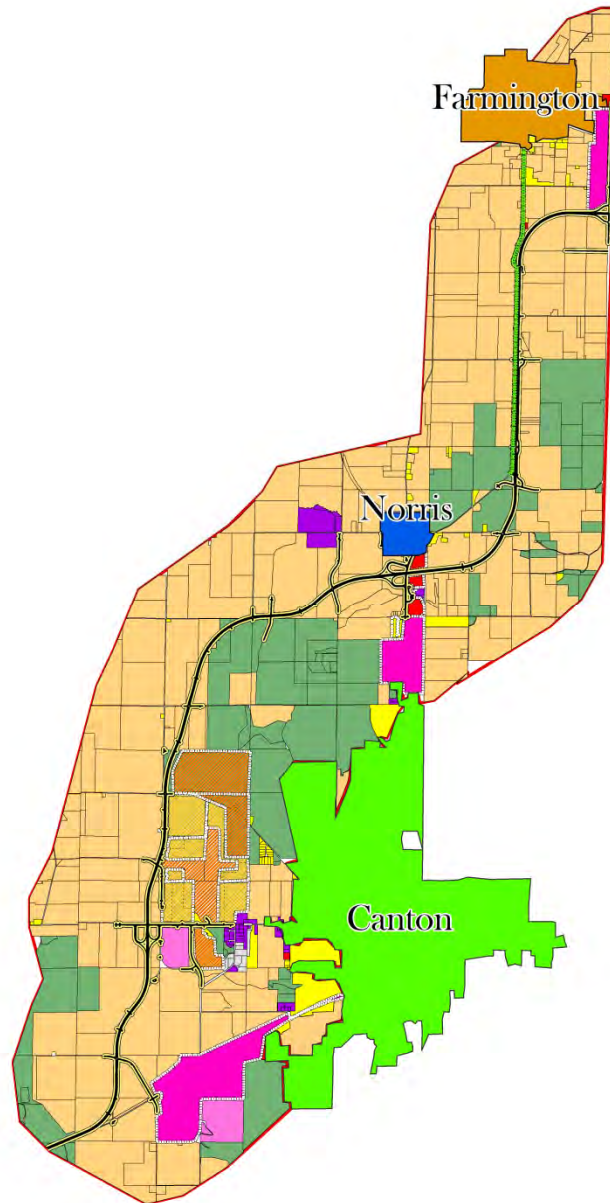


2011

Illinois Route 336 Corridor Plan



Prepared by:

Tri-County Regional Planning Commission

Fulton County Citizens Advisory Committee



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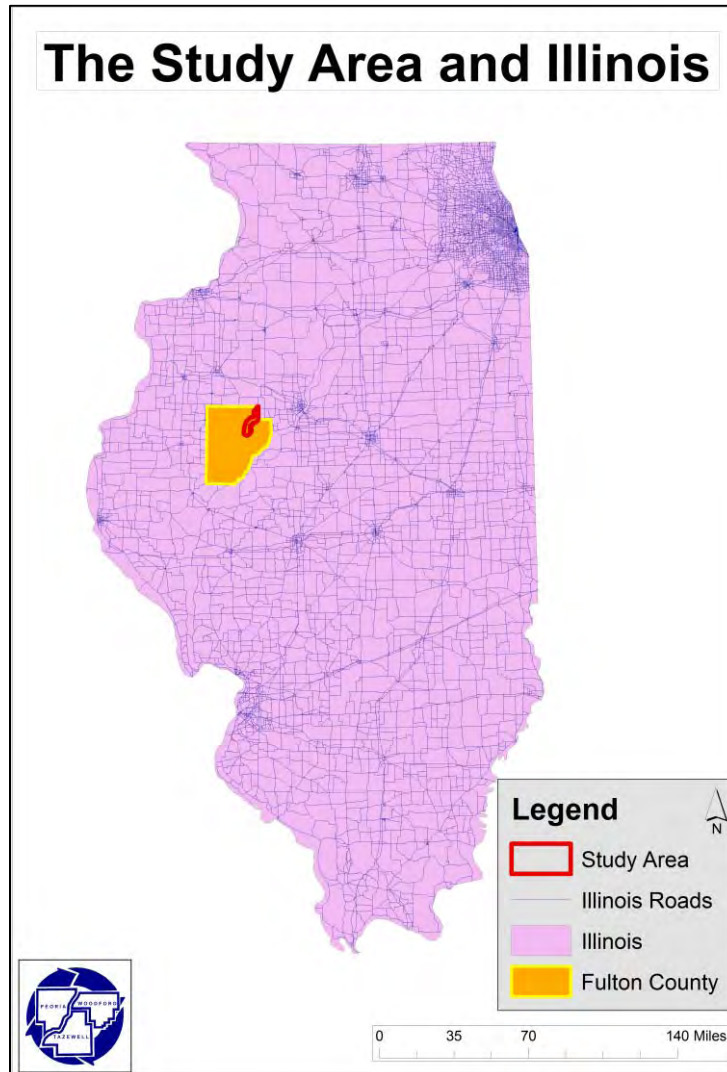
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THE BACKGROUND OF ILLINOIS ROUTE 336

While this document is focused on the portion of Illinois Route 336 located in between Farmington and Canton, it is important to first discuss the highway in its entirety.

The proposed Illinois Route 336 (IL 336) will serve as a four-lane highway which will provide a modern motorized transportation route from Peoria to Macomb; it will be the final link in a highway system providing western and central Illinois communities greater access to each other. The project is based on the need for improvement of system linkage, economic stability, and travel efficiency. The project will improve regional transportation continuity and enhance the linkage of west-central major economic markets, primarily the Quincy - Macomb - Canton - Peoria connection.

Map 1: The Study Area and Illinois.



History of Illinois Route 336

Interest in improving access to west-central Illinois began as early as the late 1960s. At that time two federal highway bills which would have included funding for a Chicago to Kansas City expressway – and would have passed through the heart of the region – were both voted down. The result of the votes became the catalyst for the region, which included Fulton County, to become colloquially referred to as “Forgottonia”. The term represented a protest against inequalities in state and federal funding of infrastructure and economic development in the region by residents who found the area to be lacking in transportation infrastructure.

Map 2: Route 336 Alignment Within Fulton County.



However, in 1969, the Illinois General Assembly passed legislation making possible major highway improvements statewide. While these improvements did not include IL 336, it did include legislation called the Supplemental Freeway System. This legislation allowed for the planning process for IL 336 to begin.

The first corridor study was completed in 1970, which evaluated three different routes, and culminated in the selection of a corridor that is fairly similar to the one being studied today. In the mid-1970's the Illinois Department of Transportation (IDOT) began a draft environmental impact statement (EIS) for the corridor from Peoria to Canton. However, the original EIS process was never completed and in 1979 the study was suspended.

In 1998, the 336 Coalition, a group of concerned citizens, business individuals, and local government representatives, was formed to further investigate the study and construction of a four-lane highway from Peoria to Macomb. This group has been influential in ensuring the project is continually moving forward.

On February 5, 2003, FHWA published a notice of intent to prepare an EIS for IL 336 from Macomb to Peoria. The process began with a corridor re-evaluation which was completed in November of that year. The most recently completed study by IDOT is the March 2011 final environmental impact statement.

The anticipated construction date of the proposed route cannot yet be determined as there is no funding currently available for right-of-way acquisition or construction in the State's multi-year highway program. Now that the final environmental impact statement has been completed, the study phase is complete and specific project design and land acquisition can take place as funding is allocated.

Description of Illinois Route 336

The current alignment for IL 336 spans from the west side of Peoria westward to the vicinity of US 67 near Macomb, a distance of approximately 60 miles. The study area is primarily agricultural, but it intersects and contains several cities and villages. Canton is the largest city near the center of the project area. Smaller communities in the project area include Bartonville, Bushnell, Farmington, Lewiston, Bellevue, Cuba, and Glasford. There are many villages, such as Norris, in the area with populations under 500.

THE NEED FOR AN INTEGRATED CORRIDOR LAND USE PLAN

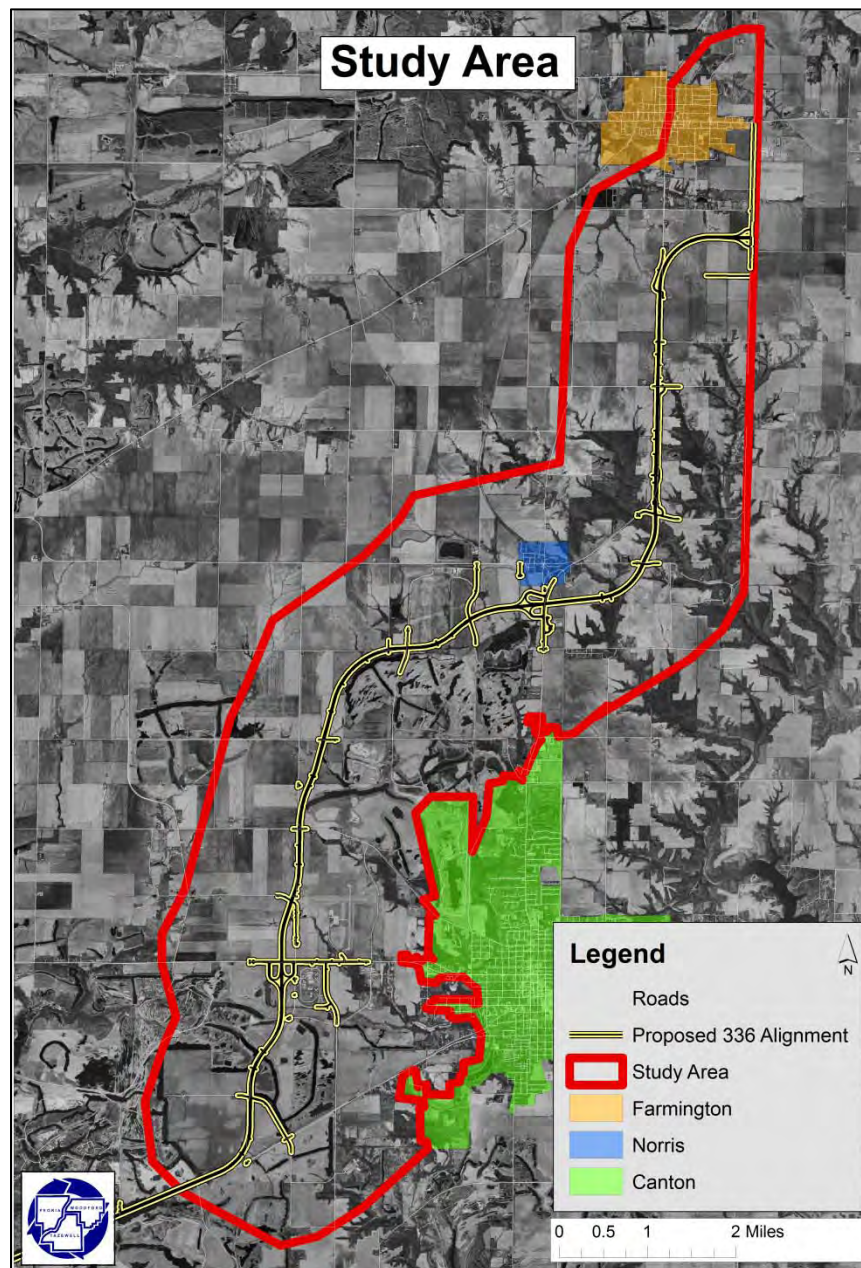
In 2009 IDOT provided funding to allow Fulton County and the Tri-County Regional Planning Commission (TCRPC) to complete a land use plan for a segment of the proposed IL 336 corridor. This is that plan. The purpose of this document is to integrate transportation, land use, and environmental concepts to ensure the development of IL 336 is beneficial to Fulton County. It is also hoped that Fulton County can expand upon this planning process in the development of a county-wide comprehensive plan.

TCRPC worked with Fulton County to establish a Citizens Advisory Committee (CAC), which is an influential piece of the planning process. The CAC consisted of representatives of the Fulton County Board, Fulton County staff, 336 Coalition, Farmington Central District #265, Canton Union School District #66, Spoon River Partnership for Economic Development, University of Illinois Extension, Canton Park District, Ingersoll Airport, and citizens from Fulton County.

The study area on which this plan is focused follows the portion of the proposed IL 336 which spans from Fulton County's border with Peoria County at Lightfoot Rd. near Farmington to approximately the intersection of Lone Barn Road and West Hickory Road southwest of Canton.

This section of IL 336 is approximately 15 miles long. A portion of Farmington is within the study area and Canton's western edge is the study area's eastern boundary. Norris is located completely within the study area. The study area directly follows the latest highway alignment released by the Illinois Department of Transportation (IDOT) and includes the area 1.5 miles in all directions of the alignment.

Map 3: Study Area.



The 2011 IDOT final EIS reports that IL 336 within the study area will be designed as a four-lane highway with partial access control; thus, the majority of intersections will be at grade and require cross traffic to stop at IL 336 instead of cross over or under the highway. According to IDOT policy, highways are established as freeways – a design like that of an interstate highway where intersections are grade-separated and traffic must exit on to and off of the highway – if they are part of the Interstate Highway System, or “where there is a

need for control over the entire or a portion of the highway.”¹ The highest projected future traffic volumes occur at the east end of IL 336, between Farmington and Peoria. Since that area is fairly built-up and expected to continue to develop it was decided that the benefit of full controlled access was justified in this area. Thus, IL 336 between Peoria and Hanna City – a distance of approximately six miles – will be built as a freeway and have full access control. The remainder of the highway, including the portion within the study area, will have partial access control.

The traffic volumes west of Hanna City to Illinois Route 78 were evaluated to determine if interchanges were warranted. The traffic volumes indicated that interchanges are not necessary at any intersections in the project corridor west of Hanna City. However, in certain locations interchanges have been chosen due to higher traffic state routes crossing the IL 336 alignment. The locations of intersections and interchanges in the study area are as follows (from north to south, all descriptions approximate):

Table 1: Interchanges and Intersections within Study Area

Interchange	Lightfood Road and W. Moul Road
Intersection	Illinois 78 and E. Autumn Road
Intersection	Illinois 78 and Cottonwood Road
Intersection	Illinois 78 and Blue Spruce Road
Intersection	E. Owens Road and just west of Shortys Road
Interchange	Just south of Norris between Brereton Road and Illinois 78
Intersection	Connecting to CR-2100 E
Intersection	E. Richardson Road and CR-2100 E
Intersection	E. Richardson Road and CR-39
Intersection	E. Cypress Road and just east of CR-21
Intersection	E. Randolph Road and CR-21
Intersection	Wertman Road and CR-22
Interchange	Illinois 9 just west of Lone Barn Road
Intersection	E. Ripper Road and Lone Barn Road

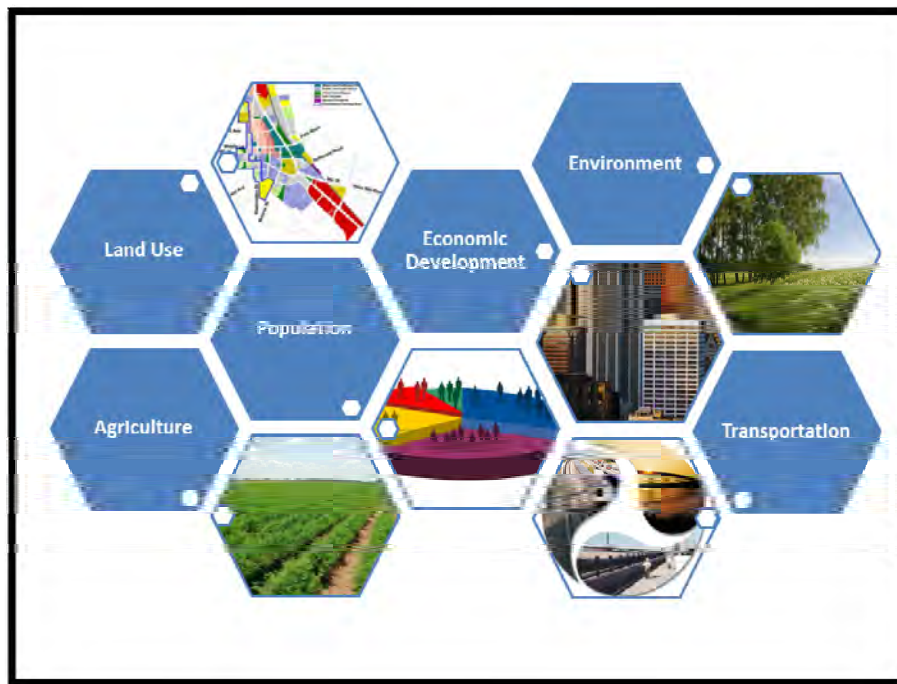
The construction of this roadway will undoubtedly affect the lives of individuals living in unincorporated Fulton County, Canton, Farmington, and Norris. There will be interest in developing commercial properties near the intersections/interchanges along the alignment. Industrial developers may be interested in developing in the area due to the new transportation artery, inexpensive cost of living, and an able regional workforce. Residential developers may be interested in creating new subdivisions outside of municipalities due to the increased accessibility to Macomb and Peoria. Additionally, some of this development may be targeted in areas that may ultimately be better suited to remain as undeveloped natural areas.

The development of a corridor land use plan will allow for residents, elected officials, and administrators to have a role in guiding the future of the area surrounding this proposed roadway project. Failing to do so may create an environment in which individuals are unhappy with the development patterns surrounding them. This planning process allows for Fulton County to set a course for its future that includes Illinois Route 336.

WHAT IS AN INTEGRATED PLAN AND WHY IS IT USEFUL?

Many communities, counties, and regions develop plans on a variety of topics: land use, economic development, bicycle plans, stormwater management, and more. While these individual plans are often quality documents they fail to overlap in important areas. For example, an economic development plan may offer excellent strategies to improve the tax base and generate business development, but may fail to identify important environmental areas in which future development should be avoided or outright banned. It is beneficial to bridge the gaps between these types of targeted plans and integrate them into a single coordinated document which will develop a vision for the future.

Image 1: Concept of Integrated Plan.



This document plans to do exactly that. The Route 336 Corridor Plan specifically covers the following topics:

- Agriculture
- Population
- Economic Development
- Environment
- Schools
- Zoning and Land Use
- Transportation

The goal of this document is to create a corridor plan that integrates all of these topics so the developed vision for the corridor is balanced, thoughtful, and all-encompassing. An additional benefit to developing the corridor plan in this manner is that Fulton County will be able to use the framework established in this document and use it towards the development of a county-wide comprehensive plan. The format this plan is written in will allow for Fulton County officials, citizens, and administrators to continue the comprehensive planning process for the entirety of Fulton County.

