of places that we know and cherish, and they can lead us to new beauty spots, for us yet to discover.

As these definitions explain, greenways can be much more than a recreational amenity. Greenways help protect the environmental health of an ecosystem by providing links, nesting areas, protective buffers, and transportation corridors for wildlife species.

WHAT ARE TRAILS?

Greenways and trails are not synonymous. Trails are ***paths***. Greenways are corridors of open space. Some of these corridors include trails; others do not. Greenways can be scenic corridors, wildlife corridors or corridors established to protect farmland or a riparian area. Often, however, greenways do offer public access with trails, in addition to their other uses.

Trails provide opportunities to view scenic vistas, plants and wildlife, natural treasures, historic places and much more. Trails can get us across town or connect us to communities across the state. Trails can test our physical limits or soothe us by providing a walkway for quiet reflection.

Generally, trails provide a uniform goal that has the following identity:

- Trails for everybody, not a single user group, age group, or fitness group.
- Federal, state, local, and private trails, all interconnected to form a continuous system.
- Trails that become part of our nation's infrastructure-as important to community health as roads, streets, and utility corridors – and form the backbone of alternative transportation systems for both urban and rural America.

- Trails built through local effort, yet tied together through regional and national coordination.

- Trails that highlight and preserve the natural features and cultural heritage of America while providing access to some very special places, such as rivers and streams, historical structures, railroad and canal routes, and cultural institutions.

PURPOSE

This plan documents the process of combining regional planning efforts and general public opinion to establish a program for overall trail and greenway development in the Macoupin County area. With community boundaries expanding to accommodate housing growth, it is important to preserve trail corridors and greenway areas while the possibility exists. The focus of the plan is to identify the benefits of trails and greenways and their value to the recreation, conservation and economic welfare of the area. The Macoupin County Trails and Greenways Plan will serve as a tool to coordinate the regional efforts of various agencies and community organizations, as well as to aid the Illinois Department of Natural Resources (IDNR) in determining priorities as a part of its grant funding selection process.

ADVANTAGES

ECONOMIC

Commercialism and tourism have been the best by-products of trails. Commercial businesses near trails such as rental facilities for bikes and skates, snack shops, gas stations, restaurants and campgrounds/lodging have been greatly enhanced or promoted. Trails constructed on abandoned rail beds can help rural communities regain businesses lost when the railroad ceased to exist. The average user has been shown to spend ±$10/day.

Also, trails enhance property values. Studies have shown that houses in close proximity to a trail or open space sell quicker and for slightly more than houses further away. Desirability and acceptance of trails are shown in Illinois communities where real estate ads point out locations near trails and "For Sale" signs are in the back yard along the trail in addition to the front yard.

RECREATIONAL & HEALTH

Trails provide opportunities for exercise and fitness for all age groups. With studies showing the United States being 60% overweight, one can imagine the many possible benefits to be found along trails. With most of our population in the work force, it is challenging to arrange time for sport and exercise. Because trails are a linear park, they actually offer families the benefit of an outing in a park, as well as a variety of recreational activities which can contribute to health and wellness.

Trails provide an enjoyment of the landscape leading to greater environmental awareness and offer the beauty of our natural environment.

TOURISM

Trails provide new opportunities for tourism. While the trails planned in Macoupin County are not now seen as a tourist destination on their own, these trails can encourage thousands of visitors to the area, especially since there are many features in the Carlinville and Staunton area to enjoy.

PLAN DEVELOPMENT

The preparation of this plan coordinated the efforts of several organizations that assisted this study. It has been developed as planning process based on a number of public input forums and community strategy meetings. At these meetings, area residents were invited to share their suggestions in determining the most logical greenway connections throughout the planning area. An inventory of greenways and trails was compiled and reviewed through a series of planning meetings with local government agencies, groups and interested citizens. These input meetings allowed for a wide range of ideas and opinions to identify existing greenway locations, potential linkages, trail opportunities and strategies for implementation.

During the process, potential projects were prioritized. This was based on criteria outlined in Chapter 5. This provided a method to agree on the overall values of each project, but left the implementation decision for projects to each agency.

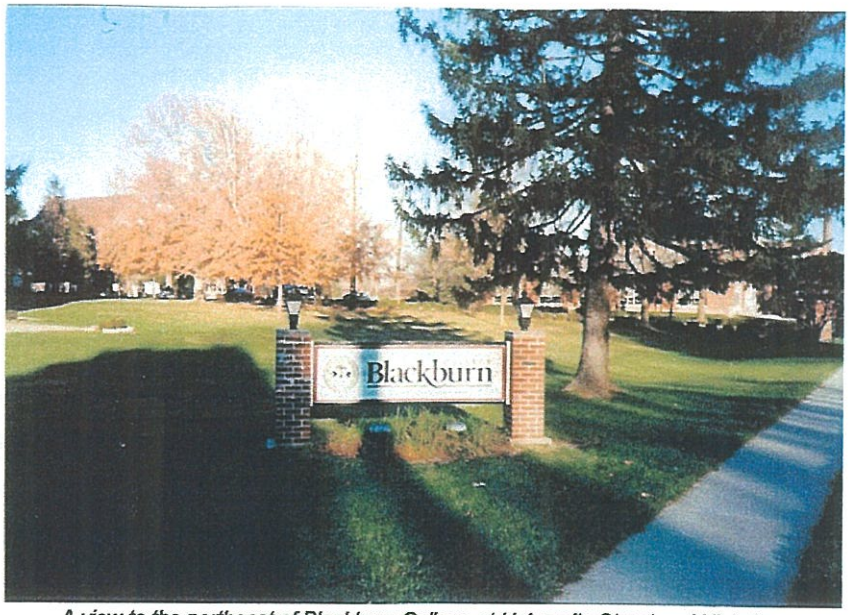
PLANNING & VISION – Chapter 2

Although Macoupin County is one of the larger counties in Illinois, in terms of geographic area, its population is only 49,000 (2000 Census).

This low density yields wide open and vast fields with streams and creeks generally flowing south and/or west. The largest is Macoupin Creek which meanders entirely through the county and is ±35' wide.

Macoupin's largest city, Carlinville, lies in the geographic center and has a population of 5,800. It has been the County Seat since 1829. Also well known, established in 1837, is Blackburn College, a liberal arts college, located on the northeast part of Carlinville. Although Interstate 55 skirts the southeast corner, Macoupin County is served by Illinois Route 4, paralleling most of the way is Historic Route 66 that essentially follows Interstate 55 through Illinois, linking Virden to the north with Staunton to the south.

Macoupin County Courthouse, built in 1870 for $1,400,000 is one of the oldest functioning courthouses in the state.



A view to the northeast of Blackburn College at University Street and Nicholas

Due to the rough terrain and lack of industrial and commercial enterprises, very few railroads are situated here. The major railroad in the county, the Chicago and Alton line was built in the 1850s and remains intact as Union Pacific Railroad and Amtrak service with a stop in Carlinville.

In the early 1900s, the Illinois Terminal Railroad essentially located parallel to the aforementioned Union Pacific route, but was abandoned and partially sold in the late 1960s and beyond. Therefore, this corridor makes for a likely candidate to "zero in" for study.

A view to the southwest along the former Illinois Terminal trackage adjacent to Prairie Farms dairy. This mainline track is one of the remaining portions of the ITRR.

The fact that Macoupin County is the fulcrum for trails is an understatement. Because of Macoupin' location between Springfield and St. Louis and border to Madison County, it is the "missing jewel" to link all of these existing trail complexes. By linking to St. Louis and Springfield, it may be possible to begin at

the far end of the Katy Trail and end in Springfield with bicyclists enjoying the wonderful Midwest hospitality of Macoupin County. Just as important is the link to Grafton via the southwestern portion of the County.

Also the fact that a person living in Virden could easily bike to Staunton is something that a few years ago was not something that most residents could even think feasible.

Finally with the historic Route 66 corridor being considered for an historic state to state link, Macoupin County would play an important link.

