

GREENWAYS AND TRAILS PLAN

Carroll County, Illinois



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The Carroll County Greenways and Trails Plan

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**A Future Component of the Carroll County
Comprehensive Plan**

Carroll County Economic Development Corporation

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Introduction

Looking around Carroll County, we can see all the potential and possibilities afforded us for living in this area. A Greenways and Trails Plan can be the tool to keep the watersheds from drying up or becoming flooding issues, keep the wildlife corridors available and open for easy wildlife migration and secure these areas for future generations.

Even now we can see potential projects arising such as creating a county wide bike/hiking route along the backroads. Linking up with other counties' greenways and trails plans is also an important and necessary element in the entire planning process because, while boundaries exist on paper, humans, animals and plant species have no regard for such imaginary lines.

This Carroll County Greenways and Trails Plan is a reflection of ongoing efforts to support, enhance and preserve the outstanding quality of life available to folks who live or visit this beautiful area. This Carroll County Plan lays out a strategy to showcase our area as a unique setting with competitive advantages in the world marketplace. As such, this living document is merely a plan and a snapshot of continuous human effort. It will require revising as projects are implemented, new opportunities appear and our Comprehensive Plan evolves.

The fundamental plan for Greenways and Trails focuses on opportunities for hiking, biking and other compatible uses. It is a collection of trails that will link each town in the county, link to major recreational areas and scenic locales. The Plan introduces bike trails, bird watching and native plants and animals study opportunities. It is a model for additional Carroll County trails concepts such as a Cemetery Trail, a One Room School House Trail, History Trails, Cultural Trails and similar efforts integrating ecotourism with recreation. This Greenways and Trails Plan is also a reference library for future planning efforts and introduces preliminary transportation planning, land use discussions and economic development concepts.

It is our hope that this plan will become a call to action. An inventory of the recreational, green spaces and greenways in Carroll County must be added to and worked on in order for this plan to hold significance for the residents of the county. This plan will be reviewed and improved upon and worked with for generations to come to not only improve the quality of life for residents of the county, but also help preserve and protect the natural and scenic wonders of the area.

Statistics from Illinois State Land Conservation Funding Report March 2007

- Illinois has lost more than 90 percent of its original wetlands, 99.99 percent of its original prairie, and currently has 424 state and 24 federally listed threatened and endangered species within its boundaries.
- Illinois ranks last by a wide margin among Midwestern states in acres protected per capita, with only 1 percent of its land owned by the state.
- Illinois spent \$2.67 per resident on open space annually during its peak years of investment, while Ohio spent \$4.36, Minnesota spent \$5.76 and Wisconsin spent \$9.80. Funding in Illinois has since dropped by about 80 percent.

Benefits of Greenways and Trails

Health, transportation, conservation, economy and historic preservations are a few of the benefits of greenways and trails. As time goes on, residents of Carroll County might be able to add a few more to this list. The list generated below was obtained from the website www.trailsandgreenways.org and illustrates well the overall benefits that every community can gain from greenways and trails in their area.

Health

Trails and greenways create healthy recreation and transportation opportunities by providing people of all ages with attractive, safe, accessible and low- or no-cost places to cycle, walk, hike, jog or skate. Trails help people of all ages incorporate exercise into their daily routines by connecting them with places they want or need to go. Communities that encourage physical activity by making use of the linear corridors can see a significant effect on public health and wellness.

Transportation/Livability

In addition to providing a safe place for people to enjoy recreational activities, greenways and trails often function as viable transportation corridors. Trails can be a crucial element to a seamless urban or regional multi-modal transportation system. Many areas of the country incorporate trails and similar facilities into their transit plans, relying upon trail facilities to "feed" people in to and out of transit stations in a safe and efficient manner. The ability to avoid congested streets and highways, and travel through natural areas on foot or by non-motorized means, is a large factor in a community's "livability."

Conservation/Environment

Linear green-spaces including trails and greenways have all the traditional conservation benefits of preserving green-space, but also have additional benefits by way of their linear nature. As tools for ecology and conservation, greenways and trails help preserve important natural landscapes, provide needed links between fragmented habitats, and offer tremendous opportunities for protecting plant and animal species. They also can be useful tools for wetland preservation and improvement of air and water quality. In addition, they can allow humans to experience nature with minimal environmental impact.

Economy/Revitalization

The economic effects of trails and greenways are sometimes readily apparent (as in the case of trailside businesses), and are sometimes more subtle, like when a company decides to move to a particular community because of amenities like trails. There is no question, however, that countless communities across America have experienced an economic revitalization due in whole or in part to trails and greenways.

Historic Preservation/Community Identity

Many community leaders have been surprised at how trails have become sources of community identity and pride. These effects are magnified when communities use trails and greenways to highlight and provide access to historic and cultural resources. Many trails and greenways themselves preserve historically significant transportation corridors.

Mission

To identify, preserve and enhance the region’s resources for future generations

Goal

The goal of this Greenways and Trails Plan is to provide a comprehensive inventory for Carroll County to use as a resource when developing various greenways and trail routes that identify, preserve and protect the green infrastructure of the region by coordinating local and regional efforts of various agencies and community groups; as well as increase stewardship through understanding and appreciation of Carroll County’s natural, historical, and cultural resources.

Objectives

Recreation Based Funding Resources

- To provide a detailed funding index that will be used as a reference for any governmental, community and volunteer agency seeking grants for recreational purposes, the Greenways and Trails Plan will increase the opportunity for these organizations to receive such funding.

Preservation and Stewardship of Natural, Cultural and Historical Resources for Future Generations

- To provide a guide detailing the preservation and enhancement of significant cultural, historical, and natural features while supporting recreation, conservation, and the economic welfare of the area.
- To encourage and retain the charming rural character of the region.
- To provide an approach for linking parks, nature reserves, cultural and historical sites and communities via greenways and trails as well as create stewardship for these natural and cultural areas.

Quality of Life

- To provide a means for county residents and visitors to access physical fitness opportunities, to increase social activities and to improve their health all in a natural setting.
- To enhance the quality of life for residents and visitors of Carroll County by identifying and providing pleasurable, healthy, and educational experiences that accommodate hiking, biking and other compatible uses.

Tourism and Economic Development

- To identify and promote greenway and trail events and activities in the county that increase stewardship of the region's historical, cultural, and natural resources and will not only provide Carroll County residents with social interaction, personal development and wholesome entertainment, it will also add to the quality of life of the region.
- To increase the county's economy by enticing more visitors to the area as well as becoming an attractive place for businesses to settle.

Countywide Project Priorities

The following were identified as either existing or potential projects in Carroll County. They have been grouped in a projected completion timeline spanning 0-3 years, 3-5 years and 5+ years. It should be noted that this list is in no way a complete list of all projects in the county. As time goes on, and projects arise or are finished, the Carroll County Greenways and Trails Plan should be edited to reflect these changes.

0-3 Years

- Complete the 2 mile section of the Grand Illinois Trail between Thomson and Savanna
- Develop the Thomson Park
- Secure site and determine city sponsorship for a skate park in Savanna
- Clear 54 wooded acres of munitions to create a Lost Mound Unit Handicap Accessible Trail
- Secure building structurally and plan park on the site of the Stone House in Mount Carroll.
- Secure grant funding for Lanark's Safe Routes to Schools program
- Apply for the Safe Routes to School Program for Mount Carroll
- Install signage for Galena Trail and Coach Road Trail

- Identify and locate historic points of interest contained in the Carroll County Historic Society's Historic Driving Tours Brochure
- Friends of the Waukarusa : Develop acquisition strategies and educate land owners along the Waukarusa, Plum to Savanna
- Secure grant funding for Mount Carroll's Safe Routes to Schools Program
- Connect Carroll County trails and greenways with the surrounding counties
- Complete of a network of greenways along the Plum River, Elkhorn River, Carroll Creek and other significant tributaries, with the majority of green space remaining under private ownership and management.
 - Establish a Greenways and Trails Coordinating Coalition to maintain and expand programs and usage.

3-5 Years

- Create a Park District in Lanark
- Identify and secure spot for a Skate Park in Lanark
- Create snowmobile trails connecting Thomson to Mount Carroll and Milledgeville and Mt. Carroll to Lanark
- Create a Park District in Mount Carroll

5+ Years

- Develop the Waukarusa Trail between Mount Carroll, Savanna and Lanark
- Expand the Grand Illinois Trail north of Savanna
- Clear additional Lost Mound Unit land of munitions
- The Big River ATV Club: Development of countywide ATV trails.
- Identify and fund signage for the Carroll County Trail System

The History of Carroll County

For the last 200 years, the development of Carroll County has been largely influenced by several factors. The export of farm products outside the county; the availability of transportation infrastructure (e.g. railroads, highways and the Mississippi River) to Chicago, Iowa and westward, and a remarkable quality of life along the Mississippi River.

Native Americans

Carroll County, nestled in the northwest corner of the state, is a treasure to behold. With rolling hills, cliffs, and farmland, there is no doubt that this area of Illinois is considered one of the most beautiful in the state. With the Mississippi nearby, it is no wonder that Native Americans chose to inhabit this area. While “The History of Carroll County” 1878 and 1913 editions, as well as the 1968 “Goodly Heritage” book briefly mention Native Americans in their pages, Lee Sultzman does a fine job summarizing the Native American influence in this region.

The Sauk and Fox Tribes

“The Fox lived along the upper Mississippi in northeastern Iowa except for the period (1765-83) when they maintained some villages in western Wisconsin. The Sauk were also located along the upper Mississippi after 1734 just south of the Fox but, being the more numerous of the two, occupied a larger area. Through wars with the Illinois Confederation, Missouri, and Osage, the Sauk expanded southward. By 1800 they controlled the upper Mississippi between St. Louis and Dubuque, Iowa. These lands were ceded to the Americans beginning with a treaty signed in 1804. Internal disagreements over accepting this treaty caused one Sauk group to separate from the others and move south to the Missouri River. Known as the Missouri Band, they remained there until 1824 when they were removed to the northwest corner of the state. In 1836 they exchanged their last lands in Missouri for a reserve west of the Missouri River on the Kansas-Nebraska

border. Despite allotment, the Sac and Fox of Missouri have retained a small reservation with their tribal headquarters located in Reserve, Kansas. “

“Pressures from settlement after 1825 forced the Sauk along the Mississippi to leave western Illinois and relocate to southeast Iowa. The exception was Blackhawk's Band at Rock Island (Illinois) which did not finally leave until after the Blackhawk War in 1832. As a consequence of the war, the Sauk were forced to surrender a large part of eastern Iowa. The Fox and Sauk remained in Iowa until 1842 when they ceded their lands for a reserve in Kansas just south of present-day Topeka. However, many of them refused to leave Iowa and kept the army very busy trying to find them. Once in Kansas, major disagreements developed between the Fox and the Sauk. Some of the Fox moved in with the Kickapoo and later left with them for northern Mexico. By 1859 most of the Fox had left Kansas and returned to Iowa where they purchased land near Tama.” (Lee Sultzman, 1999, <http://www.tolatsga.org/sf.html>)

Indian Mounds

According to the work of Mr. William Pidgeon and the 1913 History of Carroll County, there were abundant Native American Indian Mounds in Carroll County that have since vanished.

These Indian mounds were created by prehistoric people of at least two different tribes that are now extinct. Various mounds were located throughout the county by rivers and streams and atop ridges. These mounds were circular in shape with an indentation in the center. The skeletons found in the mounds were reported to be laid with their feet towards the inside of the mounds. Mounds were scattered along the Plum River, Arnold's Grove, Mount Carroll and York Townships.

There was quite a bit of concern for the preservation of these mounds in the 1913 version of the “History of Carroll County.” It was mentioned that the mounds were being destroyed by both plows and livestock. It had been stated in a couple of places that something should be done to save these mounds. Neglect and curiosity played a big part in the decimation of these historical structures. The use of the Carroll County Greenways and Trails Plan will, hopefully, remind readers the importance and history attached to other structures in the county and will keep them from meeting the same fate.

More recent mounds can be seen at the US Army Corps of Engineers' Thomson Causeway.

Settlements

In January 1818, the territorial Legislature of Illinois petitioned Congress for the admission of the territory into the Union as an independent state. It is interesting to note that the area now known as Carroll County went through many alterations before it was finally dubbed its own county in 1839.

- In 1801 this region was included within the boundaries of St. Claire County within the Indiana Territory.
- Later, St. Claire County became part of the Illinois Territory until 1812 when Carroll County was put in Madison County.
- In 1821 this area was included in Pike County but was shown two years later as being attached to Fulton County.
- In 1827, Carroll County was included into Jo Daviess County where it remained for 12 years.
- Finally, in 1838, Carroll County was formed and was named after Charles Carroll of Maryland, one of the signers of the Declaration of Independence.

Savanna

The first settlements made in Carroll County were at Savanna in 1828. In November of that year, George and Vance L. Davidson, Aaron Pierce and William Blundle and their families, who had gone to work the lead mines at Galena, left the mining district and settled at what was then known as the “Council Bluffs of the Upper Mississippi.” The name was derived from the high rocky bluffs that overlook the river at Savanna, and from the fact that an Indian Council house had been built there. This house was built of poles and bark of trees, was two stories high and large enough to hold 1000 persons. This old Council house was standing still when the above named families came there and was occupied by the Pierce family as a frontier hotel.

Settlers began to arrive steadily after the Blackhawk War of 1833. Settlements developed at Cherry Grove and Elkhorn Grove where, before the land was surveyed, there was a completed trail from Dixon to Galena. The first mill on the Plum River was erected in 1833 and a post office and a powder mill were established in 1838. By 1840, Savanna was a village containing 200 residents.

Mount Carroll

Located about 10 miles east of Savanna, Mount Carroll was founded in 1836 and became the county seat in 1843. By 1854, Mount Carroll had 800 inhabitants and contained a stone courthouse, three churches, a flourishing academy, common schools, etc.

Lanark

D.W. Dame purchased the land and laid out the city of Lanark in 1861 under the auspices of the Northern Illinois Railroad Company which built a large hotel. Lanark was named for a city in Scotland where the banker who lent the railroad company money that was used to build the railroad once lived.

Shannon

A Station on the Racine and South Western Division of C.M. & St. Paul Railroad, Shannon was incorporated by a special charter in 1869. The original plat of the town was laid out October 3, 1861 by William Shannon.

Thomson

The village of Thomson is in the southwest part of York township bonded by the Mississippi River on the west and a high range of bluffs on the east. The original plat was made in 1864 by G.A. Thomson who was connected with the Western Union Railroad.

Milledgeville

Milledgeville started out as a tiny settlement on the banks of Elkhorn Creek. The original village plat was laid out in 1850. The village grew when the Chicago Burlington and Quincy Railroad came through town in 1885.

Chadwick

After Milledgeville began its development, Chadwick was established in 1886 along the Chicago Burlington and Quincy Railroad.

Important Figures and Places

While Carroll County is one of Illinois' lesser populated counties, there have been a number of famous people in their own right who have made a significant contribution to the area in which they grew up.

Upper Mississippi River National Wildlife and Fish Refuge



In 1922, Will Dilg created the Izaak Walton League of America (IWLA) which lobbied for both protection of the environment and preservation of wilderness. Through their efforts, Dilg and the IWLA were able to preserve and protect a substantial portion of the Mississippi River and wetlands from draining the marshes for farmland.