BASELINE INFORMATION

A. Agriculture

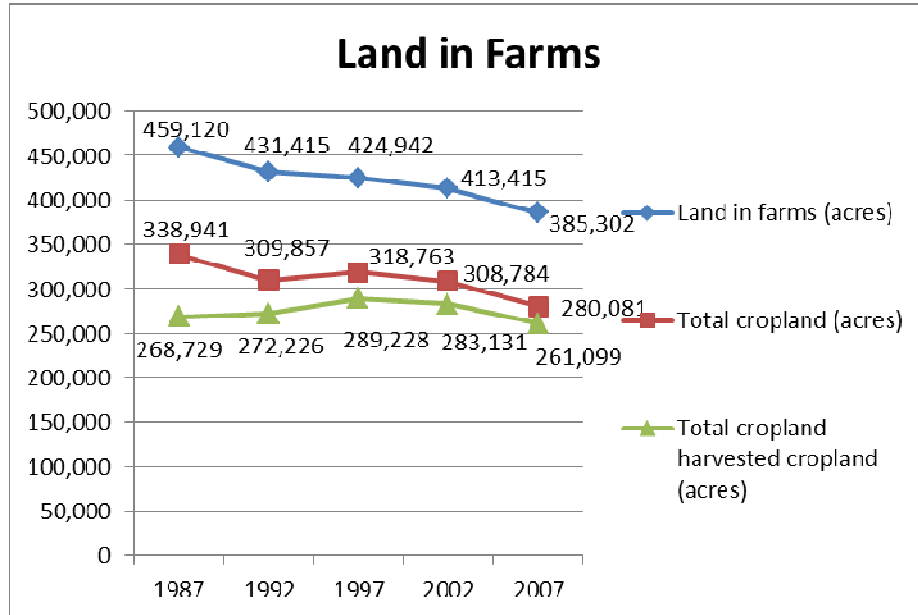
The land being considered for the IL 336 corridor is primarily agricultural. The approximately 38-square-mile study area contains nearly 30 square miles worth of agricultural land. The locations of prime farmland within the corridor area are shown in the map on Page 48 in the “Goals and Action Items” section of the document. While agricultural uses are prevalent, data on agriculture in Fulton County from the United States Department of Agriculture (USDA) shows that from 1987 to 2007:

- The total number of farms decreased;
- The number of small farms (less than 10 acres) increased;
- The number of medium-size farms (11 – 999 acres) decreased;
- The number of large farms (over 1,000 acres) increased;
- Total cropland decreased.

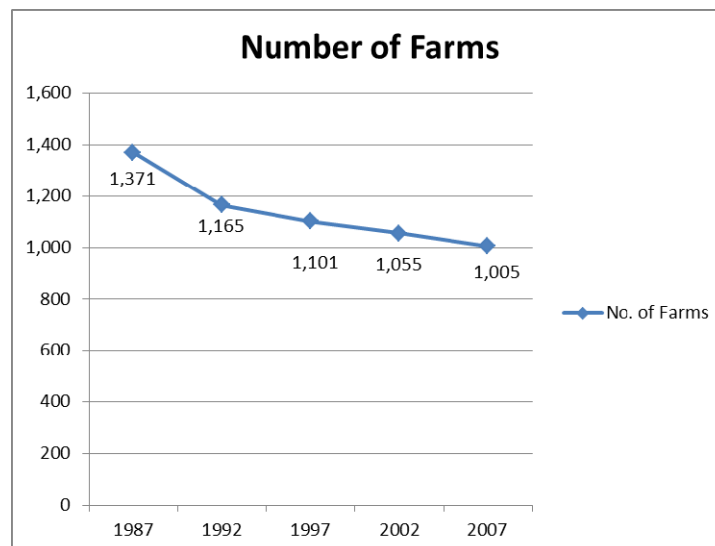
Table 2: Fulton County Farm Data.

Fulton County Farm Data	1987	1992	1997	2002	2007
No. of Farms	1,371	1,165	1,101	1,055	1,005
Land in farms (acres)	459,120	431,415	424,942	413,415	385,302
Avg. size of farm (acres)	335	370	386	392	383
Farms by size: 1-9 acres	82	61	54	47	108
Farms by size: 10 - 49 acres	201	164	175	179	194
Farms by size: 50 - 179 acres	407	371	318	318	289
Farms by size: 180 - 499 acres	383	287	266	258	197
Farms by size: 500 - 999 acres	219	194	178	142	95
Farm by size: 1000 acres or more	79	88	110		122
Total cropland (acres)	338,941	309,857	318,763	308,784	280,081
Total cropland - harvested cropland (acres)	268,729	272,226	289,228	283,131	261,099

These trends are similar to national trends in agriculture. From 1950 to 2000 the USDA reports that the number of farms has decreased sharply and the acreage per farm has been steadily decreasing. The USDA notes that these trends are occurring in the agricultural sector because of the shift in economies of scale in farming. The purchase of farm inputs, such as tractors, require an increasingly higher amount of capital and fewer individuals are willing or able to take on the debt necessary to farm.

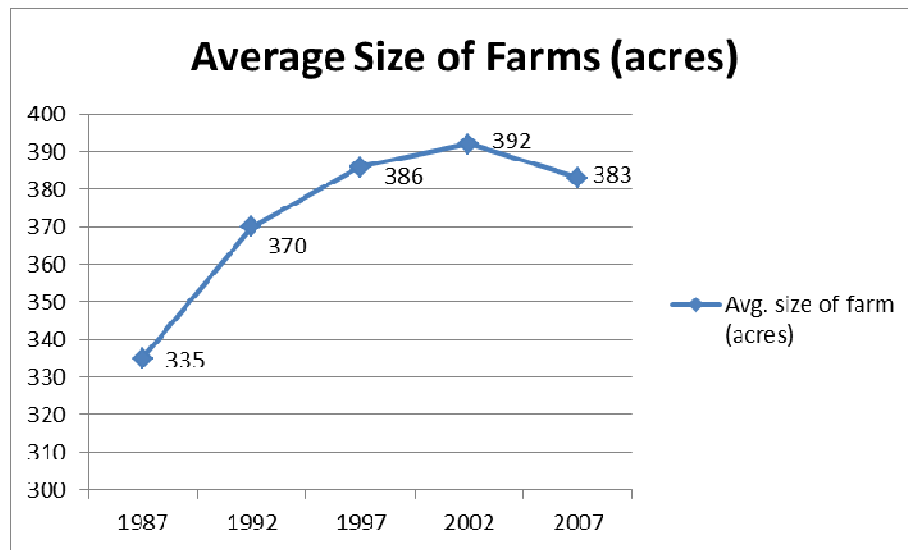
Chart 1: Quantity of Land in Fulton County Farms Over Time.

One interesting trend is the overall increase in farms less than 10 acres in size in Fulton County between 1987 and 2007. This figure decreased from 82 farms in 1987 to 47 farms in 2002 before jumping to 108 farms in 2007. This increase may be due to the rise in popularity of organic crops. Smaller farms are able to cater to this niche market and provide organic fruits and vegetables to regional grocery stores and farmer's markets. The economies of scale in these crops are much different than "traditional" corn and soybean crops. Organic products often sell for three to nine times as much as non-organic products. This allows farmers to maintain profitability on smaller tracts of land.

Chart 2: Number of Farms in Fulton County Over Time.

Another trend in agriculture is the rise of agritourism. This type of tourism can take many forms, but the end goal is as simple as promoting tourism through enabling tourists to participate in or learn about agriculture. Examples of agritourism include picking fruits and vegetables, riding horses, visiting a winery, and learning about cheesemaking. An excellent example of a successful regional agritourism operation is Tanner's Orchard, located in Speer, Illinois. This orchard offers attractions for adults and children of all ages as well as an expansive market with offerings such as apples, pumpkins, cider, and fresh baked goods.

Chart 3: Average Size of Farms in Fulton County Over Time.



This type of tourism is currently lacking in Fulton County, but it is well suited to the rural atmosphere. Utilizing agritourism is an opportunity to increase tourism and revenue while creating jobs for local residents. It is important to note that tourism works much like a domino effect. Once the tourists are aware of the area and what it can offer, they are likely to share their positive experiences with friends and family, as well as return themselves. An increase in tourism will spur nearly all facets of the Fulton County economy with more individuals utilizing restaurants, hotels, gas stations, and other types of businesses.

Implications

The construction of Illinois 336 itself will take approximately 15.5 linear miles, or 375 acres, of agricultural land out of production. In addition, the highway will exert pressure for farmland to be developed for other uses. Although this amount of lost farmland may seem to be a minimal amount, it can have a cumulative effect. Throughout the course of a year the United States loses 1.5 million acres of farmland to development. As the world's population grows and development pressure on agricultural land increases this problem will become worse. As such, many regions and communities throughout the nation are

promoting farmland protection efforts. These efforts occur primarily in the forms of transfer of development rights (TDR) programs, conservation easements, and educational campaigns. Fulton County may want to pursue similar efforts in order to preserve valuable farmland and protect the agricultural industry while concomitantly pursuing new economic opportunities.

B. Population

The population of Fulton County has held somewhat steady recently following a significant decrease during the 1980s. As presented in the table below, the population remained steady during the 1960s and 1970s until the national recession that occurred in the mid-1980s. The population increased between 1990 and 2000 but only from 38,080 to 38,250 – a change of less than 200 residents. According to a 2008 estimate from the U.S. Census Bureau, the population of Fulton County stands at 36,826 residents. However, a population projection developed by the Illinois Department of Commerce and Economic Opportunity (DCEO) forecasts a 2010 population of 38,140, a drop of just 110 residents from 2000. The U.S. Census Bureau estimate indicates that the population of Fulton County may be decreasing faster than projected by DCEO.

The populations of Norris and Farmington also decreased substantially between 1980 and 1990 and changed little between 1990 and 2000. Canton experienced moderate growth between 1990 and 2000, increasing from 13,922 residents to 15,288 residents. However, this increase is likely the result of the Illinois River Correctional Center, a facility that opened in October of 1989 and has an average daily population of 2,066 male inmates. No 2008 estimate of population was available for Canton, Farmington and Norris.

The vast majority of the study area is located within Canton Township and Farmington Township. The recent population trend in Canton Township mirrored the trend in the City of Canton, decreasing significantly during the 1980s and increasing significantly during the 1990s. Like Farmington, the population of Farmington Township decreased significantly during the 1980s. However, whereas the City of Farmington experienced a slight population increase during the 1990s, the population of Farmington Township slightly decreased.

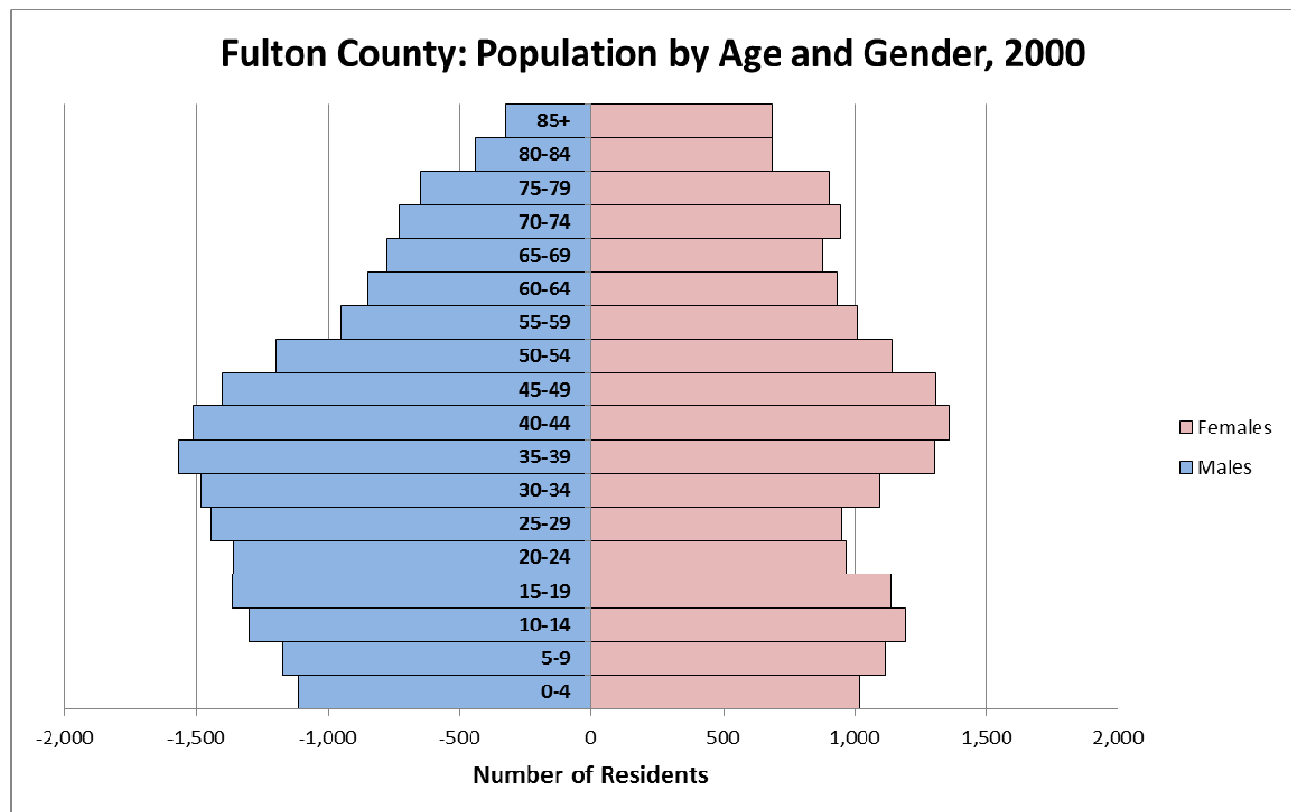
Table 3: Population of Government Units in Study Area.

	1960 Population	1970 Population	1980 Population	1990 Population	2000 Population	2008 Estimate*	Change from 1970	Change from 1990
Fulton County	41,954	41,900	43,687	38,080	38,250	36,826	-12.11%	-3.29%
Farmington township	NA	3,998	4,184	3,469	3,358		-16.01%	-3.20%
Canton township	NA	15,764	16,665	14,880	16,075		1.97%	8.03%
Farmington city	NA	2,959	3,118	2,535	2,601		-12.10%	2.60%
Canton city	13,588	14,202	14,626	13,922	15,288		7.65%	9.81%
Norris village	NA	1,319	1,515	212	194		-85.29%	-8.49%

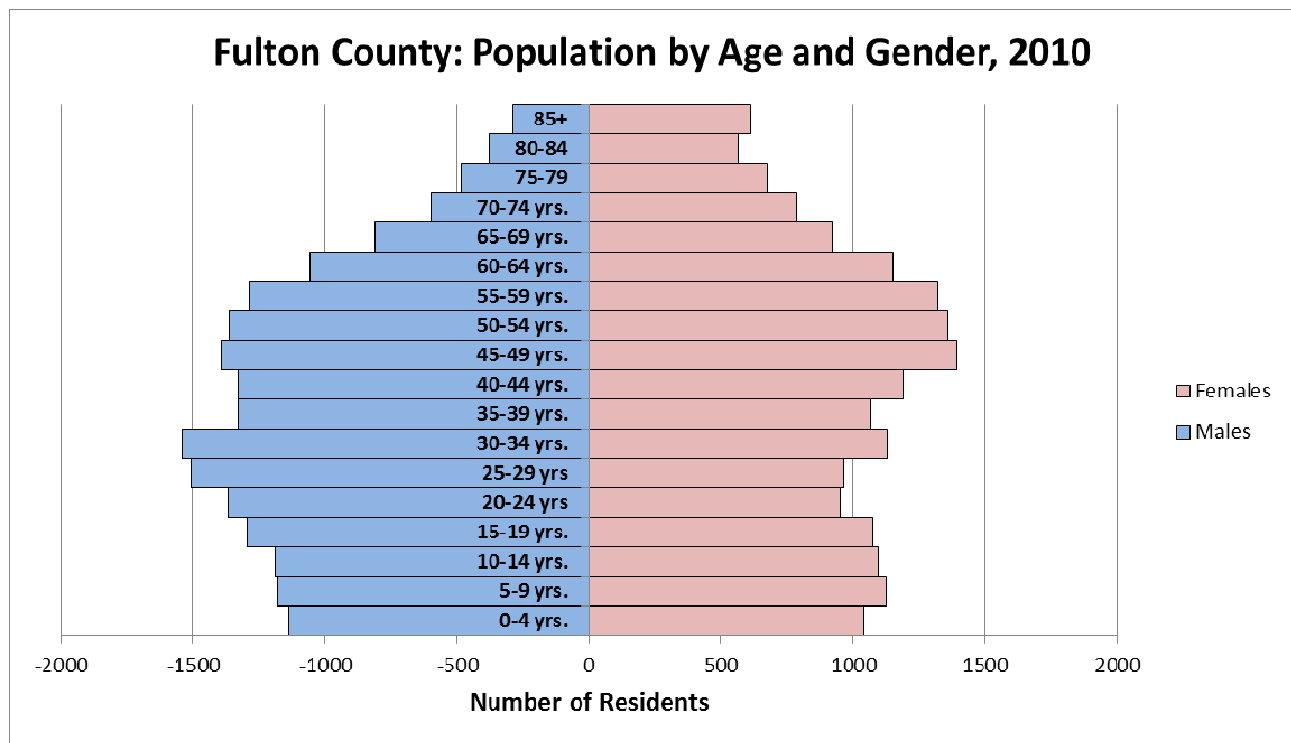
The following population pyramids show a breakdown of the 2000 population by age and gender for Fulton County, Farmington Township and Canton Township. For Fulton County, projected population pyramids for 2010 and 2030 are also included.

In 2000, the most populous male cohorts in Fulton County were the 30-34, 35-39, and 40-44 age cohorts. The most populous female cohorts were the 35-39, 40-44, and 45-49 age cohorts. The population totals of the male cohorts is skewed by the all-male population of the Illinois River Correctional Center; for example, there were 1,447 men between the ages of 25 and 29 in 2000 but only 953 women in the same age group. The most populous female cohorts consist of individuals from the “Baby Boomer” generation. These statistics reveal the aging of the Fulton County population; this mirrors the national trend.

