GENERAL DACEY TRAIL

General Dacey Trail Plan

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Executive Summary

This document represents the *General Dacey Trail Master Plan*. The objective of the plan is to provide a conceptual framework guiding future trail development. More than a simple trail project, upon completion the General Dacey Trail will provide almost one hundred and seventy (170) miles of recreational opportunities for bikers, hikers, skaters, and cross-country skiers. Providing an off-road link to Lake Shelbyville and the other nearby communities, the trail network promises to increase tourism and to spur trail-use related economic development.

While referred to as a "trail plan" it is intended to provide a "blueprint" for the future development of a greenways network around Lake Shelbyville connecting population centers, recreation areas and wildlife areas. The trail network is designed to be part of a regional and statewide trail network by affording opportunities to connect with other trails, such as the Lincoln-Pana Trail and area communities including Mattoon and Decatur. The greenways will establish and/or preserve natural corridors. They will be capable of supporting hiking/biking trails as well as preserving natural areas and providing a location for additional recreation opportunities.

After much consideration, officials in Shelby and Moultrie Counties, as well as the City of Shelbyville, decided to pursue the concept of developing a trail network around Lake Shelbyville. Lake Shelbyville covers 11,100 acres and provides 172 miles of forested shoreline. Built as a flood control project in the Kaskaskia River valley, the ability of the lake to provide additional recreational opportunities was always recognized. Plans for state and federal recreation areas were included in the project and have been developed over the years. However, despite much discussion plans for linking those

recreation areas together and also providing links to area population centers have not been pursued…*until now*.

In 2000, a committee was formed through the efforts of local units of government and the U.S. Army Corps of Engineers. One of the first actions taken by the committee was to commit to writing conceptual plans for the greenways/trail network. This plan represents a culmination of the first effort of the committee and a stepping-stone for the next effort that is to move the plan from paper to constructed reality.

The committee decided to come up with a name for the trail that had meaning and would be unique to our area. Thus it seemed ideal to name the trail in honor of a man who not only was the supervising engineer of the Lake Shelbyville construction, but also a man who cares about the lake and continues to support the project he once helped build. The committee decided on the name ***"GENERAL DACEY TRAIL"*** honoring retired Major General Robert J. Dacey, a two star general.

The main goal of the General Dacey Trail Plan is to provide environmental, aesthetic, and recreational enhancements to the region. This will be accomplished by creating a comprehensive trail and natural corridor plan that is based on the principles of continuity and minimal public economic impact while maximizing public accessibility, efficiency, and safety through roadway enhancements, trail improvements, and new signage. This goal is accomplished by building a cooperative coalition between developers, transportation officials, planners, environmentalists, park officials, municipalities, and civic leaders. The intent of this plan is to encourage and foster partnerships and intergovernmental cooperation between municipalities, developers and public and private interests.

The General Dacey Trail Committee has adopted the following set of guidelines for the implementation of the trail network.

1. **Easy to Implement:** Those segments that are easiest to implement should be constructed as quickly as possible. Examples are the "loop" segment in the City of Shelbyville and the rehabilitation of the Dam West snowmobile trail. Since these segments do not require the purchase of any additional right-of-way and will primarily utilize existing public lands, they represent segments that are relatively easy to construct and implement.

2. **Benefits Multiple Communities:** Those segments that benefit multiple communities or a large segment of the population should be a priority for implementation. Segments that use right-of-ways that are being acquired, such as along the regional sewer lines that are in the planning stages, would also be easier to build.

3. **Completes Existing Trails:** Any segment that completes an existing trail or provides a unique trail within a recreation area should be a priority item. Examples are the realignment of the Illini Trail and the extension of the Camp Campfield trail

4. **Connects Multiple Public Facilities:** If a trail segment is connecting multiple public facilities (other parks, nature preserves, etc.) that should elevate the consideration that segment receives.

5. **Reasonable Length:** The trail should be short enough to make it easy to fund but, in most cases, not so short as to provide no interest for the users.

When these criteria are used, successful greenway and trail development can occur. With persistence on the part of the sponsoring groups, together with the General Dacey Committee, obstacles to development can be overcome and the General Dacey Trail made a reality.

It is estimated that approximately 81,500 residents and visitors will frequent the trail facilities on an annual basis. This is based on establishing the recommended four scheduled events that would generate approximately 3,500 room nights lodging and contribute an estimated $875,000 to the local economy. We further believe that as the trail facilities become better known, visitor participation and resultant economic impact will increase.

It needs to be recognized that it will take a considerable period of time to complete enough miles of trails to host an event. Therefore, while we acknowledge that the General Dacey Trail will have a significant impact upon the regional economy, until the entire trail network is completed and the events envisioned in this plan become a reality, the full economic benefit will not be realized.

Background Overview

Shelby County Courthouse

After much consideration, officials in Shelby and Moultrie Counties, as well as the City of Shelbyville, decided to pursue the concept of developing a trail network around Lake Shelbyville. The original genesis for the network can be found in the planning that culminated in the establishment of Lake Shelbyville itself.

Planning for this $56 million dollar U. S. Army Corps of Engineers project began years before construction actually started in May of 1963. Upon completion the "pool" (lake) covers 11,100 acres and created 172 miles of forested shoreline. Built as a flood control project in the Kaskaskia River valley, the ability of the lake to provide additional recreational opportunities was always recognized. Plans for state and federal recreation areas were included in the project and have been developed over the years.

The concept of including a greenways network capable of supporting hiking/biking trails to connect population centers, wildlife management areas and recreational facilities has often been discussed but never actively pursued. In 2000, a committee was formed through the efforts of local units of government and the U.S. Army Corps of Engineers.

One of the first actions taken by the committee was to commit to writing conceptual plans for the greenways/trail network. While still envisioned as a greenways and trail plan, the committee has decided to simply call it a trail plan although the ultimate goal continues to be a network of greenways the support trails and other recreational opportunities. This plan represents a culmination of the first effort of the committee and a stepping-stone for the next effort that is to move the plan from paper to constructed reality.

The committee decided to come up with a name for the trail that had meaning and would be unique to our area. As the plan developed, it was clear that the U.S. Corps on Engineers would play an important role in the success of the trail. Much of the trail would be developed on Corps property around the entire lake. Thus it seemed ideal to name the trail in honor of a man who not only was the supervising engineer of the Lake Shelbyville construction, but also a man who cares about the lake and continues to support the project he once helped build. The committee decided on the name ***"GENERAL DACEY TRAIL"*** honoring retired Major General Robert J. Dacey, a two star general.

In addition to deciding on a name, the committee felt that it was important to adopt a logo that promoted the project. With outstanding assistance from Jill Miller of Shelbyville who designed it, a logo has been adopted. In addition to the name, the two stars represent the final rank of General Dacey. The two hills represent the Kaskaskia Valley that incorporates both counties with one hill being rendered in green representing the land and the other blue representing the lake. The winding space between the hills represents the trail network linking the land and lake. The committee will use this logo on all plans, improvements, and signs.

Greenways

The main goal of the General Dacey Trail Plan is to provide environmental, aesthetic, and recreational enhancements to the region. This will be accomplished by creating a comprehensive trail and natural corridor plan that is based on the principles of continuity and minimal public economic impact while maximizing public accessibility, efficiency, and safety through roadway enhancements, trail improvements, and new signage. This goal is accomplished by building a cooperative coalition between developers, transportation officials, planners, environmentalists, park officials, municipalities, and civic leaders. New regulations on development are formulated and recommended for all jurisdictions based upon a cooperative planning process that involves all interested and affected parties. Implementing a region-wide greenways plan will address some growth concerns by providing homeowners in the area with quality recreation as the area is developed. The intent of this plan is to encourage and foster partnerships and intergovernmental cooperation between municipalities, developers and public and private interests.

INTRODUCTION OF GREENWAYS

The planning process for the General Dacey Trail Plan was started more than two years ago. The growing realization that a united open space initiative among all governmental entities is needed. This has been the primary factor that spurred this planning effort.

Both Shelby and Moultrie Counties are fairly rural in nature with small cities and towns dotting the landscape. As with more urban areas, the population continues to move from populated areas to once rural agricultural lands. Also the area desires to attract

new residents and development. The establishment of a quality greenway network will address some of the concerns by:

- Providing better recreation and natural amenities for residents; and,
- Providing a cost-effective and coordinated approach to regional resource management and recreation planning.

The term "greenway' is often used to categorize many different projects that all relate to creating better open space in the region. Greenways are often synonymous with:

- Linear Park
- Parkways/Boulevards
- Trails
- Ribbons of open space
- Rivers, creeks, shorelines
- Floodplains
- Undeveloped corridors
- Abandoned railroad corridors
- Undeveloped utility easements and corridors

There are many words for a "greenway", but the idea is quite simple. A greenway acts as the "green infrastructure" of the area. It serves environmental, recreational, and aesthetic purposes.

ENVIRONMENTAL IMPACT

Since greenways act as linear parks, or the linkages between parks, the greenway provides necessary links to natural systems to function property. Greenways protect the urbanizing or developing areas from flooding

by providing a natural storm water retention corridor. Greenways conserve, protect, and enhance lands that provide habitat for wildlife, especially habitats for threatened and endangered species.

RECREATION AND ACCESS OPPORTUNITIES

Greenways can be used for recreation purposes. Hiking and biking trails not only provide relaxing recreational opportunities, buy they can also be used for transportation purposes by providing bike and pedestrian access between homes, schools, employment centers, and shopping. Today's busy American lifestyles are changing the way in which people participate in outdoor recreation. Strangely while people increasingly understand that enjoying the outdoors and nature is part of a healthy lifestyle and can bring a sense of serenity to otherwise hectic days, it is difficult for most to find time to break away from daily routines. Local and convenient parks and recreation areas therefore have become more important in providing opportunities that people can more readily take advantage.

AESTHETIC

Greenways also provide an aesthetic improvement to the area by enhancing the community's image, increase spending on recreational activities, supporting tourism, and reducing landscape maintenance costs. Greenways have also been proven to increase property values of nearby homes.

PRINCIPLES OF GREENWAY DEVELOPMENT

There are three basic principles that should be considered when developing a comprehensive trail/greenways plan.

Continuity: Facilities should be continuous and interconnected. While this may seem obvious, many trails in urban settings often end abruptly and do not connect to others. The relationship between continuity and trail use is direct. It is crucial that the greenway is fully connected to make a meaningful environmental impact as well. Disjointed trail systems, no matter how aesthetic, cannot be as effective nor serve an effective purpose to the community.

Potential Use Destinations & Economic Impact: Natural greenways and multi-use trails should be located along corridors that assume maximum use by the intended use group. The trail system must lead and connect facilities that the intended user would frequent without the trail system such as open spaces, parks, malls, schools, job centers, and civic attractions. Greenway systems promote a balanced environment, regionally attract individuals to use trail systems and support local business, and stabilize and improve housing values in proximity to the greenway.

Safety, Climate, & Related Perceptions: Natural greenways and multi-use trails should strive to create a system that meets both the utilitarian and recreational needs of diverse populations. Safety on the trail network should be given high priority. The route should avoid crossing busy intersections and steep grades. The system should be patrolled by law enforcement or volunteer courtesy patrols, preferably on bikes, and be well lit if intended to be used into the night time hours. Trails should avoid crossing directly through busy centers of activity like plazas, transit stops, and

heavily used recreational sites such as playgrounds. The system should be designed for year around use and, when allowable, make attempts to integrate snowmobilers, bicyclists, cross-country skiers, pedestrians, equestrians and other activities deemed important by the community.

IMPACTS OF GREENWAYS ON PROPERTY VALUES AND DEVELOPMENT

The popularity of greenway plans to enhance recreational amenities, lower landscape cost, provide natural flood protection, protect the environment and improve the aesthetic value of a community continues to grow. Various projects have been implemented across the country and some of the studies on these greenways and their findings are summarized below. Each case shows how the greenway project made a meaningful contribution to the community related to the principles discussed on the previous page.

Property Values: The effect on property values of land near a park or open space amenity has been the subject of several studies. It is sometime difficult to isolate open space from the other variables that affect a resident's property values; nevertheless many studies have revealed increases in property values where park property, trails, or reserved open space is adjacent to a homeowner's property. The following are three studies that support this theory.

> *Elm Boulder, Colorado, a City that has a large greenway situated near its central business district, found that housing values declined an average of $4.20 for each foot of distance away from the greenway up to 3,200 feet. In the same study, it was proven that with all other variables equal, the property values of a home adjacent to the greenway system would be 32% higher than those 3,200 feet away. It should be noted that the greenway was an active piece of park property.*

Two studies in Ohio showed that housing values in tile proximity of the Cox Arboretum in Dayton were 5% higher than the average selling price. In another study, it was estimated by the real estate industry that housing values in the Whetstone Park area of Columbus, proximity to the park accounted for 7.35% of selling prices.

A study found that the three most important factors for a greenway to have a positive effect on property values were those that are: (1) composed of open space rather than highly developed facilities; (2) have limited vehicular access, but some recreational access; and, (3) have effective maintenance and security within the system. These points were derived from a study that proved that highly used parks with a large amount of vehicular traffic can cause a nuisance and actually have a negative effect on property values immediately adjacent to the park property while still having a positive effect on property values nearby.

A greenway project in Shelby and Moultrie Counties should consider these statistical case studies. There must be a concerted effort to minimize conflicts between the park users and adjacent property owners. The greenways should be developed primarily as open space, with limited recreational access such as a trail or path. The trailheads or parking locations where one can access the system should be selected carefully and involve already existing park or publicly owned property.

Property Values - Survey Date/Perceptive Views: The perception of a greenway in a neighborhood may often be more important than the actual statistical facts that it represents. There have also been various studies that primarily used surveying techniques rather than the statistical comparisons to gauge the effect or perception of greenways on property values. The following are three studies that investigate these views.

A study involving the Lafayette/Moraga Trail in California, the Heritage Trail in Eastern Iowa, and the St. Marks Trail in Florida surveyed residents that lived along the trail system. A majority of all of the property owners near the trails felt that their trail would increase their property values and helped in the selling of their homes.

Surveys conducted with real estate agents regarding the 12-mile Burke-Gilman Trail in Seattle found that homes near the trail often sold for 6% more than a comparable home away from the trail. A survey of the residents along the trail showed that 60% of the homeowners felt that the trail would have either a positive or no effect on their property values.

Surveys conducted of landowners adjacent to the Luce Line Rail-Trail in Minnesota showed that 87% of the residents near the trail felt it had a positive or no effect on property values.

Economic Development: Documentation suggests that trails and greenways have little, if any, negative impact on adjacent property values. Trails have also been proven to spur economic development if implemented properly. There are an estimated 26 million day-hikers in the US and over half of the American public said they walk for pleasure. Bicycling also attracts people of all ages. In the United States, the rate of participation in bicycling has tripled since the 1960's. By the end of 1993, there were more than 100 million bicyclists in the United States. That means that just under half of all Americans consider themselves to be "bicyclists". Bicycle commuting has also become increasingly popular as an estimated 2.7 million commuters rely on bikes.

Studies have proven that trails often generate economic multipliers for the local economy. User spending is one way that trails generate money for the local economy. The following studies support that contention.

The Heritage Trail in Iowa estimated that each user spent an average of $9.21 a day. The St. Marks Trail in Florida estimated spending at $11.02. The Lafayette/Moraga Trail in California found users spending $3.97 per day as a result of the use of the trail. This study shows that many users of the system also patronize local businesses and services.

Maryland's North-Central Trail was estimated to have 450,000 visitors in 1993. The goods purchased in the local economy for uses related to the trail were valued at $3.36 million in 1993.

The Hart-Montague Bike Trail, which runs along the eastern shore of Lake Michigan, is estimated to have increased business for several local owners by 25 to 30% after it opened. The trail also uses a pass system that generated $40,000,

Within Illinois, Kankakee County located in the east central part of the state has seen significant growth in bicycle related sales in the last five years. This growth is due to new and better trails being constructed in the area. It is clear that a quality multi-purpose trail system could tap into a large number of potential users: pedestrians; in-line skaters, bicyclists, cross country skiers, equestrians, and others.

Tourism: An effective greenway cannot only affect the local citizens, but can also be a regional and even national attraction for tourists to visit. Although it is

assumed that most of the activity on the system will be from local residents, it is important to note the ability of the trail to attract tourists. Lake Shelbyville is very scenic and its proximity to the Chicago Metropolitan Area could make it an even bigger draw than it is today.

Tourism is predicted to be the world's and the United States' leading industry in the next few years. Tourism is a high multipliable economic factor, meaning that tourism, more than almost any other industry, positively affects other related industries like transportation, lodging, food services, retail, and other services. The travel-tourism industry has consistently outperformed the overall economy in creating new jobs, higher personal income, and contribution to governmental entities through taxes.