The Upper Mississippi River National Wildlife and Fish Refuge was established by Congress on June 7th, 1924 to be a refuge and breeding place for birds, animals and fish as well as the conservation of wild flowers and aquatic plants. It encompasses 261 miles (240,000 acres) of land from Illinois to Minnesota and has been described

by Congress as a nationally significant ecosystem and a nationally significant commercial navigation system.

Wildlife on the refuge includes 119 fish species, various mammals, waterfowl, songbirds, amphibians, reptiles and raptors, including more than 130 bald eagle nests.

The refuge provides migratory habitat for a large percentage of the migratory birds in the Mississippi Flyway. The longest migration route of any in the Western Hemisphere lies in this flyway. Its northern terminus is on the Arctic coast of Alaska and its southern end in Patagonia. For more than 3000 miles, from the mouth of the Mackenzie to the delta of the Mississippi, this route is uninterrupted by mountains. There is not even a ridge of hills on the entire route that is high enough to interfere with the movements of migrating birds, and the greatest elevation above sea level is less than 2000 feet. Well timbered and watered, the entire region affords ideal conditions for the support of hosts of migrating birds. The two rivers that mark it, the Mackenzie emptying on the Arctic coast and the Mississippi in the Gulf of Mexico, have a general north-and-south direction, another factor in determining the importance of this route which is used by large numbers of ducks, geese, shorebirds, blackbirds, sparrows, warbler and thrushes.

In Carroll County, visitors and residents can explore the refuge for themselves in the following local parts of the Refuge.

- Spring Lake- complex of lakes encompassing 3,686 acres.
- Lost Mound Unit-special habitat of prairie and sand dunes on the east side of the river. Located in the old Savanna Army Depot and spans 9,857 acres. In cooperation with the Fish and Wildlife Service and the Illinois Department of Natural Resources.
- Great River Birding Trail of the Audubon Society spans from Minnesota to the Gulf of Mexico with the Mississippi River acting as a natural corridor for the birds.
- Thomson Causeway is the largest Corps of Engineers recreational facility on the Mississippi supports fishing, camping and hiking.
- Frog Pond

Captain Glenn Ward Dresbach



Mr. Dresbach was born on a farm near Lanark, Illinois, in 1889. After graduating from the University of Wisconsin where he was editor-in-chief of the Wisconsin Magazine, he went to the Canal Zone where he remained for four years working for the Panama Railroad. From Panama he went to New Mexico as metallurgical accountant for a large copper producer. Upon the entrance of the United States into the World War Mr. Dresbach enlisted and rose to the rank of captain before being demobilized. In 1919 he returned to New Mexico and in 1921 moved to Texas, where he married Mary Angela Boyle of Maryland. Later he returned to his old home at Lanark, Illinois, and devoted his entire time to poetry eventually creating 11 volumes of work.

http://www.dreisbachfamily.org/glenn_ward.html

Wayne King



“The Waltz King”

Born in Savanna in 1901, Wayne grew up with three siblings and started his remarkable journey into a life of music by playing in the Savanna band around the age of 11. In high school he played in the King Brothers’ Jazz Band. After graduating, Wayne attended Valparaiso University in Chicago. While there, he worked in insurance and was a train mechanic. In the evenings he would travel around the Chicago area playing in various jazz bands. It was around this time that he was named one of the best jazz saxophonist in Chicago while playing with the Del Lampe Band. He then had the opportunity to head up his own band that broadcasted live on radio.

In 1931, Wayne began a weekly commercial radio show “The Lady Esther Serenade.” His was one of the most successful Big Bands in the 1930’s. He continued to be successful on radio through the 1950’s. In April of 1981, “The Jazz King” and his orchestra performed one last time at the Savanna Community High School.

Neta Snook



Born in Mount Carroll in 1896, Neta Snook became one of the nation’s first licensed woman pilots and was Amelia Earhart’s first flight instructor and friend. During the First World War, she worked for the British Air Ministry in Elmira, New York. After the war she brought a wrecked Canadian “Canuck” plane to her home at 828 Wilson Avenue, rebuilt it and took passengers on flights over the town. She also barnstormed the country, taught students to fly, and did aerial advertising. *My first contract was in Mount Carroll, Illinois, where I was born. I was paid \$1,000 for two flights daily for three days, a big fee for barnstorming in 1920.*

She later shipped her plane to California and became a licensed flight instructor. Amelia Earhart was her most famous student. She penned a book about her experience with Miss Earhart dubbed “I Taught Amelia to

Fly.” For two years she operated a commercial flying field in California. Neta retired to a California ranch, sometimes finding time to tour the lecture circuit speaking on her aviation experiences

(<http://www.ameshistoricalsociety.org/exhibits/snook.htm>).

Campbell Center for Historic Preservation Studies

Having been first a learning institution and now historic preservation organization that resides in the buildings, the Campbell Center is by far one of the most beautiful of campuses in Illinois. On July 1, 1896 the Mount Carroll Seminary became the Frances Shimer School of the University of Chicago. Departments of Study included Music, Domestic Sciences, Expression (physical culture and elocution), Stenography and Typewriting and Art. Shimer College left Mount Carroll in 1972 and today the campus houses the Campbell Center for Historic Preservation.

Trends in Agriculture and Mining

Agriculture

Carroll County is blessed with sufficient rainfall, fertile upland and prairie soils, temperate seasons, and soil conditions to make it a great agricultural county. Throughout the Twentieth Century, agricultural and related production was the basis for the local economy, and farming continues to be key today.

The current landscape is dominated by agricultural land use in Carroll County. Carroll County has 284,288 acres with 247,536 acres of farmland in 2002. (www.nass.usda.gov) Of the 247,536 acres, 87.05% is cropland. As of the 2002 Census of Agriculture, there were 656 farms in Carroll County with the average farm being 377 acres. Back in 1910, the number of land in farm acres was 272,814 with the average farm being 149.7 acres. The number of acres per farm has increased as the smaller farmer has a harder time making ends meet. Due to development the number of acres in farm land has decreased.

In 2006, Carroll County led the state in soybean yields with 58 bushels per acre and was second in corn yield with 185 bushels per acre. (www.nass.usda.gov) Back in 1939 Carroll County soybean yield was only 20 bushel per acre and corn yield was a mere 58 bushel to the acre. In 1910, the average bushel per acre was only 38.5. The fertile soil, good growing conditions, and modern technology have led to the increase in production.

Livestock has also been an important part of Carroll County agriculture. Cattle and calves led Carroll County in livestock numbers. As of the 2002 census, there were 41,774 head in the county, which was fourth highest in

the state. In 1910, the number of head of cattle in the county was 41,658. Hogs and pigs in Carroll County were counted as 40,986 head compared to 69,766 from 1910.

Mining

Lead mining was prevalent in the early parts of the 20th century in both the Woodland and Mount Carroll townships as well as in Savanna and on up to Galena. The Coalite mine produced shale used in making inexpensive paint. Early travel routes from Peoria usually ended up at mining operations in Jo Daviess County.

Native Americans were mining and selling ore to trading posts by 1690. In 1788, Julien Dubuque opened a mine near Dubuque and Elizabeth. In 1823, there was a rapid migration to the area. The Galena mines were the first in the country to produce so much lead ore. By 1870 most lead mines were exhausted so they turned mining zinc ore.

Natural Resources of Carroll County

Geology and Mineral Resources

To understand the natural resources and geology of present day Carroll County, it is important to go back in time to understand why this area of Illinois has been shaped the way it is as well as to find out how mineral and rock deposits came to be here.

The Precambrian Period of Illinois is the oldest period located deep within the strata of Illinois. This Era dates back some 570 million years ago and is distinguished by both igneous and metamorphic rocks.

Limestone was deposited in the seas that once covered the land in the period known as Silurian which occurred 5 million years ago. Limestone is any rock that contains at least 50% calcite and can be discolored by impurities. Fossils of plant and marine life can be found in this limestone giving us a glimpse into the ancient world before humans. The harder and finer grained specimens of limestone have been used as building stone and can be found in the foundations and lower walls of the Courthouse and public Library in Mount Carroll (Rogers, 15).

Glacial History

“Ice Age” is the term used to define the Pleistocene Epoch of the Quaternary Period. Glaciers from Canada drifted into Illinois carrying debris of rock and soil that was dropped off as the glaciers melted. The earliest of the glacial episodes is called the Pre-Illinois episode which spanned from 1.6 million years ago to approximately 425,000 years ago. From then until 300,000 years ago, the Yarmouth episode followed leaving fine silts and clays forming deep soils.

Glacial deposits consist primarily of:

- Till- pebbly clay, silt and sand, deposited directly from melting glaciers
- Outwash- mostly sand and gravel, deposited by the rapidly flowing melt-water rivers
- Lacustrine Deposits- silt and clay that settled out in quiet water lakes and ponds

- Loess- windblown sand and silt

The next glacial expanse was the Illinois episode that saw the ice reaching westward across Illinois and into Iowa; but managed to stop 8 miles west of Savanna and ended 125,000 years ago. From that time until 75,000 years ago, the Sangamon episode produced both well-drained and poorly-drained soil profiles. Up until this point the glaciers had shaped and transformed much of the Midwest but had left the small patch of land now known as the Wisconsin Driftless Region. 75,000 years ago, the Wisconsin episode was the last glacial episode and it too failed to grind down the northwest third of Carroll County.

The townships of Washington, Woodland, Savanna (northwestern corner of Carroll County) are part of the Wisconsin Driftless Division. This area, stretching from Illinois to Minnesota, managed to escape the glaciers of the Pleistocene Epoch, forming a sort of island of land surrounded by ice and snow. Water running through this area is responsible for the rugged terrain in this part of the county.

Loess (“luss”) is windblown soil deposits that cap the bedrock up to 20 to 25 feet thick. This soil had been scattered throughout the area as early as 1.6 million years ago during the Pre Illinois glacial episode.

Waterways

Three stream segments in Carroll County are Biologically Significant Streams because they support threatened or endangered species or have high mussel and fish diversity. These streams are the East Plum River to Carroll Creek (called the Waukarusa), Carroll Creek (aka. Waukarusa/ Straddle Creek), and river miles 545-550 of the Mississippi River.

Water can be obtained by drilling wells into the St. Peters sandstone layer at a 250 foot depth. Many wells are drilled only to the Galena-Platteville dolomites at a lesser depth. There are thousands of small springs flowing in the county though many are wet-weather springs which dry up during periods of little rainfall. These are surface fed.

There are two strong springs near Shannon which are artesian and have continuous flow year-round at a constant temperature. One artesian well near Mount Carroll drilled to 180 feet flows at the rate of 5 gallons per minute. Continuous flowing streams in Carroll County are Plum River, Elkhorn Creek, Johnson Creek, Rush Creek, Otter Creek and Rock Creek.

Topography and Vegetation

- The highest point in Carroll County is 890 feet above sea level and the lowest elevation is 250 feet.
- About one third of the county was not glaciated and is rough, hilly and timbered.
- The Wisconsin Driftless section is characterized by high hills, sharp ridges, sweeping slopes, wide valleys; prominent features include canyons, ravines, bluff, and palisades and has the coldest climates in the state. The average annual precipitation in Carroll County is 35.5 inches. The growing season varies from 140-160 days from north to south.
- Natural outcroppings of limestone appear in this area. The harder types of limestone were used in earlier times to make bridges, house foundations, and public buildings. The softer and coarser limestones are now being quarried and crushed for agricultural purposes and roadways.
- The glaciated two thirds of the county has a gently rolling prairie soil high in fertility. Loess (or wind-blown soil) occurs in very thick layers over the limestone in the county creating this highly farmable land.
- Most common timber: oaks, hickory, basswood, ash, elm, hard maple. Along streams and wet bottoms are cottonwood, soft maple, elm, and hackberry.

Native Plants

- Virginia bluebells, white trilliums, bellwort, maidenhair fern, wild geranium, jeweled shooting star, purple trillium, wild ginger, bloodroot, gray-headed coneflower
- Two state endangered native plants are the Canadian violet and the ill scented trillium
- 55 of the area's plants are state endangered, 11 are state threatened
- 17 of those are found nowhere else but the driftless area on algalic slopes (cold producing) –usually moss covered- Beaked hazelnut, mountain clematis, small enchanter's nightshade
- Paper birch and bird's eye primrose survived the glaciers
- Native grasses include little bluestem, big bluestem or turkey foot, Indian grass, side-oats grama, switch grass, and prairie drop seed

Wildlife

Birds

Hundreds of species are located in the Driftless area including 7 state threatened and 11 state endangered birds. Some of the many splendid birds that one might see in Carroll County include; yellow-throated warblers, worm eating warblers, yellow-bellied sapsuckers, sandhill cranes, yellow headed blackbirds, eagles, quail, Hungarian partridges and pheasants.

Mammals

As with most counties in Illinois, Carroll County has its fair share of four legged creatures including the state endangered river otter and state threatened bobcat.

Cottontail rabbits, jack rabbits, woodchucks, fox squirrel, gray squirrel, deer, opossum, raccoons, long tailed weasels, least weasels, mink, otters, skunks, muskrats, nutria, beavers, badgers, red and gray foxes can be seen and/or heard throughout the year along with the region's eight species of bats.

Amphibians and reptiles

There are approximately 11 amphibian and 25 reptile species in and around Carroll County including the state threatened western hognose snake and timber rattle snake.

Aquatic Biota

There are 89 species of fish, 39 species of mussels and nine species of large crustaceans located in Carroll County in the Mississippi and the Plum. There are a number of state and federally endangered or threatened aquatic biota in and around the Mississippi River.

- State threatened mussels- butterfly.
- State endangered fish- lake sturgeon, western sand darter, pallid shiner (on verge of extinction).
- State endangered mussels- sheepnose, Higgens eye (federally endangered too).
- State endangered crustaceans- isopod, amphipod (both are troglodytes).
- Federally endangered Iowa Pleistocene snail, Carp, bullheads, buffalo, channel cat, flathead cat, paddlefish, crappie, white and yellow bass, bluegill, largemouth bas, sunfish, walleye, sauger, northern pike, minnows, gizzard shad, carpsuckers, sturgeon.



Inventory of Existing Parks, Outdoor Recreation Areas and Other Open Spaces

Major Public/ Quasi-public Open Spaces

Illinois Nature Preserves

Site	Acres	Ownership
Sentinel Nature Preserve	48.4	IDNR
Brookville Lutheran Cemetery Prairie	0.75	Brookville Cemetery Association
Ayers Sand Prairie	115	IDNR
Thomson-Fulton Sand Prairie	37	IDNR

Other Conservation Areas and Easements

Site	River Miles	Ownership
Upper Mississippi National Wildlife Refuge	261	US Army Corps of Engineers, US Fish and Wildlife, IDNR

Park Inventory Locations listed in order that corresponds with the maps.