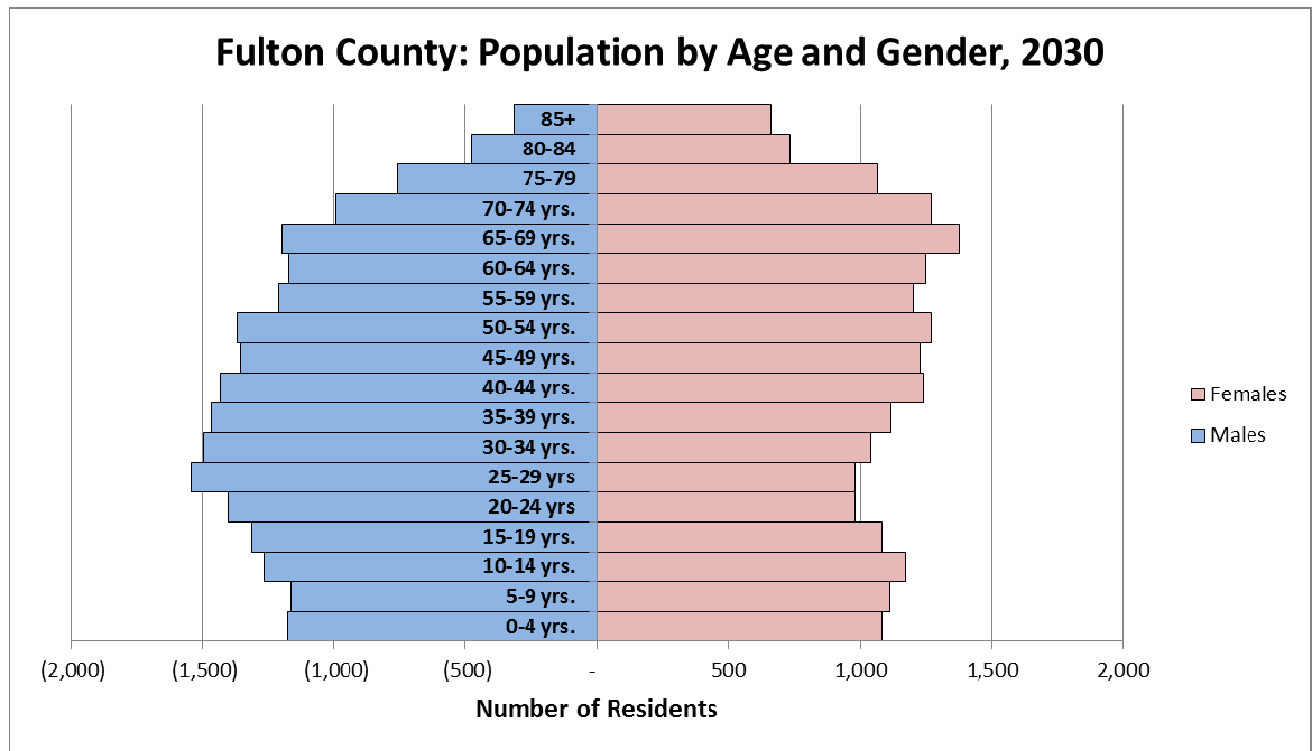
Chart 4: Fulton County Population by Age and Gender, 2000.



DCEO has prepared five-year population projections for Fulton County to the year 2030. The projected population pyramids for 2010 and 2030 are presented below. The projected Fulton County population pyramid for 2010 also shows a skewing as the result of the Illinois River Correctional Center; the largest male cohorts are the 25-29 and 30-34 age groups, and there are 544 more males than females in the 25-29 age cohort and 413 more males than females in the 30-34 age cohort. The most populous female cohorts are the 45-49, 50-54, and 55-59 age cohorts. Again, this reflects the large number of Baby Boomers and mirrors the national trend of an aging population.

Chart 5: Fulton County Projected Population by Age and Gender, 2010.

According to the DCEO projection, the population of Fulton County will grow to a total of 40,946 residents in 2030, a projected increase of 2,806 residents from 2010. The projected Fulton County population pyramid for 2030 shows a “flattening” as the overall population ages and the populations of older age cohorts increase. For example, in 2000 the oldest male age cohort with over 1,000 individuals was the 50-54 age cohort and the oldest female age cohort with over 1,000 individuals was the 55-59 age cohort. According to the 2030 projection, the oldest male age cohort with over 1,000 individuals will be the 65-69 age cohort and the oldest female cohort with over 1,000 individuals will be the 75-79 age cohort. Because individual population projections can follow different methods and be based on different factors, it is important to note that the specific age cohort totals are projections only and cannot be accepted as definite future totals. However, what is clear from these projections and current trends is that the overall population will continue to age in the study area and all of Fulton County.

Chart 6: Fulton County Projected Population by Age and Gender, 2030.

Population pyramids are presented below for Farmington Township and Canton Township for the year 2000. The majority of the study area is within these two townships. Both of these townships have a relatively high number of Baby Boomers, illustrating the general aging of the population that is taking place. Canton Township has a relatively high number of males between the ages of 20 and 39 as a result of the Illinois River Correctional Center and Farmington Township has a relatively high number of males in the 20-24 age cohort.

Chart 7: Farmington Township Population by Age and Gender, 2000.

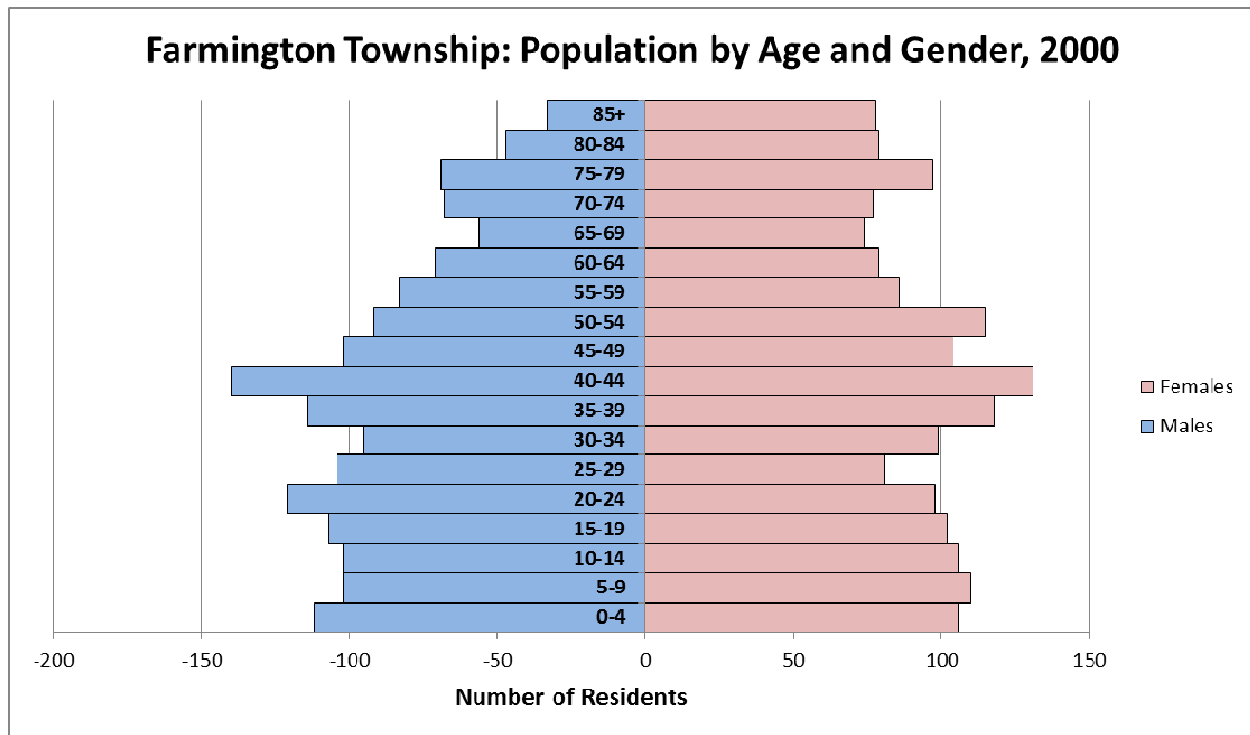
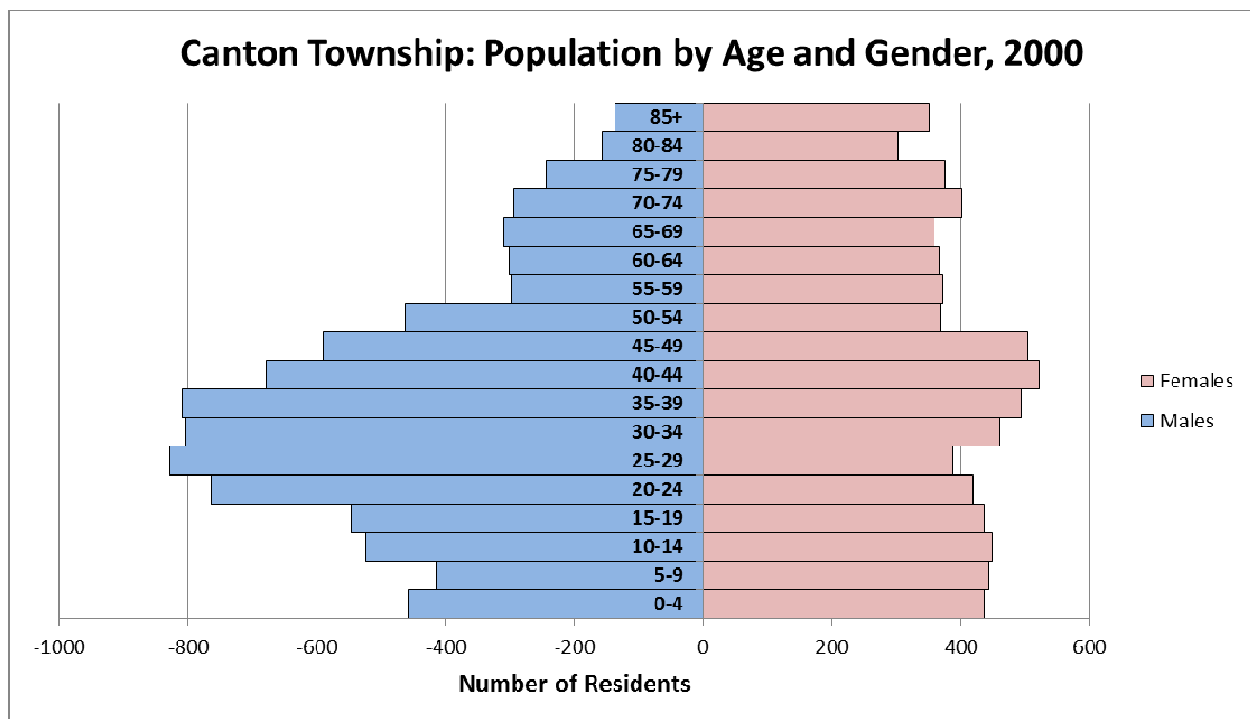


Chart 8: Canton Township Population by Age and Gender, 2000.



The specific population projections for each 5-year age cohort in Fulton County in 2030 are presented below. As mentioned above, a large change is projected to occur in the age cohorts between 65 and 79 years of age. The population within these cohorts is projected to increase by 2,384 individuals between 2010 and 2030. Thus, it is evident that Fulton County will have to serve a larger population of individuals age 65 and older than it currently serves. Concurrently, according to this projection, Fulton County must be prepared to address a minimal increase in children and teenagers and a decrease in middle-age adults.

Table 4: Projected 2030 Population for Fulton County By 5-Year Age Cohorts.

Age Cohort	2000	2005	2010	2015	2020	2025	2030	Difference Since 2010	% Difference
0-4	2133	2254	2176	2202	2259	2249	2259	83	3.81%
5-9	2293	2164	2302	2219	2243	2295	2274	-28	-1.22%
10-14	2496	2371	2282	2432	2349	2370	2436	154	6.75%
15-19	2504	2448	2370	2292	2440	2348	2393	23	0.97%
20-24	2333	2187	2313	2306	2194	2330	2383	70	3.03%
25-29	2405	2569	2466	2593	2577	2433	2518	52	2.11%
30-34	2579	2470	2667	2575	2703	2678	2532	-135	-5.06%
35-39	2876	2475	2396	2594	2507	2619	2584	188	7.85%
40-44	2873	2874	2518	2450	2651	2554	2673	155	6.16%
45-49	2712	2843	2886	2543	2475	2666	2584	-302	-10.46%
50-54	2339	2650	2807	2863	2533	2450	2637	-170	-6.06%
55-59	1963	2268	2604	2777	2839	2496	2411	-193	-7.41%
60-64	1781	1897	2206	2548	2723	2767	2421	215	9.75%
65-69	1659	1595	1730	2042	2378	2527	2569	839	48.50%
70-74	1678	1407	1385	1523	1814	2118	2267	882	63.68%
75-79	1553	1356	1158	1150	1286	1537	1821	663	57.25%
80-84	1129	1069	976	847	844	961	1207	231	23.67%
85+	1009	921	898	866	806	795	977	79	8.80%
Total Population	38315	37818	38140	38822	39621	40193	40946	2806	7.36%

Implications

The major finding from this population data is that Fulton County must be prepared to serve a growing population of senior citizens in the coming years. One prevalent issue that senior citizens face in rural areas is the lack of transportation options. If individuals are unable or unwilling to drive, it is particularly difficult to perform day-to-day tasks without a reliable form of public transportation. Additionally, most rural counties cannot offer public transportation options due to fiscal constraints and the difficulty of serving rural residents due to a dispersed residential population.

There are other issues that will arise as a result of the general aging of the population. For instance, it is likely that demand for healthcare services will grow. Demand for retirement living facilities is also likely to grow, and a segment of the older population may migrate

toward more densely developed areas where shopping and healthcare needs are easier to access. For Fulton County to adequately serve all residents, it will become increasingly necessary to take considerations such as these into account.

C. Economic Development

The Fulton County economy has undergone significant changes in recent decades as the manufacturing and mining sectors have declined. The most notable local change occurred in Canton in 1983 when a plant operated by International Harvester, the agricultural machinery manufacturer, closed. The shuttering resulted in the loss of over 3,000 jobs and contributed to a steep rise in unemployment. Fulton County's unemployment rate was just 5.3% in 1976, but by 1981 it had increased to over 8%, and in 1983 it stood at over 17%.

The decline of mining has also affected the Fulton County economy. Coal mining was once a major activity in the county. According to a directory of Fulton County coal mines created by the Illinois State Geological Survey, hundreds of coal mines have operated in the county since the early 1880s. However, the directory does not list a single active coal mine in the county today.²

The number of non-agricultural jobs in Fulton County has dwindled steadily since 1990. The chart below contains data from the Illinois Department of Employment Security on Fulton County employment by sector; the data does not include self-employed workers. The major non-agricultural employment sectors in Fulton County are trade/transportation/utilities, education and health services, and government. The chart below shows a trend of increasing employment in health services and education in the county. As the Population section alluded to, it is likely that employment opportunities in health services will increase. However, the Fulton County demographic data projects a relatively stable population of school-age children, suggesting growth in the education sector will, or has already, leveled out.

Table 5: Fulton County Employment by Sector.

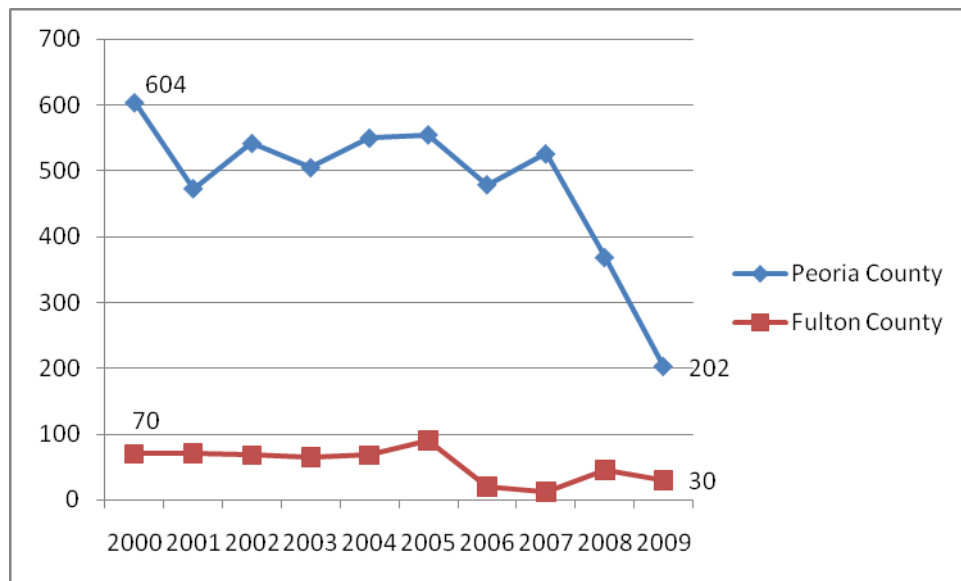
Fulton County Employment	1990	1995	2000	2005	2008	Percent Change
Total Nonagricultural Employment	10,412	9,588	9,283	8,879	8,987	-15.9%
Construction	228	312	270	337	286	20.3%
Manufacturing	446	361	266	254	275	-62.2%
Trade, Transportation, and Utilities	2,559	2,345	2,198	1,849	1,834	-39.5%
Information	1,137	195	231	116	133	-754.9%
Financial Activities	343	324	339	355	336	-2.1%
Professional and Business Services	204	198	257	298	316	35.4%
Education and Health Services	1,334	1,728	1,673	1,712	1,802	26.0%
Leisure and Hospitality	1,088	1,006	843	864	896	-21.4%
Other Services	313	417	355	414	439	28.7%
Total Government	2,752	2,691	2,832	2,674	2,666	-3.2%

The United States Census Bureau provides information about the number of Fulton County residents that are employed. According to the 2000 data, 15,884 workers 16 years and older lived in the county. Of this total, 6,619 residents, or 42% of workers, worked outside of Fulton County. More recent data from the American Community Survey's 3-year estimates from 2006 through 2008 allows for a comparison of Fulton County and the United States in different economic categories. According to the data below, the percentage of the County's civilian labor force that is employed lags behind the national average. The county also lags behind the national average in median household income, per capita income, and the number of individuals and families living below the federal poverty level.

Table 6: Recent Fulton County Economic Characteristics.

2006-2008 Fulton County Economic Characteristics	Number	Percent	United States
Employed - Civilian Labor Force	15,957	52.8%	60.7%
Mean Travel Time to Work (Minutes)	27.8	-	25.3
Median Household Income (2008 inflation adjusted)	41,271	-	52,175
Per Capita Income (2008 inflation adjusted)	20,367	-	27,466
Families Below Poverty Level	-	10.7%	9.6%
Individuals Below Poverty Level	-	14.3%	13.2%

One helpful economic indicator is the health of the housing market. Utilizing information obtained through the United States Census Bureau it is possible to determine the amount of residential housing permits issued year by year. Data for both Fulton County and Peoria County is shown for comparative purposes. The number of permits issued in 2009 in both counties is substantially lower than the number of permits issued in 2000; the figure has dropped 57% in Fulton County and 67% in Peoria County. In Fulton County, a sharp overall decrease has occurred since 2005 after the number of permits issued held relatively steady during the first part of the decade. The number of permits issued in Fulton County rose in 2008 before falling in 2009. Peoria County witnessed significant drops in both of these years.

Chart 9: Housing Permits Issued in Fulton and Peoria Counties, 2000 – 2009.

The Spoon River Partnership for Economic Development (SRPED) has been working towards promoting economic development and tourism in Canton and throughout Fulton County. The recent success of their efforts can be seen in the newly opened Cook Medical plant, where 28 full-time employees began working in April 2010 to produce angiographic catheters. The facility, which is located on the site of the former International Harvester plant, will employ about 300 workers when production reaches full capacity. Not only is the plant employing individuals in Canton, but it is also offering them a livable wage, medical coverage, and a bonus program.³

Other redevelopment projects are occurring in Canton. A new hotel is being developed, and a façade grant program has been set up to assist businesses with exterior improvements. Also, the city is working with the State of Illinois, the West Central Illinois Building and Construction Trades Council, and Canton School District 66 to construct a new building to fill a vacant downtown space.⁴ The city has initiated a new marketing campaign focused around the slogan, “We do that here.”