A poll done by the President's Commission on American Outdoors found that natural beauty was the single most important criterion for tourist in selecting a site for outdoor recreation.

Travel-tourism should be defined as any trip more than 50 miles and/or involves an overnight stay. Parks and open space can be an important draw to tourists in the Lake Shelbyville region. The area is already known for its fishing and wildlife amenities. Many of the promotional organizations spend most of their resources advertising the region's natural amenities. A greenway plan will surely identify and enhance the potential of the natural amenities of the region, allow it to boast even better recreational activities, add to tourism, and bring new tax dollars into the area.

Tourism is one of the few industries that truly add directly to the local economy. For example, a new localized attraction in the bi-county area will complete with the other owners of a comparable business in the local area. But if the attraction is a regional draw and brings new people into the area, the tourist are "new money" to the region as a whole. The greenway system should concentrate its attractions in

central or connected locations so that they can be marketed as a package to attract more visitors. The parks and other developments around Lake Shelbyville have the greatest potential to attract regional visitors and the links to them should be enhanced to promote their accessibility and use. Attractions and promotional material, such as quality bed & breakfasts, a lodge at the state parks, and brochures about the greenway and park system in the bi-county area, can all help to make the system a success.

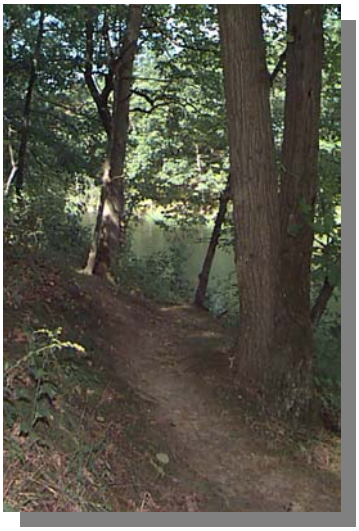
Safety: The myth of crime and vandalism often surrounds the implementation of a trail system. Some residents are often concerned that the implementation of a recreational trail will encourage vandalism, crime, and other disturbances. There is little evidence from case studies that support the fear of crime.

> *The Minnesota Department of Natural Resources in 1980 compared landowners' opinions on a set of proposed trails and a set of existing trails. Seventy-five percent (75%) of homeowners along the proposed trail were concerned that the trail would cause increased crime and vandalism. But, by contrast, the homeowners along the existing trail system disagree that the trail caused crime or vandalism (0% and 6% respectively).*
>
> *A 1992 National Park Service study of the impacts of rail-trails on nearby property owners found that "a majority of landowners reported no increase in problems since the trails opened. That living near the trails was better than living near unused railroad lines before the trail was opened."*
>
> *A study by the Appalachian Trail Conference of crimes on the Appalachian Trail found that despite its use by 3-4 million persons per year. There was only 0.05 per 100,000 or 1 in 2 million crimes were associated with the trail. This means that if you used the Appalachian Trail on a regular basis*

you would be more likely to be struck by lightening than accosted as a hiker on the trail.

There has been unparalleled momentum in public, taxpayer-financed acquisition of and for open space in other Illinois counties. Despite critics who contend that there are better methods, the past couple of years have yielded historic gains for open space referendums. Taxpayers seem willing to spend money to preserve open space. For example:

In November 1998, DuPage County residents voted to approve the spending of $75 million to buy about 2,300 acres. On a typical $200,000 home, taxes would be raised by approximately $21 per year.



The McHenry County Conservation District in June 1998, approved $18 million to buy about 1,500 acres over three years. That decision came after the district spent about $4 million earlier in the year to buy nearly 240 acres of open land.

Surveys show that 65% of voters would support the Kane County Forest Preserve District's $70 million land purchase plan, even though each of those voters would pay $170 more in taxes each month for the extra green acres. Bolstered by those polls~ forest preserve commissioners voted unanimously in January 1999 to put the issue on the April ballot.

According to Illinois Outdoor Recreation Activities (1992), the report of the 1991 Illinois Outdoor Recreation Participation Survey, 42.6% of Illinois' adult population participates in bicycling for a total of 143.5 million annual activity days.

At the national and state level, former President Clinton included $1 billion for land purchases in his 2000 budget proposal, and Governor George Ryan pledged to spend up to $40 million a year to acquire open land in Illinois. Unfortunately, a budget crisis precipitated, in part, by a downturn in the nation economy, has derailed many of these plans. However, with an improving economy and a new administration in Springfield, hope is again growing that some financial assistance will be forthcoming.

Plan Objectives and Principles

MISSION STATEMENT

The General Dacey Trail Plan responds to current needs and opportunities and promotes a vision for the future of greenways, trails, and outdoor recreation in Shelby County and a portion of Moultrie County. The following is an extensive mission statement that incorporates the desires and expectations of the public.

> *"Greenways and recreational trails should provide the people of Shelby and Moultrie Counties with opportunities to enjoy physical and social activities, they should provide opportunities to experience the natural, cultural and scenic amenities of the greenway and/or trails corridor... they should reflect landscapes typical of different regions.... they should be accessible to the area's citizens…they should provide a pleasurable, non-polluting alternative to automobile travel for short trips… they should be an economic asset to communities along the trail....and they should contribute to the quality of life in the bi-county region.*
>
> *These greenways and trails should be developed through partnerships among, state, federal, regional, and local units of government, constituent organizations and trails user...they should link communities and their parks and extend from cities and towns into the countryside…they should connect the bi-county region with trails in neighboring county's and states' trails…and they should evolve into a network throughout the length and width of the region, easily accessible to all residents for their use and enjoyment."*

PROJECT GOAL

To encourage the creation of an off-road trail network around Lake Shelbyville thereby increasing access to the natural beauty of the lake; enhancing recreational opportunities for residents and visitors; and providing connections between communities in the area and region is the overall goal of the General Dacey Trail Committee. As a first step in achieving that goal the Committee has undertaken the development of this master plan.

One goal of the General Dacey Trail Committee is to enhance all recreational opportunities afforded by Lake Shelbyville. Of prime importance are the land-based recreation offerings. The aim of the Committee is to construct a network of trails that respects the natural environment while providing increased opportunities for both visitors and area residents to enjoy and appreciate the environmental beauty of Lake Shelbyville. Another goal is to maximize the economic benefit of establishing a trail network. Those economic benefits will be manifested in increased visitation numbers and extended visitations to the recreation areas provided by the Corps of Engineers and the State of Illinois. It is anticipated that the surrounding communities will realize additional spin-off economic benefits.

PLAN OBJECTIVE

The objective of the General Dacey Trail Plan is to provide a conceptual framework guiding future trail development. More than a simple trail project, upon completion the General Dacey Trail will provide almost one hundred and seventy (170) miles of recreational opportunities for bikers, hikers, skaters, and cross-country skiers. Providing an off-road link to Lake Shelbyville and the other nearby communities, the trail network promises to increase tourism and to spur trail-use related economic development.

The plan is purposely named the General Dacey Trail Plan. However, while it is envisioned that the majority of the network will consist of trails for hiking and biking, it is also a series of greenway corridors. These greenways provide what is essentially a linear park around the lake and between communities. In the future, the greenway concept needs to be expanded by acquisition of new lands or the widening of right-of-ways to accommodate other recreational opportunities. The previous section of this plan discussed the greenway concept in greater detail.

While it would be the ultimate dream to of the General Dacey Trail Committee to have the entire project constructed in one massive effort, the fact remains that it is too large a project to achieve in one step. It is envisioned that separate groups will construct portions of the trail network. As these individual groups undertake construction projects, they will use this trail network master plan as a guiding document. The plan provides preliminary design solutions for trailheads, overlooks, crossings, lake access and off-trail connections. Suggested signage and graphics are included along with trail cross-sections and safety considerations. However, it is recognized that as the trail network develops, individual sections will each require detailed engineering.

PLANNING PRINCIPLES

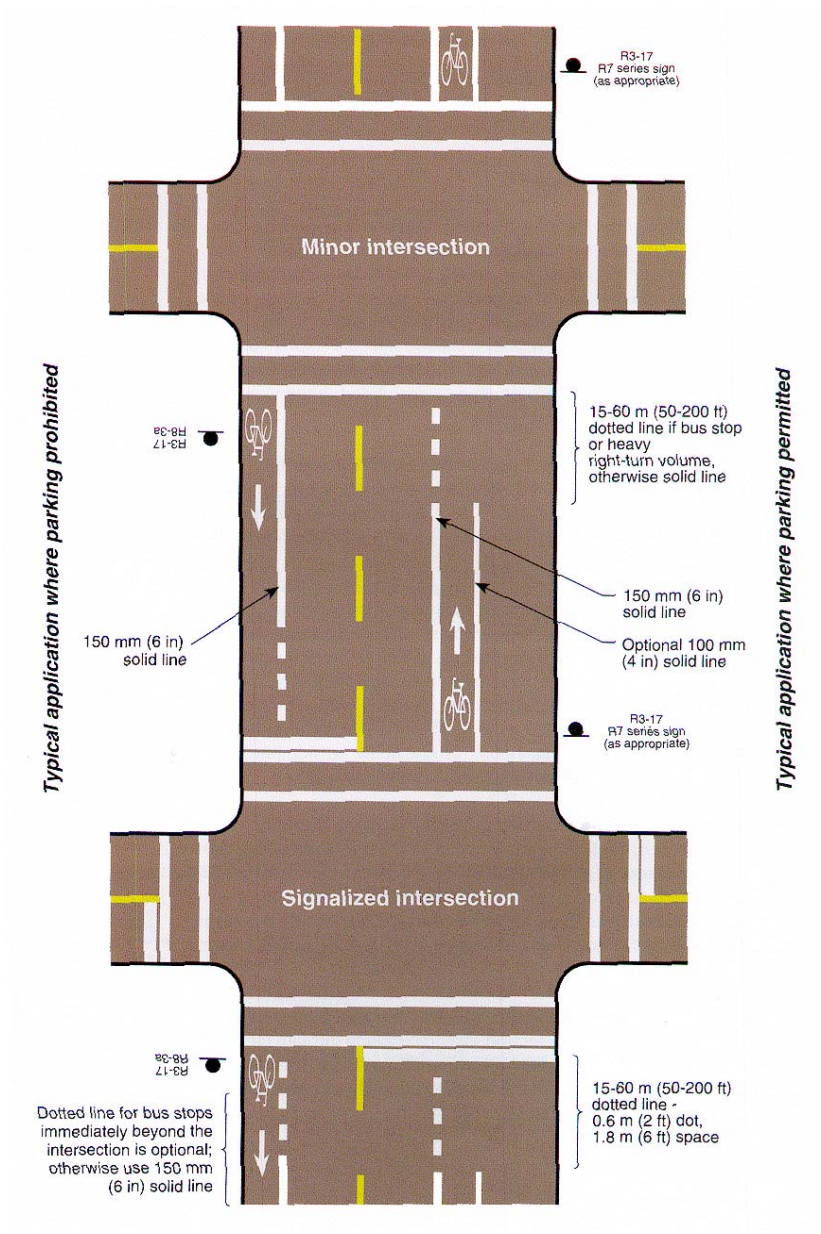
To achieve the overall goal of an off-road trail network, the General Dacey Trail Committee has adopted the following planning principles to guide both the development of this plan and construction of the trail network.

- The trail network is designed to be part of a regional and statewide trail network by affording opportunities to connect with other trails, such as the Lincoln-Pana Trail and area communities including Mattoon and Decatur.
- All trails are to be located on public property owned or controlled by local or state units of government or the U.S. Army Corps of Engineers as part of the Lake Shelbyville Water Resource Development Project.
- Where topography, environmental factors or land ownership preclude locating trails on Corps of Engineers property, other public or private lands will be used.
- The trail network is designed to link area communities to each other and to the federal and state recreation areas of Lake Shelbyville.
- All levels of recreational users are to be accommodated by providing short, intermediate and longer trail routes.
- Operation and maintenance of the trail system will be by an organization jointly established by Shelby and Moultrie Counties.
- Fund raising, including obtaining charitable contributions, will be through a not-for-profit organization, i.e., “Friends of the Trail”.
- Trails are primarily designed for use by bicyclists, however, it is recognized that pedestrians may also access the trail network.

- Motorized vehicles, except for maintenance, construction and public safety vehicles are prohibited from accessing the trail network. This prohibition extends to other motorized vehicles such as, but not limited to, mopeds and ATVs.
- Snowmobiles are authorized on both the Dam West snowmobile trail and the Wolf Creek Trail. Horses will be allowed only on the Wolf Creek Trail.
- Where possible, trails are to be designed to the standards promulgated by the American Association of State Highway Transportation Officials [AASHTO].
- Where practicable, facilities are to meet the accessibility guidelines as set forth in the Americans With Disability Act [ADA].
- The trails established in this plan will avoid environmentally and culturally sensitive areas.

DESIGN STANDARDS

Whenever possible, the trail should be designed in accordance with the standards set forth by the American Association of State Highway and Transportation Officials (AASHTO) in their publication *Guide for the Development of Bicycle Facilities*. The most recent edition of that publication was printed in 1999. In addition, other information especially regarding signs, pavement markings and signals are contained within the *Manual on Uniform Traffic Control Devices [MUTCD]* also published by AASHTO. For the purposes of this plan, and its subsequent implementation, the AASHTO standards represent the guiding principles.

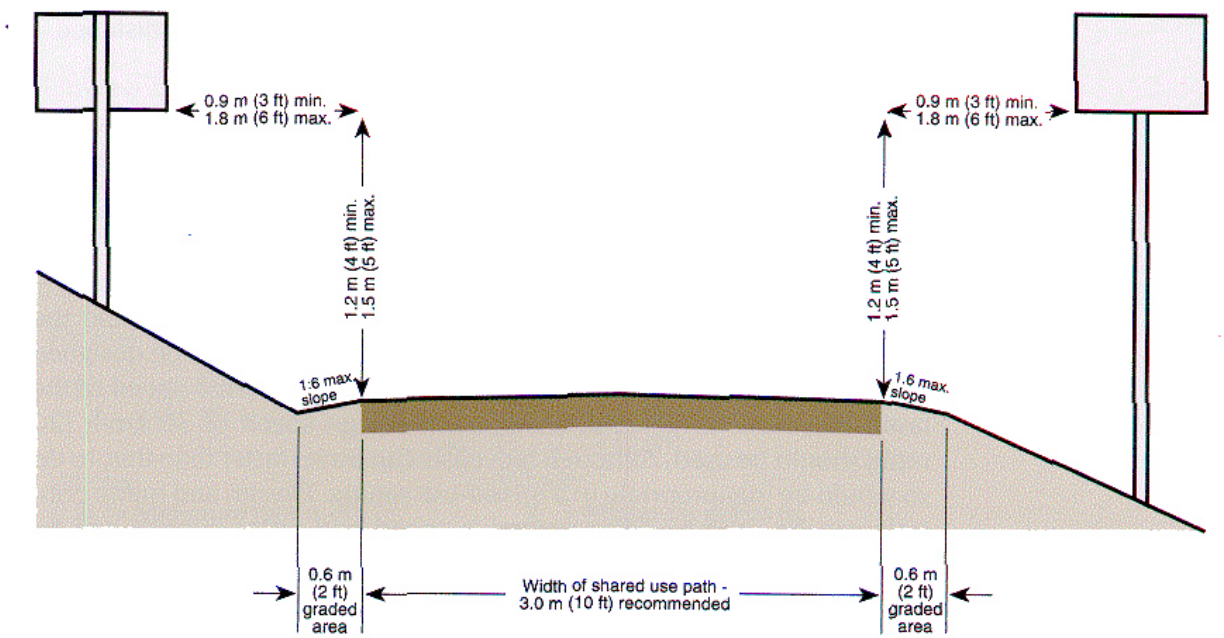


In the City of Shelbyville, and possibly within the corporate limits of other communities surrounding the lake, there may be sufficient pavement width to designate a bicycle lane. The following figure, taken from the AASHTO publication *Guide for the Development of Bicycle Facilities* illustrates some of the typical design applications that can be used in a more urban environment when the pavement width allows.

Since many of the county and township roads only have twenty to twenty-four feet of paved surface to accommodate two lanes of vehicular traffic it is very unlikely that a separate bicycle lane can be designated. In the rural areas, that comprise the bulk of the trail network, it is recommended that the right-of way be used and a separate trail surface be installed. In most areas this will require the acquisition of additional right-of-way. AASHTO recommends a ten-foot (10') travel surface combined with a two-foot shoulder on either side. This results in a fourteen (14') foot right-of-way that needs to be acquired. Again, in some isolated areas there may be sufficient existing right-of-way that a fourteen-foot

section can be allocated for the trail route. However, in reviewing the existing road network, together with input from local engineering officials, the vast majority of the existing road network has insufficient right-of-way.