USACE Thomson Causeway	Thomson	Camping, canoeing, fishing, hiking, bike trails, shelters, play equipment
Big Slough	Thomson	

CARROLL COUNTY GREENWAYS AND TRAILS PLAN

Future Recreation Park	Thomson	As of 2007, field only
French Bluffs State Park	Thomson	trails
Thomson Causeway (aka Potter's Marsh)	Thomson	Play equipment, shelter, trails, camping
Helle Park	Savanna	basketball court, play equipment, tennis courts
Marquette Park	Savanna	lake/pond/river, picnic area, boat launch, shelter/pavilion
Monument Park	Savanna	open area
Old Mill Park	Savanna	basketball court, picnic area, play equipment, sports field/area, tennis court, trails
Savanna Marina	Savanna	open area
Sixth Street Park	Savanna	basketball court, picnic area, play equipment
Lost Mound Unit Wildlife Refuge Observation Outlook	Savanna	outlook, benches
Mississippi Palisades State Park	Savanna	trails, shelters, camping, picnic areas
Point Rock Park	Mount Carroll	shelters, picnic areas, play equipment, disc golf, baseball field, volleyball and soccer areas.
YMCA Camp Benson	Mount Carroll	shelter, camping, trails
Percy Park	Mount Carroll	basketball court
Lowden Park	Mount Carroll	Playground equipment
Handel Park	Chadwick	baseball field, basketball court, play equipment, picnic area
Lanark City Park	Lanark	shelters, play equipment, horseshoes, sand

		volleyball
Lion’s Park	Shannon	baseball field, shelter, play equipment
Shannon Village Park	Shannon	tennis court, shelter, gazebo, play equipment, picnic area
Charles Avenue Park	Milledgeville	play equipment, picnic area
Stover Park	Milledgeville	baseball field, shelter, play equipment
Millwheel Park	Milledgeville	baseball fields, shelter, play equipment, tennis court

Other Open Spaces

Palisades Golf Course	Savanna	9 holes, clubhouse, pro-shop, cart rental, driving range
Lynwood Links	Thomson	18 holes, lodge, restaurant, lounge, indoor pool, spa
Oakville Golf Course	Mount Carroll	9 holes, open to public, clubhouse, pro-shop
Trailside Mini Golf	Lake Carroll	18 hole mini golf course
Lake Carroll Golf Course	Lake Carroll	Open to public midweek only, 18 holes, clubhouse, cart rental, pro-shop

Regional Trails

Grand Illinois Trail

The Great River Trail recreational path extends 62 miles from the Quad Cities to Savanna, providing fantastic biking, hiking, running and walking opportunities. In Carroll County, the 10-foot-wide, hard-surfaced trail travels for nearly 15 miles along the Mississippi River and through tranquil rural scenery.

Great River Road National Scenic Byway

“There is a place located in the heart of America, sometimes referred to as THE heart of America. It represents four centuries of history and heritage, a compilation of thousands of stories that paints the picture of America's evolution. Its 550-mile route on Illinois' western border offers breathtaking views and majestic landscapes that inspire and sooth the soul. Nature has been kind to the banks and bluffs, attracting thousands of species that travel thousands of miles for a visit or to make themselves a home. Originally discovered by Native American Indians, the rich fertile soil and waterways are ideal partners for agriculture and farming, a region that feeds the world today. This is your destination for a weekend trip or an extended journey that allows you to explore, play, shop, or simply unwind.” <http://www.byways.org/explore/byways/2279/stories/48523>

Carroll County Cycling Club Bike Trail

Established in 2002, the Carroll County Cycling Club has created a looped race that participants enjoy every summer. Noted as a European style race, the Great Carroll County Cycling Event is a 62 mile single lap race and is sanctioned by the American Bike Race association. The race is routed along roads and connects the towns of Chadwick, Thomson, Savanna, Mount Carroll and Lanark.

Mount Carroll National Register Historic District Walking Tour

Created by the Main Street Illinois Program, the Historic District Walking Tour of Mount Carroll takes the walker past buildings and homes of unique and important historical significance to the area. The Mount Carroll Historic Preservation Advisory Committee is the organization responsible for working on the Tour.

Quilter's Journey

Created by the Blackhawk Waterways Convention and Visitor's Bureau, the Quilter's Journey spans the Northwestern Region of Illinois and is used as a guide for quilt enthusiasts not only to tour the region, but also to visit local unique quilt shops and Bed and Breakfasts.

Trail of Terror

This successful marketing program was developed by both Blackhawk Waterways and the Stephenson County Convention and Visitor's Bureau, the Trail of Terror leads tourists through 8 counties and identifies haunted houses, festivals, pumpkin patches and other fall tourist attractions in the area.

Chocolate Trail

Created by the Blackhawk Waterways Convention and Visitor's Bureau, the Chocolate trail highlights regional shops that create their own unique chocolates.

Snowmobile Routes

Open through November 15th to March 15th, the Illinois Association of Snowmobile Clubs' Region 6 snowmobile routes are open to the public. The main routes in Carroll County span from around Lake Carroll down to Milledgeville and around and through Thomson. These trails meander their way through Carroll County and all the other surrounding counties, making them a truly regional trail.

Historic Carroll County Back-roads Tour

Produced by the Carroll County Historic Society in the early 1980's, this tour breaks the county into 5 different driving tours that point out significant historical happenings and structures of the area. Five separate driving routes all start in Mount Carroll and travel through the countryside engaging participants to look for hidden and not so hidden treasures.

Outdoor Recreation in Carroll County

Camping, hiking, fishing and hunting opportunities can all be found in Carroll County. The Thomson Causeway, the Mississippi Palisades, Timberlake Resort, the French Bluffs, Spring Lake, Frog Pond, Marquette Park and Miller's Hollow are just a few of the many nature based outdoor recreation opportunities available to residents and visitors of Carroll County.

Historic Sites in Carroll County

From museums, log cabins, cemeteries and bridges to monuments and Indian mounds, Carroll County boasts a history rich in location, resources and people.

Savanna Area

- Aaron Pierce Monument
- Pulford Opera House
- Trainman Wood Carving
- Savanna Sabula Bridge
- Savanna Historic society Museum

Thomson Area

- Thomson Railroad Depot Museum
- USACE Thomson Causeway Indian mounds

Mount Carroll Area

- National Registered Historic District
- Historic Oakville Museum Complex
- Owen P. Miles Museum
- Campbell Center for Historic Preservation Studies
- Carroll County Courthouse
- Soldiers and Sailors Monument and Annex

Lanark Area

- National Registered Historic District

Cultural Resources in Carroll County

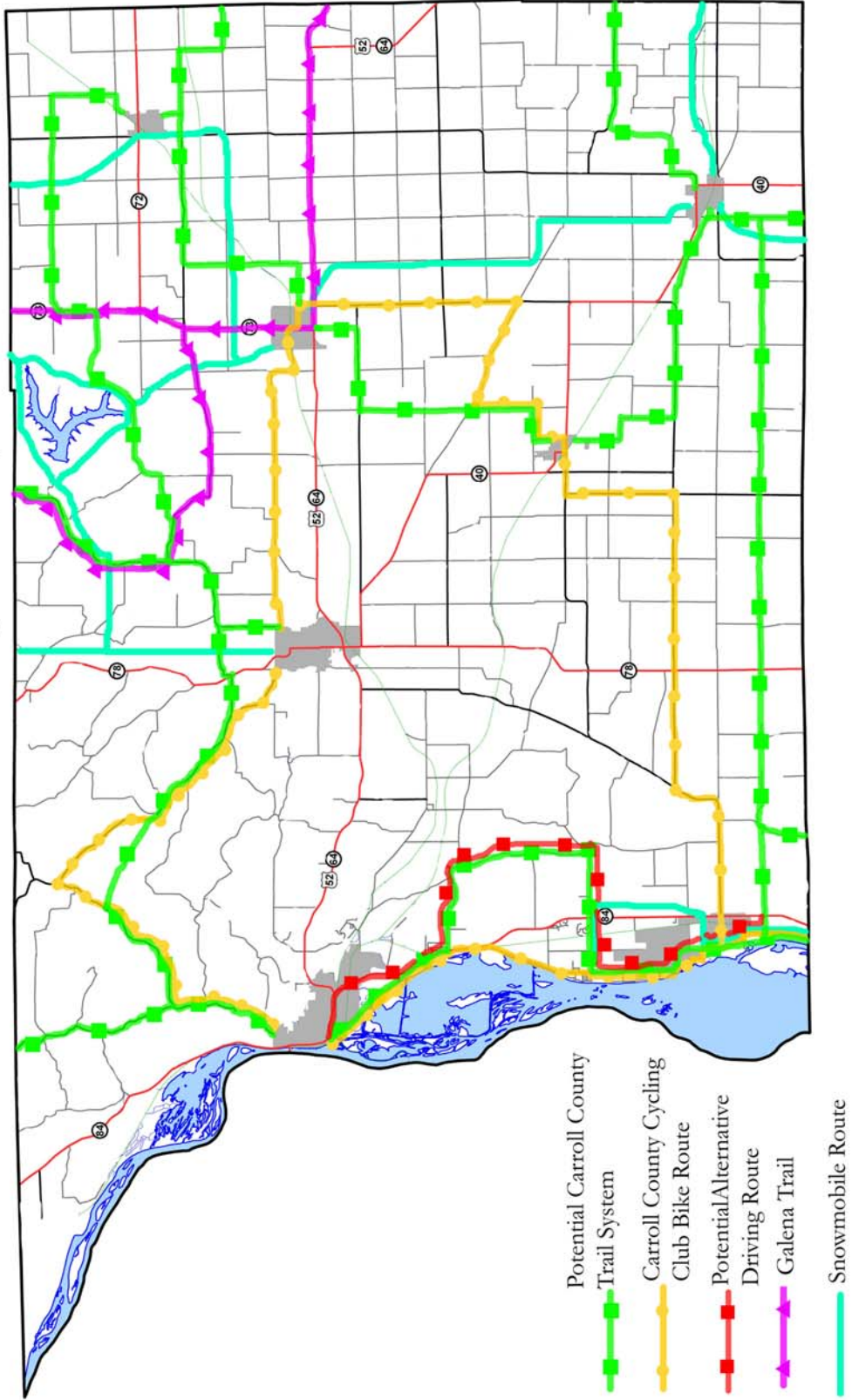
Carroll County is home to a number of cultural resources that amuse, entertain and educate. Timber Lake Playhouse is a summer theater experience located at Timberlake Resort. Top quality renditions of old and new theatrical releases are always a crowd pleaser.

Railroading is a tradition in Carroll County that runs deep. Savanna and Thomson are home to both a Train Car Museum and a Depot Museum.

For a unique and entertaining trip into the strange and unique, Raven's Grin Haunted House in Mount Carroll is sure to please and is open year round for those who cannot get enough at Halloween.

To learn all about the Mississippi River and the Upper Mississippi National Wildlife and Fish Refuge, the Ingersoll Wetlands Learning Center located on Riverview Road north of Thomson is a great resource for nature lovers.

Carroll County Trails Systems



Local Plans

Carroll County Trail

A proposed countywide trail that transverses the countryside would be of a benefit not only as an offshoot of the Grand Illinois trail for bicyclists, but also as a tourism route that brings people to the county to discover the sights and events that makes this county a beautiful, friendly place to live.

Connecting with the surrounding communities and working closely with them will benefit any endeavors Carroll County residents might pursue. Signage should be added to the trail route in order to make this system as user-friendly as possible.

Carroll County Map Explanation

Carroll County Trail System Detail

Due to the fact that a portion of the proposed Carroll County Trail System utilizes the Grand Illinois Bike Trail for the safety of those wishing to either hike or bike the trail system, an alternative route must be recognized for the use of those operating motorized vehicles.

For the sake of this Plan, the detailing of the proposed Carroll County Trail System will start north of Savanna on Scenic Ridge Road.

To Mount Carroll

Continue on Scenic Ridge Road to Mount Carroll go northeast on Zion Road, southeast on Davis Road, southeast on the Elizabeth Blacktop, continue east on the Elizabeth Blacktop, south on Loran to Mount Carroll.

- To go to Jo Daviess County continue north on Scenic Ridge Road to Jo Daviess County.
- To go to Stephenson County, continue north on Loran Road, northeast on Loran Road, north on Loran Road.

To Lake Carroll

From Loran Road, outside of Mount Carroll continue east on Georgetown Road, north on Townline Road, east on Townline Road, north on Browning Road, east on Zier Road, east on Lake Carroll Boulevard, to Payne Road.

To Shannon

Continue east on Payne Road, North on Illinois Route 73, east on Spring Valley Road, south on Stanton to Shannon.

- To go to Ogle County, continue south on Stanton then east on Georgetown Road.

To Lanark

Leaving Shannon on Stanton Road, continue west on Georgetown Road, South on Otter Creek Road, west on Locust Road to Lanark.

To Chadwick

Continue south on Broad Street, west on Cyclone Ridge Road, south on Beede Street, west on Taylor Road to Chadwick.

To Milledgeville

Continue south on School Road, east on School Road, south on School Road, east on Ideal Road, southeast on Dutchtown Road to Milledgeville.

- To go to Whiteside County, from Dutchtown Road, continue south on Otter Creek Road.
- To go to Ogle County from Dutchtown Road, continue east on 8th Street, North on the Shannon Blacktop, east on Hitt Road, north on Hitt Road, east on Eagle Point Road.

To Thomson

Continue south on Otter Creek Road, west on Fairhaven Road.

To Savanna

Continue north on Riverview Road, east on 3 Mile Road, north on Scenic Bluff Road, east on Airport Road.

- Hiking/ Biking Route
After going east on Airport Road, pick up the Grand Illinois Trail north to Savanna.
- Alternative Route for Drivers
After going east on Airport Road, continue north on Illinois Route 84 to Savanna.

Carroll County Cycle Club Bicycle Route

For the sake of this Plan, the detailing of the Carroll County Cycling Club Bicycle Route will start north of Savanna on Scenic Ridge Road.

- To Mount Carroll, continue northeast on Scenic Ridge Road, southeast on the Elizabeth Blacktop, south on Corbett Road.
- To Lanark, continue east on Lincoln Road, east on Townline Road, south on Stone Bridge Road, east on Carroll Street.
- To Chadwick, continue south on Benson Road, northwest on Telegraph Road, South on Beede Road, west on Taylor Road.
- To Thomson, continue west on Argo Fay Road, south on Oakville Road, west on Ideal Road, south on Argo Fay Road, west on Argo Fay Road, south on Scenic Bluff Road, west on Fairhaven Road.
- To Savanna, continue north on Riverview Road, north on Illinois Route 84, north on the Grand Illinois Trail.

Region 6 Snowmobile Routes

The Snowmobile Routes travel through different counties and offer tourism opportunities for towns in Carroll County. The routes themselves wind around Lake Carroll, Shannon, Lanark, Milledgeville, and Thomson.

Galena Trail and Coach Road Society

The Galena Trail and Coach Road enters into Carroll County from Ogle County on the east via Chambers Grove Road. The Galena Trail and Coach Road continues east on Illinois Route 52/64, north on Illinois Route 73 through Lanark to Lena.