Tourism

Recent efforts have occurred to increase tourism in Fulton County. Notable attractions in eastern Fulton County are Double T State Fish and Wildlife Area, Rice Lake State Fish and Wildlife Area, Banner Marsh State Fish and Wildlife Area, and Dickson Mounds Museum. Canton is a portal city for the Illinois River Road National Scenic Byway, and the annual Spoon River Drive takes place in Fulton County.

Fulton County, the Fulton County Tourism Council, and the Fulton County Unit of University of Illinois Extension have been active recently in stimulating tourism efforts. Given the large-scale economic changes that have led to the expansion of the service sector, promoting tourism is a beneficial activity and should be continued. The construction of Route 336 will improve access to Fulton County, thereby potentially bringing more visitors to the county.

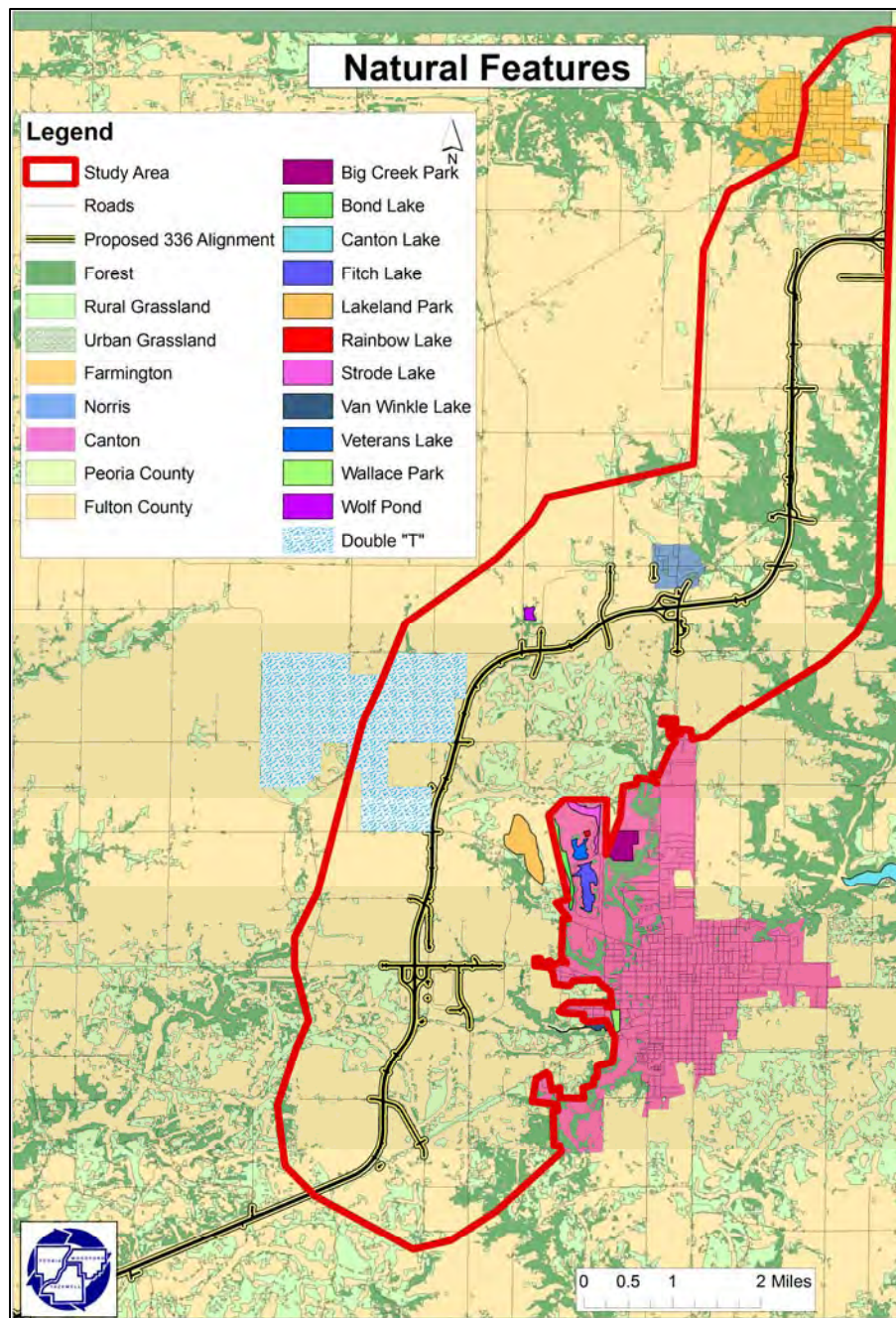
Implications

Illinois 336 will likely spur commercial development in areas along the alignment, and new industrial development is also possible. This is especially true at the proposed interchanges near Canton and Norris. Fulton County should plan to work with municipalities when new developments are proposed to ensure that development occurs in an orderly pattern that protects existing uses. Fulton County may also seek to focus business development and recruitment efforts on economic sectors most likely to grow in the future. According to the Illinois Department of Employment Security, the sectors in which employment has increased in the county over the last two decades are construction, professional and business services, education and health services, and other services.

D. Environment

The corridor area encompasses a diverse landscape that consists of rivers, lakes, wooded areas, and former strip-mined areas that now exist as natural areas. These natural areas are resources that provide benefits to Fulton County, and they should be protected and utilized efficiently. The protection and management of these natural areas provide aesthetic benefits to the residents of Fulton County, which in turn can help make Fulton County a desirable place in which to live, work, and vacation.

Map 4: Natural Features in the Study Area.



Public Land, Parks, and Recreation

The most significant environmental feature in the general area is Double T State Fish and Wildlife Area, located directly west of the proposed highway between Canton and Norris. Because it is located adjacent to the highway, it may be impacted by development within the corridor, so careful planning is needed to ensure that Double T remains a useful area for fishing and hunting. Nearly 2,000 acres in size, Double T lies in a former strip-mined area and is managed by the Illinois Department of Natural Resources.

The project area contains many public parks and lakes. The majority of the parks are Canton Park District facilities located within the city limits of Canton. Farmington Township Park is located south of Farmington and Jacobs Park is located near the Farmington school complex; the Route 336 bike path will terminate near Farmington Township Park. There are presently no parks or other types of recreation areas (natural or otherwise) that intersect the proposed alignment.

Forests

Forested land is scattered throughout the corridor. The largest forested areas are located in the northern portion of the corridor between Cottonwood Road at the north and Norris at the south. In the southern portion, smaller patches are scattered to the west of Canton and along the edges of the corridor. Smaller patches are also located in the northern tip of the corridor near Farmington.

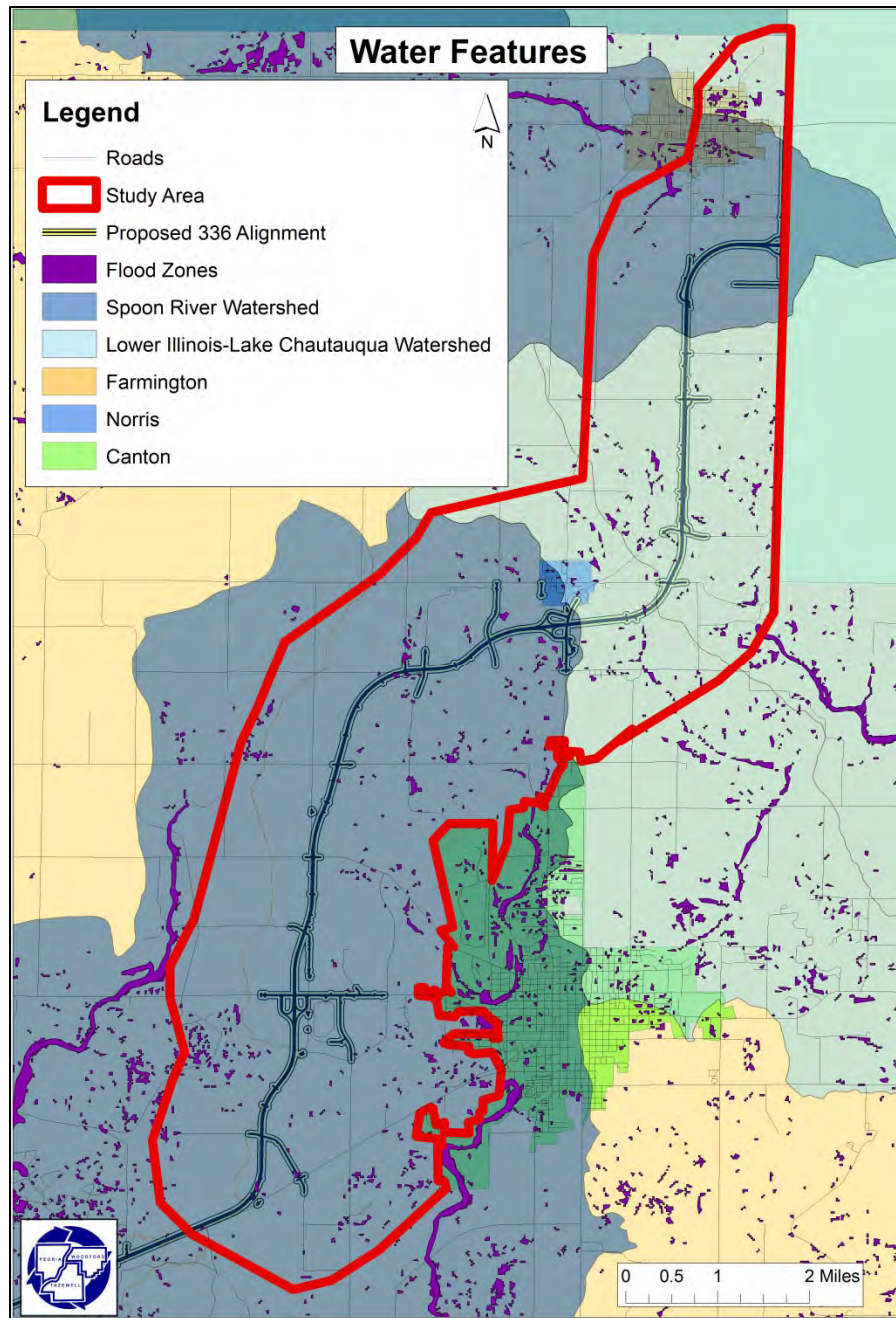
According to the Illinois Department of Transportation, the highway will impact two forest stands: one along the West Branch of Copperas Creek southeast of Norris and one south of the IL 336/IL 78 intersection northeast of Norris. IDOT has proposed a 10-acre parcel near the IL 336/IL 9 interchange and a 10-acre parcel and 11-acre parcel near the IL 336/IL 78 interchange be used for tree mitigation. While tree mitigation should be pursued to lessen the impact of highway construction on natural areas, the IL 336/IL 78 interchange near Norris is a suitable location for new commercial development to occur after highway construction. As specific highway design begins, Fulton County should work with IDOT to identify areas where tree mitigation should occur while allowing appropriate areas to be developed.

Water Features

The majority of the corridor area drains into the Spoon River; the remainder is part of the Illinois River Watershed. The Water Features map shows the corridor area and these major watersheds. Both rivers are listed as impaired according to the Illinois Environmental

Protection Agency (IEPA), so in order to help improve water quality, stormwater runoff generated by new development throughout the corridor should be carefully managed to limit the quantity of pollutants that reaches local streams.

Map 5: Water Features in the Study Area.



The highway will directly impact several streams, and these areas must be carefully examined. Big Creek is one stream that will be directly impacted. Big Creek runs between Norris and Canton and flows through Canton. The IL 336/IL 78 interchange located directly south of Norris will cross Big Creek. This particular area will be subject to development pressure due to the interchange and its proximity to Norris. Big Creek is also an impaired stream according to the IEPA, so managing stormwater runoff from new development to help improve water quality in Big Creek will be important.

The highway will cross the West Branch of Copperas Creek and the Middle Branch of Copperas Creek east of Norris along the portion of the highway that curves from the east to the north between the two intersections with Illinois 78. The intersection of IL 336 and IL 78/Blue Spruce Lane northeast of Norris is located very close to the Middle Branch of Copperas Creek. This area is not being targeted for development, but should development occur, resulting runoff should be carefully managed.

The numerous narrow lakes that have been created from former strip mines are defining features of the corridor area and this portion of Fulton County. These are located in the southern portion of the corridor area near the IL 336/IL 9 interchange and east of Double T State Fish and Wildlife Area between Norris and Canton. These lakes and the land that surrounds them have become important recreational areas, and these areas should be protected so that recreational benefits can continue to be enjoyed.

Wetlands

Wetlands located within the corridor largely correspond to the areas where strip mine lakes are located: in the southern portion near the IL 336/IL 9 interchange and between Norris and Canton east of Illinois 336. Some of these lakes are located very close to the IL 336/IL 9 interchange and the IL 336/IL 78 interchange south of Norris. Development pressure will be high at these interchanges. At the IL 9 interchange, wetlands are primarily located west and south of IL 336, so concentrating development east of IL 336 will help minimize wetland impacts. Likewise, wetlands are primarily located west of IL 78 at the IL 336/IL 78 interchange, so concentrating development east of IL 78 will help minimize impacts. By minimizing the impacts of development on nearby wetlands, the recreational and environmental benefits provided by wetlands can be preserved.

Implications

Fulton County contains a unique and diverse set of environmental features. It is important that these areas be simultaneously utilized and preserved so their benefits can be realized today and in the future. Pressure for new development will exist at some of these natural areas, and a balance will need to be struck between preservation and development throughout the corridor area. Following this land use plan, employing appropriate land use

controls, and furthering the understanding that natural areas enhance economic development, tourism, and quality of life will help achieve that balance.

E. Schools

The primary school districts that serve the corridor are Farmington Central District #265 (Farmington District) and Canton Union School District #66 (Canton District). The Farmington District comprises 188 square miles and encompasses the portion of the corridor from its northern boundary to just north of Norris. The Canton District comprises 139 square miles and encompasses the rest of the corridor area, including Norris.

Facilities

Farmington District students from pre-kindergarten through twelfth grade attend classes at a complex that opened in August 2004 on Lightfoot Road just south of Illinois 116. This location is one mile north of what will be an Illinois 336 interchange at Lightfoot Road, and the section of Lightfoot Road between Illinois 116 and the future Illinois 336 interchange will be improved as part of highway construction. The Farmington District complex is accessed off of this section of Lightfoot Road, so the complex will be impacted by highway construction. Canton District facilities consist of three elementary schools, one middle school, and Canton High School. All of these facilities are located in Canton. The highway itself will not have any direct impacts on any of the Canton District facilities.

Demographic Data

Since 2003-04, enrollment in the Farmington District has increased by 4.4 percent while enrollment in the Canton District has decreased by 3.7 percent. Neither district is experiencing a significant influx of new students.

Table 7: School District Enrollment Over Time.

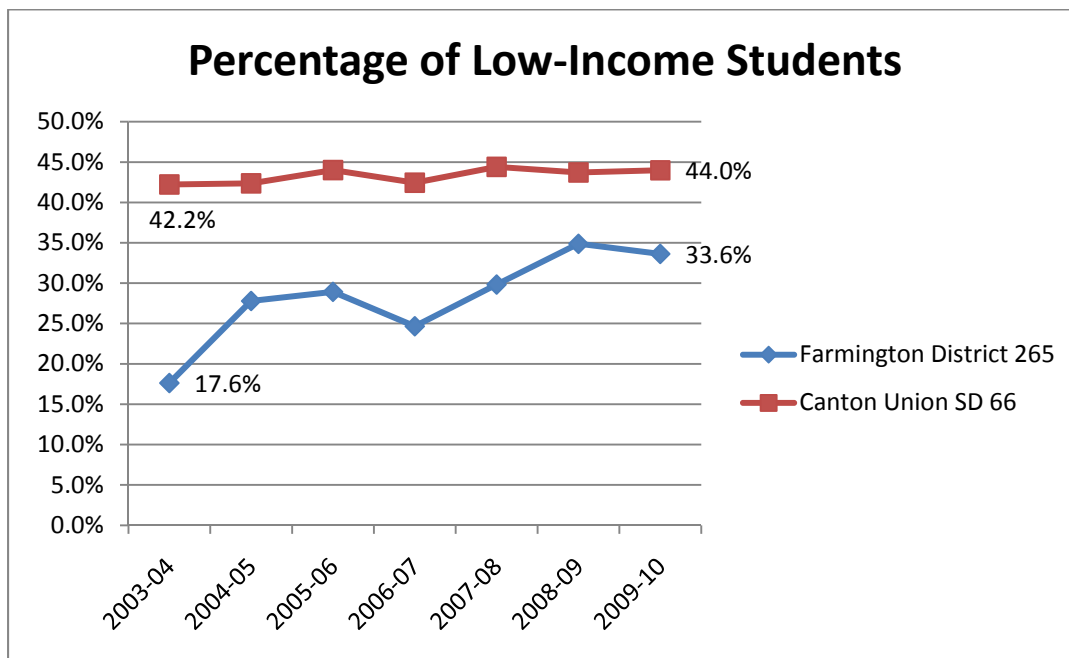
Enrollment	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Change	Percent Change
Farmington District 265	1407	1432	1417	1476	1505	1505	1469	62	4.4%
Canton Union SD 66	2759	2710	2690	2662	2628	2624	2658	-101	-3.7%

Similarly, the percentages of each district's enrollment in grades K-4, 5-8, and 9-12 have remained fairly constant since 2003-04. The table below lists the percentage of total district enrollment by grade level for Farmington District 265 and Canton District 66. These percentages have changed very little and indicate both little growth and little potential for future growth at this time.

Table 8: Percentage of Total School District Enrollment by Grade Level Over Time.