Throughout the study, the MCTO has coordinated with several agencies including most if not all towns:

- Macoupin County Economic Development
- Macoupin County Farm Bureau
- Macoupin County Soil and Water Conservation District
- West Central Illinois Regional Planning Agency
- Cities of Staunton, Gillespie, Carlinville and Litchfield.
- Madison County Transit District
- Illinois Department of Natural Resources
- Illinois Department of Transportation
- Macoupin County Highway Department
- Staunton Area Chamber of Commerce
- Beaver Dam State Park
- Illinois Traction Society
- Carlinville School District #1
- Gillespie School District #10
- Carlinville Rotary Club
- Palmyra Lions Club
- Illinois Trails Conservancy
- Illinois Valley RCD

It should be noted there are no separate "taxing" governmental Park Districts situated in Macoupin County to help the coalition forge ahead.

TRAIL RECOMMENDATIONS & PRIORITIES – Chapter 3

(Refer to Map Attachment for # references)

CURRENT TRAIL STATUS

As discussed earlier in the report, only one existing trail, the Gillespie to Benld path (B-G Trail) was built in the late 70s. ***(See #1)*** This two-mile trail is surfaced with asphalt and links both communities via the abandoned IL Terminal right-of-way. It is used regularly by local residents as well as those from neighboring communities of Staunton and Bunker Hill who drive to enjoy this trail.

A view looking southeast at the termini of B-G trail in Gillespie.

Recently the State of Illinois through its Illinois Department of Natural Resources purchased the former Chicago and Northwestern Railroad property for $1,100,000. **(See #2.)**

This segment is 38 miles that stretches from Nilwood to Athens. It also connects with cities of Girard, Virden, Auburn and most important, Springfield, a major population center with many trail enthusiasts. (See Exhibit A.)

This corridor is currently not developed; however, IDNR is investigating opportunities and sponsors. It essentially has all structures and some ballast left in place as indicated in the picture below:

A segment near Springfield looms as the first phase of what is to be hoped as a three-county section linking all the aforementioned areas.

A typical view of the former Chicago and Northwest railbed in Macoupin County (near Girard)

TRAILS AND BIKEWAYS – ACTIVE

The following is a priority-based recommendation of trails for the local sponsors to consider.

HIGH PRIORITY TRAILS

1. LOVELESS PARK TO BEAVER DAM

   The section linking Carlinville to Beaver Dam will provide an 18 to 21 mile round trip trail that will consist of scenic and breathtaking views along Ridge Road and the State Park area but can also link to the nostalgic old trestle at Macoupin Creek. (Shown as Item #3)

A view of the entrance to Beaver Dam State Park off Shipman Road.

A view of the Valley Road truss bridge over Macoupin Creek south of Beaver Dam State Park.

For only $250,000, this will yield $ 30,000 per mile. (It is 8.5 miles to State Park north border.) This segment, due to its low cost per mile, ranks high as well as the trail serves the County Seat and a major State Park.

It should be noted that the Beaver Dam site superintendent is very pleased to see this being considered as he will make sure important links within the Park are completed eg. linking Parkside Lane to Ridge Road.

This segment is entirely primarily maintained by the local County/Township Boards. **Prior to proceeding, it will be necessary to seek their endorsement as signage along the route will be necessary.**

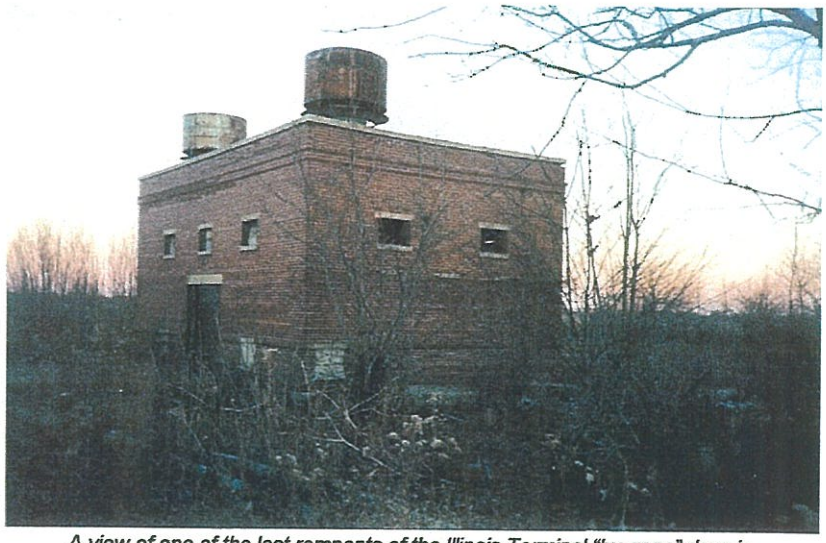
2. INTERURBAN – (NORTHERN SECTION)

Within Macoupin County, the first section consisting of 9 miles, (shown as Item #4) along the former IL Terminal (Interurban) Railroad from Nilwood to Carlinville, will provide the *immediate link to Springfield.* The project cost is estimated at $1,400,000 * which is $155,000 per mile.

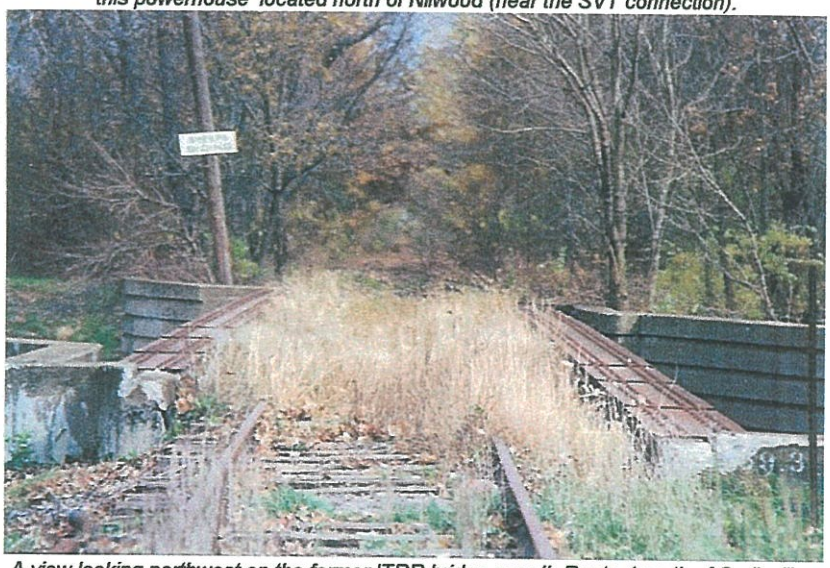
Due to the "high demand" of Carlinville wanting to link with the already purchased SVT trail, moderate number of private land parcels, average unit cost/mile being normal, this section should also be highly considered. It should be noted that the project could be easily phased in such as acquisition of property.

Most of this land is owned privately (75%) while the balance is owned by the Norfolk Southern Railroad.

**** All costs shown are construction, land and engineering costs. This cost should be used as a comparison of others rather than as a bonafide estimate until more information is secured.***



A view of one of the last remnants of the Illinois Terminal "by-gone" days is this powerhouse located north of Nilwood (near the SVT connection).



A view looking northwest on the former ITRR bridge over IL Route 4 north of Carlinville. This remaining infrastructure is owned locally by Don Eichen.