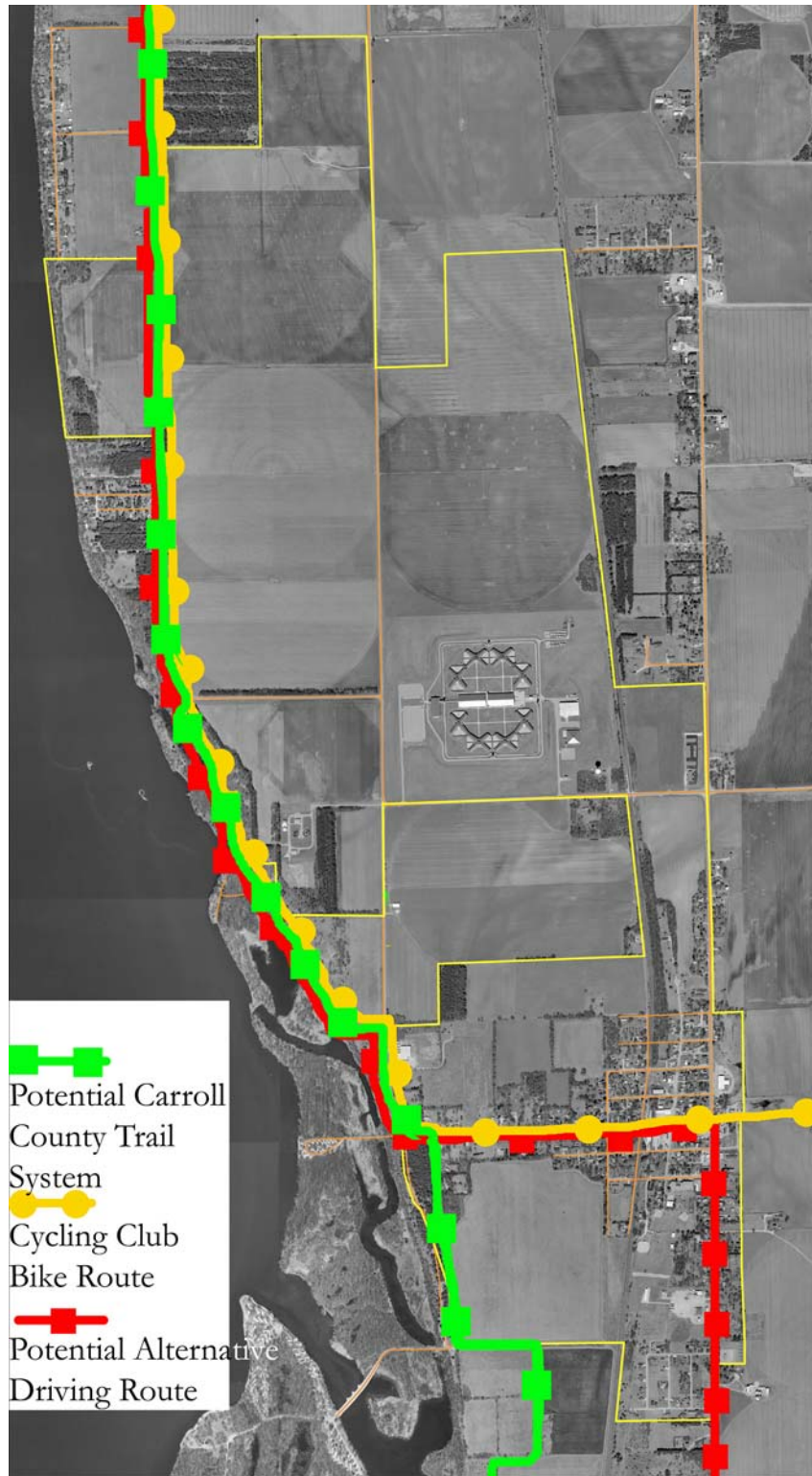
The Trail and Coach road then re-enters into Carroll County south from Stephenson County via Loran Road, east on Georgetown Road, south on Illinois Route 73, east on Illinois Route 52/64, east on Chambers Grove Road.

Carroll County Historic Society Driving Tours

Project Completion 0-3 years

The Carroll County Historic Society Historic Driving Tours brochure will benefit tourism efforts in the county by giving tourist to the area an option for exploring the region and all that it has to offer. This Tour was created at some point in the 1980's and is in much need of upgrading. A group of volunteers has already tried to identify and locate many of the tour's points of interest. A sample of their findings can be found in Appendix G.

Thomson



Thomson Map Explanation

Carroll County Trail System Detail

Due to the fact that a portion of the proposed Carroll County Trail System utilizes the Grand Illinois Bike Trail for the safety of those wishing to either hike or bike the trail system, an alternative route must be recognized for the use of those operating motorized vehicles.

For the sake of this Plan, the detailing of the proposed Carroll County Trail System will start south of Thomson on Illinois Route 84 for motorists and The Grand Illinois Trail for hikers and bicyclists.

Hiking/ Biking Route

Coming north to Thomson from the Grand Illinois Bike Trail, continue north on Lewis Avenue, west on Main Street, north on Sandridge Road, northwest on Heron Road and continuing north on Riverview Road.

Alternative Route for Drivers

Drivers will approach Thomson going north on Illinois Route 84, west on Main Street, north on Sandridge Road, northwest on Heron Road and continuing north on Riverview Road.

Carroll County Cycle Club Bicycle Route

The Carroll County Cycling Club Bike Route follows Argo Fay Road west to Thomson, west on Main Street, north on Sandridge Road, northwest on Heron Road and continuing north on Riverview Road.

Thomson Project Priorities

New Park to be created

Projected Completion 0-3 years

This park will be located on Main Street in Thomson near the entrance to the Thomson Causeway.

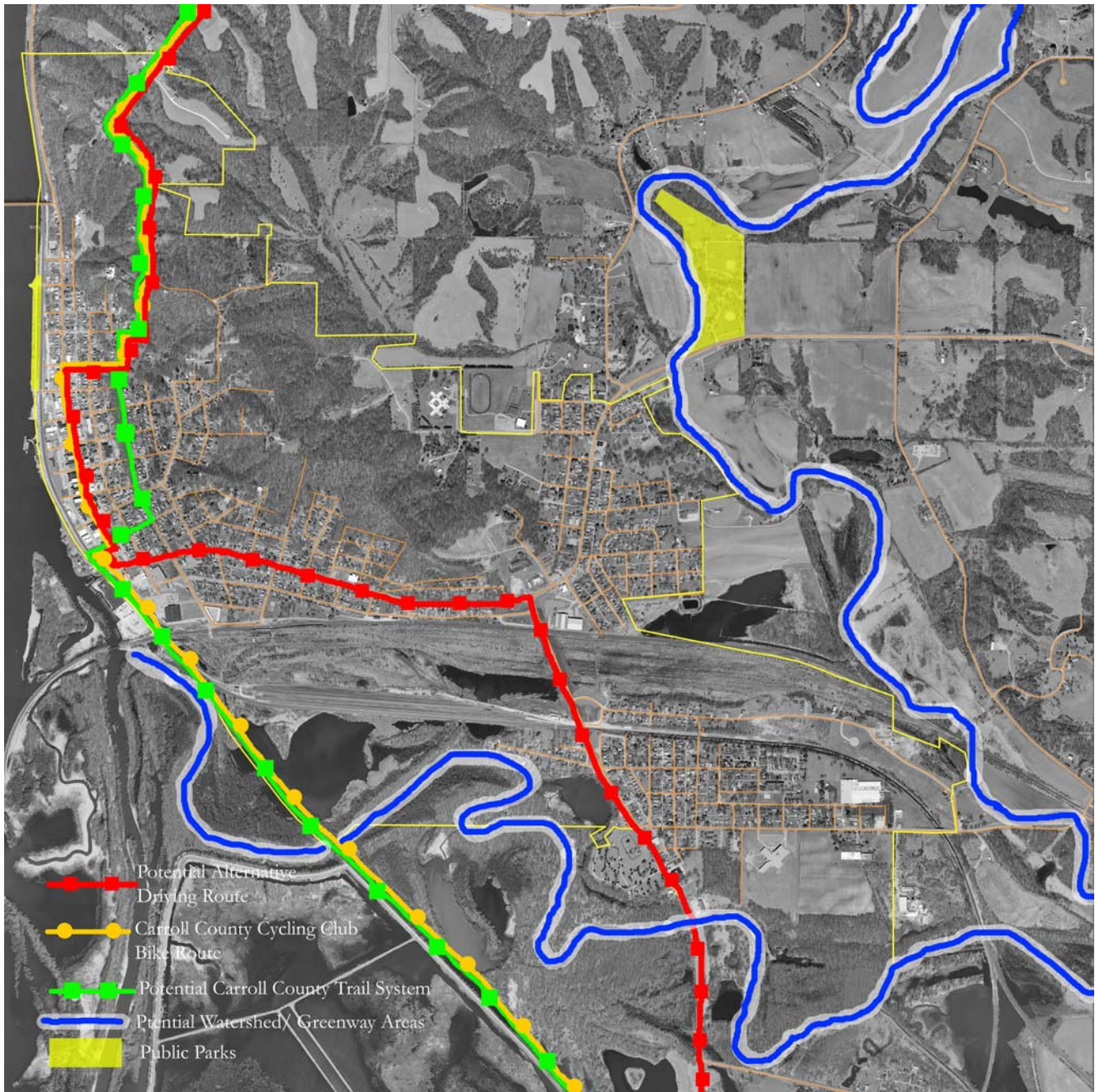
The Big River ATV Club

Projected Completion 10+ years

Their goal is to start a trail system in Carroll County similar to Wisconsin's system with the system eventually encompassing the whole state of Illinois.

They would eventually like to open an ATV park available to ATV riders for a small fee per day for upkeep costs. This would also help to keep Carroll County wildlife areas and private property safe as ATV riders would stay on designated trails and riding areas and not disturb natural habitats and nature areas.

Savanna



Savanna Map Explanation

Carroll County Trail System Detail

Due to the fact that a portion of the proposed Carroll County Trail System utilizes the Grand Illinois Bike Trail for the safety of those wishing to either hike or bike the trail system, an alternative route must be recognized for the use of those operating motorized vehicles.

For the sake of this Plan, the detailing of the Carroll County Trail System will start south of Savanna on Illinois Route 84 for motorists and The Grand Illinois Trail for hikers and bicyclists.

Hiking/ Biking Route

Coming north to Savanna from the Grand Illinois Bike Trail, continue north on Main Street, northeast on Washington Street, north on 4th Street, east on Webster Street and continuing north on Scenic Ridge Road.

Alternative Route for Drivers

Drivers will approach Savanna going north on Illinois Route 84 (Viaduct Road), west on Illinois Route 52/64 (Chicago Avenue), north on Main Street, east on Webster Street and continuing north on Scenic Ridge Road.

Carroll County Cycle Club Bicycle Route

The Carroll County Cycling Club Bike Route follows The Grand Illinois Trail south of Savanna, North on Main Street, East on Webster Street and continuing north on Scenic Ridge Road.

Savanna Area Project Priorities

Skate Park

Projected Completion 0-3 years

The skate park will be created at the old Ice house along Marquette Park.

Lost Mound Unit

Located on an old Army Depot, a majority of the land owned by the IDNR and the US Fish and Wildlife Refuge needs to be cleared of old munitions before being safely handed over.

Clear Additional Lost Mound Unit Land of Munitions

Project Completion 5+ years

Handicap Accessible Trail

Projected Completion 0-3 years

The plan is to turn 54 wooded acres behind the visitor's center into a handicap accessible trail.

Expanding the Grand Illinois Trail to the Savanna Depot

Projected Completion 10+ years

The plan would be to continue the Grand Illinois Trail north through the Mississippi Palisades and north through the old Savanna Army Depot.

Migratory Mississippi Flyway

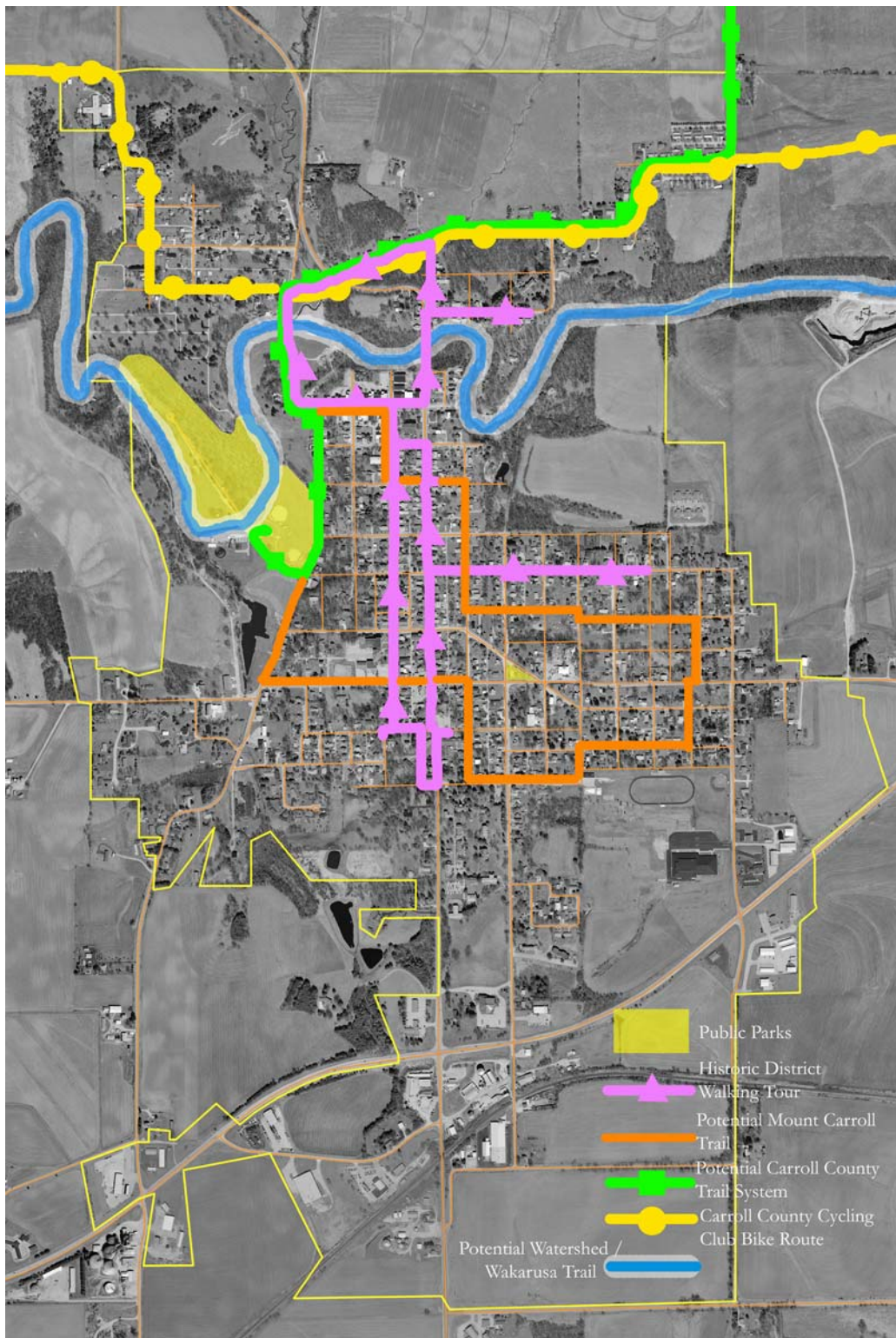
The Mississippi River is part of the vast Mississippi Flyway in which migratory birds from as far away as Alaska follow to reach the Gulf of Mexico.

Unite the Grand Illinois Trail Two-Mile Segment Thomson/Savanna

Projected Completion 0-3 years

Both the US Fish and Wildlife and the Illinois Department of Natural Resources recognize the importance of completing this segment of the Grand Illinois Trail. Once funds are made available, the trail would continue behind the Ingersoll Wetlands Learning Center and meet up with the trail north of that.