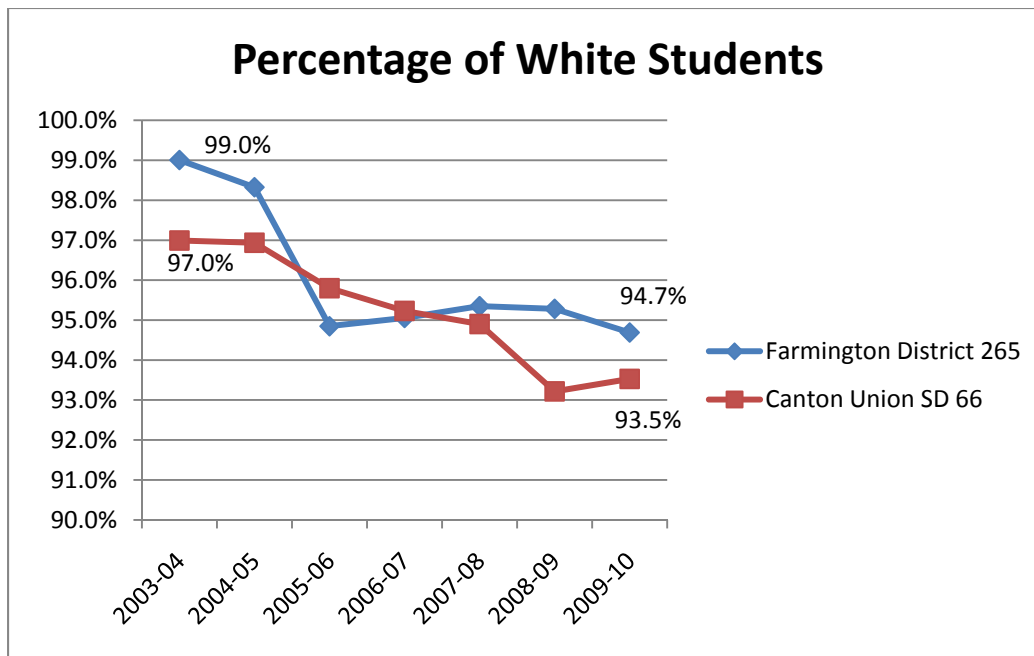
Percentage of Total District Enrollment by Grade Level							
K-4	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
Farmington District 265	37.4%	35.9%	36.8%	36.8%	36.5%	38.3%	37.4%
Canton Union SD 66	36.4%	37.4%	37.6%	38.2%	37.9%	36.6%	37.2%
5-8							
Farmington District 265	30.6%	29.3%	29.4%	29.2%	29.4%	28.5%	29.3%
Canton Union SD 66	30.6%	29.3%	29.4%	28.8%	29.7%	30.8%	29.3%
9-12							
Farmington District 265	26.2%	29.3%	28.2%	28.5%	28.8%	29.0%	28.7%
Canton Union SD 66	29.7%	29.7%	28.7%	28.9%	28.7%	26.8%	28.0%

Low-income students accounted for just 18 percent of Farmington District enrollment in 2003-04, but this figure increased to 28 percent the next year. Since 2004-05, the figure has increased to 34 percent. Low-income students accounted for 42 percent of Canton District enrollment in 2003-04. This figure now stands at 44 percent. While the Canton District has a higher percentage of low-income students, the percentage is rising faster in the Farmington District.

Chart 10: Percentage of Low-Income Students in School Districts.

The student population in both districts has become only slightly more diverse since 2003-04. In the Farmington District, 99 percent of students in 2003-04 were white; today, 95 percent of students are white. In the Canton District, 97 percent of students in 2003-04 were white; today, 94 percent of students are white.

Chart 11: Percentage of White Students in School Districts.



Implications

While the highway itself will not directly impact any Canton District facilities, it will impact the Farmington District complex on Lightfoot Road. A diamond interchange will exist at Lightfoot Road, and the section of Lightfoot Road between Illinois 116 and its interchange at Illinois 336 will be upgraded to state highway standards and designated as Illinois 78. The improvements to Lightfoot Road will result in better access to the Farmington District complex. Special arrangements will need to be made to allow sufficient access to the complex when improvements to Lightfoot Road are being constructed. In the long-term, there is the potential for development at the Illinois 336/Lightfoot Road interchange and increased traffic, so special arrangements may be needed in the future to ensure sufficient access exists to the Farmington District complex.

Economic development is one potential benefit of building Illinois 336. New businesses could be started and existing businesses could relocate to Fulton County, generating new jobs. Two possible impacts of job growth for the two school districts are an increase in

property tax revenue and a decrease in low-income students. If job creation occurs, residential growth will follow, so an increase in district enrollments is also a potential impact of highway construction.

An important caveat is that highway construction alone will not result in economic development that will provide benefits to the school districts. Illinois 336 will provide improved access to regional markets, but existing economic development efforts, entrepreneurship initiatives, and marketing of the area need to occur to attract businesses and stimulate business development.

F. Zoning and Land Use

Land in the study area is predominantly used for agricultural production. Of the approximately 24,321 acres in the study area, approximately 17,356 acres, or 71% of the total area, are used for an agricultural use. Natural areas are the second most common use comprising 18% of the land in the area. The remaining land use types in the area as defined for this study are: airport; commercial; industrial; residential; and vacant. Each of these land use types individually composes less than 3% of the total acreage in the study area.

Map 6: Current Land Use in the Study Area.

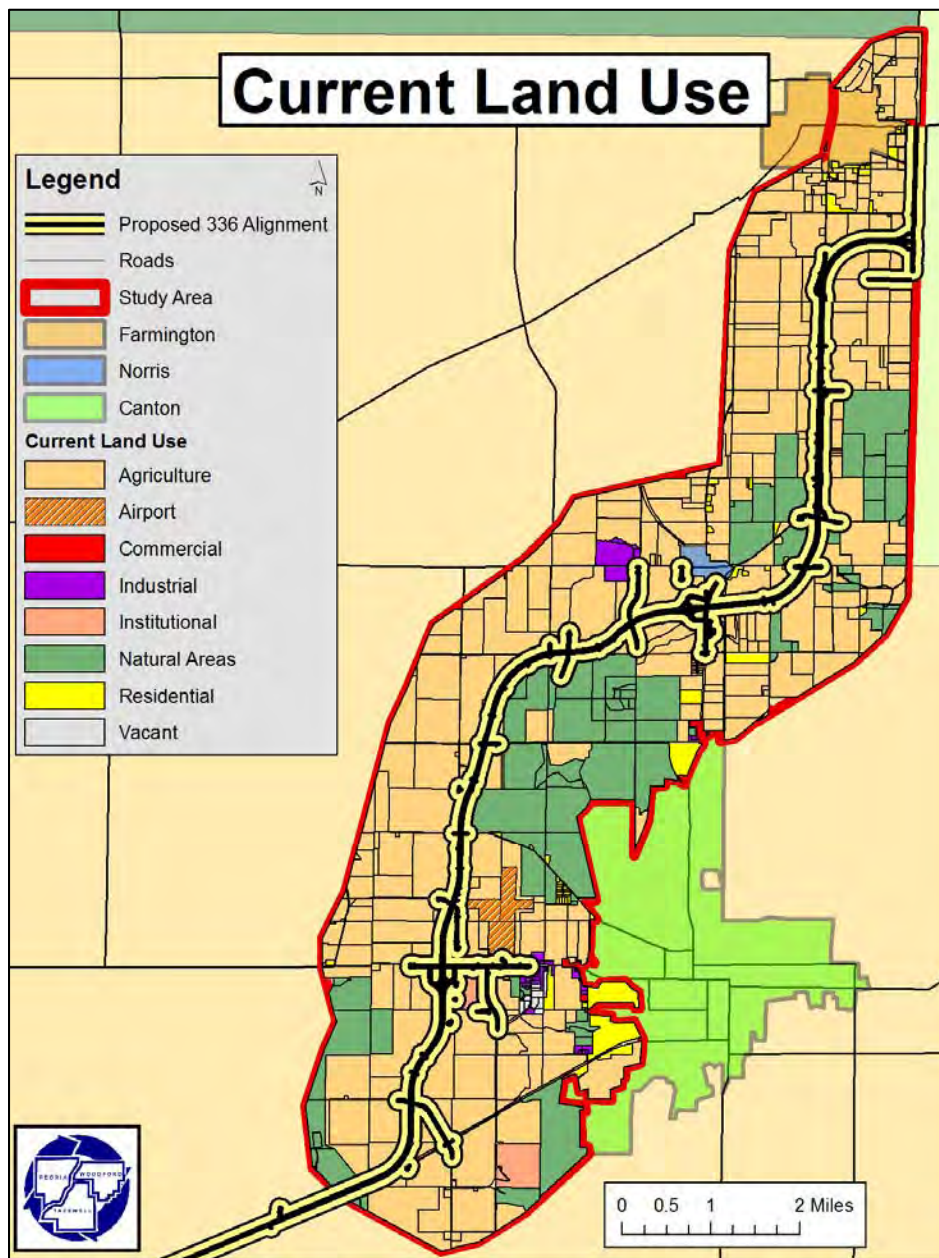


Table 9: Land Use Quantities in the Study Area.

Land Use	Acres	Square Miles	Percentage
Total Corridor	24,321	38.00	100.00%
Agriculture	17,356	27.12	71.36%
Natural Areas	4,457	6.96	18.33%
Residential	557	0.87	2.29%
Farmington	357	0.56	1.47%
Institutional	252	0.39	1.04%
Industrial	230	0.36	0.95%
Airport	218	0.34	0.90%
Norris	174	0.27	0.72%
Vacant	56	0.09	0.23%
Commercial	6	0.01	0.02%

The Fulton County Zoning Ordinance classifies land as within one of the following five zoning districts:

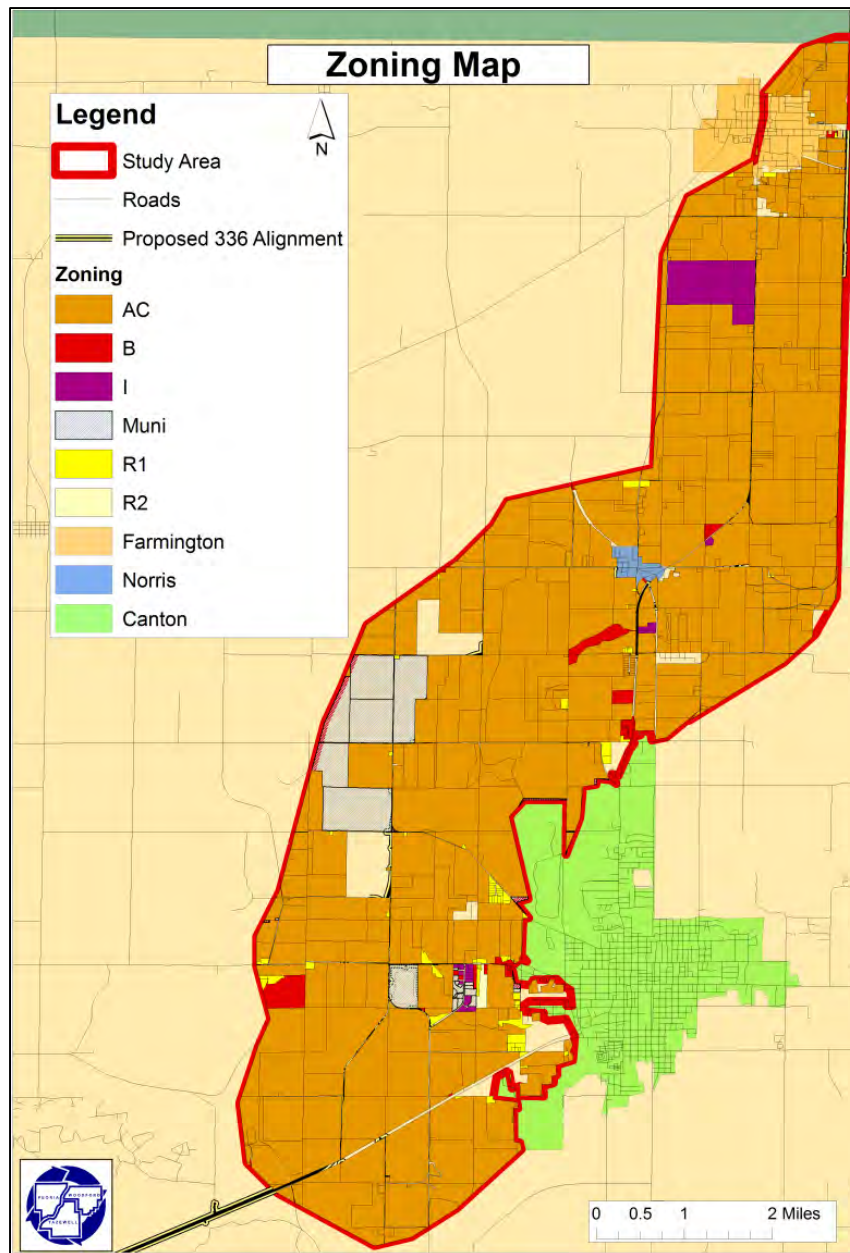
Residential (R-1). Permitted uses include one- and two-family dwellings, public parks, cemeteries if affiliated and adjacent to a church, churches, schools, bed and breakfasts, and mobile homes with a minimum of 24 feet manufactured width.

Residential (R-2). Permitted uses include any permitted use in the R-1 district, multi-family dwellings, boarding houses, and mobile homes with a minimum of 14 feet manufactured width. No more than one main building per lot is allowed in both residential zoning districts.

Business (B). Permitted uses include any permitted use allowed in the R-2 district and a variety of business-related uses. More than one main building can be located on a single lot.

Industrial (I). Permitted uses include any non-residential use that is allowed in the Business district and manufacturing activities.

Agriculture/Conservation (AC). Permitted uses include agricultural activities, hunting clubs without improvements, non-commercial recreational uses, conservation areas, single-family dwellings, and mobile homes.

Map 7: Zoning in the Study Area.

Each zoning district has a list of specific conditional uses that are allowed upon approval by the zoning board of appeals.

The land within the study area is almost entirely zoned Agriculture/Conservation with small areas within the Industrial District located near Ingersoll Airport. There are also several parcels within the Business District and the Residential District throughout the study area, including an oddly-shaped parcel zoned Business near Brereton Road and Illinois 78 south of Norris.

Implications

The construction of Route 336 will spur land use change throughout the corridor area. This plan provides guidance on managing land use change to benefit Fulton County in the future. The goals and action items that pertain to land use and the future land use map located later in this document provide specific guidance on managing changes in land use.

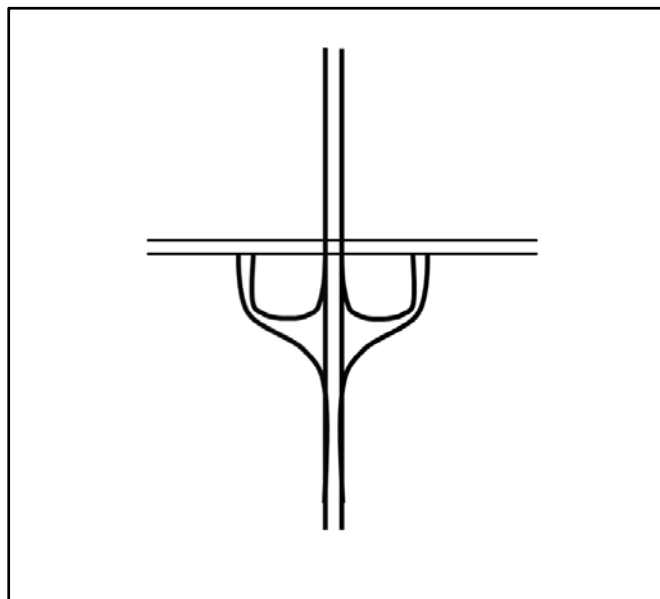
G. Transportation

Illinois 336 will serve to connect the cities of Peoria, Canton, Macomb and Quincy. Currently the preferred method of making the trip from Peoria to Quincy involves traveling on Route 24, Route 9, Route 67, and Route 136 west to the existing Route 336 south to Quincy. Alternately, one can also take Interstate 155, Interstate 55, and Interstate 72. Illinois 336 will allow for a direct route rather than the “jogging” or circuitous routes that must currently be used. Illinois 336 will also relieve congestion on Route 24.

Route 336 in the corridor area will be a four-lane divided highway with at-grade intersections except where it intersects Route 9, Route 78 and Lightfoot Road. The highway will have Parclo Type C interchanges at Route 9 west of Canton and Route 78 south of Norris. A diamond interchange will be located at Lightfoot Road southeast of Farmington. Residences and farms will have direct access to the highway. Design criteria for expressways include a 70 miles per hour design speed.

The Parclo Type C interchange derives its name from the “partial cloverleaf” design. Parclo Type C interchanges have two loops on the same side of the intersecting roadway. At the Route 9 interchange, loops will be located on the south side of Route 9 allowing traffic to enter and exit Route 336 south of Route 9. This design was chosen to minimize the impact of interchange construction on cropland to the north of Route 9. A diagram of the Route 9 interchange is shown below.

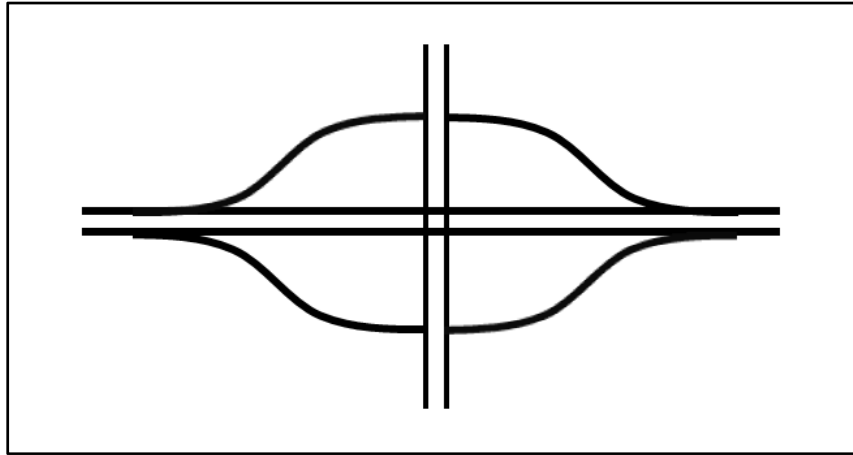
Image 2: Parclo Type C Interchange.



The loops of the Parclo Type C interchange at Route 78 will be located on the west side of Route 78; Route 336 is oriented east-west at this location. This design was chosen to avoid

impacts to the existing Burlington Northern railroad located east of this interchange site. The diamond interchange at Lightfoot Road will consist of one-way diagonal ramps located in each quadrant of the interchange. A diagram of the Lightfoot Road interchange is shown below.

Image 3: Diamond Interchange.



A new bike path will be built within the corridor area as part of highway construction. The path will begin at the intersection of Route 336 and Route 78/Blue Spruce Lane. The path will extend north on the west side of Route 336 until the point where existing Route 78 is reestablished north of Autumn Road. The path will follow existing Route 78 north into Farmington and end at Park Road.

The bike path could serve as a link within a larger trail network between Canton and Farmington in the future. The Canton Park District has recently conducted trail planning, and a trail network that extends from Hickory Street southwest of Canton to Cypress Street north of Canton County Club is envisioned. The Canton Park District recently received a state grant to conduct engineering and construction work for a trail within this network that will extend from the Wallace Park Walkway north to Big Creek Park. Much construction is needed to complete the trail network in Canton, and further planning is needed to connect the Canton Park District trail network with the Route 336 bike path. Nevertheless, working toward establishing a trail network throughout the corridor area is laudable because of the recreational and tourism benefits it could bring to the county.

Effect on Traffic

IDOT conducted a traffic study of the corridor area in November 2003 to examine existing traffic volumes and forecast future volumes. While the study does not forecast the future traffic volume on Route 336 specifically, it does provide information that suggests traffic volumes in the corridor area will increase in the future.

The study cited annual average daily traffic (AADT) volumes from 2002 in the corridor area. Route 78 between Farmington and Canton – the existing highway that most closely follows the path of the proposed Route 336 – had AADT values that ranged between 5,000 and 12,000 in 2002. The study used these AADT values to estimate the level of service (LOS) of existing roadways within the corridor area. LOS describes a roadway's ability to meet travel demand and ranges from A (best) to F (worst); an LOS of C or better should be achieved to maintain adequate traffic circulation. The study estimated that some portions of Route 78 between Farmington and Canton have a LOS below C because some portions have an AADT greater than 8,000. Thus, the construction of Route 336 will enable adequate traffic flow between Farmington and Canton.