The diagram below illustrates the basic design parameters associated with the construction of a new trail on a separate dedicated right-of-way. While shown with a "crown" AASHTO recommends sloping the trail surface in only one direction. Given the relatively narrow dimensions, this will ease construction and still allow for adequate drainage away from the pavement. As shown in the diagram, it is especially important that whenever a trail travels "across" a slope, that a swale be established upslope to intercept runoff. As with a vehicular roadway, the goal is to prevent water from standing on or running across the surface. It is important to establish positive drainage to keep the surface clear and prevent water from saturating the sub-base. The latter can be



especially detrimental to the trail.

The surface of the trail may be asphalt, Portland cement concrete, or crushed aggregate. In general, there are some factors to consider in specifying a surface material.

- Bicyclists prefer hard, all-weather pavement to crushed aggregate.
- Asphalt has a higher installation cost than aggregate but a lower maintenance cost.
- A crushed aggregate surface deters skaters, scooters and other vehicles using smaller diameter wheels.
- Bicyclist speeds tend to be lower on crushed aggregate surfaces making use of the trail easier for a wider spectrum of skill levels.
- While bicycle wheel loads are much less than motorized vehicle wheel loads, the trail needs to be able to support the weight of maintenance and patrol vehicles.

It should be noted that “fly ash” a by-product of some industrial operations might be used in conjunction with crushed aggregates. By combining the fly ash with crushed aggregates and adding a soil stabilizer it is possible to prepare a hard-surfaced trail with characteristics similar to asphalt or Portland cement concrete at a much lower cost. The added benefit is that a fly ash surface requires less maintenance than an aggregate only surface.

The actual design cross-section of the trail needs to be determined on a site-specific basis based on the ability of the underlying material to support the anticipated loads. In general, a trail should consist of a minimum of six inches (6”) of aggregate base, two inches (2”) of an asphalt binder course and a one-inch (1”) asphalt surface course. If a

crushed aggregate is to be used a minimum depth of eight inches (8”) is recommended. It may be necessary to increase the minimum thickness based on the base material. The California Bearing Ratio [CBR] is an AASHTO standard measuring the support ability of the underlying material. It is recommended that the trail design cross-section be tied directly to the CBR.

Trail Network – Concept and Maintenance

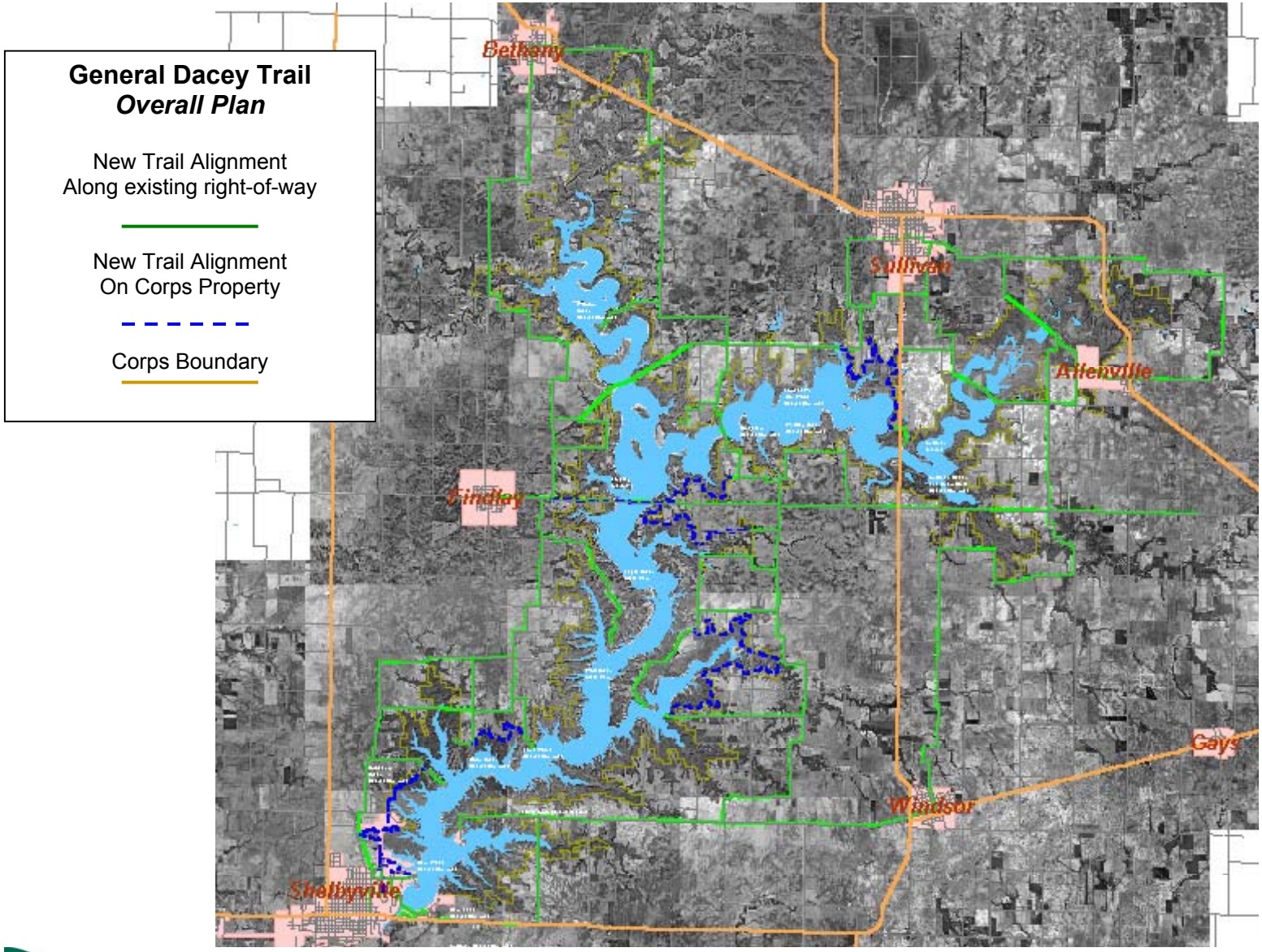
TRAIL NETWORK

The overall alignment of the General Dacey Trail Plan is shown on the following page. As stated throughout this plan, the route shown is a general, suggested alignment. As each segment is constructed, detailed engineering and the availability of property will determine the final alignment. The broad-spectrum, illustrating the overall network concept is depicted in the drawing and throughout this plan.

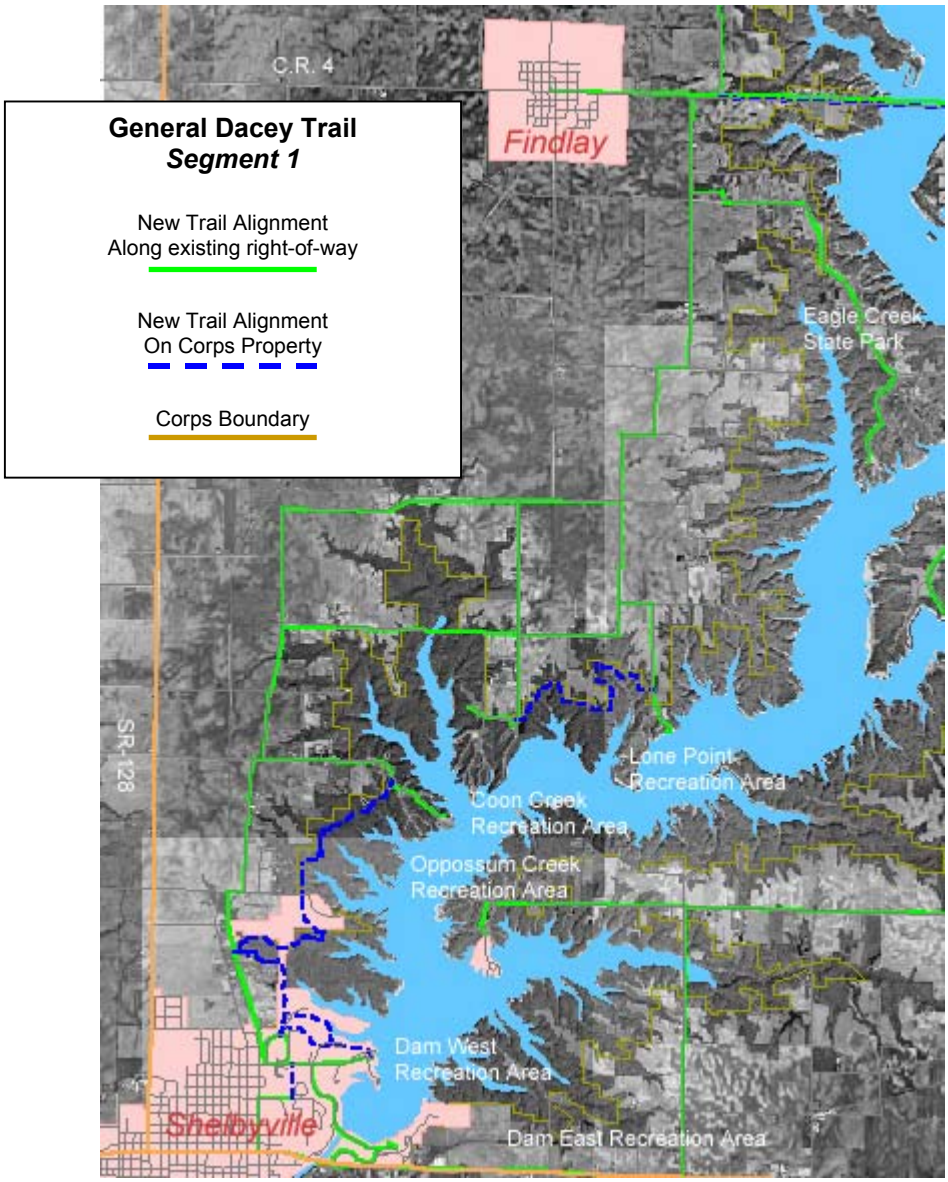
The drawing shows the portions of the network that will utilize existing corridors (green lines) and are primarily located on property that is *not* owned by the U.S. Army Corps of Engineers or parallel to existing roads in federal recreation areas or state parks. It is anticipated that those segments will use existing or new right-of-ways along existing road right-of-ways. In some cases trails may be built in conjunction with right-of-ways developed for new regional sewers or they may use old railroad right-of-ways.

Blue dashed lines show those segments that will utilize entirely new corridors or rehabilitated trails on the Corps of Engineers Lake Shelbyville property. Again, in some cases final engineering and associated cost considerations may dictate an alignment that requires the purchase of land or property easements. This will be determined on a case-by-case basis. The boundary of the property, controlled by the U.S. Army Corps of Engineers, is shown in yellow.

The trail network is divided into seven main segments. These segments primarily provide connections between the primary communities surrounding Lake Shelbyville. Each main segment has sub-segments that link the main segment with federal and state recreation areas or provide alternative routes between main segments. The table with each section provides information regarding the length of each segment. Maps showing the general alignment of each segment are included.


General Dacey Trail
Overall Plan
New Trail Alignment
Along existing right-of-way
New Trail Alignment
On Corps Property
Corps Boundary
Bethany
Sullivan
Allenville
Findlay
Gays
Windsor
Shelbyville

Segment 1 – Shelbyville to Findlay Connector



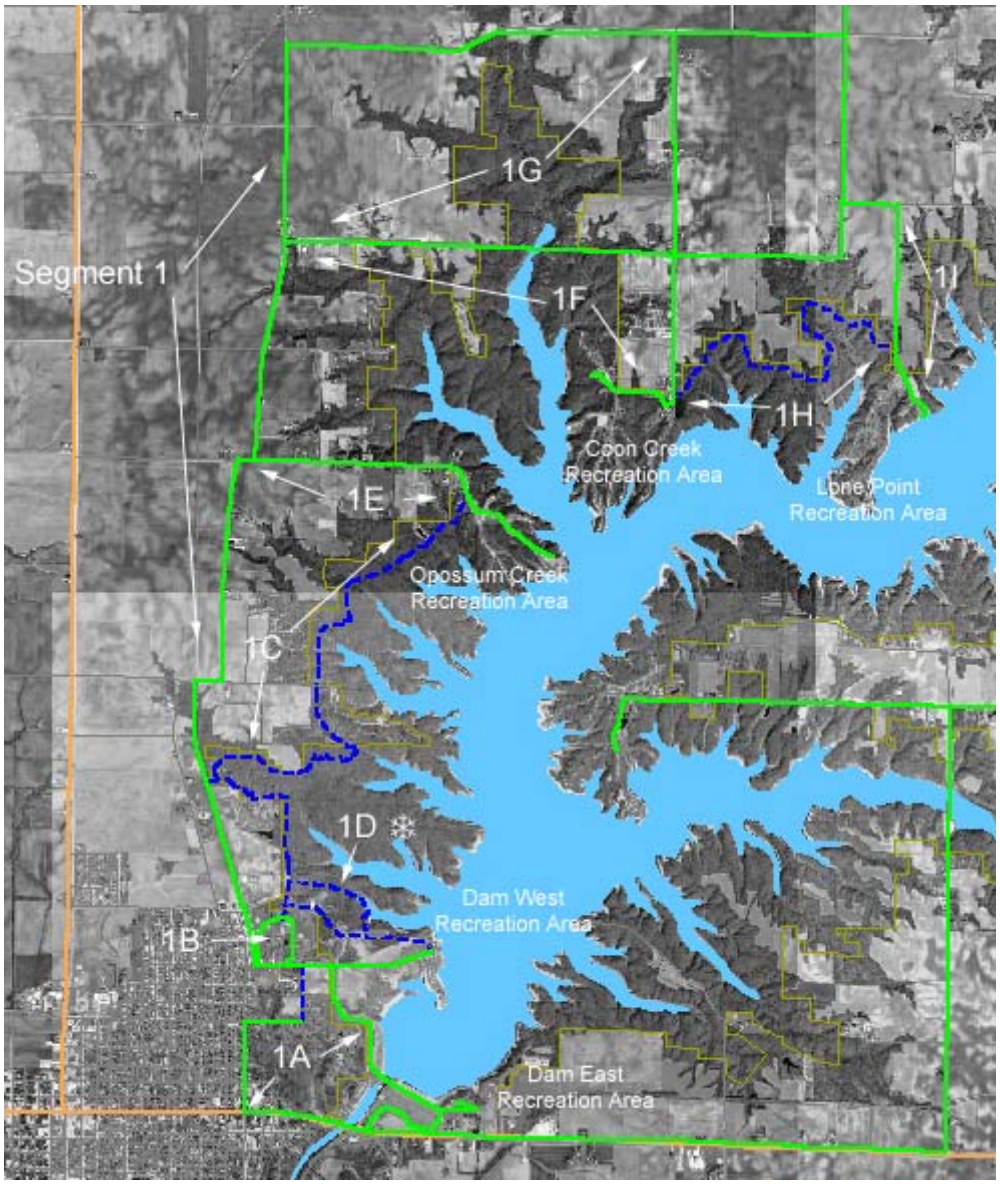
This segment connects the municipalities of Shelbyville and Findlay. Beginning at the Dam West Recreation Area adjacent to the Lake Shelbyville dam, it follows city and township roads to the community of Findlay. Sub-segments provide access to the primary city park in Shelbyville. Other routes access property owned by the Corps of Engineers including the Opossum Creek, Coon Creek and Lone Point Recreation Areas. Another sub-segment provides additional access to and within the Eagle Creek State Park.

One of the key sub-segments is the "Shelbyville Loop" – Segment 1A. Already a popular walking/jogging/biking alignment, this alignment begins at the Dam West

Recreation Area. It follows North 9th Street to the City Cemetery. A newly constructed segment would follow the west side of the cemetery to North 6th Street then west to

North Morgan Street. The suggested alignment would follow North Morgan Street south to State Road 16 then east to the entrance to the Spillway Recreation Area. It would pass through that area to the visitor center in the Dam East Recreation Area. The trail would "loop" back to the Dam West Recreation Area following the existing road across the dam. As with all suggested alignments, this route will require some "fine-tuning" and detailed engineering especially the segment across the dam that will require some special treatment to separate the vehicular traffic from the trail users. Most of the city route, however, is on roads that are wide enough to easily accommodate a bicycle lane. This downtown "loop" is a popular walking/running/biking path that can be easily established.