Mount Carroll



Mount Carroll Map Explanation

Carroll County Trail System Detail

For the sake of this Plan, the detailing of the proposed Carroll County Trail System will start at point Rock Park along Mill Street.

From Mill Street, the trail will continue north on Mill Street, west on Market Street, North on Galena Street, east on State Street, east on Lincoln Street turning north onto Loran Road.

Mount Carroll Trail Loop

Because the Carroll County Trail System does not enter into Mount Carroll, a trail should be identified as an offshoot of the main trail system that will draw tourists into the heart of the town.

A possible offshoot detailed in the Mount Carroll Map would have people leaving the County trail system heading east on Market Street, south on Main Street, east on Pleasant Street, south on College Street, east on Silk Street, south on East Street, west on Ridge Street, south on West Street, west on Seminary Street, north on College Street, west on Benton Street picking back up again onto the Carroll County Trail System going north on Mill Street.

Carroll County Cycle Club Bicycle Route

The Carroll County Cycling Club Bike Route follows Corbett Road east of Mount Carroll, south on Lowden Road, south on Washington Avenue, east on State Street, east on Lincoln Street. From Lincoln Street, bicyclists then proceed west onto Townline Road towards Lanark, Illinois.

Historic District Walking Tour

The Mount Carroll Historic District Walking Tour starts at north on Main Street, west on Market Street, North on Galena Street, east on State Street, south on Clay Street, east on Lincoln Street, west on Lincoln Street, south on Clay Street, east on Market Street, south on Main Street, east on Rapp Street, south on Clay Street, east on Washington Avenue, west on Washington Avenue, south on Clay Street, east on Broadway, south on College Street, west on Seminary Street, north on Clay Street, west on Broadway, east on Broadway and north again on Main Street.

Mount Carroll Project Priorities

Stone House Park

Projected Completion 0-3 years

The Mount Carroll Community Development Corporation acquired the Stone House property in 2007 at the intersection of IL 78 and Lincoln Street. The Stone House, as it is known, was the second structure built in the town and was inhabited by one of the founders of Mount Carroll. The purpose for the land will be to create a visually aesthetic park to welcome people traveling south on IL Route 78 into Mount Carroll.

Potential projects can include located and clearing out the spring for use in the park, shoring up the three existing walls of the stone house to be utilized in the park plan, adding a parking lot adjacent to the park and creating signage detailing the historic significance of the site.

Trail Connecting the Waukarusa from Lanark to Savanna

Projected Completion 0-3 years

The Friends of the Waukarusa are developing acquisition strategies and gathering information in order to begin their goal of a trail along the Waukarusa

Projected Completion 10+ years

The Waukarusa River “Crooked River” begins near Lanark and flows west to join the Plum River, then into the Mississippi River South of Savanna. In Mount Carroll, the Waukarusa flows through Point Rock Park where the high bluffs and scenic walking trails make it an attractive recreation area.

The Friends of the Waukarusa would like to develop a bike/walking trail along the Waukarusa in Mount Carroll. The idea then would be to link up westward with the Grand Illinois Bike Trail in Savanna, Illinois along the Mississippi as well as linking up eastward to Lanark, Illinois.

Safe Routes to Schools

Projected Completion 0-3 years

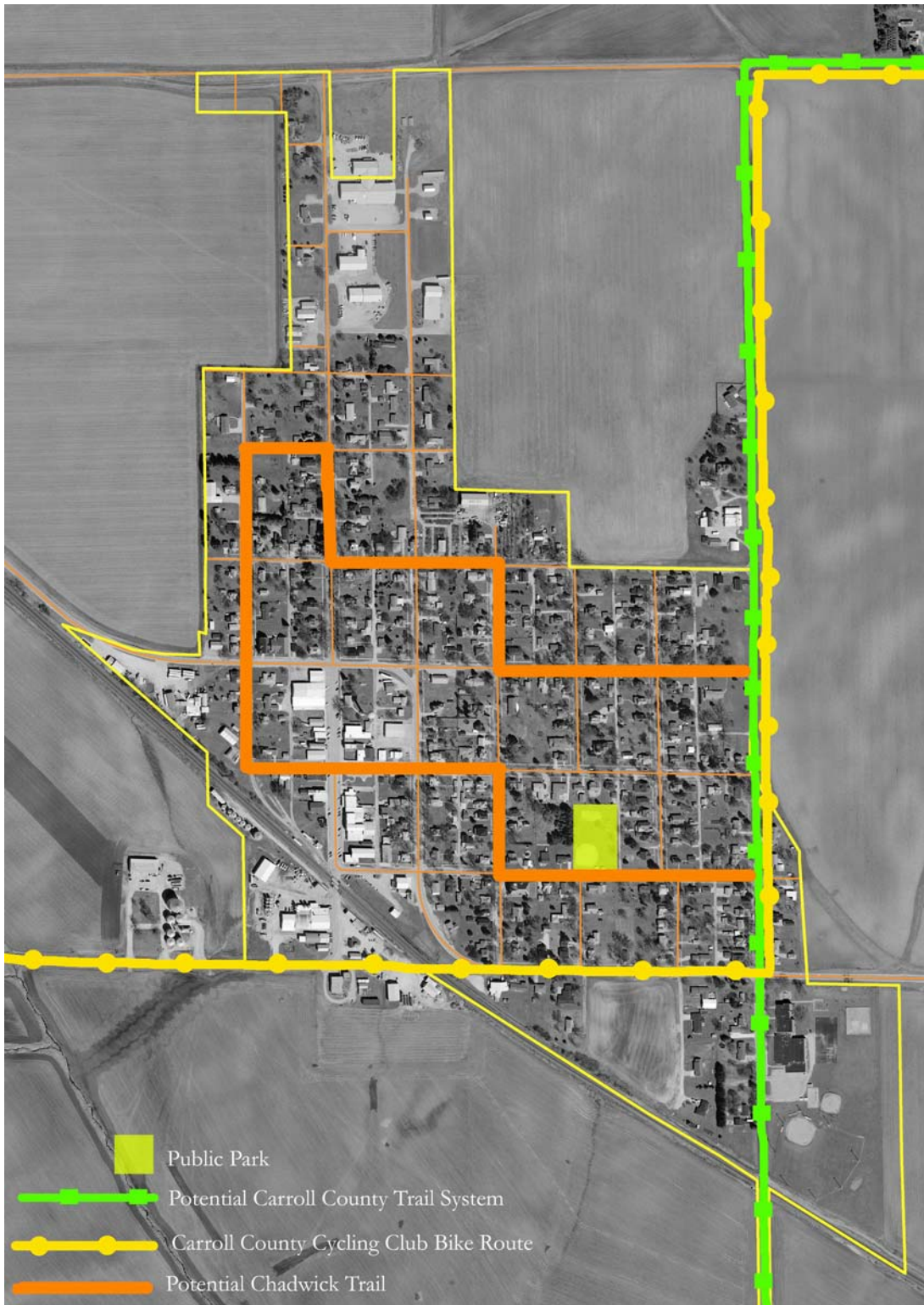
The Safe Routes to School Program is sponsored by the Illinois Department of Transportation. This program will assist Mount Carroll in repairing and constructing safe and easily traveled sidewalks and signage for elementary school children to safely get to and from school.

Park District

Projected Completion 3-5 years

Outlined in the Strategic Plan, Lanark is looking into the possibility of creating a Park District.

Chadwick



Chadwick Map Explanation

Carroll County Trail System Detail

For the sake of this Plan, the detailing of the proposed Carroll County Trail System will start northeast of Chadwick on Taylor Road.

From Taylor Road, the trail will continue south along School Road on the east end of Chadwick.

Chadwick Trail Loop

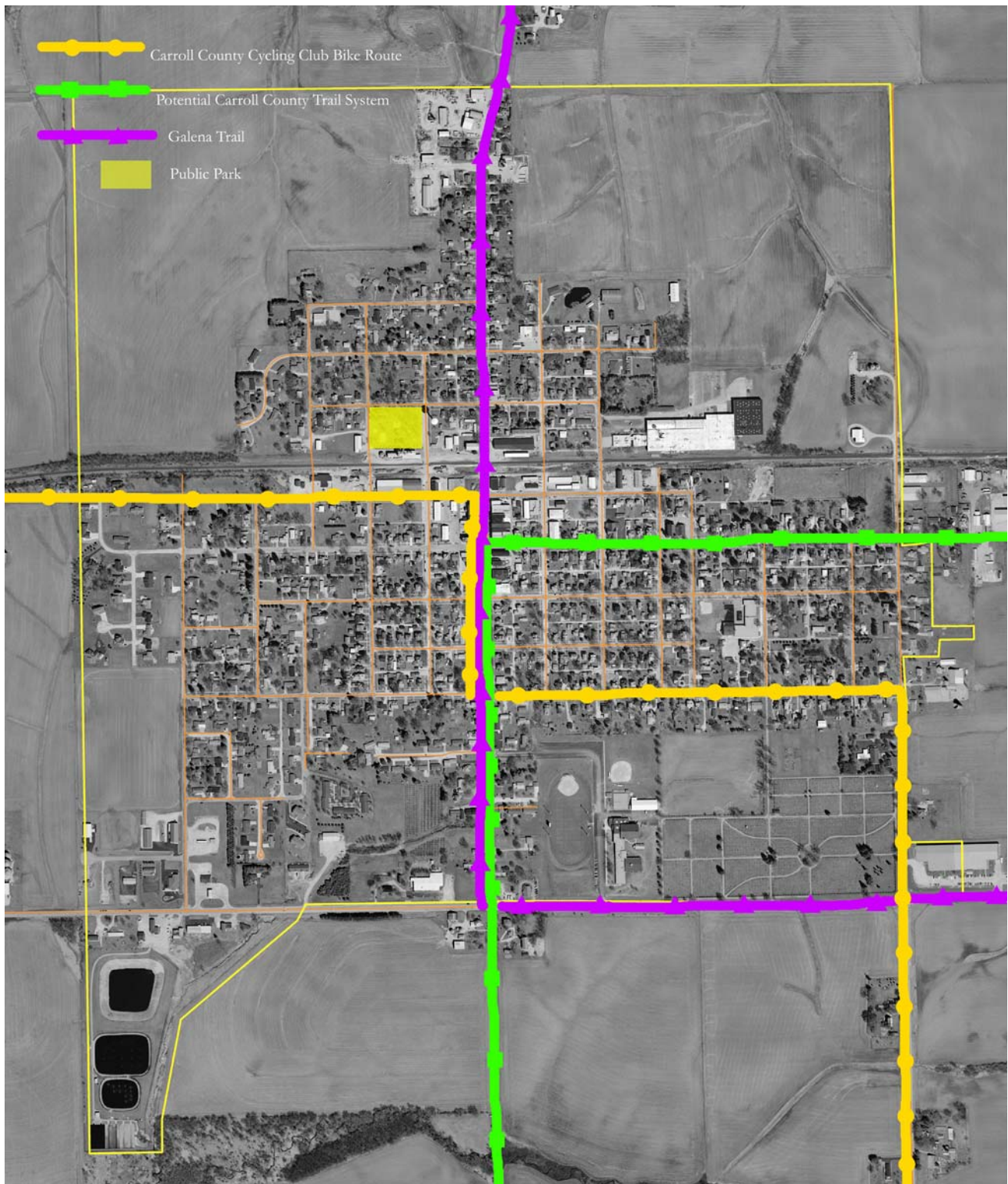
Because the Carroll County Trail System does not enter into the Village of Chadwick, a trail should be identified as an offshoot of the main trail system that will draw tourists into the heart of Chadwick.

A possible offshoot detailed in the Chadwick Map would have people leaving the County trail system heading west on 3rd Street, north on Snow Street, east on 4th Street, south on Marion Street, east on 2nd Street, south on Snow Street, east on 1st street, picking back up again onto the Carroll County Trail System going south of Chadwick on School Road.

Carroll County Cycle Club Bicycle Route

The Carroll County Cycling Club Bike Route follows Taylor Road Northeast of the Village of Chadwick, then proceeds south on School Road. A turn onto 2nd Street going west is then followed by a turn south onto Main Street. From main street bicyclists then proceed west onto Argo Fay.

Lanark



Lanark Map Explanation

Carroll County Trail System Detail

For the sake of this Plan, the detailing of the proposed Carroll County Trail System will start east of Lanark on Locust Street. From Locust Street, the trail will continue south on Illinois Route 73. After crossing Illinois Route 52/64, Illinois Route 73 becomes Cyclone Ridge Road.

Carroll County Cycle Club Bicycle Route

The Carroll County Cycling Club Bike Route follows Carroll Road east of the Village of Chadwick, then proceeds south on Illinois Route 73 (Broad Street). A turn onto Pearl Street going east is then followed by a turn south onto South East Lanark Avenue. After crossing Illinois Route 52/64, South East Lanark Avenue becomes Benson Road.

Galena Trail and Coach Road

The Galena Trail and Coach Road follows west on Illinois Route 52/64 south of the Village of Lanark, then proceeds north on Illinois Route 73 through the village continuing north to Lena.

Lanark Project Priorities

Safe Routes to Schools

Projected Completion 0-3 years

Lanark officials have applied for the Safe Routes to School Program sponsored by the Illinois Department of Transportation. See Appendix H.

Galena Trail and Coach Road Society

Projected Completion 0-3 years

Illinois Department of Transportation along with County governments will install signage to mark the Trail that stretches from Peoria to Galena.