The study forecasts growth in traffic volumes in the future. The AADT on Route 78 between Farmington and Canton grew between 1 percent and 2 percent from 1993 to 2003. The trend of recent growth was used to estimate the AADT of corridor-area roadways in 2030. The estimated 2030 AADT for Route 78 was 8,001 to 16,000, an increase from the 2002 values. Therefore, it appears that the construction of Route 336 will accommodate more travelers through Fulton County.

Implications

It can be assumed that Illinois Route 336 will carry an increased level of traffic between Farmington and Canton based on the traffic study conducted by IDOT in 2003. This could bring new economic development opportunities to the corridor area. However, Route 336 will bring travelers around Farmington and Canton, not through the communities as Route 78 does today; this could negatively impact local businesses. The gateway concept discussed later in this document seeks to address this change in travel pattern.

GOALS AND ACTION ITEMS

Given the existing conditions derived from the baseline data and the knowledge that the construction of Route 336 will bring change to Fulton County, the Citizens Advisory Committee developed goals for the future of the corridor area. The goals describe future conditions that are desired to be attained after construction of Route 336 is complete. The goals are categorized into the following topic areas: agriculture; population; economic development; environment; land use; and transportation.

Beneath some of the goals are one or more action items. The action items are specific tasks that can be completed to achieve the goals. By setting goals and completing action items to achieve the goals, the change that Route 336 will bring can be managed to benefit Fulton County and its residents.

Below are tables that list the goals and action items by topic area. The goals and action items are discussed in greater detail after the tables.

Agriculture	
Goal 1	Productive farmland and agriculturally significant areas are conserved and used for agricultural activities.
Action Item 1-1	Minimize the disruption of existing farms and farmsteads.
Goal 2	Agricultural markets are easily accessible.
Action Item 2-1	Identify roads on which farm machinery can safely cross Illinois Route 336.

Population	
Goal 1	Students are well educated and prepared for employment.
Goal 2	Residents have high earnings potential.
Goal 3	Population growth is sustained.

Economic Development	
Goal 1	Economic growth is stimulated while environmental assets are preserved.
Action Item 1-1	Provide sufficient access to Ingersoll Airport.
Action Item 1-2	Minimize negative impact of new development and traffic on operations of Ingersoll Airport
Action Item 1-3	Develop the Canton industrial park.
Action Item 1-4	Concentrate land development at appropriate roadway intersections.
Action Item 1-5	Attract and develop businesses that are linked with the geography and culture of the corridor area.
Action Item 1-6	Protect against the loss of existing businesses due to improved access to other communities.
Action Item 1-7	Market Route 336 and new development as assets for business development.
Goal 2	Tourism is a growing and significant economic activity.
Action Item 2-1	Develop informational kiosks that direct visitors to tourist attractions.
Action Item 2-2	Promote nature-based tourism.
Action Item 2-3	Promote agri-tourism.
Action Item 2-4	Maintain a tourism website.
Goal 3	A healthy tax base is established with adequate revenue from commercial and industrial properties.

Environment	
Goal 1	Environmentally significant areas are protected and managed to maintain environmental benefits.
Action Item 1-1	Establish open space areas through the zoning ordinance.
Goal 2	Previously strip-mined land is used in a beneficial manner.
Goal 3	Economic growth occurs in a manner that balances land development with environmental protection.
Goal 4	Parks and natural recreational facilities are easily accessible.
Action Item 4-1	Develop signage that directs travelers to places of interest

Land Use	
Goal 1	Land is developed to accommodate business and residential growth.
Action Item 1-1	Ensure sufficient land exists to accommodate commercial and industrial uses.
Action Item 1-2	Ensure sufficient land exists for new residential subdivisions.
Action Item 1-3	Amend the zoning ordinance to allow for mixed-use development where appropriate.
Action Item 1-4	Develop infrastructure and encourage infrastructure investment in appropriate areas to promote sensible development.
Goal 2	Significant environmental land and open space land are preserved.
Action Item 2-1	Establish a conservation overlay zoning district.
Action Item 2-2	Place flood zones within a conservation overlay zoning district.
Goal 3	The rural character of the corridor area is preserved.
Action Item 3-1	Establish large minimum lot size requirements in rural zoning districts.
Action Item 3-2	Target development to locate in appropriate areas to protect the corridor's rural nature.

Transportation	
Goal 1	Transportation services are provided for residents in rural areas.
Goal 2	Other population centers are easily accessible.
Goal 3	Develop a trail network that links with other regional trails.

Agriculture

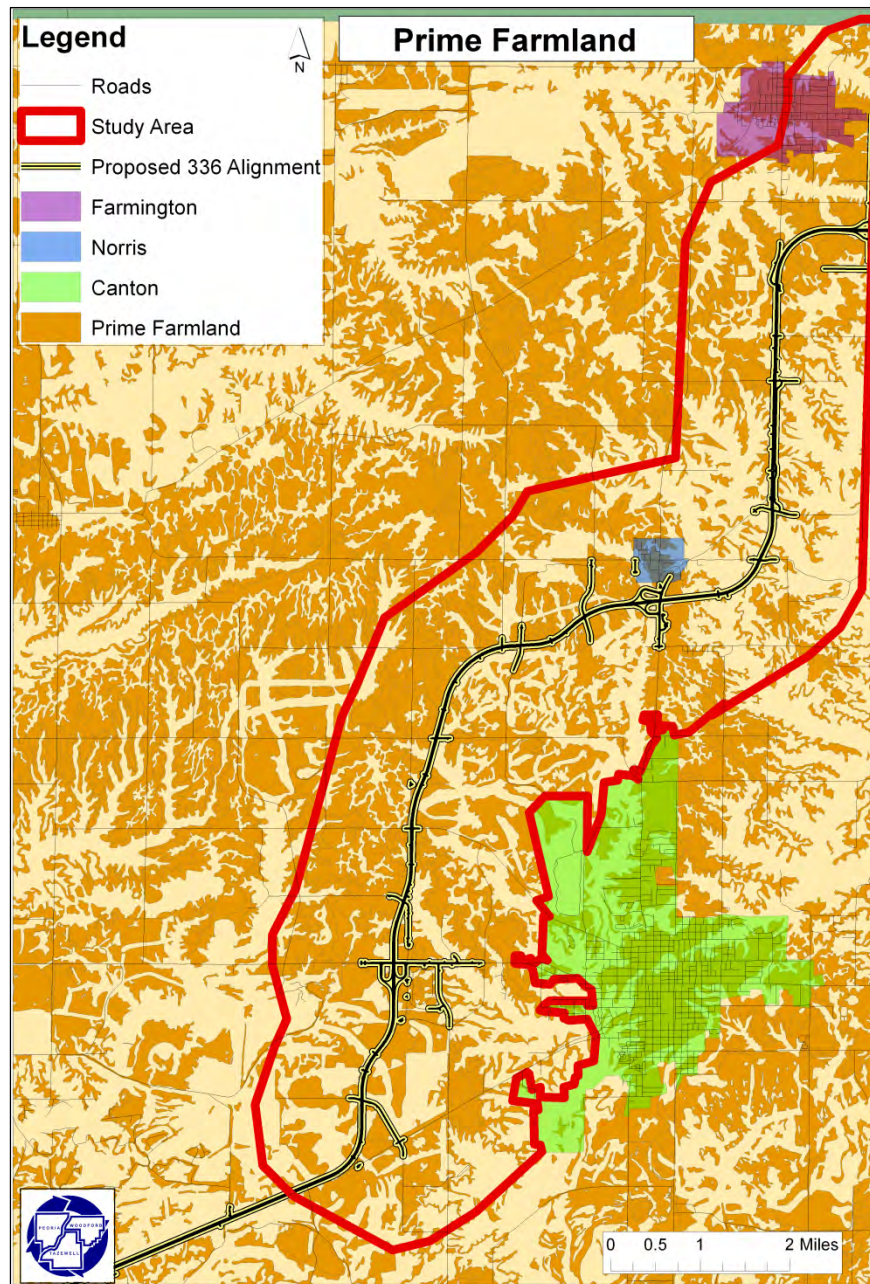
Goal 1: Productive farmland and agriculturally significant areas are conserved and used for agricultural activities.

Action Item 1-1: Minimize the disruption of existing farms and farmsteads.

Agriculture is an important industry and will continue to be an important industry. The construction of Route 336 and the development pressure it will exert will lead to the conversion of agricultural land to other uses, so it will be important to minimize the impact on agriculture.

Approximately 71% of the corridor area is agricultural land. Not surprisingly, the majority of the highway itself will be constructed on agricultural land – the only areas where the highway will be constructed through natural areas is at the southwest edge of the corridor area, northwest of Canton where the highway is oriented east-west, and northeast of Norris where the highway will intersect Route 78 and Blue Spruce Road.

Much of the land along the specific alignment is prime farmland (see Prime Farmland Map on page 48). The only section of the alignment where prime farmland is scattered is between Norris and Cottonwood Road, and this section is forested. The implication is that future development along the alignment will result in the conversion of agricultural land – including prime farmland – to other uses. The concentration of development at specific locations and the avoidance of sprawling development patterns will help minimize the impacts of development. Specific locations where the concentration of development will help minimize impacts on agriculture are the intersections of Route 336 and Route 9 west of Canton and Route 336 and Route 78 south of Norris. The future land use map on page 67 provides specific guidance on preferable locations for new development while preserving and promoting agriculture.

Map 8: Prime Farmland Within The Study Area.**Goal 2: Agricultural markets are easily accessible.**

Action Item 2-1: Identify roads on which farm machinery can safely cross Illinois Route 336.

Because the corridor area is largely agricultural, farm machinery does travel along area roads. It is possible that farm machinery will need to cross Route 336, so the points where farm machinery can safely cross the highway must be identified.

Examining the corridor area from south to north, the roadways that will intersect Route 336 and allow access to both sides of the highway are Ripper Road/County Highway 5, Wertman Road/County Highway 22, Randolph Road, Cypress Road, East 2100 Road, Owens Road, Route 78/Blue Spruce Road, and Cottonwood Road. All of these roads should provide suitable access for farm machinery, and the roadways in lower-traffic areas will provide the safest access for farm machinery.

Population

Goal 1: Students are well educated and prepared for employment.

An able workforce is an important economic development component for two reasons: to attract businesses to the county and foster entrepreneurship efforts in the county. Creating a workforce development initiative is the best way of developing an able workforce. A workforce development initiative could include different components such as dedicated educational programming in existing high schools, cooperative arrangements that provide students with employment experience, and adult education programs that offer training for specific industries.

Goal 2: Residents have high earnings potential.

Having high earnings potential is a function of economic development: earnings potential will increase as the number of good-paying jobs increases. Thus, pursuing economic development efforts to stimulate job growth is needed to increase earnings potential. The action items listed in the Economic Development section address this topic.

Goal 3: Population growth is sustained.

Population growth is also largely a function of economic development: new employment opportunities can stimulate migration into Fulton County. Ensuring a high quality of life can also attract residents to live in the county. Quality of life depends on various factors such as government services, public safety, recreational opportunities, and educational and civic opportunities. Ensuring that these quality of life components are provided could help increase residential growth in the county.

Economic Development

Goal 1: Economic growth is stimulated while environmental assets are preserved.

Action Item 1-1: Provide sufficient access to Ingersoll Airport.

Action Item 1-2: Minimize negative impact of new development and traffic on operations of Ingersoll Airport.

The construction of Route 336 should not have much impact on access to Ingersoll Airport. An interchange will be built at Route 336 and Route 9, so travelers accessing the airport from Route 336 will have easy access to Route 9. The portion of Route 9 that extends beyond Ingersoll Road – the roadway that provides access to Ingersoll Airport – also will be improved.

Development pressure will be exerted at the Route 336-Route 9 interchange. Because County Road 22 east of Route 336 will intersect the highway approximately three-fourths of a mile north of the Route 336-Route 9 interchange, there may be significant development pressure on the north side of Route 9 between Route 336 and Ingersoll Airport. Restricting the type of development, minimizing access points, and obeying Federal Aviation Administration height restrictions will be methods of minimizing the negative impact of new development and traffic on airport operations. The future land use map identifies this area for airport use or industrial expansion, indicating that the needs of Ingersoll Airport must be balanced with future development.

Action Item 1-3: Develop the Canton industrial park.

The Enterprise Industrial Park is located along Enterprise Lane south of Route 9 approximately one mile east of Route 336. The construction of Route 336 will allow for improved access to the industrial park from other parts of western and central Illinois, but improved access alone will not be a substantial driver of industrial park development. Existing economic development efforts in the area should continue in order to promote the industrial park's opportunities. The improved regional highway access that Route 336 will offer should be touted as part of the marketing message.

Action Item 1-4: Concentrate land development at appropriate roadway intersections.

Concentrating development at major intersections will allow for new growth to occur at high-traffic areas while enabling valuable agricultural and environmental lands to be preserved. Interchanges will exist along Route 336 at Route 9 west of Canton and Route 78 south of Norris; these intersections are likely to experience the most pressure for

development. See the Future Land Use chapter on page 62 for a discussion and map of the desired future land development pattern.

Action Item 1-5: Attract and develop businesses that are linked with the geography and culture of the corridor area.

According to employment data included in the Baseline Information section, the number of manufacturing jobs has decreased substantially over the last two decades. This is reflective of a national trend in which the service sector has grown while the manufacturing sector has declined. While business attraction remains an important component of an economic development strategy, other efforts must be pursued as well.

Entrepreneurship has gained increased attention as an economic development tool, particularly in rural areas. Entrepreneurship should be pursued in Fulton County, particularly with respect to the County's geography and culture. For example, outdoors activities are prevalent in Fulton County thanks to features such as Double T State Fish and Wildlife Area and the formerly strip-mined lands that are used as hunting grounds. Businesses that either cater to outdoors activities or provide services for individuals that pursue outdoors activities could be more successful than other types of businesses because of the unique market and knowledge that exists in the area. Attracting and developing businesses that relate to the County's strengths could be beneficial economic development strategies.

Action Item 1-6: Protect against the loss of existing businesses due to improved access to other communities.

By improving access to Fulton County, the construction of Route 336 could make the corridor area more attractive to prospective businesses. But, since access will be improved to other communities such as Peoria and Macomb, there is the potential for existing businesses to move elsewhere. While there are no surefire ways to prevent businesses from leaving, there are things that local governments and the Spoon River Partnership for Economic Development can do to keep Fulton County an attractive place to do business. Developing a skilled workforce, creating a high quality of life, and listening and responding to business concerns are ways of helping the corridor area to remain an attractive location for businesses.

Action Item 1-7: Market Route 336 and new development as assets for business development.

As Route 336 is being constructed and after it is constructed, the area's economic development strategy should include a marketing component touting the improved access offered by the highway. As new business and residential development occurs in the corridor area, the improved business climate also should be touted.

Goal 2: Tourism is a growing and significant economic activity.

Action Item 2-1: Develop informational kiosks that direct visitors to tourist attractions.

Existing efforts to boost tourism in Fulton County are discussed in the Baseline Information section. These efforts should be continued in the future, for it is reasonable to assume that Route 336 will bring an increased number of travelers to Fulton County; future traffic volumes are discussed in the Transportation section of the Baseline Information section. Developing informational kiosks that highlight local tourist attractions is one potential way of stimulating tourism.

Kiosks should be located at the corridor's northern and southern gateways in order to be the most visible to travelers. The area near the Lightfoot Road interchange near Farmington is an appropriate northern gateway and County Highway 5/Hickory Road accessed from Route 336 via the Ripper Road intersection is an appropriate southern gateway. Another possible gateway along Route 78 south of Norris could serve as a northern gateway for Canton. These gateways are identified in the future land use map. The county would need to work with other landowners – whether private or public – in identifying specific, highly visible locations for kiosks.

Action Item 2-2: Promote nature-based tourism.

The corridor area has a diverse landscape. While the majority of the area is agricultural land, wooded areas, lakes formed from strip-mined areas, and the Double T State Fish and Wildlife Area also exist. The varied landscape lends itself to a variety of outdoor activities – hunting, fishing, hiking, biking, and more. The opportunities that the corridor area provides for pursuing these activities should be promoted in future tourism efforts.

Action Item 2-3: Promote agri-tourism.

Despite the corridor area's agricultural heritage, very little agri-tourism activity occurs. "Agri-tourism" refers to tourist activities that relate to agriculture. Examples of agri-tourism activities include farmers' markets, tourist-oriented orchards, agricultural

equipment shows and exhibitions, and tours of historic barns, cemeteries and churches. Future tourism efforts should consider these types of activities and identify potential agri-tourism activities that can be developed in the corridor area.

Action Item 2-4: Maintain a tourism website.

Two websites exist that provide information about tourism in Fulton County: the Fulton County Tourism Council website and the University of Illinois Extension – Fulton County Unit website. Maintaining a web presence for tourist activities in the county should be continued. A valuable addition to a tourism website will be an interactive map of the gateways that shows attractions and amenities in Canton and Farmington.

Goal 3: A healthy tax base is established with adequate revenue from commercial and industrial properties.

Property taxes are an important revenue stream for all local governments. In order for Fulton County to provide adequate services that contribute to a high quality of life, an adequate portion of property tax revenue must come from commercial and industrial properties. Therefore, a balance between residential, commercial and industrial uses is needed.

A local government tax base that overly relies on residential property tax revenues is not sufficient. First, residential properties are lower in value than commercial and industrial properties, so the amount of property tax revenue itself is lower. Second, a reliance on residential property tax revenue can lead to an overburdening of owners of residential property. Therefore, a suitable land use balance is important, and economic development efforts must increase the amount of commercial and industrial property and diversify Fulton County's property tax base in the future.

Environment

Goal 1: Environmentally significant areas are protected and managed to maintain environmental benefits.

Action Item 1-1: Establish open space areas through the zoning ordinance.

The varied landscape of the corridor area provides opportunities for recreation and tourism that benefit Fulton County's economy and quality of life. Therefore, the varied landscape should be preserved. One way of preserving the variation of land types is to protect significant areas. Establishing an open space or conservation zoning district as part of the county's zoning ordinance is one way of protecting significant areas.

Establishment of an open space or conservation zoning district separate from an agricultural zoning district would allow properties to be placed in a zoning district geared toward the preservation of natural areas and features. For example, the aim of Tazewell County's conservation zoning district is "the preservation of natural features, the natural habitats of wildlife, and agricultural lands encouraging the continued use of agricultural production." The district is also intended to reduce the impacts of "the periodic flooding and overflow of the streams and rivers."⁵ This district has a limited range of permitted and special uses which serves to limit the types of uses that can be developed in the zoning district.

Establishing an open space or conservation zoning district would not offer complete protection for environmentally significant areas; the text of the zoning ordinance could be changed in the future allowing new uses in the district, and individual development decisions such as zoning map amendments can change the zoning classification of properties. However, given Fulton County's authority to regulate land use, this is the best method through which the county can protect individual properties, save for acquiring properties outright and protecting them with conservation easements.