3. INTERURBAN (SOUTHERN SECTION)

The Staunton to Benld/Gillespie (B-G) segment along the IL Terminal will provide an extension from the southern portion of the County for ± 9.0 miles. (Includes the already built 2.0 mile B-G Trail and 1.5 miles on Staunton Streets.) Land ownership in this section remains 75% owned by Norfolk Southern Railroad and has 25% of the parcels owned privately. One of the major structures over Cahokia Creek is still in place and shown page 14. The net cost of this section is $170,000 per mile. (Shown as Item #5)

Promotion should be given by all interested parties to work with Madison County Transit (MCT) to link Edwardsville to Staunton. Although this trail is predominantly in Madison County, it is a very important link to St. Louis via the trail networks that either exist and/or are planned eg. Katy Trail and Mississippi Confluence Trail. (See attached Exhibit B and #6 on Map)

METRO EAST GREENWAY PLAN

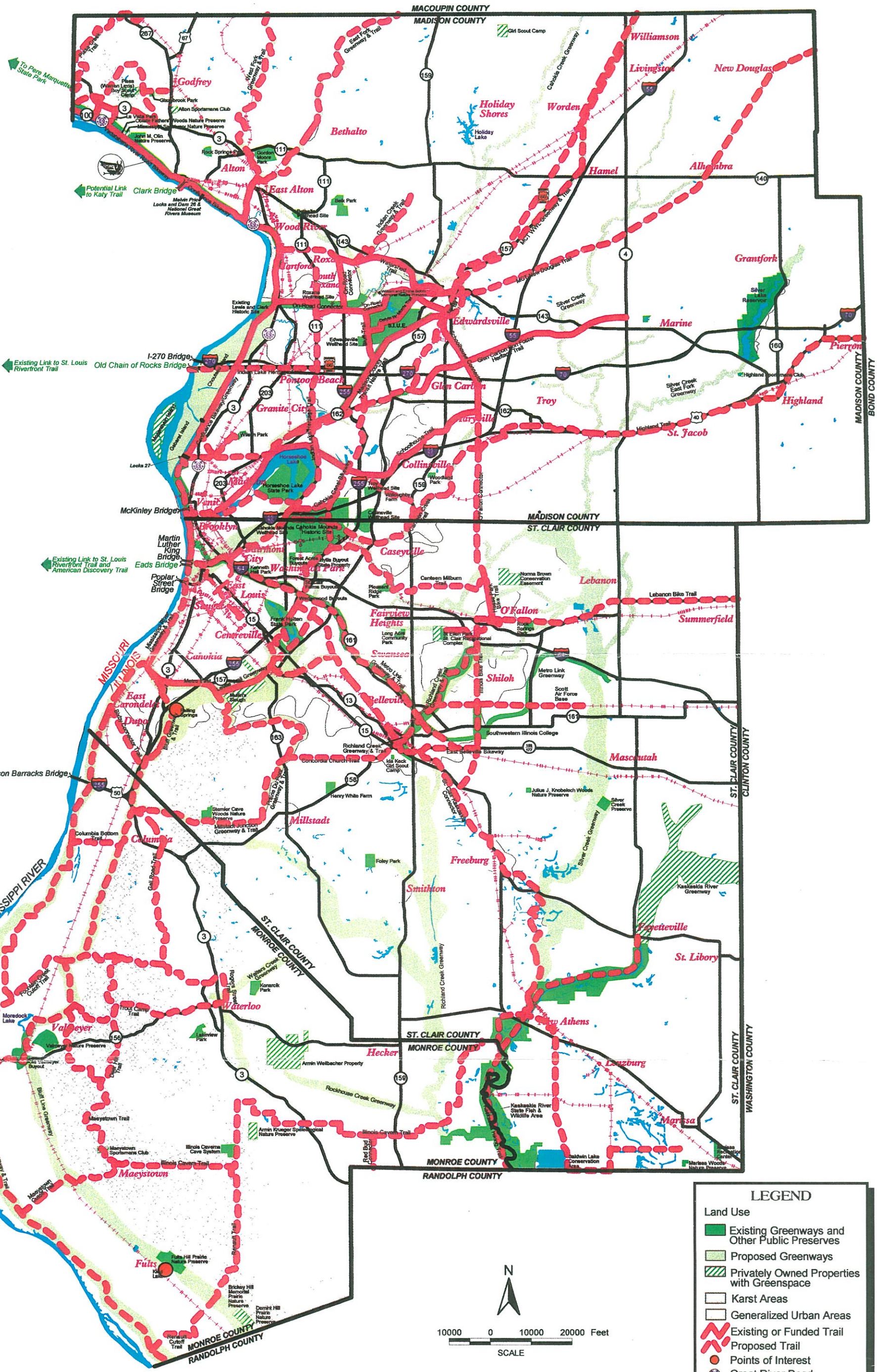


EXHIBIT B

FOREWORD

The Metro East Greenway Planning area is comprised of the three counties of Madison, Monroe and St. Clair and are located in the southwestern portion of southern Illinois. The Plan covers approximately 1,813 square miles, and is bordered by two major rivers - the Mississippi River to the west and the Kaskaskia River to the east.

From the Missouri side of the region, considerable sprawl is occurring in the area. This trend is expected to continue with the percentage of urban/built-up area to accommodate this growth. National studies indicate that land is generally being consumed at twice the rate of population growth and this phenomenon is also occurring in the region. Critical to accommodating this regional growth is the preservation of designated open space and recreational resources prior to these areas being developed. The Metro East Regional Greenway Plan is being developed to address this very issue.

APPROACH

As part of this planning effort, a steering committee know as the Metro East Greenway Alliance (MEGA) was formed to assess local interest and gain support for the development of a regional plan. MEGA is made up of eight organizations and agencies which includes the American Bottom Conservancy, French Valley Initiative, Metro East Stormwater Planning Office, New Spirit, St. Clair County Greenspace Foundation, Southwestern Illinois Planning Commission, Southwestern Illinois Resource Conservation and Development, Inc., and Trailnet, Inc. A Technical Advisory Committee was also created which included representatives from local, state, federal agencies and user organization representatives with varying interests and responsibilities in greenways development. Both the non-profit steering committee and the Technical Advisory Committee served in review of the primary and secondary data sources. Funding for the plan was obtained from the Illinois Department of Natural Resources, The McKnight Foundation, and the Ira and Virginia Lang Fund of the St. Louis Community Foundation

The vision of the Plan is of a regional greeways network that is connected to both the state and national greenways systems. The identification of existing and long-range greenways that link both natural and manmade attractions, resources and destinations is a priority. The creation of a set of guidelines prioritizing the importance of a particular greenway within the network is a goal of the Plan. Finally, implementing the Plan as financial resources are available is an important aspect of its grand vision.

This Plan is prepared for local, regional, state and federal agencies and other jurisdictions. It is the intent of the Plan to chart the future for open space and greenways of the region. Funding agencies for various greenway projects will utilize this Plan to evaluate local projects competing for dollars.

GOALS

The Plan serves to:

- Present a vision for a regional greenway network;
- Provide a framework for coordinated greenway preservation and development in southwestern Illinois;
- Increase understanding of the importance and value of greenways, including economic, and encourage the stewardship of natural and cultural resources;
- Provide a basis for coordinating efforts to improve transportation, water quality, storm and floodwater control, recreation, archeological, cultural and other programs. By facilitating coordinated greenway implementation this Plan will minimize conflicts with development activities, within existing developed areas as well as encourage creation and preservation of greenways in advance of future development;
- Initiate a continuing forum for resolution of greenway issues among both the governmental jurisdictions and the private sector; and
- Provide a basis for implementing and funding agencies to allocate resources in support of the Plan.

In a broad sense, the word greenway is a generic term for a wide variety of linear open spaces that provide connections and thereby foster movement of some sort, from neighborhood bicycle routes to pristine woodland corridors that guide migrating wildlife in their seasonal travels; from revitalized urban waterfronts to tree-shaded footpaths along a stream, far from the city. Within the developed landscape, greenways serve a dual function: they provide open space for human access and recreational use, and they serve to protect and enhance remaining natural and cultural resources.

The Metro East Regional Greenway Plan establishes the following priorities:

- Encourages the creation and preservation of greenways that contain multiple environmental resources, especially water related resources in riparian and shoreline corridors;
- A comprehensive regional greenways network along the region's major rivers, the Mississippi and the Kaskaskia and preserve greenways along their tributaries;
- Includes the region's extensive floodplains in the greenway system to minimize flooding through protection of flood retention capacity;
- Encourages the development and management of greenways in order to preserve and restore our region's unique historical and cultural resources;
- Encourages the development of greenway networks and linkages that preserve and enhance the continuity of natural systems, preserve biodiversity and maintain the integrity of the natural habitat; and
- Includes nature preserves and identified public and private natural areas in the greenways network.

PRIORITY GREENWAYS

Confluence Greenway The Confluence Greenway system is crucial to the region since it provides connections between the Mississippi River and several communities, i.e. substantial populations, and completes the Confluence Bikeway and connects to the Valdalabene River Road Bikeway. It creates new connections including across the river to St. Louis, to the Lewis and Clark Historic Site, to existing and proposed preserves. It will assist in the migration of wildlife and preserve water quality. The Confluence Greenway will also serve mature and depressed communities with open space deficiencies, and provide a variety of recreational uses.