Park District

Projected Completion 3-5 years

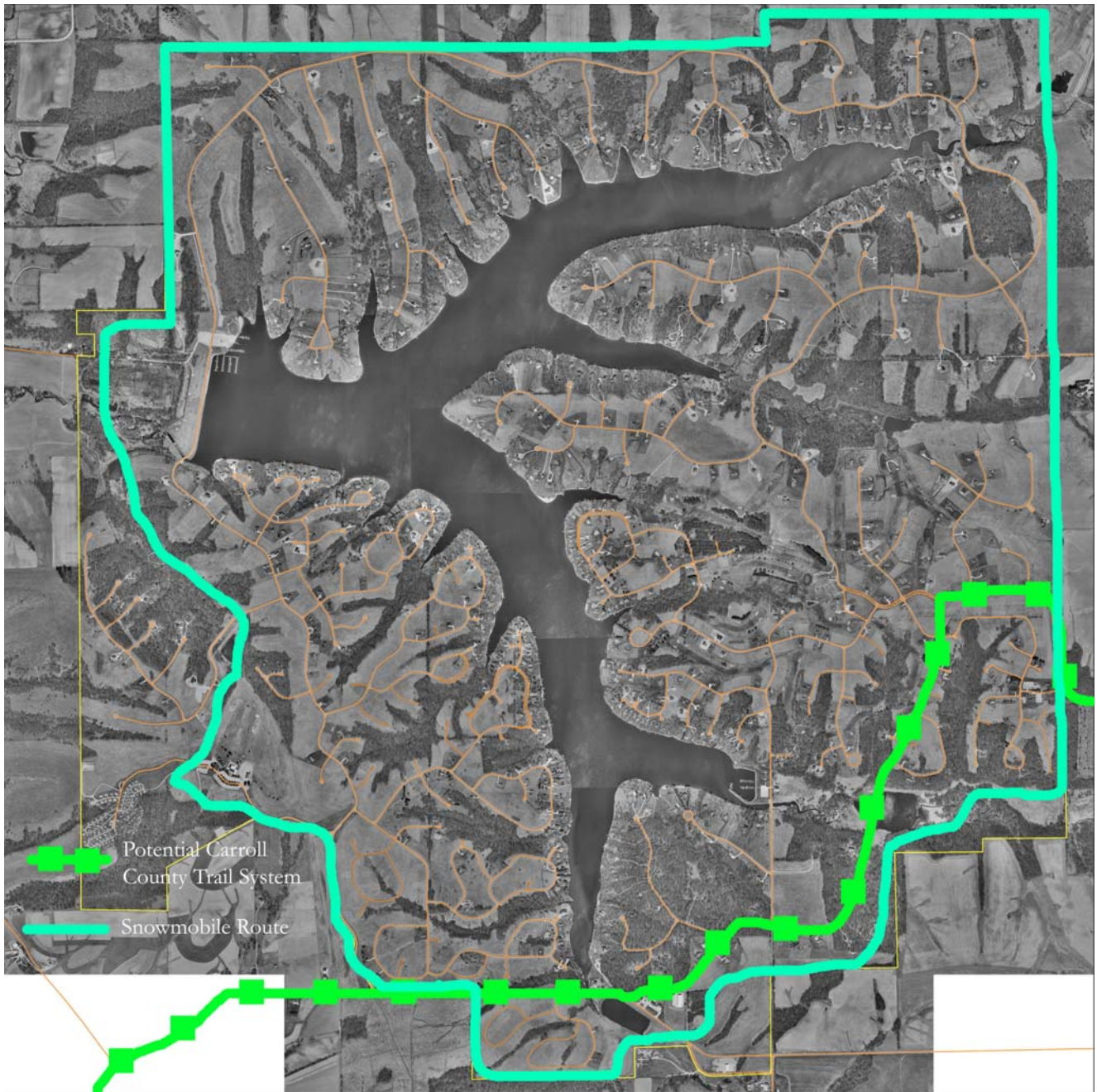
Outlined in the Strategic Plan, Lanark is looking into the possibility of creating a Park District.

Skate Park

Projected Completion 3-5 years

A suggested project stemming from a park district would be to create a skate park for children. This skate park is looking at Lanark's City Park for a possible location. Grants are being looked into for possible funding.

Lake Carroll



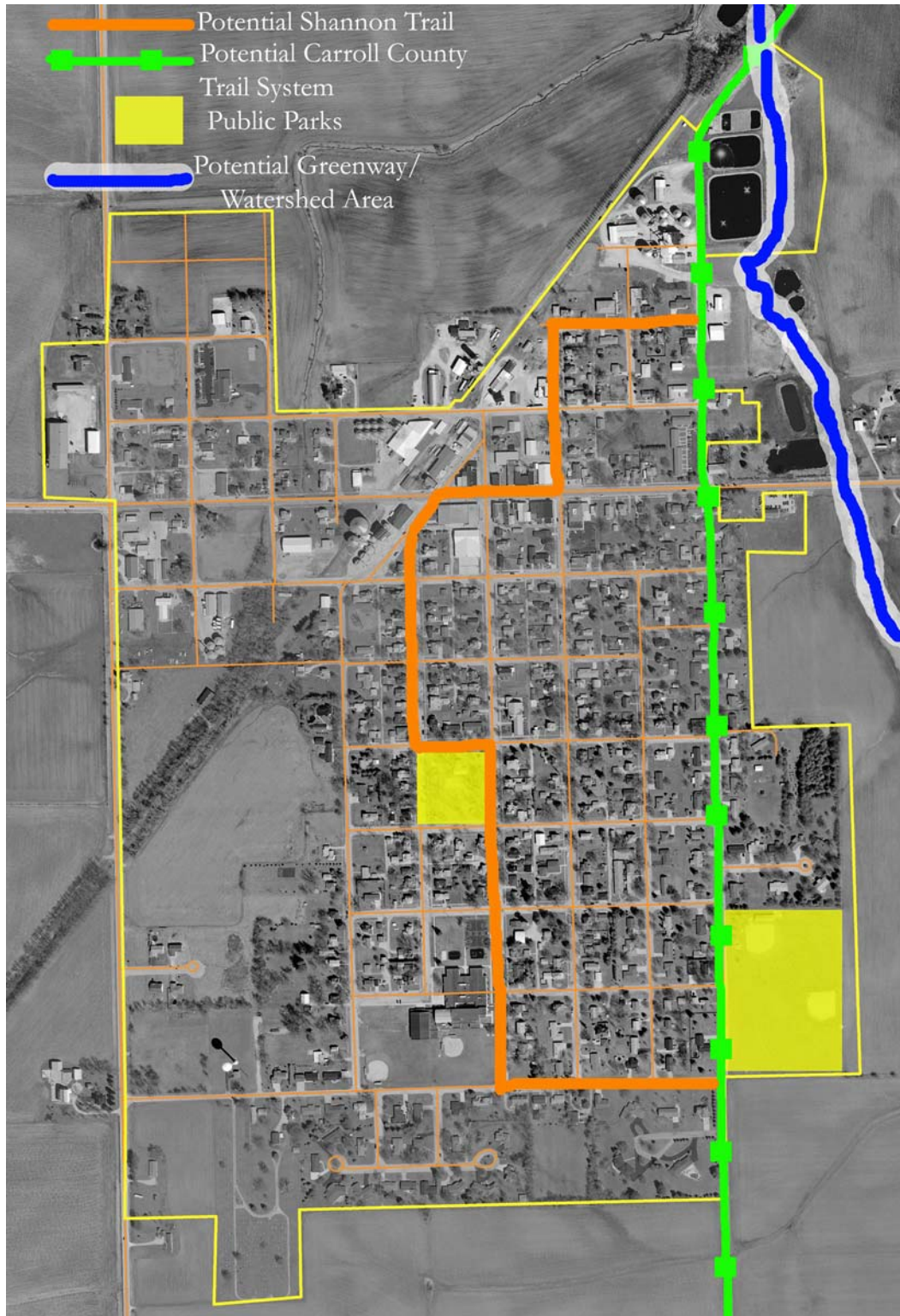
Lake Carroll Map Explanation

Carroll County Trail System Detail

For the sake of this Plan, the detailing of the proposed Carroll County Trail System will start southwest of Lake Carroll on Browning Road. From Browning Road, the trail will continue east along Zier Road, northeast on Lake Carroll Boulevard and east on Payne Road.

Lake Carroll is a private residential recreation community with skiing and snowmobiling, water sports, along with ATV and horse trails.

Shannon



Shannon Map Explanation

Carroll County Trail System Detail

For the sake of this Plan, the detailing of the proposed Carroll County Trail System will start northeast of Shannon on North Stanton Road.

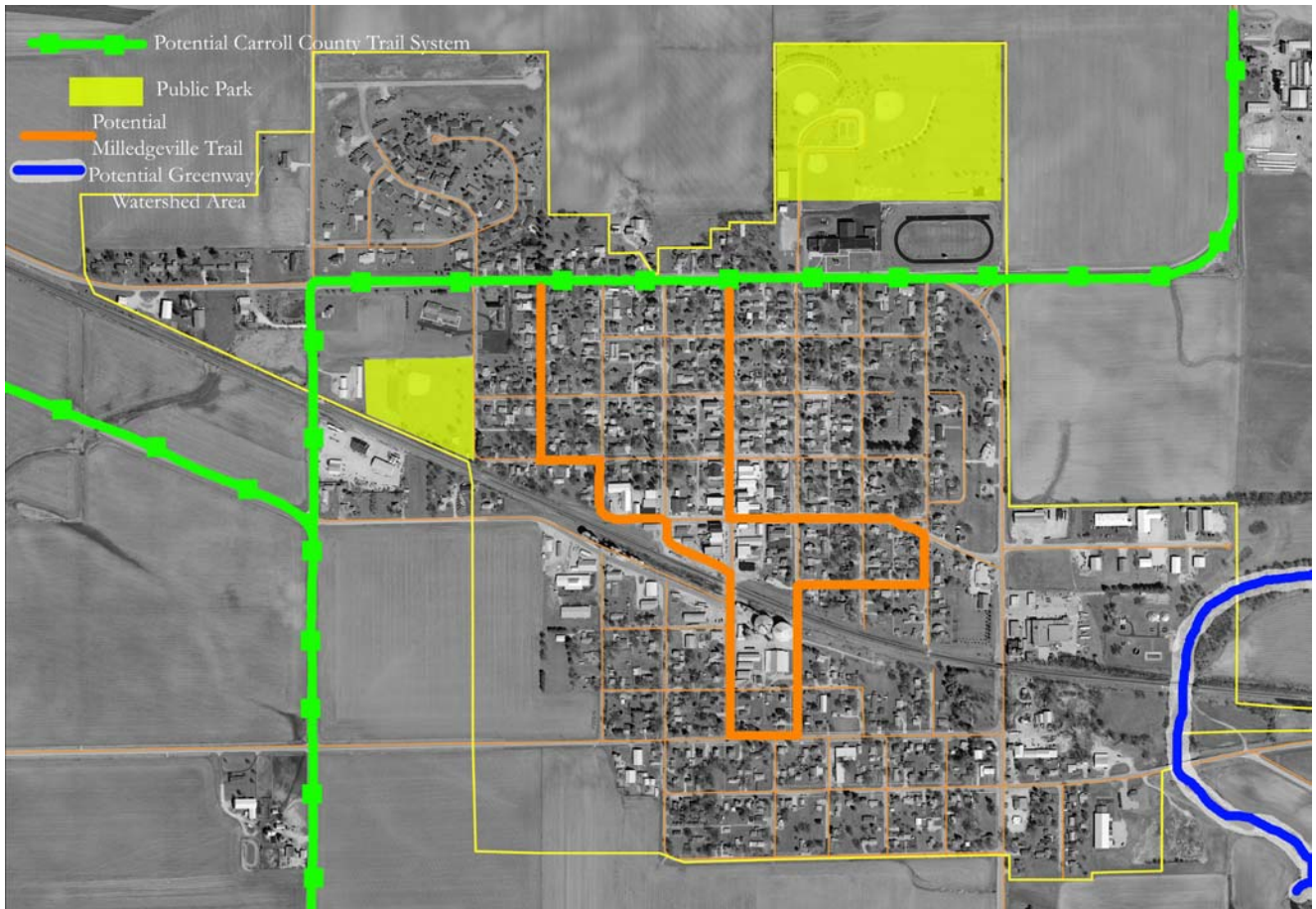
From North Stanton Road, the trail will continue south along Stanton Road on the east end of Shannon.

Shannon Trail Loop

Because the Carroll County Trail System does not enter into the Village of Shannon, a trail should be identified as an offshoot of the main trail system that will draw tourists into the heart of Shannon.

A possible offshoot detailed in the Shannon Map would have people leaving the County trail system heading west on Shelly Street, south on Linn Street, west on Illinois Route 72 (Market Street), southwest on Walnut Street, south on Chestnut Street, east on Bradshaw Street, south on Hickory Street, east on Division Street, picking back up again onto the Carroll County Trail System going south of Shannon on Stanton Road.

Milledgeville



Milledgeville Map Explanation

Carroll County Trail System Detail

For the sake of this Plan, the detailing of the proposed Carroll County Trail System will start west of Milledgeville on Dutchtown Road.

From Dutchtown Road, the trail splits into two separate routes. The northern route leads into Ogle County and the southern route continues the Carroll County Trail System.

Northern Route

From Dutchtown Road, the trail will continue north on Otter Creek Drive, then east on Illinois Route 40 (8th Street), winding north on the Shannon Blacktop.

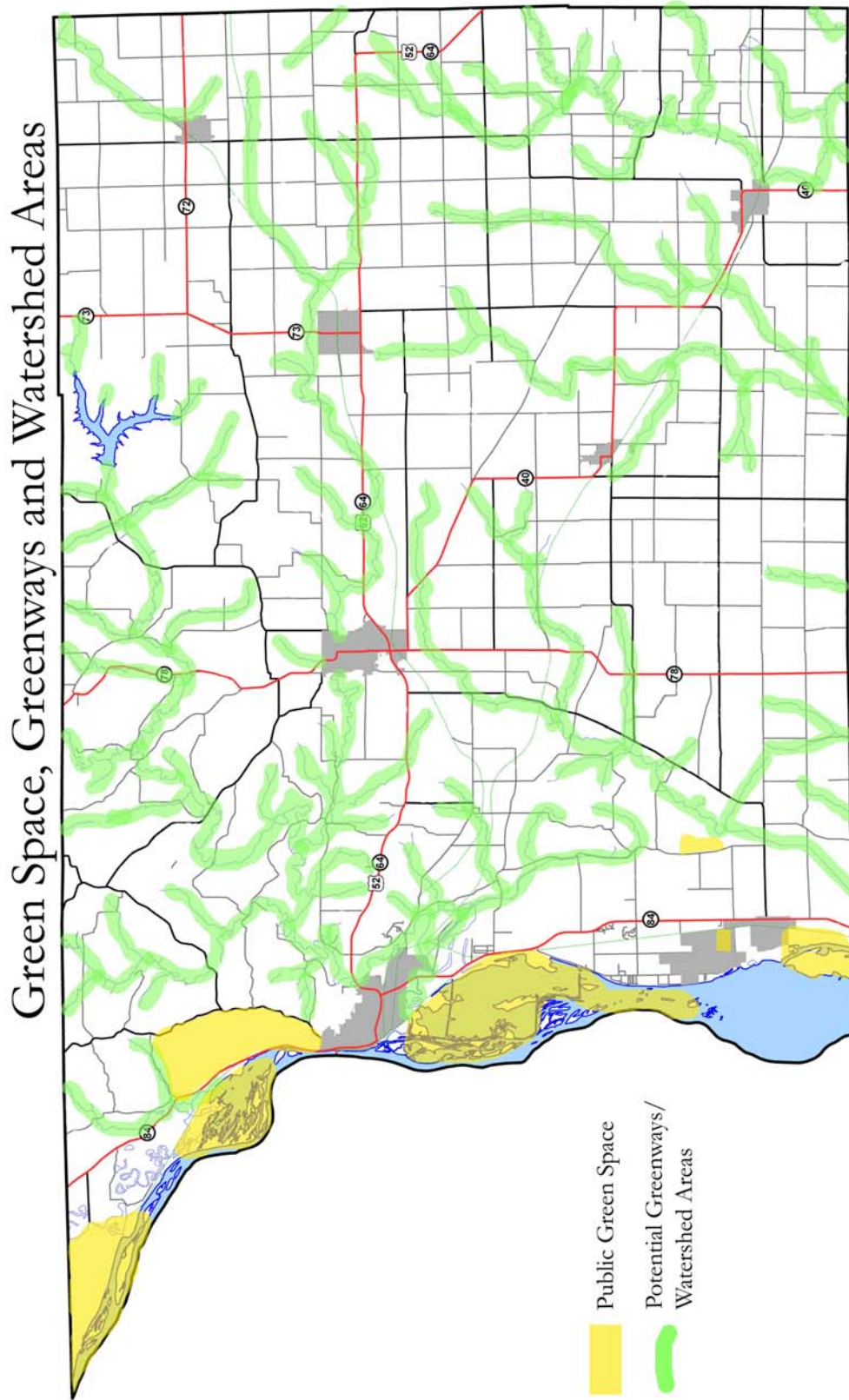
Southern Route

From Dutchtown Road, the trail will continue south on Otter Creek Drive.