It is important to note that rezoning land to be included in an open space or conservation district must follow a certain process. To be legally sound, any rezoning should be based on a comprehensive plan, whether it be this corridor land use plan or a future comprehensive plan prepared by the county. Also, the county should work with affected property owners to make sure they understand the reasoning and the ramifications of rezoning. Following these steps will allow for a smoother process.

Goal 2: Previously strip-mined land is used in a beneficial manner.

Mining was once an important industry in the corridor area. Hundreds of coal mines have operated in the county since the early 1880s.⁶ Very little mining activity occurs today, and the remnants of this industry take the form of narrow linear lakes that exist in the central portion of the corridor north of Canton and southwest of Norris.

The land in the corridor area that once was mined is mostly privately-owned, and it is believed that some of the land is being sold piecemeal as private hunting ground. The land is worthy of conservation for the outdoor activity opportunities that it provides. The county can help ensure conservation of the land by working with property owners and placing the land in a suitable zoning district that enables conservation, such as a conservation zoning district.

Goal 3: Economic growth occurs in a manner that balances land development with environmental protection.

While the construction of Route 336 provides the opportunity for increased economic development, rampant and haphazard development is not desired. Economic growth that enables valuable natural areas to be preserved and enjoyed is desired. In order to accomplish these dual goals, two characteristics of land development need to be managed: location and impacts.

To address location, land development should be targeted at appropriate areas that do not alter valuable natural areas. The future land use map on page 67 provides guidance on what areas are appropriate for development. To address impacts, individual development proposals need to be carefully reviewed and possible negative impacts need to be mitigated. Examples of impacts of individual development proposals that could affect natural areas are stormwater runoff that carries pollutants to a water body and vehicular traffic that requires new roads. Potential impacts that could negatively affect natural areas should be identified and mitigated during the development review process. Revisions to the zoning ordinance and the adoption of new ordinances, such as a stormwater management ordinance, will allow for more detailed review of some impacts.

Goal 4: Parks and natural recreational facilities are easily accessible.

Action Item 4-1: Develop signage that directs travelers to places of interest.

The construction of Route 336 will not result in the loss of any local or state parkland; the alignment passes very close to but not through Double T State Fish and Wildlife Area. Ensuring sufficient access to parks and recreational facilities after Route 336 is constructed

is important. One idea is the establishment of themed signage to direct travelers to notable sites. Fulton County will need to work with IDOT in the future to investigate the possibility of themed signage in the corridor area.

Land Use

Goal 1: Land is developed to accommodate business and residential growth.

Action Item 1-1: Ensure sufficient land exists to accommodate commercial and industrial uses.

The construction of Route 336 will provide the opportunity for commercial and industrial growth, so appropriate areas for these types of uses need to be delineated in order to promote a sensible development pattern. The future land use map identifies the areas where commercial and industrial uses should be located in the future, and this should be used as a guide for future growth. No projections for specific commercial and industrial acreage amounts are put forth in this plan – detailed information for completing these projections such as number of employees per area and breakdown of businesses by size was not collected – so after highway construction is complete, the county should regularly review land development data to project the quantity of land needed for new development.

Action Item 1-2: Ensure sufficient land exists for new residential subdivisions.

The construction of Route 336 will provide the opportunity for residential growth in the corridor area for two reasons. First, the highway will improve access to Fulton County and will reduce travel times to larger employment areas such as greater Peoria and Macomb. Second, living in a rural environment will always be attractive to a portion of the population willing to exchange longer travel times for the benefits of living in a rural area. Therefore, residential growth should occur in the corridor area.

Like commercial and industrial development, no projections for specific residential acreage amounts are offered in this plan. Again, after highway construction is complete, residential development data should be reviewed so that future residential demand can be projected.

Action Item 1-3: Amend the zoning ordinance to allow for mixed-use development where appropriate.

The Fulton County zoning ordinance allows for five zoning classifications: two residential classifications, business, industrial, and agricultural conservation. Nationally, mixed-use development – a land use type in which office or retail uses are mixed with residential uses – has become more widespread. The Fulton County zoning ordinance should be amended to allow for mixed-use development.

Mixed-use development is most prevalent in urban areas where densities are higher and multi-story buildings can house office and retail uses on the ground floor and residential units on upper floors. Therefore, given the rural nature of the corridor, opportunities for

mixed-use development likely will be limited. However, given the overall aging of the population and the possibility that increased numbers of senior citizens will choose to live in denser environments closer to amenities and services in the future, it is possible that mixed-use development could be preferable in the future adjacent to Canton and Farmington. Allowing for mixed-use development will permit for greater development choice.

There are two ways in which the zoning ordinance can be amended to allow for mixed-use development. One is by creating a mixed-use zoning district that would explicitly allow for developments consisting of different land use types. A second way is by allowing for planned unit developments (PUD) in existing residential and business zoning districts. A PUD is a development that does not conform with specific individual zoning requirements but offers higher-quality development, such as allowing for a mix of uses or providing more open space. Allowing for PUDs is simpler than creating a new zoning district yet still provides the flexibility that allows for mixing of uses.

Action Item 1-4: Develop infrastructure and encourage infrastructure investment in appropriate areas to promote sensible development.

A major determinant of the location of future development is infrastructure. It is easier and more cost-effective to develop land at locations where public infrastructure systems such as water and sewer systems exist than to develop land where private infrastructure systems must be developed. Therefore, Fulton County should work with the municipalities of Canton, Farmington and Norris to ensure that infrastructure investments support a preferable land development pattern. The future land use map in this plan can be used as a guide for where new infrastructure systems should be established to promote sensible land development.

Goal 2: Significant environmental land and open space land are preserved.

Action Item 2-1: Establish a conservation overlay zoning district.

As discussed under Action Item 1-1 of the *Environment* section, creating a zoning district specifically for conservation purposes is a feasible method of protecting valuable natural areas. A similar but somewhat different tool is the establishment of a conservation overlay zoning district. An overlay district is a zoning district that is “laid over” existing zoning districts to place additional regulations on property. In Fulton County, a conservation overlay zoning district would be placed over existing areas within the Agriculture/Conservation district to offer additional protections for valuable natural lands. This would enable the county to keep provisions offered in the Agriculture/Conservation zoning district and add further provisions for protecting natural areas.

Action Item 2-2: Place flood zones within a conservation overlay zoning district.

An example of the application of a conservation overlay zoning district is establishing the overlay district at locations of flood zones. Development within flood zones can endanger human safety and result in property damage. Very little land in the corridor itself is within a flood zone – flood zones are shown on the Water Features in the Study Area map on Page 30 – but establishing a conservation overlay zoning district at locations of flood zones can help to minimize these risks.

Goal 3: The rural character of the corridor area is preserved.

Action Item 3-1: Establish large minimum lot size requirements in rural zoning districts.

One method of protecting agricultural uses in an agricultural zoning district is by establishing a large minimum lot size requirement. Large minimum lot sizes restrict density and enable the establishment of large agricultural operations. For example, some zoning ordinances require a minimum lot size of 40 acres in agricultural districts; this requirement limits the types of development that can occur in the district. For example, a conventional residential subdivision is not permitted in a district with this requirement because individual lot sizes are less than 40 acres. The minimum lot size in Fulton County's Agriculture/Conservation district is 1 acre. Establishing a large minimum lot size requirement such as 40 acres in Fulton County's Agriculture/Conservation zoning district will help to preserve agricultural uses.

Action Item 3-2: Target development to locate in appropriate areas to protect the corridor's rural nature.

Targeting development to occur at appropriate locations – generally near existing development and near major roadway intersections – allows for agricultural areas and valuable natural lands to be protected. The future land use map on page 67 identifies the preferred land development pattern for the corridor area in order to allow for future development while protecting valuable agricultural and natural lands.

Transportation

Goal 1: Transportation services are provided for residents in rural areas.

As discussed in the Baseline Information section, the overall aging of the Fulton County population will necessitate changes in provision of services. One important service will be transportation for residents of rural areas. Fulton County is currently going through a federal process to provide a transportation service for residents of rural areas in need of transportation. The service is expected to begin operation in 2011.

Goal 2: Other population centers are easily accessible.

Although the section of Route 336 analyzed in this plan stretches only from Farmington to Canton, the entire portion to be constructed will be approximately 60 miles in length and run from Peoria west to Macomb. The highway will improve access between these communities and help provide access to Quincy farther to the west. Construction of the highway itself will help improve access from Fulton County to other markets located to the east and west.

Goal 3: Develop a trail network that links with other regional trails.

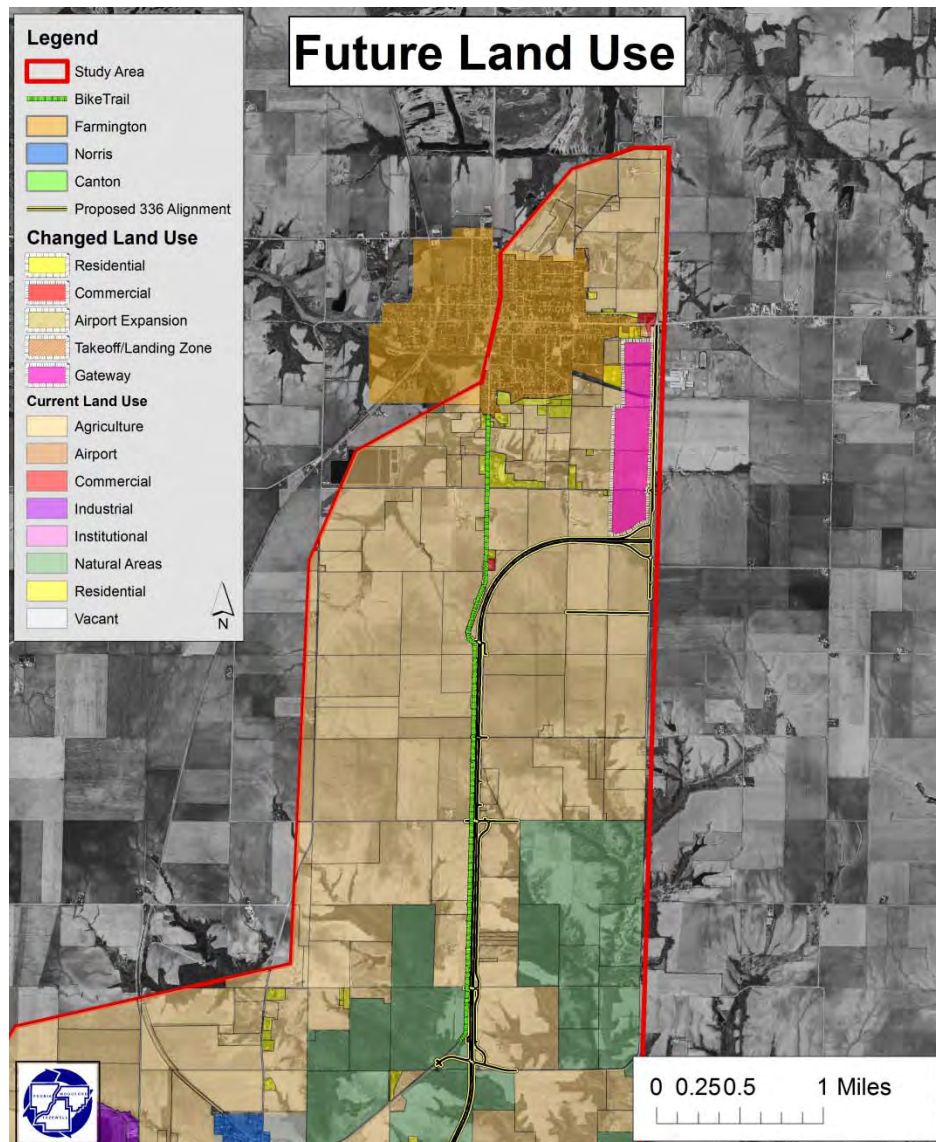
One unique feature of Route 336 in the corridor area will be a bicycle trail that will stretch from the Route 78/Blue Spruce Lane intersection north into Farmington. The establishment of this trail represents an opportunity to develop a trail network throughout the corridor area. The Canton Park District is planning a trail network within Canton, and while connections would need to be made between Canton Park District trails and the Route 336 trail, a trail network of this size would be a unique asset for Fulton County.

FUTURE LAND USE

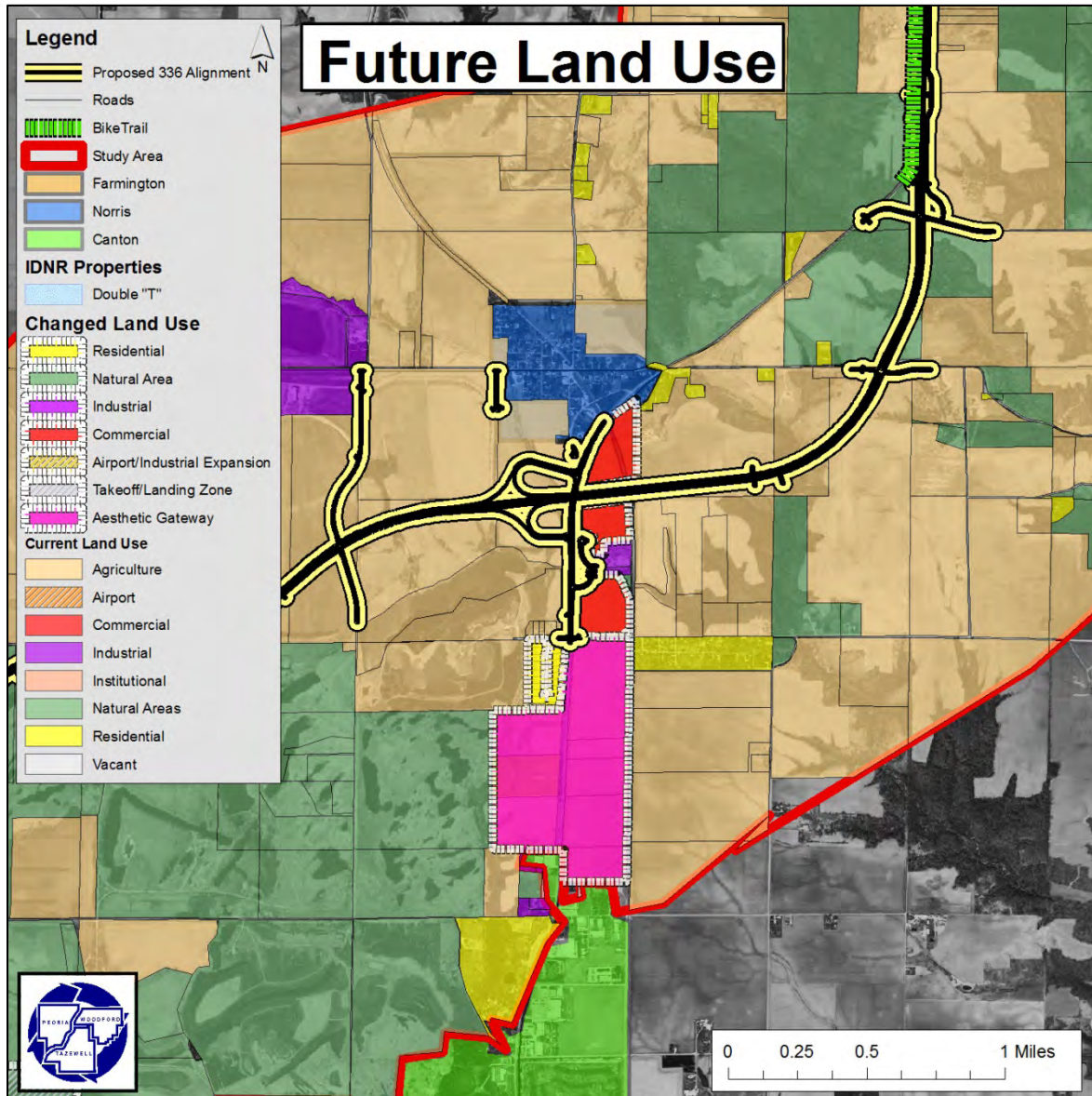
An integral part of this corridor plan is the future land use map. This map will serve as a guide for future development decisions within the study area. The changes in this map are representative of what the planning committee wants to have happen; it is not a prediction. The decisions shown in this map were reached through a collaborative process between planning committee members and Tri-County Regional Planning Commission staff. It is important to note this map is not an official map nor is it a zoning map. It is to be used as a visual guide for development. Implementation of the changes represented in this map will require changes in zoning to occur.

Analysis

Map 9: Future Land Use Map for Northern Portion of the Study Area.

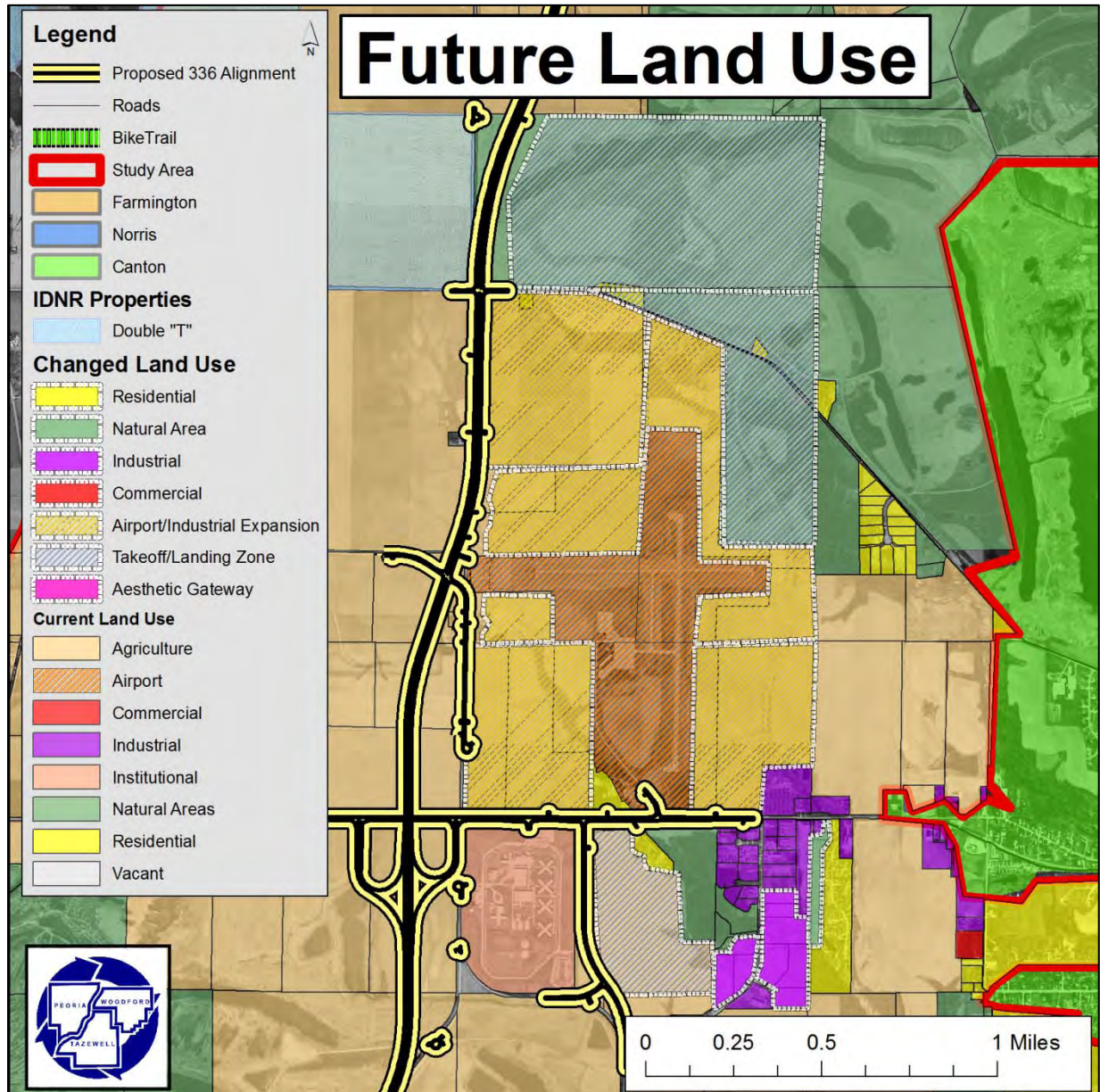


The northern portion of the corridor displayed in this map is the area between Farmington and Norris. The area between the Lightfoot Road interchange and Farmington is targeted as a gateway into Farmington to attract travelers to visit the city. More information about the gateway concept is provided on Page 68. Commercial development could be targeted near the Lightfoot Road interchange, but new businesses at this location will compete with existing businesses along Illinois Route 116 and within Farmington. The area near Farmington should be prepared to accommodate new residential development as Route 336 improves access to the Peoria area, the region's largest employment center. Also, a bike path will be added along Route 336 between Blue Spruce Lane and Farmington.