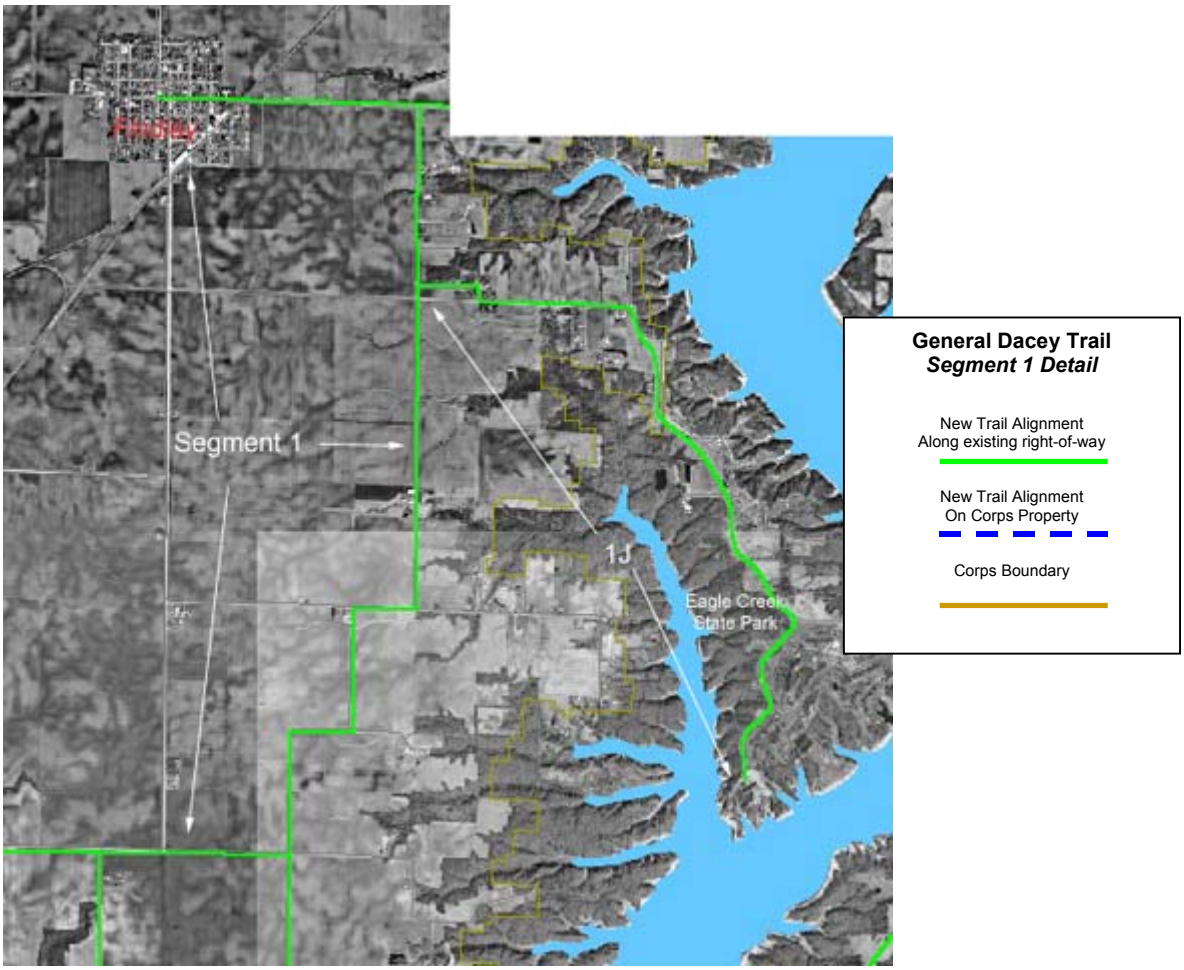
The following picture shows the sub-segments in the southern and central portion of Segment 1. It includes the aforementioned Segment 1A or the "downtown loop".



Segment 1B would be established in the Shelbyville City Park. 1C would be entirely on Corps property and would provide access between the city park and the Opossum Creek Recreation Area. Segment 1D is of particular note. Located in the Dam West Recreation Area it is one of two segments that would be open to snowmobiles. Segments 1E, 1F, 1G and 1I would provide shorter connections between the main

segment and the federal recreation areas along that portion of the lake. Segment 1H would be a new trail on Corps property connecting Coon Creek and Lone Point Recreation Areas.

In the northern part of Segment 1, Segment 1J connects the main segment to Eagle Creek State Park. That is shown in the following picture along with the terminus of Segment 1 in the City of Findlay. Again, please note that the exact trailhead in Findlay needs to be determined between the General Dacey Trail Committee and the appropriate officials in Findlay.

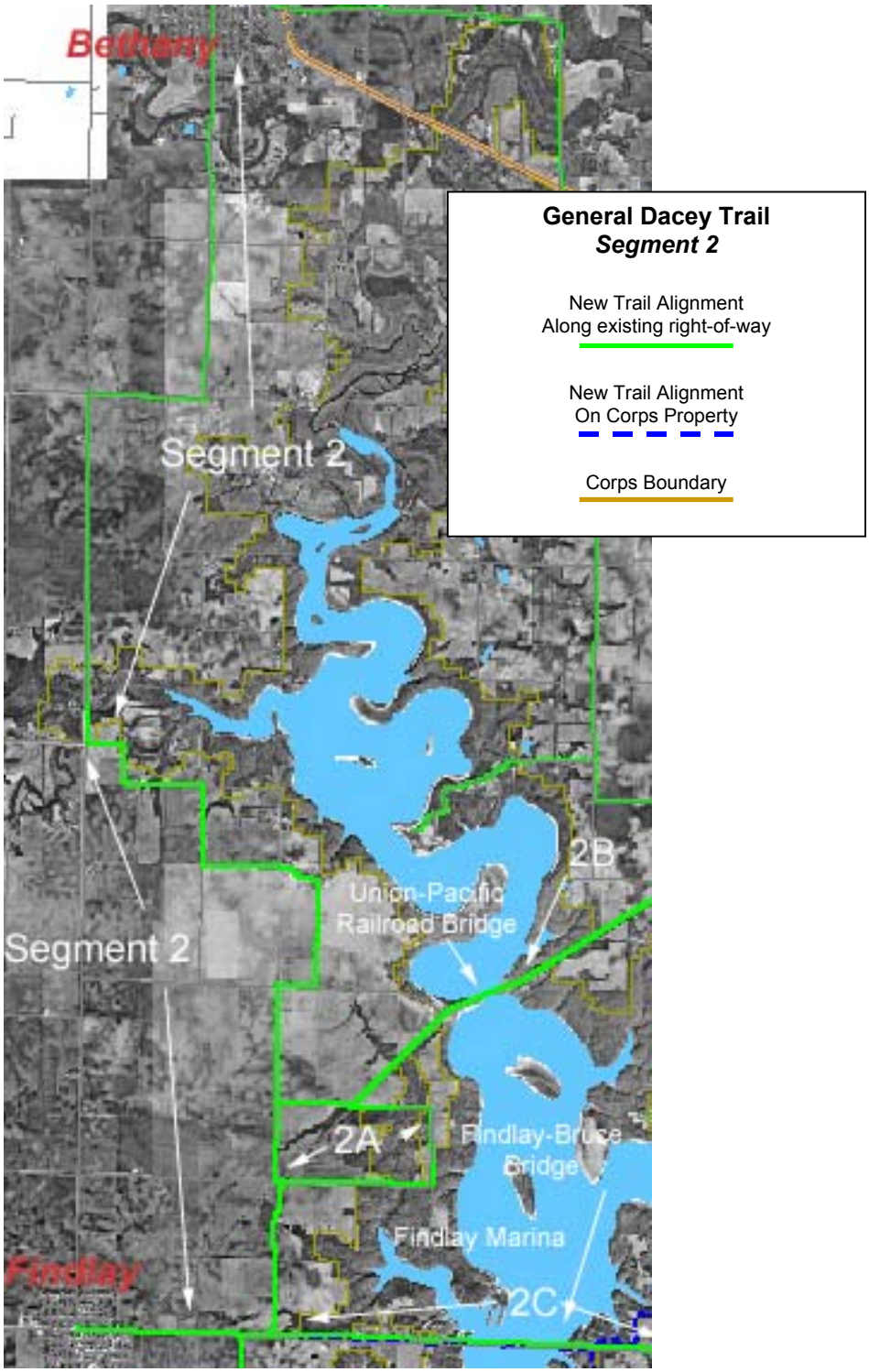


The following table details the sub-segments that make up the main Shelbyville-Findlay segment.

Segment	***Number***	***Description***	***Miles***
Shelbyville-Findlay Segment	1	Shelbyville to Findlay	11.9
	1A	Dam West to Park and Downtown ("Shelbyville Loop")	5.0
	1B	City Park Segment	1.0
	1C	Connects 1A, 1B and 1D to Opossum Creek	3.4
	1D	Dam West Snowmobile Trail	2.1
	1E	Opossum Creek to Segment 1	1.1
	1F	Connects Coon Creek to Segment 1	1.9
	1G	Segment 1 loop sub-segment	3.4
	1H	Coon Creek to Lone Point sub-segment	2.0
	1I	Lone Point to sub-segment 1F	0.9
	1J	Eagle Creek State Park sub-segment	3.2
		Totals	**35.9**

Segment 2 – Findlay to Bethany Connector

This segment connects the communities of Findlay and Bethany. Sub-segments afford two lake crossings, one (2B) using the former Union Pacific Railroad Bridge on the rail line that passes between Findlay and Sullivan. Segment 2C would employ the Findlay Bridge on the Bruce-Findlay Road. A small sub-segment (2A) would provide a loop to get users adjacent to or possibly on Corps property. As stated in the General Dacey Trail Plan, whenever possible any of the segments, not just those shown, should be located on Corps property to take advantage of land already publicly owned and that provides excellent vistas of Lake Shelbyville and the shoreline.

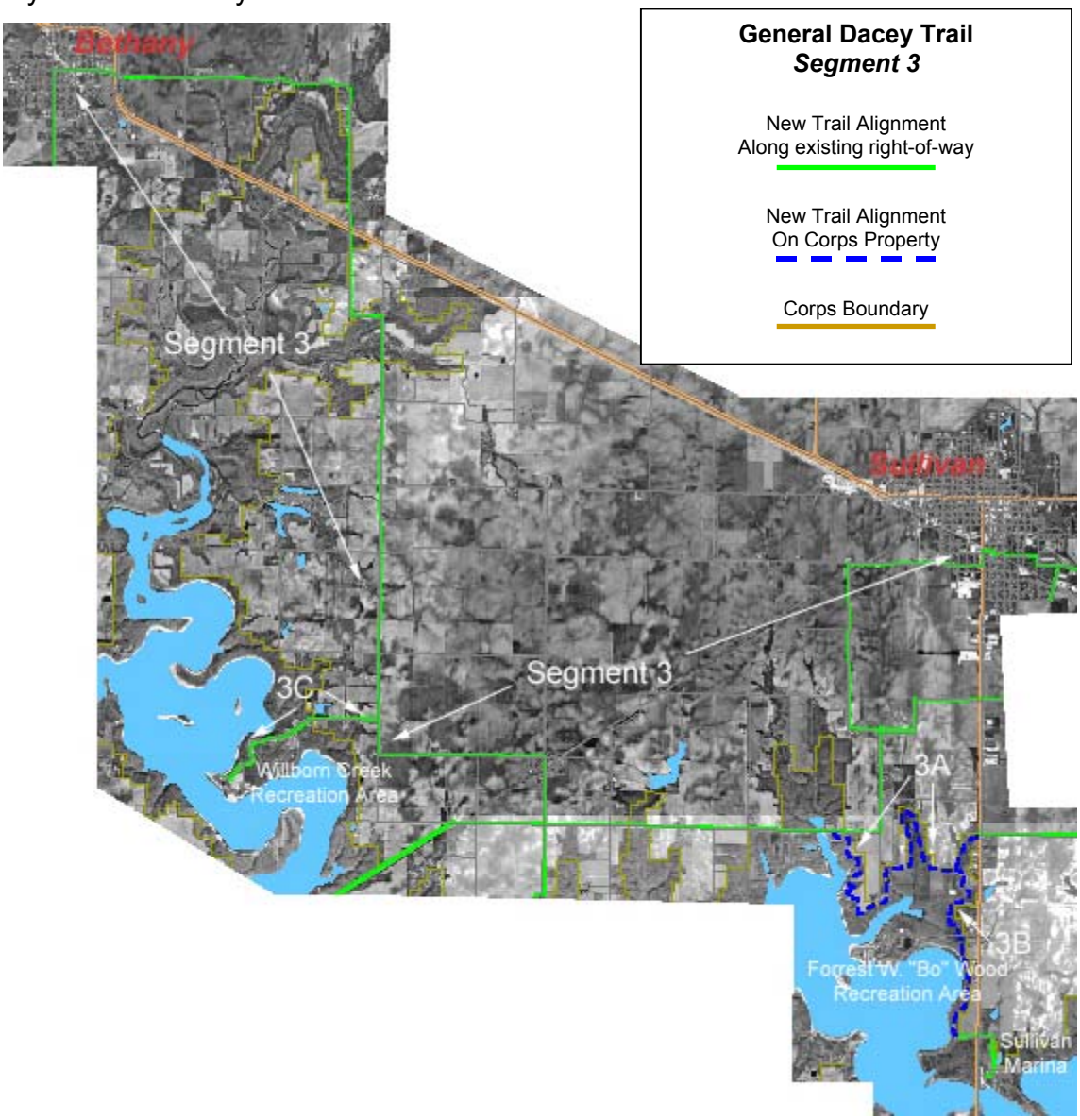

Bethany
General Dacey Trail
Segment 2
New Trail Alignment
Along existing right-of-way
New Trail Alignment
On Corps Property
Corps Boundary
Segment 2
Segment 2
2B
Union-Pacific
Railroad Bridge
2A
Findlay-Bruce
Bridge
Findlay Marina
Findlay
2C

Clearly, this is a very expensive segment, due to the costs associated with upgrading the bridges. As shown in the photograph at the right, the Findlay Bridge, while wide enough for vehicular traffic, does not have any additional room to accommodate a bicycle trail adjacent to the travel lane(s). Therefore, it will be necessary to either widen the bridge or build a separate structure next to it. Either option is costly, but necessary. In order to make the trail network a reality, the ability to cross the lake at strategic points is crucial. The best way to widen the Findlay Bridge or any of the other structures included in the network can best be determined following a detailed engineering study. Such a study was beyond the scope of the initial plan but should be included as a key element as the plan moves from concept to implementation.

Segment	Number	Description	Miles
Findlay-Bethany Segment	2	Findlay to Bethany Segment	11.9
	2A	Sub-segment loop	1.9
	2B	Cross-pool sub-segment	3.2
	2C	Cross-pool sub-segment (State Road)	6.1
		Totals	**23.1**

Segment 3 – Bethany to Sullivan Connector

The main segment connects Bethany with the community of Sullivan. Sub-segments provide access to the Forrest W. "Bo" Wood Recreation Area, the Willborn Creek Recreation Area and the Sullivan Marina. Most of these sub-segments are planned for Corps property along routes that maximize the ability to view and appreciate the natural beauty of Lake Shelbyville.