Milledgeville Trail Loop

Because the Carroll County Trail System does not enter into the Village of Milledgeville, a trail should be identified as an offshoot of the main trail system that will draw tourists into the heart of Milledgeville.

A possible offshoot detailed in the Milledgeville Map would have people leaving the County trail system from Illinois Route 40 (8th Street), heading south on Walker Avenue, east on 5th Street, south on Cochran Avenue, east on 4th Street, south on Depot Street, south on Main Street, East on Illinois Route 12 (1st Street), north on Holcomb Avenue, east on 3rd Street, north on Hager Avenue, west on 4th Street, north on Main Street picking back up again onto the Carroll County Trail System going east of Milledgeville on Illinois Route 40(8th Street).



Significant Greenways and Watershed Areas



Watershed/ Greenways Areas Outlined in the Plan

There are many benefits associated with identifying and protecting greenways. Pollution and flood control, watersheds, protection of wildlife habitat and migration routes, biodiversity, threatened species, and development buffers are just a few of the opportunities that greenways provide. In order to protect Carroll County’s greenways, it should be recommended that the watershed/ greenway areas along the river routes and creeks be protected to prevent flooding issues and to sustain the wildlife corridor for **wildlife migration and biodiversity.**

Three stream segments in Carroll County are Biologically Significant Streams because they support threatened or endangered species or have high mussel and fish diversity. These streams are the East Plum River to Carroll Creek (called the Waukarusa), Carroll Creek itself, and river miles 545-550 of the Mississippi River. The Elkhorn River in east of Milledgeville and Johnson Creek south of Mount Carroll have also been identified as significant watershed and greenway areas. These rivers and streams act as filter zones to stop sediments and pollutants that degrade water quality, collect excess storm water caused from development, and are natural ecosystems in which plants and animals expand their habitats.

A wildlife population has two basic requirements for long-term survival: enough natural space to satisfy life needs of individuals and a population which can sustain itself. Fragmentation threatens many wildlife species' ability to meet both those requirements. Properly designed and managed greenways can help wildlife overcome effects of fragmentation by: increasing the effective size of protected areas; creating access to different habitats; and connecting wildlife populations.

Greenways Project Priority

Carroll County Greenways and Trails Coordinating Coalition

Projected Completion 0-3 years

It should be recommended that a Carroll County Greenways and Trails Coordinating Coalition be established to oversee the management of the Greenways and Trails Plan, develop strategies for acquisition and funding projects, as land becomes available, and provide events and educational opportunities to the public.

For information on federal and state grant programs, please reference Chapter 6.

For information on land acquisition and funding strategies, please reference Appendices D and E.

Funding and Implementation

Funding- Grants

This is a resource list of federal and state funds and programs focusing on recreation, greenways, and trails. This is by no means a complete list and will require updating.

State Grant Programs

Open Space and Land Acquisition and Development (OSLAD) Grants

<http://dnr.state.il.us/OCD/newoslad1.htm>

Illinois Department of Transportation Enhancement Grants

<http://www.dot.il.gov/opp/itep.html>

Illinois Department of Natural Resources Recreational Trails Grants

<http://dnr.state.il.us/ocd/newrtp2.htm>

Snowmobile Grant Program

<http://dnr.state.il.us/ocd/newsnow2.htm>

Snowmobile Trail Establishment Fund Grant Program

<http://dnr.state.il.us/ocd/newstef2.htm>

Boat Access Area Development Program

<http://dnr.state.il.us/ocd/newboat2.htm>

Off-Highway Vehicle Recreational Trails Grant Program

<http://dnr.state.il.us/ocd/newohv2.htm>

Special Wildlife Funds Grant Program

http://dnr.state.il.us/grants/Special_Funds/WildGrant.htm

Land and Water Conservation Fund

<http://dnr.state.il.us/ocd/newoslad1.htm>

Safe Routes to Schools

<http://www.dot.il.gov/saferoutes/saferouteshome.aspx>

Federal Grant Programs

America in Bloom

<http://www.americainbloom.org/>

Illinois Bicycle Path Program

<http://dnr.state.il.us/ocd/newbike2.htm>

National Scenic Byways Program Grants

<http://www.bywaysonline.org/grants/>

National Resource and Conservation Service's Conservation Reserve Program (CRP)

<http://www.nrcs.usda.gov/programs/crp/>

National Resource and Conservation Service's Wetlands Reserve Program

<http://www.nrcs.usda.gov/PROGRAMS/wrp/>

Clean Water Act Section 319 Funding

<http://www.epa.gov/OWOW/NPS/cwact.html>

Wetland Protection and Development Grants

<http://www.epa.gov/owow/wetlands/grantguidelines/>

Congestion Mitigation and Air Quality (CMAQ)

<http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm>

Recreation Trails and Conservation Assistance Program (RTCA)

<http://www.nps.gov/rtca/>

Federal Highway Administration's Recreational Trails Program

<http://www.fhwa.dot.gov/environment/rectrails/index.htm>

Complete Streets

<http://www.completestreets.org/>

Implementation

The success of the Carroll County Greenways and Trails plan will depend on public and private partnerships to initiate development of these conceptual corridors. The initial support of this plan by City Councils, Village Boards and the County Board will ensure the plans legitimacy. The plan provides a framework in order to pursue funding opportunities through grant and conservation programs, community service projects, and other public/private efforts. The plan provides a clear and concise outline of important greenways which may be implemented in the short term or may take many years of coordination and implementation to see the vision carried out.

Because many of the greenways include public and private property, cooperation and understanding of the greenway concept and priorities are essential. To ensure the development of these linear corridors, local governments are asked to include the prioritized greenways in their comprehensive plans, park and recreation plans, land use plans, etc. By taking this step, communities will further define and affirm the importance of Greenways to the community. Utilities and private property owners must be informed about the plan and then asked to incorporate greenways into their own future development plans.

The Greenways and Trails plan is intended to be used as a guide for future recreation development decisions. Its real value, however, will be measured in the results it produces. To accomplish the goals, objectives, and policies of the plan, specific implementation measures must be taken to ensure the Carroll County's actions meet the desired needs of the Greenways and Trails Plan.

The Greenways and Trails Plan, as set forth on the preceding pages, has little or no value unless it is implemented. Therefore, the success of the plan will be dependent to a large extent, on an ability to identify an appropriate entity or administrative body, supported by the County and Communities, to educate the public, obtain approvals on development plans, obtain grants and report progress from time to time. Proposals and recommendations must have an effective process for communication and execution. Adequate legislative and administrative tools, enthusiastic leadership and support from the various units of government must be in place in order for the citizens of Carroll County to be involved and able to make recreation use decisions.

While the Carroll County Economic Development Corporation (CCEDC) is charged with the responsibility of preparing the Greenways and Trails Plan, it is only an advisory body and does not have legislative power to implement it. The County Board shall, therefore, receive all planning documentation.

The CCEDC should recommend the adoption or amendment of the Greenways and Trails Plan by adopting a resolution by a majority vote by the entire CCEDC. The vote shall be recorded in the official minutes of the CCEDC. The recommended Greenways and Trails Plan shall be forwarded to the County Board for formal official adoption by the Board. Adoption should be in the form of a resolution passed by a majority vote of the County Board.

One copy of the adopted Greenways and Trails Plan, or an amendment to such a plan, shall be sent to all of the following:

1. Every governmental body that is located in (the) whole of Carroll County.
2. All County Public Libraries
3. Available in electronic formats for posting to websites or other forms of electronic distribution.

To assure that this Greenways and Trails Plan will continue to provide useful guidance regarding development within the county, the CCEDC and any Greenways and Trails Working Group must periodically review and amend the Plan to ensure that it remains relevant and reflects current County and community need and outlook. In order to achieve this, the CCEDC and any Greenways and Trails Working Group should once each year place the performance of the Greenways and Trails Plan on the agenda for discussion and recommendation to the County Board

For this Plan to succeed, it will require further community education and involvement, planning, coordination and commitment to creating the regional green infrastructure. The benefits will include enhanced recreational and tourism opportunities, reserve scenic vistas and wildlife corridors, improved water quality and wetlands, increased awareness of historic and important landmarks and an enhanced quality of life in Carroll County.

Moving forward:

- 1) CCEDC recommends the adoption or amendment of the Greenways and Trails Plan by resolution of a majority vote by the entire CCEDC.
- 2) Formal adoption by the Carroll County board.
- 3) A Coordinating Group is identified and empowered to carry out and execute the plan.
- 4) Periodic review and plan updating by the County, CCEDC and the Working Group.

Appendix A: Public Input and Information Collection

The Peace Corps Fellows Intern attended a series of Village, City and Board meetings between January of 2007 and March of 2007 to present herself and her greenways and trails plan project. The meetings were attended as part of the first phase of the planning process: to provide local government with information as to the process of this project and to announce meeting times. Approximately 20 meetings were attended by both the director of the Carroll County Economic Development Corporation and the Peace Corps Fellows Intern.

In addition, the Peace Corps Fellows Liaison Committee met throughout the planning process. The committee consists of volunteers from around the county who are interested in trails, community and economic development, tourism, conservation and the overall improvement of the area. Members have a broad variety of backgrounds, a thorough knowledge of the county's history and geography and extensive involvement in local civic activities.

The second phase of the planning process consisted of a public informational meeting. This meeting was held on February 15, 2007 at the Farm Bureau building in Mount Carroll. This meeting focused on informing the public as to the process of creating this plan. The informational meeting was a public meeting fashioned to let the public become aware as to what the plan will be and how exactly it will be produced. Participants were invited to listen to a presentation and asked about potential meeting dates for the next few meetings. Maps and booklets of other greenways and trails plans were displayed.

The second set of public meetings was a sequence of 4 meetings held in Chadwick, Lanark, Mount Carroll, and the Mississippi Palisades State Park between March 20, ²⁰⁰⁷ and April 12, 2007. These meetings were held to give the good people of Carroll County a chance to identify the assets of their communities. The meetings were organized to collect public input and provide for suggestions and opinions about inventorying the county.

After the completion of the Greenways and Trails Plan a public meeting was held on October 24th, 2007 giving residents and local officials the chance to review and comment on the entire plan. The public comments made at the meeting were transcribed and are now located in Appendix F.

Local newspapers have covered the activities of the planning process and presentations to the county board.

Ideas gleaned from these many meetings and hours of discussions were incorporated in the final plan. The vast local participation allows the plan to be carefully tailored to the local needs and unique potentials of Carroll County.

These meetings were essential in extracting the thoughts and ideas of the many into the pages before you. With all of the information, it was in essence easier to create this plan without a myriad of guesswork and speculation. It is with great pride that I present this plan to the Carroll County Board this 15th day of November in the year 2007.

Appendix B: Contributors of Information and Assistance

This list is a recognition of all those who have been an integral part in creating this Carroll County Greenways and Trails Plan.

Jim Dykema	Sherry Vidinich	Robert Eden	Eina Schroeder
Bill Scott	Mark Hansen	Virginia Artman	Gail Bowman
Pam Steinhaus	Desi Osborn	Lawrence Woessner	Buck Schreiner
Dan Wenny	Omar Wilhelms	Brad Woessner	Tom Kocal
Ed Anderson	Luke Glendenning	Valerie Woessner	Jan VanBuskirk
Pam Brown	Greg Query	Kathy Weber	Ken Weaver
Mark Maidak	Debbie Dixon	Patty Kloeping	Pat Hartman
Jo Carey	George Vidinich	Duane Imel	Lloyd Martin
Kevin Vandendooren	Rev. Dave Vidler	Tom Michels	George Yingling
Norm Standish	Nancy Gmitro	Daryl Johnson	Everett LaShelle
Ed Britton	John Gmitro	Stephen Strecker	Derrick Artman
John Rutherford	George Bellovics	John McConnel	Sandi LaShelle
Helen LaTouche	Lynne Kilker	Carl Bates	Corie Artman
Betty Harms	Laurie Gungel	John Swiech	Gary Scott Law
Theresa Lake	Luke Glendenning	Chuck Wemstrom	Lou Schau
Paul Hartman	Sharon Hook	Gerald Bork	Britney Long
Judith Gray	Ronald Preston	Shawn Picolotti	Kevin Reibel
Joyce Schubert	Dave Reed	Kurt Dreger	Juanita Rankley
Dennis Crowe	Cathy Brunner	Andy Shaw	John Huggins
Leo Gelwicks	Bill Lease	Jonathan Whitney	Carl Bates
Diane Basuman	John McConnel, Jr.	Charles Guenzler	Caralee Ashenbrenner
Jane Dollinger	John Dollinger	June Kniss	Don Hall
Cathy Hall	Kenneth Kniss	Donald Shaner	Lloyd Martin
Sam Miller	Davis Saulis	Fern Stadel	Roger Schrader
Lenore Schrader	Delos Stadel	Donna Beyer	Roger Taylor
Marie Teeter	Bob Watson	Diane Komiskey	Steve Hefel
Mike King	Barb King	Len Anderson	Linda Anderson
Ed Leipus			

Group Support

The Friends of the Wakarusa

Carroll County Economic Development Corporation

The Friends of the Upper Mississippi River Refuges

US Fish and Wildlife Service

Blackhawk Waterways Convention & Visitors Bureau

Mount Carroll Community Development Corporation

The Carroll County Board

Galena Trail and Coach Road Society

Carroll County Historic Society

Illinois Institute For Rural Affairs

All Village and City Governments

University of Illinois Extension

Illinois Department of Natural Resources

Carroll County Farm Bureau

Blackhawk Hills RC&D

Carroll County Cycling Club

Soil and Water Conservation Service

All Village and City Chambers of Commerce

Illinois Association of Snowmobile Clubs

The Peace Corps Fellows Program

Western IL Univ.'s RPTA Department

Big River ATV Club

Letters of Support

The Friends of the Wakarusa

Carroll County Engineer

The Friends of the Upper Mississippi River Refuges

US Fish and Wildlife Service

Blackhawk Waterways Convention & Visitors Bureau

Mount Carroll Community Development Corporation

Carroll County Board

City of Savanna

University of Illinois Extension

The Village of Milledgeville

Carroll County Farm Bureau

Blackhawk Hills RC&D

Carroll County Cycling Club

Savanna Chamber of Commerce

The City of Mount Carroll

Appendix C: Glossary of Terms

This glossary is to aid the reader of this plan in understanding the meanings of important concepts as they are used in this plan.

Greenways

A greenway is any linear open space established along either a natural corridor such as a stream valley or overland along a man-made corridor such as a converted railroad right-of-way, canal, scenic road, or parkway. Like arteries linking vital organs, greenways connect parks, nature preserves, wetlands, streams, cultural and historic sites with each other and populated areas.

1. **Recreational Greenways** - featuring paths and trails of various kinds, often of relatively long distances, based on natural corridors as well as canals, abandoned rail-beds, and other public rights-of-ways. Trails and routes often have scenic quality as they pass through diverse and visually significant landscapes. Many successful recreational greenways and green spaces occur where networks of trails link with water-based recreational sites and areas.
2. **Ecological Greenways** - significant natural corridors and open spaces - usually along rivers and streams and ridgelines, to provide for wildlife migration and biodiversity, and appropriate nature studies.
3. **Cultural and Historic Greenways** - places or trails with historic heritage and cultural values to attract tourists and to provide educational, scenic, recreational, and economic benefit. They are usually along a road or highway, the most representative of them making an effort to provide pedestrian access along the route or at least places to alight from the car. They can also provide high quality housing environments at the edges of greenway (green space) for permanent and seasonal housing; accommodate water resources and flood prevention and sensitively located alternative infrastructure for communing (e.g. bike paths within urban areas, recycling of waste and storm water).