Bluff Greenway and Trail The Bluff Greenway and Trail is an important system to the region. It provides visual and physical connections from multiple communities, although small population centers. It also connects two existing greenways, the MetroLink and Metro East Levee Trail greenways. This greenway will also provide for the migration of plants as well as animals. If preserved in native habitat will preserve water quality and assist in flood control measures. The Bluff Greenway will protect important scenic vistas and scenic habitat and high quality natural areas from inappropriate development. This area would offer a variety of recreational uses and potentially provide alternative transportation.

American Discovery Trail (ADT)/Mississippi Levee Greenway and Trail The ADT/Mississippi Levee Greenway and Trail is important to the region providing connections between the Mississippi River and many communities, is a leg of the American Discovery Trail, a trail of national importance. New connections are created, as well as connections to historic sites. The Levee Greenway serves mature and depressed communities with open space deficiencies.

Indian Lake Heritage Trail/Greenway The Indian Lake Heritage Trail and Greenway is an important greenway because it would benefit multiple communities, connect existing open spaces to the River and assist in the migration of wildlife and the plant community. It will facilitate the water quality and flood control measures in the American Bottoms, an area heavily characterized with wetlands. It would improve trail access to existing points of interest such as Cahokia Mounds State Historic and World Heritage Site, Horseshoe Lake, Canteen Lake and Eagle Park Marsh, a state natural heritage site. It would serve mature, depressed communities that have open space deficiencies.

Silver Creek Greenway The proposed Silver Creek Greenway system is an extensive greenway practically reaching from the most northern area in the region to the most southern. Multiple communities will be served, however not large populations. New connections to the MetroLink Greenway would occur. Plant and animal migration paths would be preserved, and the importance of the Silver Creek watershed would be maintained and likely improved. Flood control measures would be assisted. High quality existing nature preserves are adjacent and accessible from the greenway. A variety of recreational opportunities would occur and alternative transportation would likely be provided.

GREENWAY PLANNING AND INTERGOVERNMENTAL COORDINATION

The most successful greenways are a result of a detailed planning process that involves the varied interests and jurisdictions affected. Creating continuity of the greenway network requires communication and coordination among these interests. Greenway planning needs to be integrated into comprehensive plans for land use, transportation, recreation, and open space at the local level.

SUCCESSFUL FUNDING AND LEVERAGING OF FUNDS

The availability of funding needs to be increased to be effective in the implementation of the Plan. Available funds can be more effective and reward local efforts by (1) stimulating the local public and private sector; (2) encourage the use of innovative financing and preservation techniques; (3) give priority to multiple benefit greenways; and (4) promote intergovernmental cooperation in the planning and management of greenways.

PROMOTING NEW APPROACHES AND TECHNIQUES

Creativity to implement a greenway needs to be emphasized. Utility corridors and railroad rights-of-way should be promoted as potential links in the green chain. Stormwater management, floodplain protection, stream and wetland protection can achieve greenway benefits without public acquisition. Increased awareness of the use of conservation easements, land leases, preservation easements, donations and gifts, purchase/transfer of development rights, land exchange and planned unit developments need to be implemented to protect our greenway resources.

CONNECTIONS TO THE REGIONAL NETWORK

Local planners need the foresight to see opportunities for local links to the regional network. Funding priority should be awarded to projects that create such linkages.

STEWARDSHIP OF GREENWAY RESOURCES

Effective greenway implementation and management often require the involvement of citizens and private organizations working within their communities. We need to expand the roles of our environmental organizations, preservation groups, service organizations, and at all levels of schools to foster stewardship programs directed toward greenways. Stewardship builds an appreciation of our environment and develops a sense of responsibility for the quality of the environment.

PUBLIC EDUCATION

In order to promote the stewardship of our resources, there is a great need to educate the pubic regarding the benefits of greenways. Promotion and cooperation within the school system can be accomplished through the development and distribution of educational materials. Use local events to promote greenways through educational booths and other creative outreach methods.

IMMEDIATE ACTION RECOMMENDATIONS

- A regional, multi-tiered greenway coordination system should be created.
- Presentation of the Metro East Regional Greenway Plan by MEGA to area governments, community groups, environmental groups, agricultural organizations, and other interested parties is necessary to educate and seek acceptance, and promote implementation of the Plan.
- Provide for the distribution of educational materials on new methods of acquisition strategies and other forms of technical assistance to land use, recreation and transportation planners, planning commissions, other government officials, environmental groups, and land owners.
- Continue to promote the broader, regional development approach, that includes connections across the Mississippi River to our neighbors in Missouri.
- Develop an educational package for distribution throughout the region to educators and for all levels of students.
- Encourage all levels of governments, state and federal agencies to use the Metro East Regional Greenway Plan, as well as other local plans in their review of proposed development projects.

SOUTHWESTERN ILLINOIS PLANNING COMMISSION
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Currently, a group of Staunton business and civic interests have or will coordinate with MCT for upcoming projects. In addition, this group is working towards another grant (2003) to link Staunton to DeCamp. The above group is also closely working with the "Boeing Bicycle Club" and Trailnet.

MEDIUM PRIORITY TRAILS

1. INTERURBAN (CENTRAL PORTION)

The 12-mile Gillespie to Carlinville segment unfortunately has five structures missing and will be very expensive to build with a cost of $2,500,000. However, since close to one-half is routed on Township Roads it will bring the price per mile down to $208,000 per mile.

This section will be the most scenic since the curvilinear alignment goes through the heavily wooded and hilly area near Macoupin Creek floodplain south of Carlinville. Land ownership is 75% railroad and 25% privately owned. (Shown as Item #7)

2. ROUTE 16 PRAIRIE TRAIL

The Gillespie to Litchfield segment is unique in that IDNR bought the former New York Central Railroad twenty years ago. It was purchased as a prairie reserve status. However, officials at IDNR claim it could be reviewed for trail development if mitigation of the land for prairie is restored.

Looking west at the east termini of the Prairie Trail near the Illinois State Police District Headquarters just off of IL Route 16.

This eight-mile segment is estimated to be developed for $950,000 or $120,000 per mile. All drainage structures have been left in place and are in good condition.

A view looking easterly along the Route 16 corridor.
The prairie trail is adjacent to the right (south) as shown here.

3. ROUTE 66 HISTORIC TRAIL

The Old Route 66 corridor to be considered will link Litchfield (actually in Montgomery County) to Mount Olive and east of Staunton near the Timber Lakes Golf Course totaling 12 miles. This is an unique section in that the Illinois Department of Transportation not only owns the right-of-way, but maintains the old northbound Route 66 lanes. However, due to the historic designation, retrofitting will mean preserving the existing concrete pavement. There are several areas where dirt was dumped over the old lanes. Currently, the route is closed to traffic as shown in the picture on the next page.

A typical section of the old Route 66 northbound lanes closed to thru traffic north of Mt. Olive.

This section will yield a fairly average rate of $133,000 per mile, but close coordination with both counties, both cities, as well as the Illinois Historic Preservation Agency and IDOT makes this segment more challenging. (Shown as Item #9)

4. STAUNTON TO JERSEY COUNTY

The Staunton to Brighton portion utilizes existing County Highway 14 right-of-way. Although this is 20 miles long, the average cost is $100,000 mile. It is important to note that Bunker Hill is linked as well as the two passive greenways: East/West Fork of Wood River. This segment could easily link to possible trails considered in the Alton area shown on Exhibit B.

Since that land is entirely owned by the County Highway, their endorsement is critical to this section being considered. (Shown as Item #10)

NATURAL GREENWAYS (PASSIVE)

HIGH PRIORITY

1. Macoupin Creek - "Macoupin Creek Watershed", which meanders some 40 miles through the northern and middle areas, cuts a large floodplain and maintains beautiful rolling hills and wood interface, dwarfs other county creeks in comparison.

Currently, there is a study being conducted by the Macoupin County Soil and Water Conservation District to inventory resources and make recommendation for a wide variety of categories. This could possibly include a seasonal canoe trail if property owners joined together.

This study will address the "passive" attribute of this natural resource at the conclusion of this study in summer of 2003.