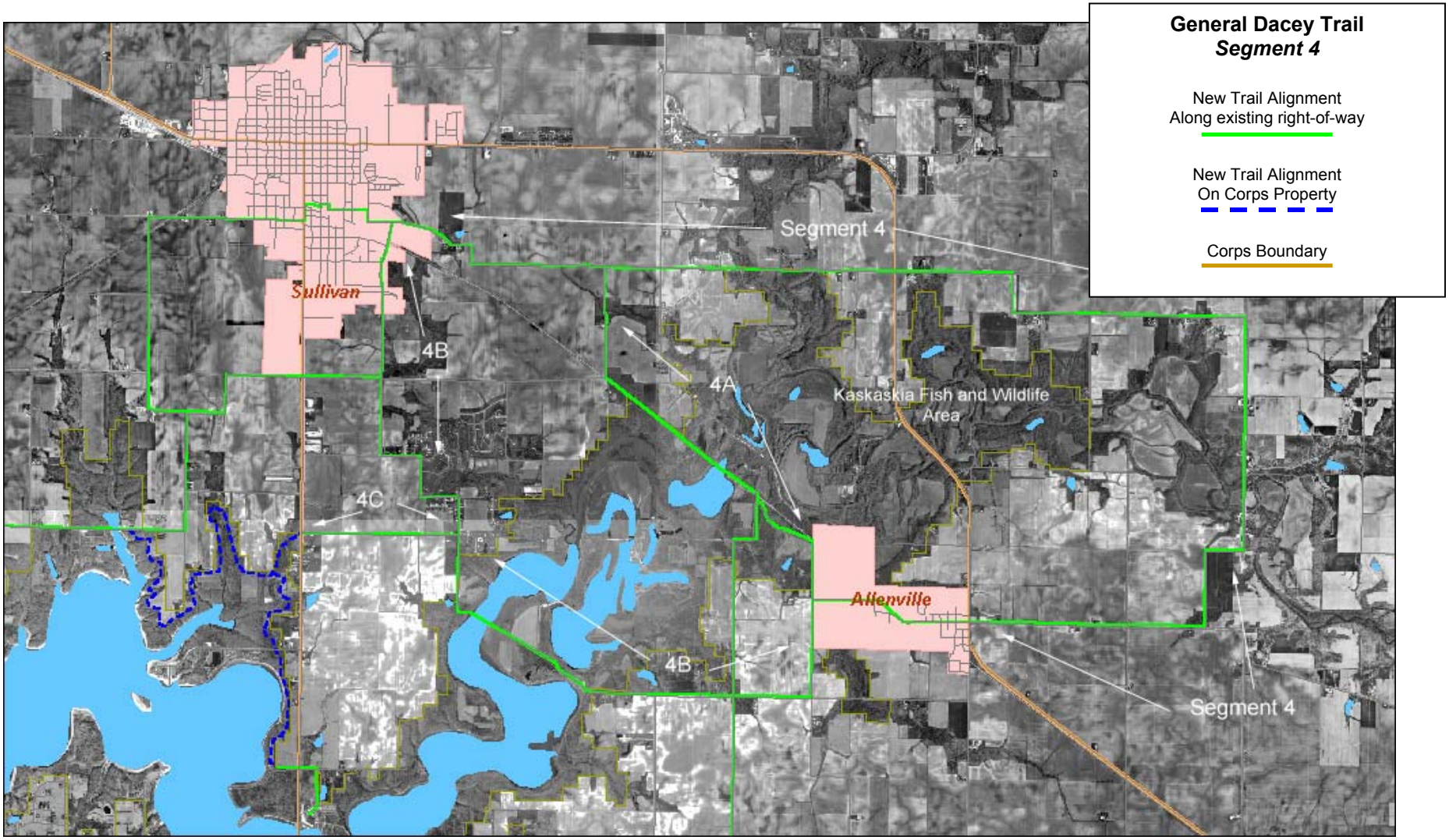


Segment	Number	Description	Miles
Bethany to Sullivan Segment	3	Bethany to Sullivan Segment	15.4
	3A	Connects Segment 3 to "Bo" Wood Recreation Area	1.2
	3B	Connects Sullivan Marina to sub-segment 4C	2.3
	3C	Connects Segment 3 to Willborn Creek Recreation Area	1.5
		Totals	**20.3**

Segment 4 – Sullivan to Allenville Connector

This main segment connects the communities of Sullivan and Allenville. It circles the Kaskaskia Fish and Wildlife Area. Sub-segments provide access to the fish and wildlife area as well as alternative routes throughout the area. The main segment circles north of the Kaskaskia Fish and Wildlife area. Segment 4A completes the "loop" around the wildlife area. Segment 4B provides an alternative route between Sullivan and Allenville as well as providing routes of differing length in this area to accommodate users of varying skill levels. Finally, Segment 4C connects the alternative route 4B with the Sullivan Marina sub-segment 3B.

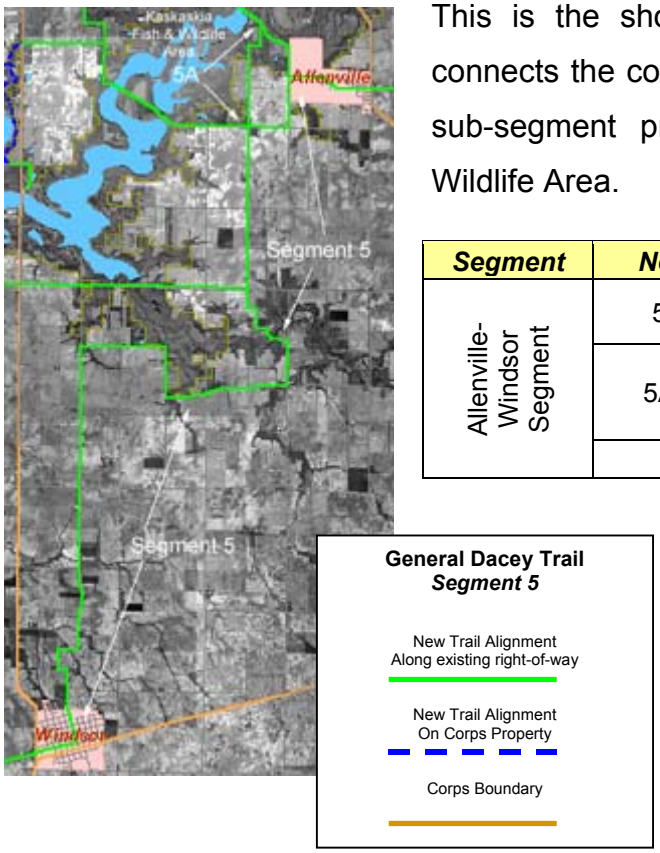
The picture on the following page illustrates Segment 4 of the General Dacey Trail network. In total, the Sullivan to Allenville Connector network provides linkage between these two communities while also providing limited access to the Kaskaskia Fish and Wildlife Area. This is one of the many excellent natural resource areas found around the perimeter of Lake Shelbyville.


General Dacey Trail
Segment 4
New Trail Alignment
Along existing right-of-way
New Trail Alignment
On Corps Property
Corps Boundary
Segment 4
Sullivan
4B
4A
Kaskaskia Fish and Wildlife
Area
4C
Allenville
4B
Segment 4

The following table summarizes the segments found in the Sullivan to Allendale connector.

Segment	Number	Description	Miles
Sullivan-Allenville Segment	4	Sullivan to Allenville main segment	10.6
	4A	Kaskaskia Fish and Wildlife sub-segment (north segment)	1.5
	4B	Sub-segment between Sullivan and Allenville	4.9
	4C	Connects sub-segment 4B with the Sullivan Marina sub-segment (3B)	1.0
		Totals	**17.9**

Segment 5 – Allenville to Windsor Connector

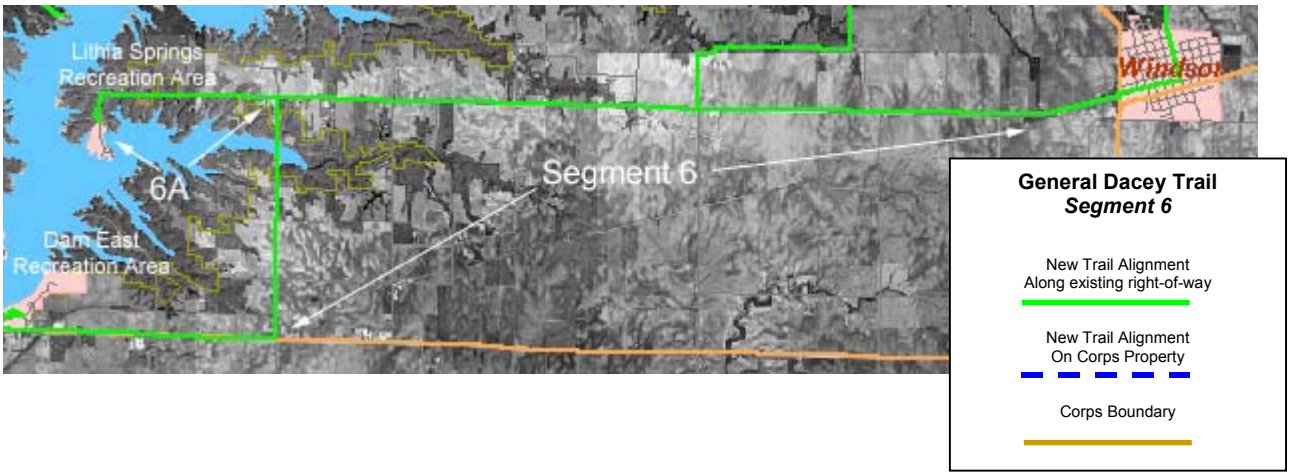


This is the shortest of the seven main segments. It connects the communities of Allenville and Windsor. One sub-segment provides access to Kaskaskia Fish and Wildlife Area.

Segment	No.	Description	Miles
Allenville-Windsor Segment	5	Allenville to Windsor segment	10.8
	5A	Kaskaskia Fish and Wildlife sub-segment (south segment)	2.2
		Totals	**13.0**

Segment 6 – Shelbyville to Windsor Connector

This main segment completes the "loop" around Lake Shelbyville. It connects Windsor and Shelbyville with a sub-segment providing increased access to the Lithia Springs Recreation Area.

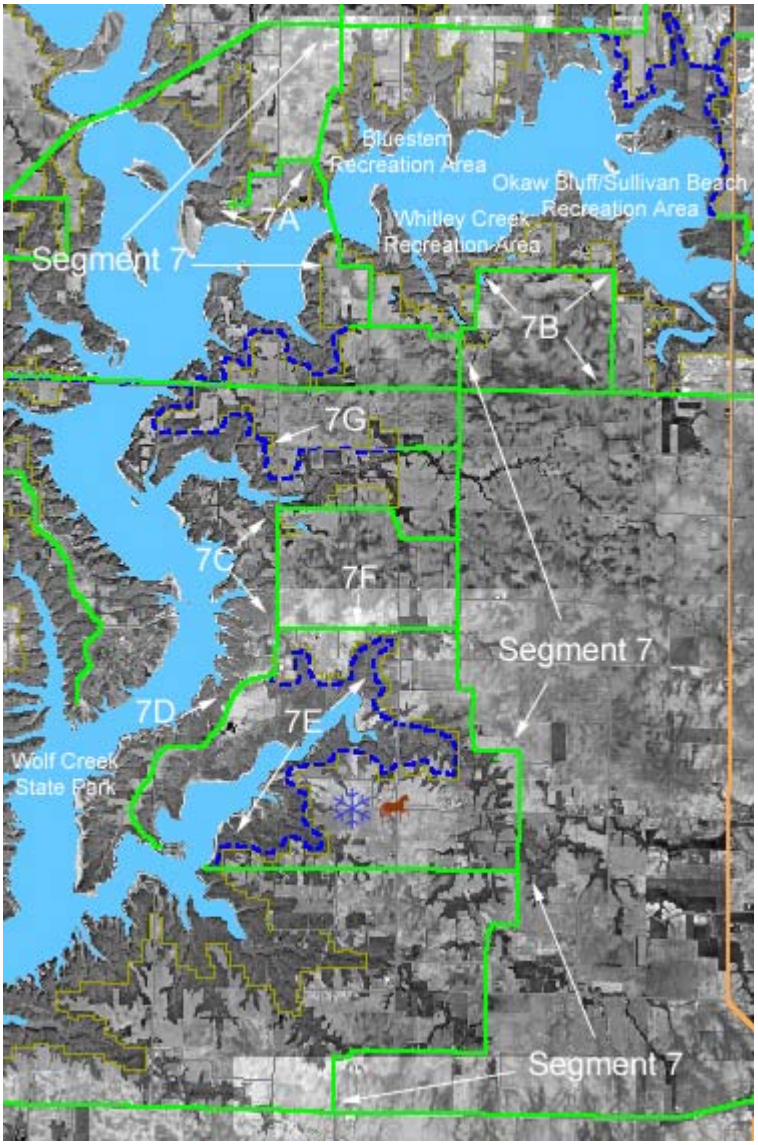


Segment	Number	Description	Miles
Windsor-Shelbyville Segment	6	Windsor to Shelbyville segment	15.5
	6A	Lithia Springs sub-segment	2.2
		Totals	**17.7**

Segment 7 – Cross-Area Connectors

The final main segment does not directly connect any of the communities surrounding the lake. Rather, it provides "cross area" access by providing an alternative route to many of the other main segments. Multiple sub-segments provide access to the Wolf Creek State Park and federal recreation areas on the south shore of Lake Shelbyville. It uses the beneficial topography and Corps property to suggest some additional "wilderness" routes that could be constructed.

It should be noted that Segment 7E is the only trail that is planned to be open to equestrians. That is not to say that in the future other trails could not be developed for horses and their riders. However, at this point the General Dacey Trail Committee has only planned for this segment for use by equestrians. In addition, this segment will be one of two segments that will also be available for snowmobiles.



Segment	Number	Description	Miles
Cross-Lake Segment	7	Cross area segment	11.8
	7A	Lake access sub-segment	1.0
	7B	Bluestem/Whitley Creek/Okaw Bluff sub-segment	4.6
	7C	Wolf Creek "loop"	4.1
	7D	Wolf Creek State Park access sub-segment	1.5
	7E	Wolf Creek State Park wilderness trail	6.8
	7F	Sub-segment connecting Wolf Creek State Park to Segment 7	2.3
	7G	Sub-segment on Corps property	3.5
		Totals	**35.7**

The total trail network is envisioned to include almost 146 miles of trails along public right-of-ways and 23 miles of new trails constructed on Corps of Engineers property surrounding Lake Shelbyville.

MAINTENANCE AND OPERATION OF THE TRAIL NETWORK

It is important to establish an organization to maintain and operate the trail network. For that reason it is recommended that a separate entity be established. The General Dacey Trail Management Council would be the maintenance and operation organization. It would be established by ordinance by the two counties, Shelby and Moultrie.

Once established, the General Dacey Trail Management Council [GDTMC] would enter into an inter-governmental agreement with the U.S. Army Corps of Engineers, Shelby County and Moultrie County to operate and maintain the trail system (see Appendix B).

Title to the land for the trail would continue to be held by the individual governmental units. The GDTMC would be responsible for only for the operation and maintenance.

Separate agreements would be signed between the GDTMC and surrounding communities (see Appendix A). These agreements would provide for the operation and management of trail facilities within the communities. Again, the local town or city would hold title to the land but the operation and maintenance would be by the GDTMC.

Finally, it is suggested that a non-profit, 501(c) 3 corporation to be known as the Friends of the General Dacey Trail be established (see Appendix C). The purpose of this organization is to be the fund raising arm of the operation.

ESTIMATES OF USER PARTICIPATION AND ECONOMIC IMPACT

INTRODUCTION AND STUDY APPROACH

Preparing estimates of user participation for the proposed trail is a less than exact science. Presently, there are no established formulas or models that can predict the number and schedule of trail users. Therefore, almost all analysis relies upon comparative statistics from other trails where such data is available.

To fill this void, several research projects are underway. Perhaps one of the most detailed studies is underway by the Michigan State University, School of Parks, Recreation and Tourism Resources for a trail located in Midland, Michigan. The study began in 1998 and has compiled information on a wide variety of subjects, including event and non-event user participation.

To date, the MSU study has completed primary research to:

1. Identify resident user participation trends, including frequency of and type of use,
2. Identify user "profiles," including age, income, marital status and family data, and
3. Estimated increases in sales by local businesses.

The approach to estimation of the number of users and the economic impact of the trail relies on data and information compiled by the MSU study for the Pere Marquette General Dacey Trail system surrounding Lake Shelbyville, including:

1. TRAIL LENGTH. The length of the Pere Marquette trail is 28 miles, a similar distance for any single segment between population centers.
2. GEOGRAPHY. The trail has a dominant trailhead located in a "more

urban" (City of Midland) population center and with trails leading and connecting with smaller "more rural" population centers.

3. REGIONAL LOCATION SETTING. The trail is located within a 2 to 3 hour commute from multiple major metropolitan areas (Grand Rapids, Lansing and Greater Detroit).
4. MULTIPLE RECREATION OPPORTUNITIES. Within the immediate area there exists many recreation opportunities including, lakes/streams and state/national forest areas, hunting, fishing, wildlife viewing, swimming, camping, etc.
5. ACTIVE GOVERNMENTAL RECREATION SPONSORSHIP. The County has a well-funded recreation and tourism program designed to promote use of the recreational resources by residents and visitors alike.
6. SIMILAR TRAIL SURFACE. The present trail provides both hard and soft trail surfaces (including on road designated trail segments), and facilities for both road and trail biking.
7. TRAIL SPONSORS MAJOR EVENTS. Organization utilizes the trail for local and statewide group sponsored events.
8. ACTIVE FRIENDS PROGRAM. The trail has a well-organized and active "friends" organization that raises funds and maintains the trail.

Based on the strong similarities of the Pere Marquette Rail-Trail, we believe the use of data and information concerning user participation and subsequent economic impact can be used to conservatively estimate the annual number of trail users and potential economic impact to the surrounding communities.