Trails

1. **Dedicated Trails**- Are designed and built off road for the exclusive use of pedestrians, bicyclists, cross country skiers, skaters, people in wheelchairs, equestrians, or by motorized use such as snowmobiles. The uses allowed on each trail are established by the organizations and public

agencies involved in its acquisition, development, and maintenance. Although more than one type of non-motorized use is allowed on most trails, motorized recreational vehicle traffic typically is segregated by location or season

2. **Shared -Use Trails-** Are low-volume streets or rural roads designated and intended to be shared by existing vehicular traffic with proposed bicycle and other non-motorized uses. Generally shared-use trails will require at least some signage and perhaps paint striping to identify the routes and to alert motorists. Some may accommodate other uses such as equestrians or snowmobiling within the right-of-way, although not on the pavement. State law and local ordinances govern such uses.
3. **Snowmobile Routes-** Are seasonal trails on public right-of-ways and on private land by arrangement with property owners. The actual pathways on private property may be altered from year to year. Permissions, mapping and signing the routes are the responsibility of local snowmobile organizations.
4. **Equestrian Trails -** Occur primarily on and between public conservation areas and on privately owned land, including campgrounds, dude ranches and horse-boarding farms. While horseback riding is often separated from other uses, sometimes the trails may permit pedestrian and seasonal snowmobile use.
5. **Canoe Trails-** May occur on any year-round or seasonally navigable waterway that is not obstructed by fences or fallen trees. Canoeists and kayakers generally prefer stream segments that require paddling skills or afford close-up nature viewing and a minimum of conflict with speedboats and jet skis.
6. **ATV Trails-** Are associated with off-road use and with rugged landscapes. Public access for motorized all terrain vehicles may be limited primarily to supervised private or public ATV parks with trailer parking.

Appendix D: Acquisition Strategies

When it becomes necessary to acquire land for development of greenways and/or trails, there are a number of ways the individuals and agencies working on this project can go about obtaining the land. These strategies listed below should be used and discussed before any decision has been made regarding the rights of both the agency and landowner.

Strategies	Explanation	Advantages	Disadvantages
Management Agreements	Agreement between agency and landowner for a specific purpose	Avoid purchase and other options, gain desired rights with minimal hassle	Only applicable with current landowner and could be revoked at any time
Land Leases	Short and/or long term rental of land	Low cost use of land. Landowner receives income and retains property control	Lease doesn't provide equity and affords limited control. Does not assure protection
Permits and Licenses	For fee agreement that specify specific uses- tied to a time frame	An equitable agreement that is specific to uses	Is time and resource-base limited, not a long term method of protection
Right of Public Access Easements	Provides the public with the right to access and use a parcel of land for a specified purpose, limited to defined land area	Can avoid need to purchase land from owner, provides right of public access and use. Excellent for greenways.	Can be time limited, usually restricts other uses, doesn't prevent owner from exercising other property rights.
Conservation Easements	A partial interest in property generally for expressed purpose of protected natural resources. Public access not always a component.	Inexpensive method for protection of natural resources. Landowner retains all other property rights, land remains on tax rolls.	Public access is usually restricted. Easement must be enforced. Easement may lower resale value.
Preservation Easements	Same as conservation easement, most useful for historic landscapes.	Defines protection of historic elements of landscape.	Can restrict public access. Must be enforced.
Joint Use Easements	Accommodates multiple uses within one easement type: for example, sanitary sewer routing and public	Provides opportunity to combine several public interests with one agreement. Easier for	Can be difficult for landowners to agree to multiple uses along an entire greenway corridor.

	access. Should be one of the preferred methods for many greenways.	landowner to understand complete request- rather than several different requests.	If one objects, the entire multiple used potential can be jeopardized.
Fee Simple Purchase	Outright purchase of full title of land and all rights associated with its use.	New landowner has full control of land. Allows for permanent protection and public access.	Cost of purchase may be outside local ability. Removes land from tax rolls.
Donations and Gifts	A donation by landowner of all or partial interest in the property. ParkLands Foundation has acquired land through this process.	Provides permanent protection without public expenditures. Tax benefits to seller-charitable gift.	Receiving agency must be able to accept donation and capable of managing land.
Purchase and Lease Back	Purchase of full title, then lease back to previous owner. Subject to restrictions.	Essentially land banking. Income derived from lease payments. Owner is not displaced.	Lease may restrict public access. Land must be leased for appropriate uses.
Bargain Sale	Part donation, part sale, property is sold at less than fair market value	Tax benefits to seller, difference in sale price is considered charitable gift.	Seller must be agreeable to terms of sale. Bargain price may be inflated.
Option or First Right of Refusal	Owner agrees to provide first right of purchase to designated individual/ agency.	Secures future right of purchase, provides time frame to negotiate terms with seller.	Does not ensure that owner will sell, or sell for a reasonable price.
Purchase of Development Rights	Local or state government purchases the rights of more intensive land use from current owner.	Landowner derives financial benefit from selling rights. Lower property value reduces taxes	Can be costly to purchase development rights.
Condemnation/ Eminent Domain	The right of government to take private property for public purpose upon payment of just compensation. Can be exercised for recreational purposes in some states.	Provides tool for acquiring essential or endangered properties, if other techniques not acceptable.	Costly. Also creates a negative attitude about government and potentially the greenway concept. Only recommended as a last resort.
Installment Sale	Allows buyer to pay for property over time.	If seller financed, can lower taxes for seller, buyer can negotiate better	Long term financial commitment (30 years).

		sales terms.	Mortgage lien.
Land Exchange	Swapping of developable land for property with high conservation value.	Relatively cost-free if trade parcel is donated. Reduces capital gains tax for original owner.	Owners must be willing to swap. Property must be of comparable value. Can be time consuming.
Exaction	As a condition of obtaining subdivision approval, local government requires developers to pay a fee or dedicate land to a municipal trust for open space.	New construction and development pays for its impact on open space. Good method during high growth periods.	Acquisition funds dependent on specific development. Difficult to calculate fair costs. Not effective during recessionary periods.
Transfer of Development Rights	Under legally established program, owner can transfer development rights from one property to another property designated to support increased density.	Cost of preservation absorbed by property owner who purchases rights. Allows local government to direct density and growth away from sensitive landscapes.	Difficult to implement. Very controversial. Often hard to identify areas where increased density is desirable. Must be established by legislation.
Cluster Development	Permits high density development in parts of subdivision to protect sensitive lands.	Flexible and negotiable with landowner/ developer. Can reduce construction and infrastructure costs.	Open space may not be linked. Processing time for development may be increased.
Performance Zoning	A zone defined by permitted impacts as opposed to permitted uses.	Development occurs based on comprehensive, environmentally based strategy.	Criteria are hard to establish. Development plans more expensive to prepare.

Source: The Conservation Fund. Greenways: A Guide to Planning, Design and Development. 1993. p. 113.

Appendix E: Public/ Private Funding Sources

When it becomes necessary to acquire land for development of greenways and/or trails, there are a number of ways the individuals and agencies working on this project can go about obtaining the land. These strategies listed below should be used and discussed before any decision has been made regarding the rights of both the agency and landowner.

Public Funding

Funding Source	Explanation	Advantages	Disadvantages
Direct Local Agency Fund	Public agencies provide funding and sponsor the greenway. Usually, agencies are parks and recreation departments or public works/ engineering departments.	Public agencies can usually contribute substantial funding for greenways and can commit future funding and support.	Selling the project to elected officials, general public, etc. Also, stiff competition or funds among agencies.
State and Federal Grant Programs	Federal and State governments offer grant programs to government agencies and nonprofit organizations for greenway 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 from joint ventures. An example is a trail within a water reclamation district sewer line 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 public/private cooperative agreements.	Development and management may be cumbersome.
Public Finance	Financing through special taxes, taxing districts,	Can be excellent method of raising considerable	Additional taxes and special taxing districts can

bonds or tax increment financing.	revenue for greenway projects.	be very unpopular methods of raising revenue.
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Source: The Conservation Fund. Greenways: A Guide to Planning, Design and Development. 1993. p. 86-91.

Private Sector Funding Sources

Funding Source	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 have strict guidelines regarding use of funds and project scope.
Company Grants	Corporations provide grants of funds and resources for greenways 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 and Membership	Funding derived from individual fundraising campaigns or through membership drives through nonprofit organizations which solicit members as a way to raise money and support projects.	Excellent method for raising funds and building support for a greenways organization and its projects.	Membership or nonprofit organizations may require a great deal of time and effort on the part of its members in order to succeed.
Planned Giving, Life-Income Gifts and Bequests	Planned giving is a strategy to create a plan to address the donation of gifts while the donor is alive and after he or she dies. Life-Income gifts involve a donor granting a greenway nonprofit organization or land trust ownership in a stock. The	These 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	Can be complex issues. Requires financial and legal expertise.

grantor receives earnings from the stock while he or she is alive. After death, the principle and earnings of the stock go to the nonprofit organization or land trust. Finally, a donor may bequest money in a will.

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 service clubs to help in a greenways project can be difficult.

Special Events and Fundraisers

These events are designed to raise funds through activities or sponsor projects 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 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.

Appendix F: Public Comment

The Greenways and Trail Plan was presented to the county on October 24, 2007. The following are the public comments made at the time of the presentation.

- This is a huge deal that we are reaching out to adjacent counties and regions.
- Equestrian trails have the same rights and routes as cars and bicycles.
- Emphasis needs to be placed on economic impact of tourism to the area.
- Local residents work with and are energized by newcomers to the area.
- Carroll County is a part of the Mississippi Parkway, National Scenic Byway and the Grand Illinois Trail and is being marketed all over the world.
- Southeast Minnesota has a lot of small towns with populations under 100 people. 52 miles of paved trails rejuvenated the dying towns.
- Option to install exercise equipment in parks/ trails. This is a big trend these days.
- Great to be able to use township roads for bikes as they are picturesque and have low traffic volume.
- Can we develop a region/county wide PR on our resources/ Tri-State Tourism/ websites?
- Greenways Plans are now as important as Comprehensive Plans and Planning initiatives.
- Local legends and lore are a part of the County. These need to be told.
- “Pride of Place” an example of this would be the work that the Friends of the Waukarusa are doing.
- All grant funding needs to be matched and maintenance is a shared effort.

Appendix G: Historic Driving Tours

This spreadsheet was used in order to aid volunteers on identifying points of interest on the Historic Driving Tours.

Carroll County Historical Tours Feedback					
Area of Carroll County:		As researched by:			
Northeast Tour		George Vidnich			
General Directions as noted for tour:					
Accurate: Yes or No		No			
Comments: The directions may be accurate if rearranged, i.e., the directions didn't were match the historic site.					
Historical Site	Did you find it?	Was the map accurate?	Items of interest not already noted?	New owner or person to contact	Comments
1. Arnold's Grove School	Don't think so, other building there	Not sure		Maybe Fritz's	
2. Arnold's Grove Cemetery	Yes	Yes	1800's headstones	Maybe Fritz's	Seems to still be in use.
3. Arnold's Grove Brethren Church Site & Neglected Cemetery	No	Not sure		Maybe Fritz's	After crops are down, may be able to see.
4. Daniel Arnold House	Saw a brick house	if I saw it	tree farm	Maybe Fritz's	If this is now a tree farm, I saw it & map is OK
5. Octagonal Barn	Yes	Yes		Maybe Fritz's	Right next to the road.
6. Freedom Township Hall	Don't think so	Not sure	New township Hall	Any election officer	New (?) township building here
7. Moffett or Freedom School Site	Saw pump	Yes			Directions noted here are off Saw building way back off road; new building blocks view
8. Garner Moffett	Maybe	Not Sure			
9. John Wolf	Saw building way back off road	Yes		Smokey Valley Farms	
10. Wolf Neglected Cemetery	Maybe, saw clump of trees	Yes			
11. Cherry Grove Church of the Brethren & Georgetown Cemetery	Saw both	Yes			
12. Cherry Grove Township Hall	No	no such road			Could be building off Apache Road
13. Israel Jones House	Yes	Yes			
14. Prairie Casrle	Yes	Yes			
15. Saint Wendelin's Catholic Cemetery	Yes	Yes	Pro-life bill board		
16. John Laird House	No	?			
17. Martin Steineman	Saw farm house, not sure it was brick	Think so			There were several buildings on this site; none of them look like a brick building by today's standards.
18. Stone Arch Bridge	Yes	Yes		Patti Kloepping	
19. Lanark Flouring Mills Site	Not from road	?		Patti Kloepping	
20. Johnathan Miller Barn	Yes	Yes		Patti Kloepping	Was on Patti's farm
21. Stone Arch Bridge	Yes	Yes		Patti Kloepping	Directions & Sites not in right order, i.e., directions would be correct if 20 & 21 switched and directions last.

Appendix H: Lanark Safe Routes to Schools



References

This List is a recommendation of resources for future planning efforts to assist in education and implementation of Carroll County Greenways and Trails.

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Thiem, George E. (1968). *Carroll County... A Goodly Heritage*. Knable Printing Company: Mt. Morris, Illinois.

American Byways Vistas “What is the future of trails and greenways in America?” March/April. 2007.

Review of Other Counties' Greenways and Trails Plans

During the research and development of the Carroll County Greenways and Trails Plan there was considerable review of other Illinois counties' plans. The use of these existing plans helped further the development of the Carroll County plan in organization, and wording. This is another opportunity for the entire northwest Illinois region as Carroll County trails are connected to form a cohesive regional greenway and trail system.

This is a list of Greenways and Trails Plan resources that were studied during the creation of the Carroll County Greenways and Trails plan.

Whiteside County Greenway and Trail Plan

Prepared by Sauk Valley Concepts a division of Wendler Engineering and Surveying, Dixon, Illinois. 1999.

Williamson County Greenways and Trails Plan

Developed by the Office of Economic and Regional Development, Southern Illinois University Carbondale, 2003.

Lee County Greenways and Trails Plan

Prepared by Sheaffer Landscape Architects, Dixon, Illinois. 2002

McDonough County Trails and Greenways Comprehensive Plan

Prepared by Massie Massie and Associates, Inc., Springfield, Illinois, 2004.

Ogle County Greenways and Trails Plan

Prepared by: Sheaffer Landscape Architects, Dixon, Illinois. 2003

Henry and Rural Rock Island Counties Comprehensive Greenway Plan

Henry and Rural Rock Island Counties Greenway Coalition, 2001.

Mercer and Rural Rock Island Counties Comprehensive Greenway Plan

Mercer and Rural Rock Island Counties Greenway Coalition, 2001.

Champaign County Greenways and Trails Plan

Champaign County Regional Planning Commission, 2004.

Freeport and Stephenson County Greenways and Trails Plan

Prepared by: Thomas Graceffa and Associates, Rockford, Illinois, 2000.

Fulton County Greenways and Trails Plan

Fulton County Public Works and Highway Department, 2005.