High interest includes stream bank erosion protection and restoration of this riparian corridor generally 100 feet wide. Federal and State grants will likely be used to assist in the stewardship of this greenway.

Due to the high level of county wide concern and the fact the (soil and water study) corridor feeds directly to the Illinois River, this portion should be considered highest priority.

A typical view looking along Macoupin Creek near Beaver Dam State Park.

2. Otter Creek - This watershed is a close second to the Macoupin Creek watershed, however; it is used for Otter Lake Water District serving several towns for potable water. It is also used as a public lake for recreation with camping, boating and fishing being the primary activities.

This meandering 35 mile tributary travels southwest and connects with Hodges Creek near Hagamann just as it goes into Greene County.

Interest would include measures to remove sedimentation and protection from future stream bank erosion.

This greenway would be high priority due to the Otter Lake importance but secondary to the "grand-dad" Macoupin Creek.

MEDIUM PRIORITY

1. East/West Fork Wood River - These greenways are small tributaries that eventually end in Madison County where they become fairly sizable and deposit in the Mississippi River near Wood River.

Two of the greenway east/west forks of the Wood River actually link to County Highway 14 in southern Macoupin County.

Opportunities for improved water quality and sedimentation reduction through protection from erosion and run-off exist along these tributaries.

2. Cahokia Creek – Cahokia Creek begins near IL Route 16 (along the Gillespie-Litchfield corridor) and traverses south-southwesterly to east of Staunton.

This greenway path actually crosses at the Old IL Terminal alignment north of Staunton. The only bridge that remains within Macoupin County crosses at Cahokia Creek shown below.

The need for erosion control measures, such as buffer strips to prohibit further run off, are of interest in this watershed.

One of two remaining structures in Macoupin County is the former truss bridge carrying ITRR over Cahokia Creek north of Staunton.

IMPLEMENTATION – Chapter 4

This chapter describes the manner in which to develop and fund the plan once the local agency has decided which trail to pursue.

LAND OWNERSHIP

Most of the proposed trails listed herein are owned by county, state, railroad, or private interest.

In fact, four out of five trails are *not held by private or railroad companies* which may be an advantage when pursuing project implementation.

However, the main trail and link from Sangamon County to Madison County is the former Illinois Terminal Railroad.

As indicated earlier, this railroad was abandoned in the 1960's and partially sold off to private interest(s).

After a cursory review of the tax assessors office, it has been determined that approximately 156 acres are still owned by the railroad (now Norfolk Southern) and 58 acres are owned privately. (It should be noted that these records are not 100% reliable as well as change in ownership.)

This is reflected in Appendix B.

METHODS OF ACQUISITION

The most direct way to preserve greenways and corridors for trails is to own the property. Fee simple acquisition of land obviously has many advantages including permanent protection and the right of public access to the property. A variety of methods can be used to acquire land fee simple including:

- Purchase
- Donation
- Condemnation
- Bargain Sales

Purchasing land is very expensive and often, particularly in greenway conservation, it not necessary. Donation of land and sales of land at reduced prices can provide tax benefits to sellers.

Acquisition of a partial interest in the land can often be all that is needed for preservation. In many areas, public access is not needed and a guarantee to preserve the land will accomplish the plan's goal. Conservation easements can be donated or purchased and result in keeping an area in its natural state.

Various regulatory methods can be used to promote the plan by both the city and county. Generally, regulatory ordinances should be reviewed to insure that implementation of greenway concepts are encouraged and not hindered. A summary of acquisition and preservation strategies are shown in Appendix C and D. There are a variety of programs available to landowners that directly help the creation and preservation of greenways. Programs range from technical advice to the provision of trees and plant materials. As indicated earlier, the Macoupin County Soil and Water Conservation District is preparing a study to address these needs.

In Macoupin County, public acquisition of trails by a unit of local government or a not-for-profit group is recommended. The intended public use of trails necessitates their public ownership.

Greenways of major environmental or outdoor recreational benefit should be preserved through fee simple ownership. However, public ownership of all greenways would be cost-prohibitive. Fortunately, public ownership of all greenways is not necessary. Conservation easements, landowner education and use of various governmental programs can insure the preservation of greenways. Very little fee simple ownership would be needed. The advantage of various ownership strategies are summarized in Appendix E.

FUNDING SOURCES

As with most major projects, outside sources of funding are frequently needed to complete trails and greenway projects. A variety of supplemental funding sources are available to local governments. Even with federal and state funding available, local governments still need to include their portion of projects in capital improvement budgeting. The Intermodal Surface Transportation Efficiency Act (ISTEA) and TEA-21 has provided funding for hundreds of miles of trails in Illinois. Congress is considering the reauthorization of this act in 2003, which would provide an additional source of funds. The Illinois Department of Natural Resources (IDNR) also provides matching grants for bike paths. *Piggybacking* these two grant programs can result in only a 10% local share for a trail project. Appendix F (two pages) summarizes the wide variety of funding programs which can be used to acquire and develop trails and to enhance greenway development and preservation.

RESPONSIBILITY

Achieving the goals of the Macoupin County Greenway Plan will rely on the continued cooperation of governmental agencies, private organizations, and individual residents. The Macoupin County Trail Organization has taken great initiative in the preparation of this plan and offers a unique opportunity through the collaboration of its various members. But to ensure the success of this plan, the responsibility for implementation of the proposed projects lies with local, state, and federal government, private corporations, developers, land owners, special interest groups, and individual Macoupin County citizens.

All levels of government can participate in the fostering of greenway principles and even individual projects. The creation of a greenway network will require the participation of local, state, and federal governments, as well as private citizens.

Local

Local government shares the greatest responsibility for greenway implementation, since each greenway or bikeway project must "belong" to someone. Adoption of the completed greenway plan by affected agencies would solidify its stance as a guiding policy for growth, development and preservation. Consideration of this Plan in future zoning and subdivision ordinances will aid in establishing development patterns. Additionally, local governments should be prepared to contribute to the future planning and coordination of greenways, as well as physically implementing their respective sections of the greenway plan.

State

State government has the responsibility of interpreting both federal and state policy and distributing it to local government agencies. They also provide technical assistance in the development of regional and local greenway guidelines and offer incentives for greenway development. The Illinois Department of Natural Resources (IDNR), and the Illinois Department of Transportation (IDOT) continue to support greenway and trail projects with programs like the Intermodal Surface Transportation Efficiency Act (ISTEA), the Open Space Land Acquisition and Development Act (OSLAD) and IDNR's Bicycle Path Grant Program.

Federal

The policies of the federal government have a major impact on the national growth and awareness of greenways. Federal funding programs assist state and local governments as well as individual landowners in the development of greenway networks, recreational facilities and conservation practices. Federal funding may come from bodies such as the U.S. Department of Agriculture, or be distributed through state agencies like IDNR or IDOT.

Private Investment

There is a need for private developers and corporations to understand the importance of greenway networks and the impact that proposed development will have on these natural systems. Their consideration of the greenway plan could aid in the creation and/or preservation of private or public access facilities and corridors. These joint activities could occur through cooperative ownership or dedication of public space within private developments.

Landowners play a similarly critical role in greenway preservation. Though the general public may *never use* a privately owned greenway, the preservation of such lands is extremely valuable to the adjacent ecosystem communities. Voluntary efforts to maintain natural lands and waterways may also take advantage of state and local grant monies to support such activities. The Macoupin County Soil and Water Conservation District works continually with rural landowners in support of environmental agricultural practices. Continuing such efforts is a crucial part of educating individual landowners on conservation and watershed management practices, which in turn, often contribute to greenway creation.

FUNDING AND DEVELOPMENT

There is several sources of funds to use for development of trails and greenways.

These are listed in Appendix F and F-1.

CONCLUSION - Chapter 5

This plan has reviewed several opportunities for the development of trails and greenways within Macoupin County.

Since Madison and Sangamon Counties already have trails in place, Macoupin County is now the link to Springfield and St. Louis. It is the fulcrum by which the future of Central Illinois will benefit by a possible link. With future plans in St. Louis with the confluence trail, one might be able to get from Springfield to Kansas City via Katy Trail in Missouri.

Like most under populated counties, Macoupin County may have limited resources such as money, population, park districts, etc. The County and locals hopefully will have the vision to see through the development opportunities outlined in this plan.