CURRENT VISITOR USES OF LAKE SHELBYVILLE

The Army Corps of Engineers maintains a sophisticated visitor information system. In addition to the total number of visitors that use the Lake Shelbyville facilities, the system also identifies several recreational pursuits. Annual data is available for analysis.

Examination of the data for the period of 1996 through 2000 shows a growing number of visitations. Since 1996, visitation has increase, on an average basis, of 3.1 percent. Use of facilities indicate almost 60 percent of visitors camp, picnic and sightsee as their principle form of recreation. Visitor data demonstrates an increasing trend of these recreation activities during the past five-year period. Hunting, water sports and other activities comprise the remainder.

RESIDENT USERS

To estimate the number of resident trail users, we interpolated data for the Pere Marquette Rail-trail studied for use in Shelby and Moultrie Counties. MSU statistics indicate that at least one person in 65 percent of the county households use the trail for some activity at least once annually, most typically for biking or walking. Data also demonstrates that on an annual basis, of these households used the trail facilities 1.3 times.

Therefore, the number of county resident uses would be:

1. Total number of households	36,418
2. Multiples by the annual user rate	65%
3. Equals total number of household resident users	23,672

EVENT PARTICIPANTS

We have encouraged the planning of four major biking events. These would be one or two day events requiring participants to spend a two-three day period, either camping or in local lodging accommodations.

We are aware of several biking events throughout the Midwest where as many as 3,000 riders participate. We believe the tail system with proper promotion can host an event with this level of participation due to the ability to provide a multiple-day event with ample centrally located overnight accommodations. Data complied for major events held on the Pere Marquette Rail-Trail indicate that less than four percent of events participants are local residents with over 80 percent originating from instate metropolitan centers.

We project attendance of approximately 400 participants at three initial events and one major event hosting 600 riders. Theses projections are based on well promoted events held throughout the held on The Pere Marquette and other trails we have personal knowledge. Therefore, annual event participation would total approximately 1,800 participants. We estimate that over 80 percent will originate from the Chicago and St, Louis metropolitan areas.

MSU data indicates that for each event rider a total of 1.94 room night lodging was created and total of $387.00 of expenditure were made, exclusive of event fees.

The economic impact of the four events is estimated as follows:

Room Night Lodging	
1. Number of participants	1,800
2. Room night per participant	1.94

3. Total room nights lodging	3,492
4. Estimated room rate	$50
5. Lodging expenditures	$174,750
Expenditures	
1. Number of participants	1,800
2. Expenditure per participant	$387
3. Total expenditure	$696,600
Total Economic Impact	$871,350

We would conclude that local events impact for the first year of trail use would approximate $1,000,000, with about 80% impact achieved form event participants.

NON-EVENT PARTICIPANT USERS

The last estimate of users is perhaps the least reliable. The analyst must estimate the number of users which will likely bike or walk the trail facilities. The MSU studies sampled, a 90-day summer period, non-event trail participants, using a self-return mail survey instrument. Annualizing the data, the information indicates that approximately 56,000 out-of -town individuals used the trail facility.

We believe this data would be conservative, however, recognizing that the sole purpose of the visit was to ride (or walk) the trail; it may prove a reliable predictor. The opportunity for other forms of recreation offered at other facilities are excluded from the analysis but included in the visitor counts complied by the Army Corps of Engineers.

CONCLUSIONS

Based on this analysis, we estimate that approximately 81,500 residents and visitors will frequent the trail facilities on an annual basis. The four scheduled events recommended would generate almost 3,500 room nights lodging and contribute almost $871,350 to the local economy. We further believe that as the trail facilities become better known, visitor participation and resultant economic impact will increase.

It needs to be recognized that it will take a considerable period of time to complete enough miles of trails to host an event. Therefore, while we acknowledge that the General Dacey Trail will have a significant impact upon the regional economy, until the entire trail network is completed and the events envisioned in this plan become a reality, the full economic benefit will not be realized.

Implementation Strategy

The General Dacey Trail Committee has made the decision not to prioritize the development of trail segments. Rather, it was determined that each segment would be developed by a sponsoring agency, such as a city, as funding and interest are available.

In addition, the network is anticipated to be dynamic. The general route of the trail network has been outlined and discussed in a previous section. However, the committee recognizes that priorities change and opportunities occur. As a result, the final alignment of many of the trail segments may differ somewhat from the routes shown in this plan. For example, if a road is to be widened a new land acquired there may be the opportunity to use part of the land for a separate bicycle/hiking trail. Again, the alignment may be different than this plan. However, if new alignment meets the criteria set forth in this document, it may be a priority development for the General Dacey Trail.

Therefore, the General Dacey Trail Committee has adopted the following set of guidelines for the implementation of the trail network.

1. **Easy to Implement:** Those segments that are easiest to implement should be constructed as quickly as possible. An example is the "loop" segment in the City of Shelbyville. Since this segment does not require the purchase of any additional right-of-way and will primarily utilize existing roadways, it represents a segment that is relatively easy to construct and implement. Other segments that use right-of-ways that are being acquired, such as along the regional sewer lines that are in the planning stages, would also be easier to build.

2. **Benefits Multiple Communities:** Those segments that benefit multiple communities or a large segment of the population should be a priority for implementation.

3. **Completes Existing Trails:** Any segment that completes an existing trail or provides a unique trail within a recreation area should be a priority item.

4. **Connects Multiple Public Facilities:** If a trail segment is connecting multiple public facilities (other parks, nature preserves, etc.) that should elevate the consideration that segment receives.

5. **Reasonable Length:** The trail should be short enough to make it easy to fund but, in most cases, not so short as to provide no interest for the users.

When these criteria are used, successful greenway and trail development can occur. With persistence on the part of the sponsoring groups, together with the General Dacey Committee, obstacles to development can be overcome and the General Dacey Trail made a reality.

Funding Sources

Funding for greenways/bikeways is available from a variety of sources, primarily transportation related. Typically, funding comes from the public sector. The following table lists and explains the sources of public sector funds and provides an analysis of the associated advantages and disadvantages.

PUBLIC SECTOR FUNDING SOURCES

	EXPLANATION	ADVANTAGES	DISADVANTAGES
Direct local agency funds *(Refer to Table)*	Public agencies provide funding and sponsor the greenway. Usually, agencies area parks and recreation departments or public works/engineering departments.	Public agencies can usually contribute substantial funding for greenways and can commit future funding for greenways and can commit future funding and support.	Selling the project to elected officials, general public, etc. Also, stiff competition for funds among agencies.
State and Federal Grant Programs *(Refer to Tables)*	Federal state governments offer grant programs to government agencies and nonprofit organizations for greenways acquisition and development.	Wide variety of grant programs available, can tailor to a specific need or purpose.	Competition for funds, regulation and "red tape"
Public Agency Joint Venture	Public agencies enter into a partnership to fund a greenway project.	Agencies can receive benefits and form joint ventures. An example is a trail within a water reclamation district sewer right-of-way.	Some highway, flood control, sewer projects and utility corridors may not be compatible with a greenway.
Joint Development Techniques	The use of funds for private real estate development in conjunction with new public facilities.	New sources of tax revenue and other benefits are created through pubic/private cooperative agreements.	Development and management maybe cumbersome.
Public Finance *(Refer to Table)*	Financing through special taxes, taxing districts, bonds or tax increment financing.	Can be excellent method of raising considerable revenue for greenway projects.	Additional taxes and special taxing districts can be very unpopular method of raising revenue.

Source: The Conservation Fund, Greenways: A Guide to Planning, Design and Development, 1933, P. 91-94 and the Illinois Department of Natural Resources

LOCAL GOVERNMENT

The burden of implementing greenway/bikeway projects often rests with local units of government. Each greenway or bikeway project must "belong" to someone. That someone…the sponsoring entity…is usually local government. Adoption of the completed greenway/bikeway plan by the affected units of government would solidify its stance as a guiding policy for growth, development and preservation. Consideration of the General Dacey Trail 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/bikeways,* as well as physically implementing their respective sections of the greenway plan.

The following table is a listing of potential public finance techniques and sources.

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	One unit of government, such as a city can provide cost share assistance through another agency such as the county soil and water conservation district for improvements such as stream bank stabilization, sediment ponds and nutrient management practices.

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

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 policy and offer incentives for greenway development. The Illinois Department of Natural, Resources (IDNR), and 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 DOT. The tables on the following pages detail Federal and State funding sources appropriate to greenways/bikeways.

In addition the following programs have had funds available for greenways/bikeways in the past depending upon administrative discretion. TEA21 is listed again since in has

been, and for the foreseeable future will be, a primary source of federal dollars for greenways/bikeways projects.

Transportation Efficiency Act (TEA21)

In 1998 the Federal Highway Administration reauthorized the Federal Highway Act. 'What was "ISTEA" is now 'TEA21" and continues to have the Federal funding system to embrace a total "intermodal transportation with an emphasis on including bicycle and pedestrian facilities as described in the following Federal funding source programs: The Federal Transportation Enhancements Program for smaller community-oriented projects is a part of TEA21. Seventy-five percent is programmed by local RTPA's and 25 percent is programmed by IDOT at the State level. Wide ranges of projects are eligible for funding, including bicycle and pedestrian facilities, renovation of historic transportation facilities (such as train depots), purchase of open space and main street revitalization projects.

National Highway System (NHS) Funds

These funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System (other than the Interstate System). These bicycle facilities must be principally for transportation rather than recreation. These bicycle and pedestrian facilities must be located and designed pursuant to an overall plan developed by each metropolitan planning organization (MPO) and state Surface Transportation Program (STP). The NHS program has been funded at the $500 million dollar level this federal funding cycle.

Hazard Elimination / Safety (TIES)

This federal safety-funding program provides funds for projects located on State highways (50%). The other half of the funds are earmarked for locally oriented projects and can include bicycle, pedestrian and traffic calming projects.

Federal Transit Funds (FTA)

These funds are more flexible than ever before and may be used to pay for bicycle and pedestrian access to transit facilities, and even bike racks on buses. Federal Lands Highway Funds (Section 1032) may be used to construct pedestrian walkways and bicycle transportation facilities in conjunction with roads, highways and parkways at the discretion of the department charged with the administration of such funds. These bicycle facilities must be principally for transportation rather than recreation. These bicycle and pedestrian facilities must be located and designed pursuant to an overall plan developed by each MPO and State.

National Recreational Trails Fund (Section 1302)

These monies may be used for a variety of recreational trails programs to benefit bicyclists, pedestrians and other non-motorized and motorized users. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act. Each State Governor designates the agency responsible for administering these funds within the State. Half of the annual appropriation is distributed based on the amount of non-highway/recreational fuel used in each State. Within each State, 30 percent of the funds are allocated for non-motorized uses, anther 30 percent for motorized uses, and the remaining 40 percent among trail uses at the discretion of the State.

STATE AND FEDERAL FUNDING SOURCES FOR PARKS, RECREATION AND CONSERVATION

Program Title	**OPEN SPACE LAND ACQUISITION AND DEVELOP-MENT**	**LAND AND WATER CONSERVA-TION FUND**	**IL BICYCLE PATH GRANT PROGRAM**	**CLEAN VESSEL PROGRAM**	**URBAN AND COMMUNITY FORESTRY GRANT PROGRAM**	**LOCAL GOVERN-MENT SNOW-MOBILE PROGRAM**
Acronym/ Nickname	OSLAD	LWCF OR LAWCON	BIKE PATH	CVP	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 and develop outdoor recreation 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 Forest Resources	Division of Grant Administration
Program Manager	Mark Yergler	Mark Yergler	Mark Yergler	Jan Nation	Reinee Hildebrand	Mark Yergler
Address **Phone** **Fax**	One Natural Resources Way Springfield, IL 62702 217.782-7481 217-782-9599	One Natural Resources Way Springfield, IL 62702 217.782-7481 217-782-9599	One Natural Resources Way Springfield, IL 62702 217.782-7481 217-782-9599	One Natural Resources Way Springfield, IL 62702 217.782-7481 217-782-9599	P.O. Box 19225 Springfield, IL 62794-9225 217-782-2361 217-785-5517	One Natural Resources Way Springfield, IL 62702 217.782-7481 217-782-9599
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 90% State Funding
Max	Acq. $400,000 Dev $200,000 .	Acq. $400,000 Dev $200,000	Acq. None Dev $200,000	$30,000	No mort than 5% of total available funds	None
Annual Application Deadline	July 1st 5:00 pm	No current funding	March 1st 5:00 p.m.	Not yet determined	April 30th 5:00 p.m.	March 1st 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.

STATE AND FEDERAL FUNDING SOURCES FOR PARKS, RECREATION AND CONSERVATION

Program Title	**BOAT ACCESS AREA DEVEL-OPMENT PROGRAM**	**IL WILDLIFE PRESERVA-TION FUND**	**TEA21 ENHANCE-MENT PROGRAM**	**RECREA-TIONAL TRAILS PROGRAM**	**IL CLEAN LAKES PROGRAM**	**CONS. 2000 ECOSYSTEM PROGRAM .**
Acronym/ Nickname	BOAT ACCESS		TEA21	SYMMS	ICLP	
Purpose .	Acquire and develop boat access areas.	Manage stewardship of land, water, plants 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.	Technical and financial 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 Flechi	Dick Westfall	Gregg Good	Brian Anderson
Address **Phone** **Fax**	One Natural Resources Way Springfield, IL 62702 217.782-7481 217-782-9599	425 S. 2nd St. Springfield, IL 62701 217.782-7481 217-782-9599	2300 Dirksen Pkwy., #307 Springfield, IL 62701 800-493-3434 217-785-8140	425 S. 2nd St. Springfield, IL 62701 217.782-7481 217-782-9599	P.O. Box 19276 Springfield, IL 62794-9225 217-782-2361 217-785-5517	425 S. 2nd St. Springfield, IL 62701 217.221-3385 217-221-3360
Funding Formula	Up to 100% Dev. Up to 90% Acq.	Up to 100% State Funding	Up to 80% Federal Funding	Up to 50% Federal Funding	Up to 60% State Funding	Up to 100% Funding
Max	$200,000 .	$1,000	None	Pending full authorization	$75,000 Phase 1/$300,000 Phase 2	None
Annual Application Deadline	Sept. 1st 5:00 pm	April 18th	Cycle to be determined	May 1st	Aug. 1st pre-app and Oct. 31st final app.	No funding F.Y. 98
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.	Fed., state and local gov't and private organizations..	Owners and managers of publicly owned lakes.	Individuals, organizations and corporations.

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. Private sector funding opportunities for greenways can be found in the following table.

PRIVATE SECTOR FUNDING SOURCES

	EXPLANATION	ADVANTAGES	DISADVANTAGES
Foundation Grants	Foundations, usually private or corporate, provide grant money for greenway related projects.	Variety of foundations creates a wealth of possible funding opportunities	Foundation grants may guidelines regarding use of funds and project scope.
Company Grants	Corporations provide grants of funds and resources for greenway related projects. Corporations provide financial support and often volunteer employee time as well.	Many corporations love community service projects such as greenways.	Corporate giving funds are often committed quickly, and there may be competition for funds.
Individual Donors arid Memberships	Funding derived from individual fund-raising campaigns *or* through membership drives through nonprofit organizations that solicit members as a way to raise money and support for projects.	Excellent method for raising funds and building support for a greenways organization and its projects.	Membership or nonprofit organizations may require a grant deal of time and effort on the part at its members in order to succeed. Require
Planned Giving, Life-income Gifts, and Bequests	Planned giving is a strategy that provides the donation of gifts during and after the life of the donor. Life-income gifts involve a donor granting a nonprofit organization ownership in a stock. Finally, a donor may bequest money in a will.	Those techniques can be useful in protecting private land that has important greenway features. In addition, these techniques can offer tax and investment advantages to the donor and recipient nonprofit organizations or land trust.	Can be complex financial and legal expertise.

PRIVATE SECTOR FUNDING SOURCES (continued)

	EXPLANATION	ADVANTAGES	DISADVANTAGES
Service Clubs	Organizations that perform community service activities or sponsor projects such as greenways. Examples of service clubs include the Lions Club, Rotary Club or Kiwanis organization.	Service clubs can sponsor fundraising activities and provide volunteers and publicity.	Getting commitment from club to help in a greenways project can be difficult
Special Events and Fundraisers	These events are designed to raise funds through activities such as benefit dinners, races, tours and related activities.	Special events and fundraisers can be very successful in raising money and creating publicity for greenways.	These activities can require significant time and resources and may not provide a significant return.

Source: The Conservation Fund: Greenways: A guide to Planning, Design and Development; 1993, p. 91-94

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 Macon County Soil and Water Conservation District works continually with rural landowners in support of environmental agricultural practices. Continuing such effort is a crucial part of educating individual landowners on conservation and watershed management practices, which in turn, often contribute to greenway creation.

Appendix A

Agreement Between the General Dacey Trail Management Council And Individual Communities

MANAGEMENT AGREEMENT
BETWEEN THE
GENERAL DACEY TRAIL MANAGEMENT COUNCIL
AND THE
CITY/TOWN OF _____

This Agreement is entered into by and between the General Dacey Trail Management Council ("GDTMC") and the City/Town of _____ ("the City/Town") in order to provide for the development, operation and maintenance of a parking lot and trailhead ("the trailhead") for the General Dacey Trail ("the Trail") on property described in Attachment A, to provide trail side facilities for trail users access, assure them access to said property, and to establish the relationship between the GDTMC and the City/Town.

I. GENERAL PROVISIONS

1. The City/Town of _____ is the owner of the property described in Attachment A.

2. The GDTMC is an agency of the Shelby/Moultrie County Board of Commissioners, created by resolution of the Shelby/Moultrie County Board of Commissioners dated _____ as shown in Attachment B) and shall have the authority as provided by [Insert applicable Illinois statute citations], and other pertinent statutes, with full responsibility to carry out the responsibilities described therein.

3. The GDTMC operates the General Dacey Trail under the terms of a Management Agreement with the _____ (Attachment C).

4. The City/Town of _____ and the GDTMC agree that the GDTMC shall serve as a managing agency regarding planning, development, use, operation and law enforcement for the parking lot and trailhead.

5. The City/Town of _____ and the GDTMC agree that the GDTMC may use the property for construction, placement and maintenance of trailhead facilities for the General Dacey Trail to include benches, picnic tables, racks for bicycles, signs, parking and toilet facilities, and that these facilities remain the property of GDTMC.

6. The parties shall seek to develop, operate, maintain, and manage the trailhead so that it is available to the public and complies with the *GENERAL DACEY TRAIL MANAGEMENT COUNCIL TRAIL USE POLICY REGULATING THE USE OF THE GENERAL DACEY TRAIL* (Attachment D). Any us of the trailhead by the City/Town of _____ or the GDTMC, the agencies, agents, contractors or assigns shall not be in conflict with the stated purpose and use of the General Dacey Trail and shall be consistent with the health safety and welfare of the public as defined within the Americans with Disabilities Act and applicable Illinois statutes.

7. The City/Town of _____ shall be responsible for maintaining the cleanliness and appearance of the grounds and such permanent restrooms as may be installed, and keeping the parking lot plowed in winter. The GDTMC shall be responsible for maintenance of the structural improvements.

8. By virtue of this agreement, the City/Town of _____ will become a MEMBER UNIT of the GDTMC with the rights, privileges and obligations

described in the resolution of the Shelby/Moultrie County Board of Commissioners (Attachment B).

II AMENDMENTS

This Agreement may be amended in whole or in part by written agreement of the City/Town of _____ and the GDTMC but may not be terminated by the City/Town of _____ within twenty (20) years after the effective date of this agreement.

IV EFFECTIVE DATE

This Agreement shall be in full force and effect when the City/Town of _____ and the GDTMC execute this agreement. In witness whereof the representatives have signed this agreement of the date indicated below.

Dated: _____ _____
President, City/Town of _____

Dated: _____ _____
Chairman, General Dacey Trail Management Council

Appendix B

Management Agreement

GENERAL DACEY TRAIL MANAGEMENT AGREEMENT

This Agreement is entered into by and between the U.S. Army Corps of Engineers ("Corps"), Shelby and Moultrie Counties, Illinois (collectively know as the "Grantors") and the General Dacey Trail Management Council ("GDTMC") in order to provide for the development, operation and maintenance of the General Dacey Trail, and to establish the relationships between the Grantors and the GDTMC.

I. GENERAL PROVISIONS

1. The Grantors are the owners of the General Dacey Trail ("Trail") located within Shelby and Moultrie Counties, or easement provided therefore, as more fully described in Attachment "A".

2. The GDTMC is an agency of the Shelby and Moultrie County Board of Commissioners, as provided for in the Board of Commissioners resolution creating the General Dacey Trail Management Council (Attachment B.), and shall have the authority as provided with full responsibility to carry out the responsibilities described herein.

3. The Grantors and the GDTMC agree to cooperate in the development and construction of the General Dacey Trail and each will work with the other to actively pursue funding for such development and construction.

4. The Grantors and the GDTMC agree to cooperate to pursue designation of the Trail as an Illinois Trail and shall also cooperate to maintain such designation if obtained. Therefore, the parties shall seek to develop, operate, maintain, and manage the trail so that it meets all statutory requirements for such

designation. All portions of the General Dacey Trail covered by this agreement shall comply with the Americans with Disabilities Act.

5. The Grantors authorize GDTMC to manage the property for public non-motorized use subject to applicable Federal, State and Local laws and related guidelines. The Grantors shall consult with GDTMC before utilizing the land in any way that may affect public trail use and GDTMC management of the corridor.

6. The Grantors and the GDTMC agree that the maintenance and operation of the Trail shall be vested in the GDTMC. The Grantors shall develop guidelines related to crossings over and encroachments upon Federal, State and Local owned portions of the Trail and shall notify the GDTMC of these guidelines. The GDTMC shall administer these guidelines.

7. The Shelby and Moultrie Counties Sheriff's Departments shall have the authority and responsibility, including personnel as necessary, to enforce trail. As owner of the trail, the Grantors have the ultimate responsibility for enforcement of the trail use limitations, rules and regulations, restrictions and such other laws as described and permitted by Illinois State Statutes and by county, township, village or city ordinances, (but may assign enforcement to authorized units of local government) and will assist in enforcing proper use of the trail.

8. The GDTMC shall be delegated the responsibility for planning, use, operation and maintenance of the trail and shall serve as a coordinating council regarding master planning, trail use and law enforcement for the trail and for those properties adjacent to and operated in conjunction with the trail, which collectively shall constitute the General Dacey Trail ("Trail"), as established in the

Shelby and Moultrie Board of Commissioners' resolutions creating the General Dacey Trail Management Council.

9. The GDTMC and the Grantors agree that any use of the Trail by the Federal government or by State or County governments, their agencies, agents, contractors or assigns shall not be in conflict with the stated purpose and use of the Trail and shall be consistent with the health safety and welfare of the public.

10. Each party to this agreement will be responsible for its own negligent acts, including the acts of its officers, agents and employees.

II. INITIAL MANAGEMENT

Annually through _____, the parties shall agree upon an amount of funding required by the GDTMC in the coming year for operating expenses. The Grantors shall then reimburse all properly documented costs incurred by the GDTMC that are necessary to carry out these responsibilities, not to exceed the agreed upon annual amount and in accordance with annual grant agreements. For the first one-year period of this agreement, beginning on the date this agreement takes effect, Grantors funding shall not exceed $40,000. The Grantors do not commit to operational funding assistance beyond _____.

III. RULES AND REGULATIONS

1. Rules governing Trail use are attached as Attachment "C". These rules may be modified in the future by further orders and amendments.

2. Enforcement of the laws and rules upon the trail and adjacent related property will be a cooperative effort between local law enforcement personnel.

IV. MANAGEMENT RESPONSIBILITIES

1. The GDTMC, acting as an agent of the Shelby and Moultrie Counties Board of Commissioners, shall have the responsibility for the operation and maintenance of the Trail and adjacent property and facilities and shall submit a budget to the Shelby and Moultrie Counties Board of Commissioners annually.

2. Coordination and supervision of the trail, employees and involvement of other local units of government shall be the responsibility of the GDTMC.

3. The GDTMC is responsible for the following:

   A. Routine physical maintenance of the Trail. Major repairs are the responsibility of the Grantors.

   B. Routine operation, such s Trail cleanup, trash pickup and rule enforcement.

   C. Communication and problem solving with local officials, citizens and trail users.

   D. Management of trail corridor property including response to encroachments on the property and investigating requests for non-conforming use of Trail property.

E. Approving special events.

F. Providing information to the public concerning the Trail.

G. Accepting, coordinating and management responsibilities of adjacent public properties as described in the Board of Commissioners resolution creating the General Dacey Trail Management Council.

V. AMENDMENTS

This Agreement may be amended in whole or in part by written agreement of the Grantors and the GDTMC.

VI. TERMINATION

Either the Grantors or the GDTMC may terminate this Agreement not less than ninety (90) days after giving written notice to the other party. The Grantors, the GDTMC and each of the MEMBER UNITS of the GDTMC shall remain liable for all obligations incurred by it pursuant to this agreement prior to termination.

VII. EFFECTIVE DATE

This Agreement shall be in full force and effect when the Grantors and the GDTMC execute this agreement. In witness whereof the representatives have signed this agreement of the date indicated below.

Dated:_____ _____

U.S. Army Corps of Engineers

Title:

_____

Dated:_____ _____

Shelby County Board of Commissioners

Title:

_____

Dated:_____ _____

Moultrie County Board of Commissioners

Title:

_____

Dated: _____ _____, Chairman

General Dacey Trail Management Council

Appendix C

Friends of the General Dacey Trail

Bylaws

FRIENDS OF THE GENERAL DACEY TRAIL

BYLAWS

ARTICLE I:

Name: The name of the organization is Friends of the General Dacey Trail.

ARTICLE II:

Purpose: The purpose of the organization is to advocate, promote and encourage the development and successful operation of a recreational trail around Lake Shelbyville in Shelby and Moultrie Counties, Illinois.

ARTICLE III:

Organization:

Sec. 1: Basis - The organization is organized on a membership basis.

Sec. 2: Categories, Dues - Membership categories and membership dues will be determined by the board of directors.

Sec. 3: Eligibility - Members are eligible for membership when annual dues are paid in full. There is no application or election process involved in membership selection. Membership will terminate on January 1 following the calendar year during which membership dues were not paid.

Sec. 4: Nondiscrimination - Membership will be available to all regardless of race, creed, religion, gender, age or physical or mental condition.

Sec. 5: Revenues - No part of the revenues of the organization shall inure to the benefit of, or be distributed to its members, directors, officers or other private persons, except that the organization shall be authorized and

empowered to pay reasonable compensations for services rendered and to make payments and distributions in furtherance of the purposes set forth in the bylaws.

Sec. 6: Prohibited Activities - Notwithstanding any other provision of this document the organization shall not carry on any activities not permitted to be carried (a) by an organization exempt from federal income tax under Section 501 (c) 3 of the Internal Revenue Code, corresponding section of any future federal code, or by (b) by an organization, contributions to which are deductible under Section 170 (c) (2) of the Internal Revenue Code or corresponding sections of any future federal tax code.

ARTICLE IV

Meetings:

Sec. 1: Regular meetings of the Board of Directors - Regular meetings of the board of directors will be held at least annually at a place and time agreed upon by the directors provided a notice of the meeting has been mailed or hand delivered to each director at least three working days prior to such meeting. Notice of Regular Meetings must include agenda items to be acted upon at that meeting.

Sec. 2: Special meetings of the Board of Directors - Special meetings of the Board of Directors may be held from time to time at the request of any director provided a notice of the meeting has been mailed or hand delivered to each director at least three working days prior to such a

meeting. Notice of Special meetings must include all agenda items to be acted upon at that meeting.

Sec. 3: Annual meeting of Members. An annual meeting of members will be held in July of each year after appropriate notice of the meeting has been given to the members. This meeting will include a). reports by the Secretary, Treasurer, President and Committee Chairpersons b). election of directors c). other business described in the meeting notice. Notice of Annual meeting must include all agenda items to be acted upon at that meeting.

Sec. 4: Special meeting of Members - A special meeting of members may be called at any time by the president, by a majority of the board of directors or by a majority of members for reasons stated in the meeting notice and provided a notice of the meeting has been mailed or hand delivered to the members at least 30 days prior to the meeting. Notice of Special meeting must include all agenda items to be acted upon at that meeting.

Sec. 6: Robert's Rules of Order - Robert's Rules of Order is the parliamentary authority of this corporation.

ARTICLE V

Quorum:

Sec. 1: Quorum of Members - Thirty (30) members shall constitute a quorum at any meeting of the members.

Sec. 2: Quorum of Directors - A majority of the directors shall constitute a quorum at any meeting of the board of directors.

ARTICLE VI

Voting and Proxies:

Sec. 1: Who is entitled to vote - Each person who has been a member for 30 das and is 18 years of age or older is entitled to one vote.

Sec. 2: Proxies - Neither members nor directors may vote by proxy.

ARTICLE VII

Board of Directors:

Sec. 1: Number And Term of Directors - The business, property and affairs of this corporation shall be managed by a board of directors composed of at least nine members. Each director shall hold office for a term of three years. Directors may serve two consecutive terms. After an absence of one year, he/she may be reelected to the board. Four directors shall be elected every year.

Sec. 2: Election of Directors - Prior to meeting at which directors will be elected, the president will appoint a nominating committee consisting of at least three members, at least one of whom shall be a member of the board of directors. The committee will report its recommendation to the board of directors for approval. The approved slate will be placed in nomination at the meeting of members and other nominations may be made by any voting member. If the total number of nominees exceeds four, the four nominees receiving the highest number of votes will be elected.

Sec. 3: Vacancies - Vacancies in the board of directors shall be filled by appointment made by the remaining directors to complete the remainder of the unexpired term.

Sec. 4: Action by Unanimous Written Consent - If and when the directors shall unanimously consent in writing to any action to be taken by the corporation, such action shall be as valid corporate action as though it had been authorized at a meeting of the board of directors. Such written consent shall be filed in the corporate record book along with the board of directors' minutes.

Sec. 5: Power to Designate Committees - The board of directors shall designate standing committees.

Sec. 6: Power to Elect Officers - At the first meeting of the board of directors after the annual meeting of members, the board of directors shall elect, from among its members, a president, a vice president, a secretary and a

treasurer. Officers of the board of directors will be elected for a term of one year and may serve consecutive terms.

Sec. 7: Power to appoint Other Officers and Agents - The board of directors shall have power to appoint such other officers and agents as the board may deem necessary for transaction of the business of the corporation.

Sec. 8: Removal of Officers and Agents - Any officer or agent may be removed by the board of directors by a two-thirds majority vote of board members.

Sec. 9: Power to Fill Vacancies - The board shall have power to fill any vacancy in any office occurring because of any reason whatsoever.

Sec. 10: Power to Require Bonds - The board of directors may require any officer or agent to file with the corporation a satisfactory bond conditioned for faithful performance of his duties.

Sec - 11: Director/Officer Liability - Directors and officers are not individually or personally liable for the actions of the board as a whole or for the routine operation of the organization. The Organization shall indemnify and hold harmless all board members and officers of the organization as to all expenses and liabilities including attorney fees reasonably incurred by or imposed upon such board member or officer in connection with any proceeding to which such board member or officer may be made a party, or become involved by reason of having been a board member or officer, or any settlement thereof made with court approval, so long as such action giving rise to such claim or settlement thereof was authorized by

these bylaws or administrative rules of the organization, was not knowingly in violation of any law, stature or ordinance of the State of Illinois, the United States of America or any governmental subdivision or unit thereof, and was taken in good faith and pursuant to the authority of such board member or officer to so act on behalf of the organization.

ARTICLE VIII

Officers:

Sec. 1: President - The president shall be the chief executive officer of the corporation. He/she shall have general and active management of the business of the corporation and shall see that all orders and resolutions of the board are carried into effect. He/she shall appoint operating committees and all committee members, shall be an ex-officio member of all committees and shall have the general powers and duties of supervision and management usually vested in the office of president of a corporation.

Sec. 2: Vice President - The vice president shall perform the duties and exercise the powers of the president during the absence or disability of the president.

Sec. 3: Secretary - The secretary shall attend all meetings of the members and of the board of directors, and shall preserve in books of the company true minutes of the proceedings of all such meetings. He/she shall safely keep in his/her custody the seal of the corporation and shall have authority to affix the same to all instruments where its use is required.

He/she shall perform such other duties as may be delegated to him/her by the board of directors.

Sec. 4: Treasurer - The treasurer shall have custody of all corporate funds and securities and shall keep in books belonging to the corporation full and accurate accounts of all receipts and disbursements; he/she shall deposit all monies, securities and other valuable effects in the name of the corporation in such depositories as may be designated for that purpose by the board of directors. He/she shall disburse the funds of the corporation upon the order of the president, duly attested or countersigned by him/her. He/she shall render to the president and directors at the regular meetings of the board, and whenever requested by them, an account of all her/her transactions as treasurer, and of the financial condition of the corporation, and shall regularly render a financial statement to the board. If required by the board, he/she shall deliver to the president of the company, and shall keep in full force, a bond in form, amount and with a surety or sureties satisfactory to the board, conditioned for faithful performance of the duties of his/her office, and for restoration to the corporation in case of his/her death, resignation, retirement or removal from office, of all books, papers, vouchers, money and property of whatever kind in his/her possession or under his/her control belonging to the corporation. Membership dues, contributions and non-monetary gifts will be recorded separately. The Treasurer's accounts will be examined annually by an auditor or an auditing committee of not less than three persons. The Treasurer will make or cause to be made

reports to the State of Illinois, Internal Revenue Service and suck other reports as are required on a timely basis.