Federal and State grant funds are usually available on a yearly basis. However, the local participant must first apply and then may or may not be selected depending on other competing projects. **Therefore, it is recommended that with very little effort, the County apply for these grants.**

Finally, it is recommended that consideration be given to purchase **all** excess railroad property along the former Illinois Terminal railroad (estimated cost to be $400,000). Owning this railroad property will give leverage in the purchasing of private lands. This will do one of two things: It could help secure the future link of Springfield to St. Louis or if nearby landowners do not sell or refuse to participate, the County could be in better position to dispose of the property than some unwilling, non-committal railroad located outside the State of Illinois.

APPENDIX A

MACOUPIN COUNTY TRAIL COALITION ***(as of 7-3-02)***

Shari Albrecht	Macoupin Co. Economic Development Coordinator
Jim Alderson	Gillespie Alderman
Susan Antczak	
Skip Archibee	
Mary Beth Bellm	Engineer (Carlinville)
Brian Boston	
Clare Bowman	Business Owner (Carlinville)
Sherry Brianza	Business Owner (Carlinville)
Jeff Broom	Orchard Owner (Carlinville)
Gail Cavallo	Business Owner (Gillespie)
Mike Collins	Carlinville School District #1 Superintendent
Brad DeMuzio	Mayor (Carlinville)
Ivan Dozier	
Mark Dugger	
Mark Edwards	Mayor (Girard)
J. C. Fanning	
Dan Fisher	Mayor (Gillespie)
Char Genta	
Doug Goings	Assistant District Attorney
Ginger Granger	Teacher in Carlinville (her group won Prairie Grass Award 2000)
Marla Gursh	Dept of Natural Resources representative (Gillespie)
Bill Harding	
Bob & Bonnie Hargis	
Allan Headick	
Vicki Hebron	Paralegal (Carlinville)
Kevin Hedel	
Dr. & Mrs. Keith Hedrick	Optometrist (Carlinville - Girard)
Clay & Donna Heinz	Business owner (Carlinville) - Endangered Wildlife Advocate
Patt Heinz	
Rev. Richard Hill	
Jarod Hitchings	Blackburn College student; civic minded, on school board; active in Prairie Grass Development - Waggoner area
Gina Hopper	
Lea Hudson	Business woman (Carlinville); City Council member
Dale Jenkins	President - Illinois Traction Committee
Jay Jessen	Professional Engineer – Greene & Bradford, Inc.
Terrenigh Kibe	
Terry Laverty	
Darrell Linville	
Tim Loveless	Farmer; Builder (Carlinville & Gillespie)
Jim Marcacci	Teacher (Gillespie), former bike shop owner - Video Master
Jim Masterson	retired - President of Benld Rotary
Mike Mathis	Macoupin County Circuit Clerk
Dan McCandless	Soil & Water Preservation
Paul Miller	
Cheryl Norris	Cyclist
Bill Ogle	
Michael Rhodes	Dept. of Natural Resources Planning
Mike Root	

Chris Schaefer	
Howard Schultz	Montery Mine business (Carlinville)
Scott Simpson	
Paul Skeans	Supt. Of Schools (Gillespie)
Lloyd Strohbeck	President of Macoupin Co. Historical Society – Farmer
Della Sullivan	Business Owner / Trail & Advocate
Ellen Sullivan	
Owen Sullivan	
Beverly Sweatman	
Ed Swiatkovski	Photographer/Farmer (Carlinville)
Amy Taylor	Teacher - Carlinville
William Vogt	Bank President (Mt. Olive)
Bruce Webb	Litchfield area - developed Farmersville trail
Brad Wilder	Farmer - Girard
Lora Wilhite	Retired (Carlinville - Established Bike Route thru Carlinville)

Macoupin County Trails Organization (2001 Year Officers)

President	Della Sullivan	Business Owner / Trail Advocate
Vice President	Dr. Keith Hedrick	Optometrist (Carlinville & Girard)
Secretary	Clare Bowman	Business Manager (Carlinville)
Treasurer	Vicki Hebron	Paralegal (Carlinville)
Board of Directors	Doug Goings	Attorney

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

GILLESPIE SOUTH QUADRANGLE
ILLINOIS—MACOUPIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
88/4 GILLESPIE 15' QUADRANGLE

GILLESPIE

G I L L E S P I E

S O U T H W E S T

S T A U N T O N

13 CITY OF GILLESPIE
±4.09 ACRES

12 UNION PACFIC
±6.22 ACRES

11 CITY OF BENLD
±4.26 ACRES

10A CITY OF BENLD
±1.60 ACRES

10B CITY OF BENLD FIRE DEPT.
±0.14 ACRE

10C JODY SIAR
±0.41 ACRE

10D DENNIS GROTHAUS
±0.56 ACRE

10E JEFFERY SCHMIDT
±0.94 ACRE

10F CAHOKIA TOWNSHIP
±0.90 ACRE

10G SI SECURITIES
±5.62 ACRES

9 CITY OF BENLD
±2.0 ACRES

8 CITY OF SAWYERVILLE
±7.58 ACRES

7 ILLINOIS TRACTION SYSTEM
±11.7 ACRES

6 RUSSELL & SANDRA SCHUETT
±7.0 ACRES

5 NORFOLK & WESTERN (IT)
±9.64 ACRES

4 DAVID & LAVONNE COFFMAN
±3.09 ACRES

3 NORFOLK & WESTERN (IT)
±14.78 ACRES

2 ITS
±0.50 ACRE

1 NORFOLK & WESTERN (IT)
±3.50 ACRES

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs taken 1973. Field checked 1974

Projection and 10,000-foot grid ticks: Illinois coordinate system, west zone (transverse Mercator)
1000-metre Universal Transverse Mercator grid ticks, zone 16, shown in blue. 1927 North American datum

Red tint indicates areas in which only landmark buildings are shown

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND BY THE STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801

ROAD CLASSIFICATION

Primary highway, hard surface
Light-duty road, hard or improved surface
Secondary highway, hard surface
Unimproved road
Interstate Route
U. S. Route
State Route

GILLESPIE SOUTH, ILL.
88/4 GILLESPIE 15' QUADRANGLE
N3900—W9045/7.5

APPENDIX B

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

GILLESPIE NORTH QUADRANGLE
ILLINOIS—MACOUPIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
NE/4 GILLESPIE 15' QUADRANGLE

28 NORFOLK & WESTERN (IT)
±6.07 ACRES

26 2000 UNION PACIFIC
±21.48 ACRES

27 NORFOLK & WESTERN (IT)
±1.50 ACRES

26 2000 UNION PACIFIC
±21.48 ACRES

25 2000 UNION PACIFIC
±10.94 ACRES

24 ILLINOIS POWER CO.
±4.64 ACRES

MONTEREY MINE

23 2000 UNION PACIFIC
±15.56 ACRES

22 LINDELL LOVELESS TRUST
±0.36 ACRE

21 PAULINE McREYNOLDS
±6.64 ACRES

20 LYNN LOVELESS
±6.24 ACRES

19 NORFOLK & WESTERN (IT)
±13.08 ACRES

18 NORFOLK & WESTERN (IT)
±12.28 ACRES

17 NORFOLK & WESTERN
±6.13 ACRES

ILLINOIS ROUTE 4

GILLESPIE

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs taken 1973. Field checked 1974

Projection and 10,000-foot grid ticks: Illinois coordinate system, west zone (transverse Mercator)
1000-metre Universal Transverse Mercator grid ticks, zone 16, shown in blue. 1927 North American datum

Red tint indicates area in which only landmark buildings are shown

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

UTM GRID AND 1974 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROAD CLASSIFICATION

Primary highway, hard surface — Light-duty road, hard or improved surface

Secondary highway, hard surface — Unimproved road

Interstate Route U. S. Route State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND BY THE STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

GILLESPIE NORTH, ILL.
NE/4 GILLESPIE 15' QUADRANGLE
N3907.5—W8945/7.5

1974

AMS 3062 III NE—SERIES V843

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

PLAINVIEW QUADRANGLE
ILLINOIS—MACOUPIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
NW/4 GILLESPIE 15' QUADRANGLE

29 NORFOLK & WESTERN (IT)
±14.08 ACRES

28 NORFOLK & WESTERN (IT)
±6.07 ACRES

MACOUPIN CREEK

BEAVER DAM
STATE PARK

H I L Y A R D

Plainview

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs taken 1973. Field checked 1974

Projection and 10,000-foot grid ticks: Illinois coordinate system, west zone (transverse Mercator)
1000-metre Universal Transverse Mercator grid ticks, zone 16, shown in blue. 1927 North American datum

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

UTM GRID AND 1974 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND BY THE STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Primary highway, hard surface — Light-duty road, hard or improved surface
Secondary highway, hard surface — Unimproved road
Interstate Route ○ U. S. Route ○ State Route

PLAINVIEW, ILL.
NW/4 GILLESPIE 15' QUADRANGLE
N3907.5—W8952.5/7.5
1974
AMS 3062 III NW—SERIES V855

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF ILLINOIS
INSTITUTE OF NATURAL RESOURCES
GEOLOGICAL SURVEY DIVISION
URBANA, ILLINOIS

CARLINVILLE WEST QUADRANGLE
ILLINOIS–MACOUPIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
SW/4 CARLINVILLE 15' QUADRANGLE

35 DONALD EICHEN
±10.98 ACRES

32 DONALD EICHEN
±1.95 ACRES

33 LC & WRR
±4.20 ACRES

34 RR C & A
±1.35 ACRES

31 MACOUPIN COUNTY ASPHALT
±3.33 ACRES % ARNETT

30 ROD ARNETT
±6.83 ACRES

29 NORFOLK & WESTERN (IT)
±14.08 ACRES

CARLINVILLE

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs taken 1975. Field checked 1977. Map edited 1979

Projection and 10,000-foot grid ticks: Illinois coordinate system, west zone (transverse Mercator)
1000-meter Universal Transverse Mercator grid, zone 16
1927 North American datum
To place on the predicted North American Datum 1983 move the projection lines 1 meter south and 6 meters east as shown by dashed corner ticks

Red tint indicates area in which only landmark buildings are shown

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

ROAD CLASSIFICATION

Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

CARLINVILLE WEST, ILL.
SW/4 CARLINVILLE 15' QUADRANGLE
N3915–W8952.5/7.5

1979

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF ILLINOIS
INSTITUTE OF NATURAL RESOURCES
GEOLOGICAL SURVEY DIVISION
URBANA, ILLINOIS

CARLINVILLE EAST QUADRANGLE
ILLINOIS--MACOUPIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 CARLINVILLE 15' QUADRANGLE

43 ALBERT HAMMANN
±5.68 ACRES

42 RICHARD LIPPOLD
±3.42 ACRES

41 RICHARD LIPPOLD
±1.0 ACRES

40 NORFOLK & WESTERN (IT)
±6.55 ACRES

39 NORFOLK & WESTERN (IT)
±1.0 ACRES

38 NORFOLK & WESTERN (IT)
±7.68 ACRES

37 NORFOLK & WESTERN (IT)
±7.48 ACRES

36 2000 UNION PACFIC
±2.53 ACRES

35 DONALD EICHEN
±10.98 ACRES

CARLINVILLE

SOUTH OTTER CREEK

NILWOOD

CARLINVILLE

SHAWNEE TWP

HONEY POINT

Standard City (South Standard PO)

Womac

Womac Station

Mapped, edited, and published by the Geological Survey

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Topography by photogrammetric methods from aerial photographs taken 1975. Field checked 1977. Map edited 1979

Projection and 10,000-foot grid ticks: Illinois coordinate system, west zone (transverse Mercator)
1000-meter Universal Transverse Mercator grid, zone 16
1927 North American datum
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UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND BY THE STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

ROAD CLASSIFICATION

Primary highway, hard surface
Light-duty road, hard or improved surface
Secondary highway, hard surface
Unimproved road
Interstate Route U. S. Route State Route

CARLINVILLE EAST, ILL.
SE/4 CARLINVILLE 15' QUADRANGLE
N3915--W9345/7.5

1979

DMA 3062 IV SE--SERIES V883

ISBN 0-607-18627-1

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF ILLINOIS
INSTITUTE OF NATURAL RESOURCES
GEOLOGICAL SURVEY DIVISION
URBANA, ILLINOIS

VIRDEN SOUTH QUADRANGLE
ILLINOIS–MACOUPIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
NW/4 CARLINVILLE 15' QUADRANGLE

49 STATE BANK OF AUBURN (HARMON)
±0.70 ACRES

48 STATE BANK OF AUBURN (HARMON)
±5.1 ACRES

47 BRYANT THOMPSON (EUNICE)
±2.24 ACRES

46 ITS RR
±0.50 ACRE

45 MONTEREY
±2.95 ACRES

44 MONTEREY
±7.06 ACRES

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs taken 1978. Field checked 1977. Map edited 1979

Projection and 10,000-foot grid ticks: Illinois coordinate system, west zone (transverse Mercator)
1000-meter Universal Transverse Mercator grid, zone 16
1927 North American datum

To place on the predicted North American Datum 1983 move the projection lines 1 meter south and 8 meters east as shown by dashed corner ticks

Red tint indicates area in which only landmark buildings are shown

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
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AND BY THE STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

ROAD CLASSIFICATION
Primary highway, hard surface — Light-duty road, hard or improved surface
Secondary highway, hard surface — Unimproved road
Interstate Route · U. S. Route · State Route

VIRDEN SOUTH, ILL.
NW/4 CARLINVILLE 15' QUADRANGLE
N3922.5–W8945/7.5

1979

DMA 5062 IV NE–SERIES V865

APPENDIX C

SUMMARY OF ACQUISITION AND PRESERVATION STRATEGIES FOR GREENWAYS

Fee Simple Acquisition

Method	Explanation	Advantages	Disadvantages
FEE SIMPLE PURCHASE	Outright purchase of full title to land and all rights associated with its use	New landowner has full control of land. Allows for permanent protection and public access.	Cost of purchase may be outside local ability. Removes land from tax rolls.
DONATIONS AND GIFTS	A donation by landowner of all or partial interest in the property.	Provides permanent protection without public expenditures. Tax benefits to donor-charitable gift.	Receiving agency must be able to accept donation and be capable of managing land.
PURCHASE AND LEASE BACK	Purchase of full title, then lease back to previous owner subject to restrictions	Essentially land banking. Income derived from lease payments. Owner is not displaced.	Lease may restrict public access. Land must be leased for appropriate uses.
BARGAIN SALE	Part donation/part sale because property is sold at less than fair market value.	Tax benefits to seller, difference in sale price is considered charitable gift.	Seller must be agreeable to terms of sale. Bargain price may be inflated.
CONDEMNATION/EMINENT DOMAIN	The right of government to take private property for public purpose upon payment of just compensation. Can be exercised for recreational purposes in some states.	Provides tool for acquiring essential or endangered properties, if other techniques not workable.	Costly. Also creates a negative attitude about government and potentially the greenway concept. Only recommended as last resort.
INSTALLMENT SALE	Allows buyer to pay for property over time.	If seller-financed, can lower taxes for seller, buyer can negotiate better sale terms.	Long term financial commitment (30 years). Mortgage lien.
LAND EXCHANGE	Swapping of developable land for property with high conservation value.	Relatively cost-free if trade parcel is donated. Reduces capital gains tax for original owner.	Owners must be willing to swap. Property must be of comparable value. Can be time consuming.