ARTICLE IX

Right of Inspection:

Sec. 1: Inspection of List of Members - At least ten (10) days before every election of directors, a complete list of members entitled to vote at such election shall be open to examination by any member.

Sec. 2: Inspection of Books of Account - The books of account and minutes of members' meetings shall be open to inspection at all reasonable times and for proper purpose by the members upon ten (10) days written demand from members of record.

ARTICLE X

Execution of Instruments:

Sec. 1: Checks, etc - All checks, drafts and orders for payment of money not including notes shall be signed in the name of the corporation by the treasurer, the president, or the vice president or in such manner and by such officers or agents as the board of directors shall from time to time designate for that purpose.

Sec. 2: Contracts, Conveyances, etc - The board of directors has the right and responsibility to approve expenditures of more than $500.00 and to approve all contracts. The signatures of two officers of the board of directors are required on all checks, drafts and money orders of more

than $500.00. All contracts approved by the board require the signature of the President or the Vice President in the event of the absence of the President, and one other member o the board of directors.

ARTICLE XI

Fiscal Responsibilities:

Sec. 1: Fiscal Year - The fiscal year of the corporation is January 1 – December 31.

Sec. 2: Contributions - Any contributions, bequests and gifts for the purposes of the organization shall be accepted or collected only as authorized by the board of directors. Guidelines for accepting contributions shall be established by the Board.

Sec. 3: Depositories - All funds of the organization shall be deposited to the credit of the organization under such conditions and in such federally insured financial institutions as shall be designated by the board of directors.

Sec. 4: Accounts - The corporation will maintain operating and capital accounts. The operating account or accounts will consist of funds to be used to conduct the business and operating functions of the corporation. All membership dues will be deposited in an operating account. The capital account or accounts will consist of funds to be used to support the trail. The profits from fund raising activities specifically designated for the trail and donations specifically designated for the trail will be deposited in a

capital account. Funds may be transferred from an operating to a capital account by the Board of Directors. Funds specifically designated for the trail an/or funds in a capital account may not be transferred to an operating account or used to conduct the business or operating functions of the corporation.

Sec. 5: Budget - The annual budget of estimated income and expenditures shall be approved by the Board of Directors. No expenses shall be incurred in excess of total budgetary appropriations without prior approval of the board of directors.

Sec. 6: Title to Property - Title to all property shall be held in the name of Friends of the General Dacey Trail.

Sec. 7: Summary Reports - A summary report of the financial operations of the organization shall be made at least annually to the membership and the public upon request, in such form as the board of directors shall provide.

ARTICLE XIII:

DISSOLUTION:

Sec. 1: Distribution of Assets - On dissolution of the Friends of the General Dacey Trail any funds or assets remaining shall be distributed to one or any regularly organized and qualified charitable, educational, scientific or philanthropic organizations exempt under the provisions of Section 501 (c) 3 of the Internal Revenue Code to be selected by the board of directors.

ARTICLE XIV:

Amendments to the Bylaws:

Amendments to the bylaws must be approved by a quorum of the board of directors at a regular or special meeting. Proposed amendments will be acted upon at a subsequent meeting at least 30 days hence. Amendment requires a majority vote of a quorum of the board of directors and a majority vote of a quorum of the members at regular or special meetings.

These bylaws, as amended, were approved:

By the board of directors on _____.

By the members on _____.

Appendix D

Opinion of Probable Cost

for the

Development of the

General Dacey Trail Network

Number	Description	Quantity	Units	Unit Cost	Item Total
1	Shelbyville to Findlay				
	Pavement markings and signage	62,736	L.F.	$0.60	$37,642
	Build separate trail in right-of-way	62,736	L.F.	$17.25	$1,082,196
	Purchase additional right-of-way	62,736	L.F.	$0.64	$40,151
	Minor trailhead in Shelbyville at the Dam West recreation area	1	L.S.	$28,500.00	$28,500
	Sub-Total				***$1,188,489***
1A	Shelbyville "Loop"				
	Pavement markings and signage	2,931	L.F.	$0.60	$1,759
	Build separate trail in right-of-way	2,931	L.F.	$17.25	$50,560
	Purchase additional right-of-way	2,931	L.F.	$0.64	$1,876
	Sub-Total				***$54,194***
1B	Park Segment				
	Build new trail (includes clearing and extensive grading)	5,458	L.F.	$19.50	$106,431
	Purchase additional right-of-way	500	L.F.	$0.64	$320
	Bridge across ravine(s)	1	L.S.	$27,000.00	$27,000
	Sub-Total				***$133,751***
1C	Connects 1B to Opossum Creek				
	Build separate trail on Corps property	12,764	L.F.	$17.25	$220,179
	Minor trailhead in Opossum Creek recreation area	1	L.S.	$28,500.00	$28,500
	Sub-Total				***$248,679***
1E	Opossum Creek to Segment 1				
	Pavement markings and signage	5,721	L.F.	$0.60	$3,433
	Build separate trail in right-of-way	5,721	L.F.	$17.25	$98,687
	Purchase additional right-of-way	500	L.F.	$0.64	$320
	Sub-Total				***$102,440***
1F	Connects Coon Creek to Segment 1				
	Pavement markings and signage	9,888	L.F.	$0.60	$5,933
	Build separate trail in right-of-way	8,500	L.F.	$17.25	$146,625
	Purchase additional right-of-way	8,500	L.F.	$0.64	$5,440
	Sub-Total				***$157,998***

Number	Description	Quantity	Units	Unit Cost	Item Total
1G	Segment 1 loop sub-segment				
	Pavement markings and signage	18,176	L.F.	$0.60	$10,906
	Rebuild bridge	1	L.S.	$75,000.00	$75,000
	Build separate trail in right-of-way	18,176	L.F.	$17.25	$313,536
	Purchase additional right-of-way	18,176	L.F.	$0.64	$11,633
	Sub-Total				***$411,074***
1H	Coon Creek to Lone Point sub-segment				
	Build new trail on corps property (includes clearing and extensive grading)	10,536	L.F.	$19.50	$205,452
	Bridge across ravine(s)	2	L.S.	$27,000.00	$54,000
	Sub-Total				***$259,452***
1I	Lone Point to sub-segment 1F				
	Pavement markings and signage	4,900	L.F.	$0.60	$2,940
	Build separate trail in right-of-way	4,000	L.F.	$17.25	$69,000
	Purchase additional right-of-way	4,000	L.F.	$0.64	$2,560
	Sub-Total				***$74,500***
1J	Eagle Creek State Park sub-segment				
	Pavement markings and signage	16,930	L.F.	$0.60	$10,158
	Build separate trail in right-of-way	5,280	L.F.	$17.25	$91,080
	Purchase additional right-of-way	5,280	L.F.	$0.64	$3,379
	Sub-Total				***$104,617***
	TOTAL SEGMENT No. 1				***$2,735,194***
2	Findlay to Bethany Segment				
	Pavement markings and signage	62,977	L.F.	$0.60	$37,786
	Build separate trail in right-of-way	62,736	L.F.	$17.25	$1,082,196
	Purchase additional right-of-way	62,736	L.F.	$0.64	$40,151
	Major trailhead at Findlay	1	L.S.	$123,300.00	$123,300
	Sub-Total				***$1,283,433***
2A	Sub-segment loop				
	Pavement markings and signage	10,183	L.F.	$0.60	$6,110
	Build separate trail in right-of-way	10,183	L.S.	$17.25	$175,657
	Purchase additional right-of-way	10,183	L.S.	$0.64	$6,517
	Sub-Total				***$188,284***

Number	Description	Quantity	Units	Unit Cost	Item Total
2B	Cross-pool sub-segment				
	Pavement markings and signage	16,879	L.F.	$0.60	$10,127
	Build separate trail in right-of-way	12,379	L.S.	$17.25	$213,538
	Purchase additional right-of-way	12,379	L.S.	$0.64	$7,923
	Bridge improvements across pool	1	L.S.	$750,000.00	$750,000
	Sub-Total				***$981,588***
2C	Cross-pool sub-segment (State Road)				
	Build new trail on corps property (includes clearing and extensive grading)	10,536	L.F.	$19.50	$205,452
	Purchase additional right-of-way	10,536	L.F.	$0.64	$6,743
	Bridge across ravine(s)	2	L.S.	$27,000.00	$54,000
	Bridge improvements across pool	1	L.S.	$3,000,000.00	$3,000,000
	Sub-Total				***$3,266,195***
	TOTAL SEGMENT No. 2				***$5,719,500***
3	Bethany to Sullivan Segment				
	Pavement markings and signage	81,179	L.F.	$0.60	$48,707
	Build separate trail in right-of-way	81,179	L.F.	$17.25	$1,400,338
	Purchase additional right-of-way	81,179	L.F.	$0.64	$51,955
	Major trailhead at Sullivan	1	L.S.	$123,300.00	$123,300
	Sub-Total				***$1,624,300***
3A	Connects Segment 3 to “Bo” Wood Recreation Area				
	Build new trail on corps property (includes clearing and extensive grading)	6,250	L.F.	$19.50	$121,875
	Bridge across ravine(s)	1	L.S.	$27,000.00	$27,000
	Sub-Total				***$148,875***
3B	Connects Sullivan Marina to sub-segment 4C				
	Build new trail on corps property (includes clearing and extensive grading)	11,898	L.F.	$19.50	$232,011
	Purchase additional right-of-way	1,000	L.F.	$0.64	$640
	Sub-Total				***$232,651***

Number	Description	Quantity	Units	Unit Cost	Item Total
3C	Connects Segment 3 to sub-segment 4B				
	Pavement markings and signage	7,914	L.F.	$0.60	$4,748
	Build separate trail in right-of-way	7,914	L.F.	$17.25	$136,517
	Purchase additional right-of-way	7,914	L.F.	$0.64	$5,065
	Sub-Total				***$146,330***
	TOTAL SEGMENT No. 3				***$2,152,156***
4	Sullivan to Allenville Main Segment				
	Pavement markings and signage	55,778	L.F.	$0.60	$33,467
	Build separate trail in right-of-way	55,778	L.F.	$17.25	$962,171
	Purchase additional right-of-way	55,778	L.F.	$0.64	$35,698
	Minor trailhead at Allenville	1	L.S.	$28,300.00	$28,300
	Sub-Total				***$1,059,635***
4A	Kaskaskia Fish and Wildlife sub-segment (north segment)				
	Pavement markings and signage	7,811	L.F.	$0.60	$4,687
	Build separate trail in right-of-way	7,811	L.F.	$17.25	$134,740
	Purchase additional right-of-way	3,906	L.F.	$0.64	$2,500
	Sub-Total				***$141,926***
4B	Sub-segment between Sullivan and Allenville				
	Pavement markings and signage	25,731	L.F.	$0.60	$15,439
	Build separate trail in right-of-way	25,731	L.F.	$17.25	$443,860
	Purchase additional right-of-way	25,731	L.F.	$0.64	$16,468
	Sub-Total				***$475,766***
4C	Connects sub-segment 4B with the Sullivan Marina sub-segment (3B)				
	Pavement markings and signage	5,174	L.F.	$0.60	$3,104
	Build separate trail in right-of-way	5,174	L.F.	$17.25	$89,252
	Purchase additional right-of-way	5,174	L.F.	$0.64	$3,311
	Sub-Total				***$95,667***
	TOTAL SEGMENT No. 4				***$1,772,995***

Number	Description	Quantity	Units	Unit Cost	Item Total
5	Allenville to Windsor Segment				
	Pavement markings and signage	56,934	L.F.	$0.60	$34,160
	Build separate trail in right-of-way	56,934	L.F.	$17.25	$982,112
	Purchase additional right-of-way	56,934	L.F.	$0.64	$36,438
	Major trailhead at Windsor	1	L.S.	$123,300.00	$123,300
	Sub-Total				***$1,176,010***
5B	Kaskaskia Fish and Wildlife sub-segment (south segment)				
	Pavement markings and signage	11,598	L.F.	$0.60	$6,959
	Build separate trail in right-of-way	11,598	L.F.	$17.25	$200,066
	Purchase additional right-of-way	11,598	L.F.	$0.64	$7,423
	Sub-Total				***$214,447***
	TOTAL SEGMENT No. 5				***$1,390,457***
6	Windsor to Shelbyville Segment				
	Pavement markings and signage	81,754	L.F.	$0.60	$49,052
	Build separate trail in right-of-way	81,754	L.F.	$17.25	$1,410,257
	Purchase additional right-of-way	81,754	L.F.	$0.64	$52,323
	Sub-Total				***$1,511,631***
6A	Lithia Springs sub-segment				
	Pavement markings and signage	11,827	L.F.	$0.60	$7,096
	Build separate trail in right-of-way	10,000	L.F.	$17.25	$172,500
	Purchase additional right-of-way	10,000	L.F.	$0.64	$6,400
	Sub-Total				***$179,596***

Number	Description	Quantity	Units	Unit Cost	Item Total
	TOTAL SEGMENT No. 6				***$1,691,228***
7	Cross Area Segment				
	Pavement markings and signage	62,062	L.F.	$0.60	$37,237
	Build separate trail in right-of-way	62,062	L.F.	$17.25	$1,070,570
	Purchase additional right-of-way	62,062	L.F.	$0.64	$39,720
	Bridge renovations/alterations	1	L.S.	$450,000.00	$450,000
	Sub-Total				***$1,597,526***
7A	Lake access sub-segment				
	Pavement markings and signage	5,522	L.F.	$0.60	$3,313
	Build separate trail in right-of-way	5,522	L.F.	$17.25	$95,255
	Purchase additional right-of-way	5,522	L.F.	$0.64	$3,534
	Minor trailhead by lake	1	L.S.	$28,500.00	$28,500
	Sub-Total				***$130,602***
7B	Bluestem/Whitley Creek/Okaw Bluff sub-segment				
	Pavement markings and signage	24,409	L.F.	$0.60	$14,645
	Build separate trail in right-of-way	24,409	L.F.	$17.25	$421,055
	Purchase additional right-of-way	24,409	L.F.	$0.64	$15,622
	Sub-Total				***$451,322***
7C	Wolf Creek “loop”				
	Pavement markings and signage	21,889	L.F.	$0.60	$13,133
	Build separate trail in right-of-way	21,889	L.F.	$17.25	$377,585
	Purchase additional right-of-way	21,889	L.F.	$0.64	$14,009
	Sub-Total				***$404,728***

Number	Description	Quantity	Units	Unit Cost	Item Total
7D	Wolf Creek State Park access sub-segment				
	Pavement markings and signage	8,116	L.F.	$0.60	$4,870
	Build separate trail in right-of-way	8,116	L.F.	$17.25	$140,001
	Purchase additional right-of-way	8,116	L.F.	$0.64	$5,194
	Sub-Total				***$150,065***
7E	Wolf Creek State Park wilderness trail				
	Build new trail on Corps property	35,726	L.F.	$19.50	$696,657
	Bridge(s) across ravines	2	L.S.	$27,000.00	$54,000
	Sub-Total				***$750,657***
7F	Sub-segment connecting Wolf Creek State Park to Segment 7				
	Pavement markings and signage	12,281	L.F.	$0.60	$7,369
	Build separate trail in right-of-way	12,281	L.F.	$17.25	$211,847
	Purchase additional right-of-way	12,281	L.F.	$0.64	$7,860
	Sub-Total				***$227,076***
7G	Sub-segment on Corps property				
	Build new trail on corps property (includes clearing and extensive grading)	18,365	L.F.	$19.50	$358,118
	Bridge across ravine(s)	3	L.S.	$27,000.00	$81,000
	Sub-Total				***$439,118***
	TOTAL SEGMENT No. 7				***$4,151,093***
	GRAND TOTAL				***$19,612,621***

Summary: The following table summarizes the total costs associated with each main segment.

Number	***Description***	***Total***
1	Shelbyville to Findlay	$2,735,194
2	Findlay to Bethany Segment	$5,719,500
3	Bethany to Sullivan Segment	$2,152,156
4	Sullivan to Allenville Main Segment	$1,772,995
5	Allenville to Windsor Segment	$1,390,457
6	Windsor to Shelbyville Segment	$1,691,228
7	Cross Area Segment	$4,151,093
	TOTALS	**$19,612,621**