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 112

APPENDIX D

SUMMARY OF ACQUISITION AND PRESERVATION STRATEGIES FOR GREENWAYS

Acquisition of Partial Interest

Method	Explanation	Advantages	Disadvantages
PURCHASE OF DEVELOPMENT RIGHTS	Local or state government purchases the right of more intensive land use from current landowner.	Landowner derives financial benefit from selling rights and has reduced taxes. Government pays only for the rights it needs.	Can be costly to purchase development rights.
MANAGEMENT AGREEMENTS	Agreements between agency and landowner for a specific purpose.	Avoid purchase and other options, gain desired rights with minimal red tape.	Only applicable with current landowner, and could be revoked at any time.
LAND LEASES	Short- and/or long-term rental of land.	Low cost use of land. Landowner receives income and retains property control.	Lease doesn't provide equity and affords limited control. Does not assure protection.
RIGHT OF PUBLIC ACCESS EASEMENTS	Provides the public with the right to access and use of a parcel of land for a specified purpose, limited to defined land area.	Can avoid need to purchase land from owner, may provide right of public access and use. Excellent for greenways.	Can be time limited, usually restricts other uses, doesn't prevent owner from exercising other property rights.
CONSERVATION EASEMENTS	A partial interest in property generally for expressed purpose of protecting natural resources. Public access is not always a component.	Inexpensive method for protection of natural resources. Landowner retains all other property rights, land remains on tax rolls.	Public access is usually restricted. Easement must be enforced. Easement may lower resale value.
PRESERVATION EASEMENTS	Same as conservation easement, most useful for historic landscapes.	Defines protection of historic elements of landscape.	Can restrict public access. Must be enforced.
JOINT USE EASEMENTS	Accommodates multiple uses within one easement type: for example, sanitary sewer routing and public access. Should be one of the preferred methods for many greenways	Provides opportunity to combine several public interests with one agreement. Easier for landowner to understand complete request rather than several different requests.	Can be difficult for all landowners to agree to multiple uses along an entire greenway corridor. If one objects, the entire multiple use potential can be jeopardized.

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 112
McLean County Regional Greenways Plan

APPENDIX E

PUBLIC FINANCE TECHNIQUES BY LOCAL GOVERNMENTS	
SOURCE	EXPLANATION
Special Tax	A special tax can include a special sales tax, a sales tax on specific goods, hotel/motel tax, or a special tax on real estate transactions.
Improvement Districts	Method of raising revenue for a greenway by establishing a special tax district. The assessment, usually a property tax, is levied within the district. Revenues are used for funding improvements in a specific geographic area.
Special Assessment Districts	Mainly used for projects such as street improvements, outdoor plazas or landscaping, and park improvements.
Selling Bonds	Common finance approach; public sector borrows money. Most communities have limits on the amount of debt that can be incurred.
General Obligation Bonds	These bonds are repaid with general revenue income that a community receives through tax revenues. Politically, can be controversial.
Revenue Bonds	Revenues that are generated by financed projects pay for these bonds. These are best used when financing greenway amenities such as fee-for-use facilities.
Tax Increment Financing (TIF)	A TIF pays off a bond from the increased revenue on property adjacent to a public improvement such as a greenway.
Cost Share Assistance	City of _____ provides cost share assistance through Macoupin County Soil & Water Conservation District for stream bank stabilization, sediment ponds, nutrient management practices to improve_____

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 112

APPENDIX F

STATE AND FEDERAL FUNDING SOURCES FOR PARKS, RECREATION AND CONSERVATION						
Program Title	**OPEN SPACE LAND ACQUISITION AND DEVELOPMENT**	**LAND AND WATER CONSERVATION FUND**	**IL BICYCLE PATH GRANT PROGRAM**	**CLEAN VESSEL PROGRAM**	**URBAN AND COMMUNITY FORESTRY GRANT PROGRAM**	**LOCAL GOVERNMENT SNOWMOBILE PROGRAM**
Acronym/ Nickname	OSLAD	LWCF OR LAWCON	BIKE PATH	---------	UCFG	SNOWMOBILE
Purpose	Acquire and develop outdoor recreation areas	Acquire and develop outdoor recreation areas	Acquire and develop local areas for public non-motorized bike paths	Construct and renovate pump-out and dump stations for boat access areas	Assist local units of government to create or enhance local forestry programs	Acquire, develop and rehabilitate public areas for snowmobiling
Administrative Agency	Illinois Department of Natural Resources	Illinois Department of Natural Resources	Illinois Department of Natural Resources	Illinois Department of Natural Resources	Illinois Department of Natural Resources	Illinois Department of Natural Resources
Division	Division of Grant Administration	Division of Grant Administration	Division of Grant Administration	Division of Grant Administration	Division of Grant Administration	Division of Grant Administration
Program Manager	Mark Yergler	Mark Yergler	Mark Yergler	Jan Nation	Reinee Hildebrandt	Mark Yergler
Address **Phone** **Fax** **E-mail**	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 rhallberg@dnr.state.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 rhallberg@dnr.state.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 rhallberg@dnr.state.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 jination@dnr.state.il.us	PO Box 19225 Springfield, IL 62794-9225 217-782-2361 217-785-5517 rhildebrand@dnr.state.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 rhallberg@dnr.state.il.us
Funding Formula	Up to 50% State Funding	Up to 50% State Funding	Up to 50% State Funding	Up to 75% Federal Funding	Up to 50% State Funding	Up to 100% Dev., Up to 90% Acq. State Funding
Max	Acq. $400,000 Dev. $200,000	Acq. $400,000 Dev. $200,000	Acq. None Dev. $200,000	$30,000	No More than 5% of Total Available Funds	None
Annual Application Deadline	July 1 5:00 pm.		March 1 5:00 p.m.	Not yet determined	April 30 5:00 p.m.	March 1 5:00 p.m.
Payment Method	Reimbursement after project completion	Reimbursement after project completion	Reimbursement after project completion	Reimbursement	Reimbursement after project completion	Reimbursement after project completion
Eligibility	Local Units of Government	Local Units of Government	Local Units of Government	Local Units of Government and Others	Units of Government with Forestry Ordinances	Local Units of Government

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 112
McLean County Regional Greenways Plan

APPENDIX F-1

STATE AND FEDERAL FUNDING SOURCES FOR PARKS, RECREATION AND CONSERVATION *Cont.*

Program Title	BOAT ACCESS AREA DEVELOPMENT PROGRAM	IL WILDLIFE PRESERVATION FUND	ISTEA ENHANCEMENT PROGRAM	RECREATIONAL TRAILS PROGRAM	IL CLEAN LAKES PROGRAM	CONS. 2000 ECOSYSTEM PROGRAM
Acronym/ Nickname	BOAT ACCESS		Enhancements of ITEP	SYMMS	ICLP	
Purpose	Acquire and develop public boat access areas	Mgt., site inventories or education related to stewardship of land, water, plant and animals	Transportation-related historical, pedestrian and bike projects	Provide and maintain recreational trails and trail-related projects	Technical and financial assistance for inland lakes	Provide financial and technical assistance for project improvements
Administrative Agency	Illinois Department of Natural Resources	Illinois Department of Natural Resources	Illinois Department of Transportation	Illinois Department of Natural Resources	Illinois Environmental Protection Agency	Illinois Department of Natural Resources
Division	Division of Grant Administration	Division of Natural Heritage	Office of Planning and Programming	Division of Planning	Division of Water Pollution Control	Realty and Environmental Planning
Program Manager	Mark Yergler	Carl Becker	Cynthia Fleichli	Dick Westfall	Gregg Good	Marvin Hubbell
Address **Phone** **Fax** **E-mail**	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 rhallberg@dnr. state.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 cbecker@dnr. state.il.us	2300 So. Dirksen Pkwy., #307 Springfield, IL 62764 800-493-3434 217-785-8140 pfeiferTL@nt.state.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 dwestfall@dnr. state.il.us	PO Box 19276 Springfield, IL 62794-9276 217-782-2361 217-785-5517 epa1156@epa. State.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 banderson@dnr. state.il.us
Funding Formula	Up to100% Dev., Up 90% Acq. State Funding	Up to 100% State Funding	Up to 80% Federal Funding	Up to 50% Federal Funding	Up to 60% State Funding	Up to 100%
Max	$200,000	$1,000	None	Pending full reauthorization	$75,000 (Phase I) $300,000 (Phase II)	None
Annual Application Deadline	September 1 5:00 p.m.	April 18	Cycle to be determined	May 1	August 1 (pre-app) October 31 (final app)	
Payment Method	Reimbursement of approved and accrued costs	Varies	IDOT pays eligible costs	Reimbursement	Reimbursement	Varies
Eligibility	Local Units of Government	Organizations with resource inventory, mgt. and education	Local Units of Government	Federal, state and local government, private organizations	Owners/Managers of publicly owned lakes	Individuals, oganizations and corporations

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 112
McLean County Regional Greenways Plan