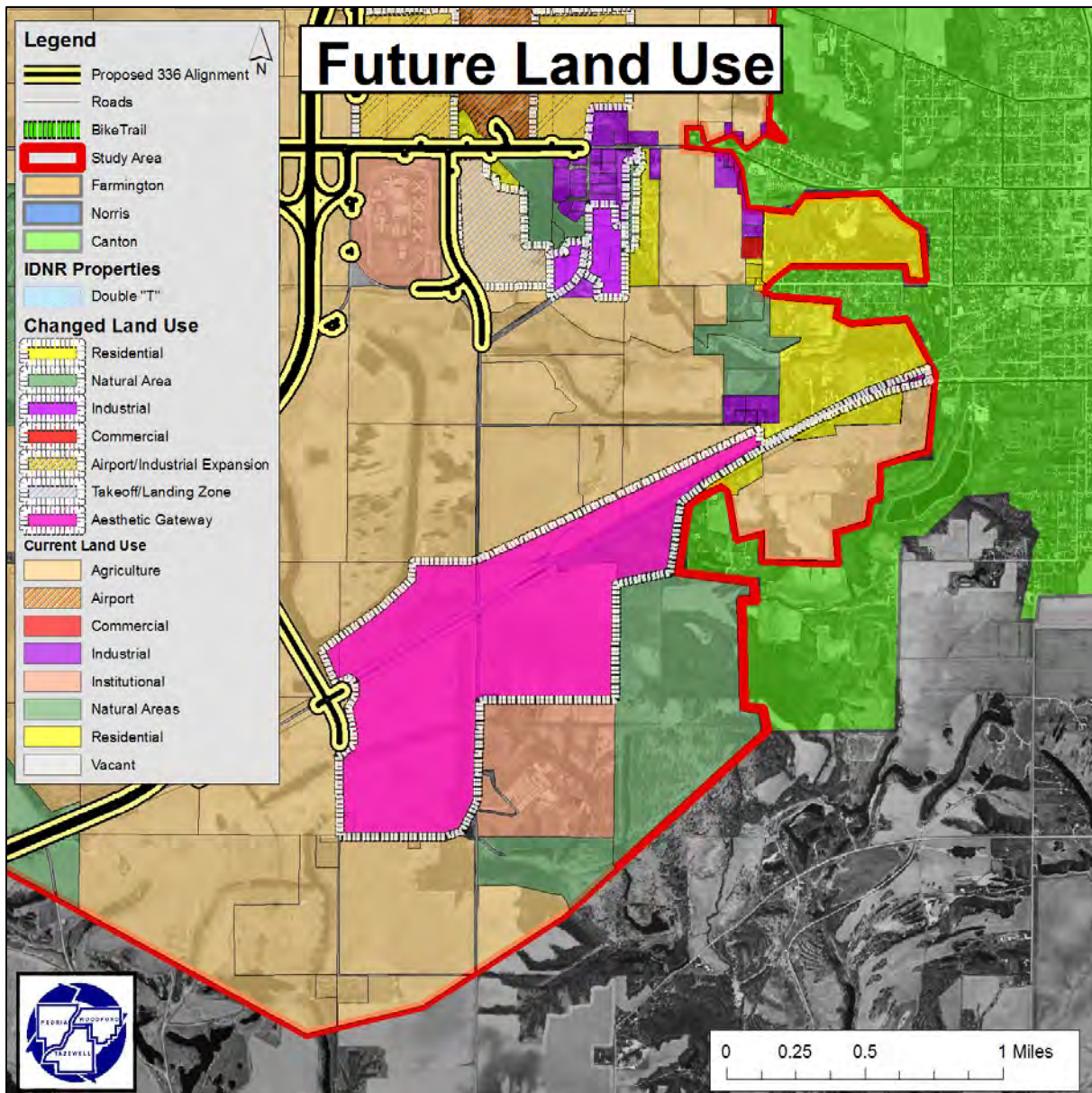
Map 10: Future Land Use Map for Portion of Study Area Near Norris.

The portion of the corridor shown in this map is centered around Norris. The parcels just south of Norris have been targeted for commercial businesses such as restaurants, gas stations, and small shopping centers. The location was chosen due to its close proximity to Norris and the Route 78 interchange. Further south a cluster of parcels has been tabbed for residential development. These parcels have already been divided into a residential subdivision pattern, so it seems residential development is evident. The pink area to the east of the residential area has been targeted as the "North Gateway" to Canton. This corridor should have signage or banners that inform individuals that they are entering Canton. Signage pointing towards areas of interest should also be considered.

Map 11: Future Land Use Map for Portion of Study Area Near Route 9 Interchange.



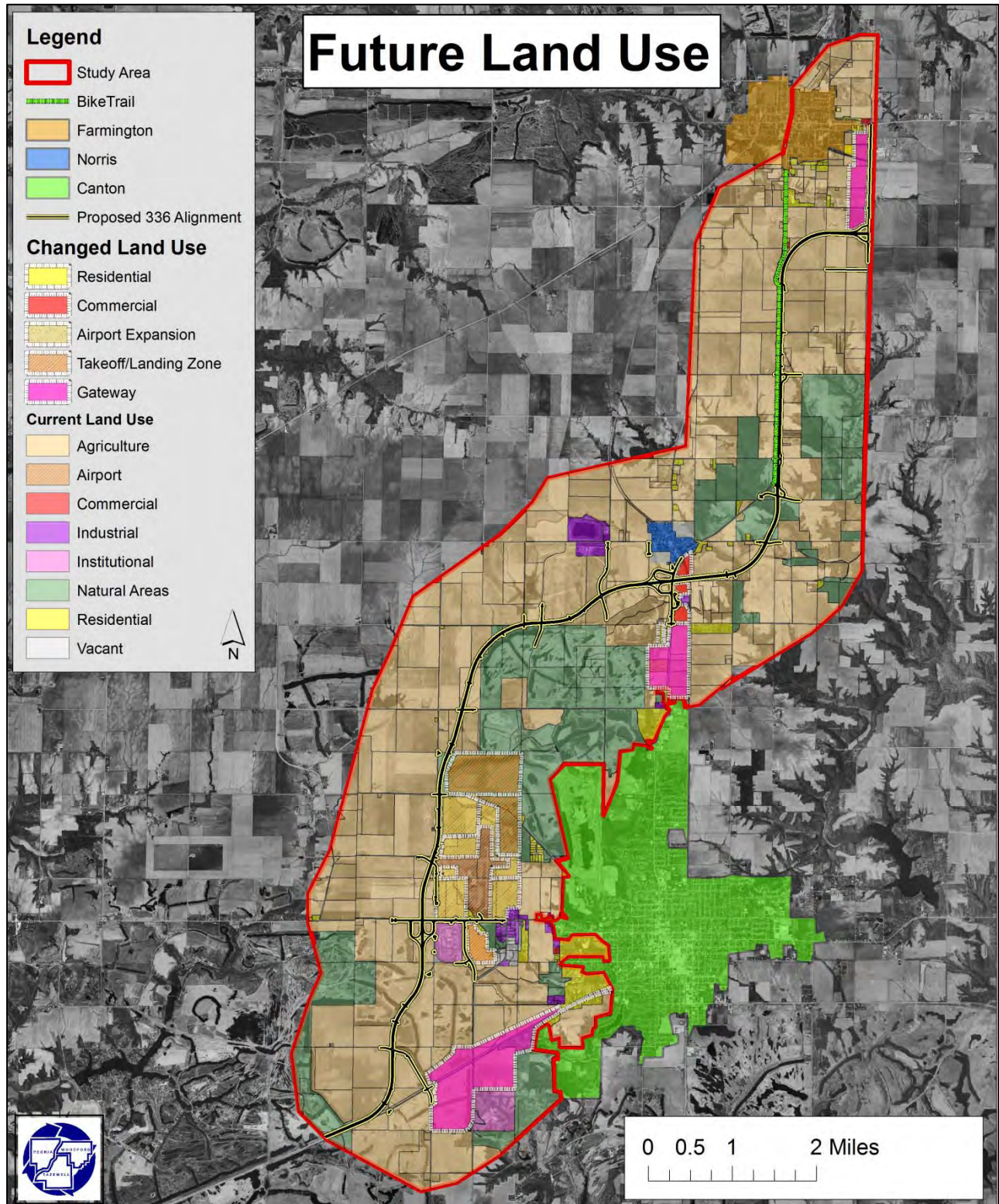
The portion of the corridor shown in this map is located just west of Canton, very close to Ingersoll Airport. The changes in this area were made to protect the future development opportunities of the airport, as well as ensure that nearby land impacted by aircraft departures and landings maintains compliance with Federal Aviation Administration (FAA) regulations. The map depicts which parcels have been targeted as sites of possible airport expansion, and parcels which simply need to be kept within FAA regulations. Industrial uses such as Enterprise Industrial Park are located within the general area, so industrial development is also suitable near the airport and near Enterprise Industrial Park.

Map 12: Future Land Use Map for Southern Portion of Study Area.

The southern portion of the corridor contains the southern gateway into Canton. This corridor should be designed in a similar fashion as the northern gateway. The signage and development pattern of this gateway can impact the success of restaurants and businesses within Canton. A Canton visitor's center may also be appropriate in this area.

The future land use map for the entire corridor area is shown on Page 67.

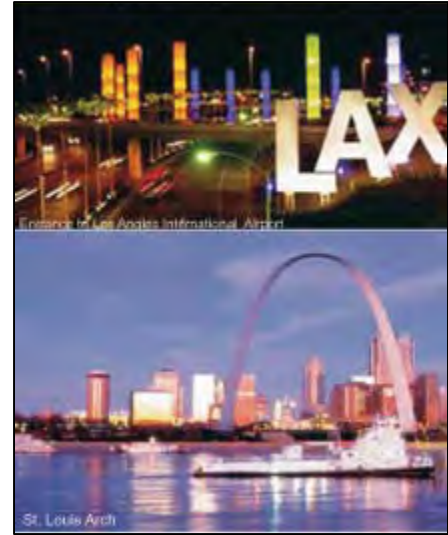
Map 13: Future Land Use Map for Entire Study Area.



VISIONING THE GATEWAY CONCEPT

Gateways are visually appealing corridors that stimulate interest in the destination they are leading towards. In some cases the corridor within the gateway may even serve as a full or partial destination. In other cases the gateway may feature a progressive transition of uses towards a destination. The gateway concept has the potential to increase property values, generate sales tax revenue, and augment ongoing economic development efforts.

While developing this corridor plan it became evident that a major concern amongst Fulton County citizens is that the proposed Route 336 alignment will bypass Canton and Farmington instead of bringing visitors directly through the communities as Route 78 does today. Individuals expressed serious concern that this change would have major deleterious effects on the communities' economic climate. In order to address these concerns the Citizens Advisory Committee (CAC) proposed establishing gateways that will serve to mitigate or even reverse any ill-effects Canton and Farmington may see.



Gateways are visually appealing and stimulate interest in a destination. The entrance at Los Angeles International Airport and the Gateway Arch in St. Louis are notable examples of gateways.

The gateways were imagined as pathways to the communities that would promote business and tourism activities through a multitude of efforts. Specific possibilities include:

- Installing decorative signage and light fixtures along the gateway to welcome and attract visitors to the area;
- Utilizing directional signs to aid in directing individuals to specific businesses, events, and places of interest in Canton and Farmington;
- Implementing beautification efforts in the form of trees, plantings, and artwork;

- Creating an overlay zoning district for this area which may restrict certain land uses while encouraging others. For example, perhaps the overlay may restrict development to commercial development while incentivizing beautification efforts by individual property owners in the area;
- Developing public gathering areas along the gateway such as decorative benches, parks, gazebos, and informational kiosks about the area. These areas would be utilized by travelers and residents alike;
- Constructing signs that definitively welcome the traveler to Canton and Farmington. This will help separate the cities from other communities the traveler will pass through and leave a fresh impression on his or her mind.



Example of a welcome banner on a decorative light fixture.

At the public meeting held in Canton it was also noted that a gateway may also be utilized along East Locust Street, heading east into Canton. CAC members present at the public meeting agreed that the possibility of an East Locust Street gateway deserved more study. Residents also wanted to know more information about the gateways: What exactly was proposed? Who would fund them? Would they work? Because the planning process utilized in the creation of this document broadly examined the Route 336 corridor area, specific answers to these questions were not readily available.

Regardless, these questions should be studied to determine the best solution. The most effective way to do this will be through a coordinated multi-faceted planning process. This process will also serve to aid in designing and implementing gateways that meet their full potential. While this process does not have the resources to fully design and create strategies for this process, a blueprint for doing so has been created for the benefit of Canton, Farmington and Fulton County.

The Blueprint

ACTION	OBJECTIVE	OUTPUT
<p>Collaborate with public and private sector entities in Fulton County. (All interested parties)</p>	<p>Inform others why Fulton County wishes to study the possibility of gateways into Canton and Farmington.</p> <p>Determine who will be the lead agency in this process.</p> <p>Gain buy-in from organizations on the need to study the possibility of a gateway.</p> <p>The individuals attending will be invited to be key members of the advisory group.</p> <p>Organizations to invite include: The City of Canton, City of Farmington, municipal park districts, Spoon River Partnership for Economic Development, private sector businesses, and others.</p>	<p>A lead agency will be established.</p> <p>Organizations that wish to take part in the planning process will be enlisted as members of a study advisory group (SAG).</p>
<p>Determine the scope of the study. (SAG)</p>	<p>The gateway study may want to be all-encompassing or wait until a later date to find all of the solutions.</p> <p>Study topics include:</p> <ul style="list-style-type: none"> - The feasibility of gateways into Canton and Farmington - Alternative gateway alignments - Gateway design options - Feasibility of putting businesses along gateways - Cost projections - Funding solutions - Implementation strategies 	<p>It may take several meetings to work out the details, but the end product of this stage should be a detailed scope of work for the gateway study.</p>

ACTION	OBJECTIVE	OUTPUT
Determine who will facilitate the study/planning/design process. (SAG)	Determine if this study will be completed in house. If not, who will facilitate? Options include: SPRED staff, Fulton County staff, municipal staff, Tri-County Regional Planning staff, or hiring a private firm as a consultant.	A contract to complete the study's scope of work will be established with an organization.
Undergo study. (SAG and facilitator)	This will be dependent on the scope of the study and the process the facilitator uses. Regardless of the facilitator, it will be important the SAG insists upon: <ul style="list-style-type: none"> - Keeping the public informed throughout the process. - Allowing the public to provide feedback through the process. 	A study that fulfills the scope of work.

References

- 1 Illinois 336 Draft Environmental Impact Statement, June 2009, Page 2-3.
- 2 Directory of Coal Mines in Illinois: Fulton County, Illinois State Geological Survey, July 2010.
- 3 "Production starts at Canton plant," Kevin Sampier, Peoria Journal Star, 13 April 2010.
- 4 Rural Coalition on Development press release, November 10, 2009.
- 5 Tazewell County Zoning Code, March 31, 2010, 7 TCC 1-16 (a).
- 6 Directory of Coal Mines in Illinois: Fulton County, Illinois State Geological Survey, July 2010.

Appendix: Answers to Questions about Route 336

After the initial draft of this plan was completed, two public meetings were held – one in Canton and one in Farmington – to present the plan to residents and obtain their feedback. At these meetings, several questions were raised about the roadway itself. Since this plan addresses land use and development in the roadway corridor, answers to the questions raised were not immediately available. TCRPC staff contacted IDOT staff in June 2011, obtained answers to the questions, and relayed them to public meeting attendees via email. Below are those questions and answers.

1. When will the letting be for the Macomb Bypass project?

The first contract will be let in November of 2011 for the Jackson Street (US 136 overpass) structure. The Adams Street structure will be let in January 2012. A grading contract for the northwest portion of the bypass will be let in November 2012.

2. What will happen to the right-of-way along Route 78 between Farmington and Norris? There are 10 houses on the east side of the proposed highway. Will there be a frontage road for these properties?

The existing Route 78 will be closed between Blue Spruce Lane and Barnabee Road; traffic that currently uses this portion of Route 78 will use Route 336 instead, entering off of Blue Spruce Lane. The existing Route 78 will become a frontage road on the east side of Route 336 between Barnabee Road and Cottonwood Road. This frontage road will provide access to existing residential properties on the east side of Route 78. There will be two residential relocations between Barnabee Road and Cottonwood Road. Aerial Sheets 25 and 26 of the Environmental Impact Statement (EIS) provide a detailed view of this configuration. The EIS can be accessed at <http://www.dot.state.il.us/desenv/IL336FEIS/il336feis.html>.

3. When Lightfoot Road is improved as part of the Route 336 project, will the State purchase the right-of-way from the City of Farmington and the Farmington school district?

The City of Farmington right-of-way will simply be transferred from the city to the state; the City of Farmington will not receive payment for the right-of-way. The Farmington school district, however, will receive payment for its right-of-way. The state must purchase right-of-way from private property owners and school districts, so any additional right-of-way required to improve Lightfoot Road will be purchased from property owners along the road.

4. What sections of Route 336 will be built first? Near Macomb or near Peoria?

The sections of Route 336 near Peoria probably will be built first, although there is no money allocated toward construction at this time. Currently, an engineering firm is under contract to prepare a set of design plans for the section of Route 336 from I-474 to Eden Road west of Hanna City.

5. How was the decision made on the location of the proposed bike path?

Fulton County requested IDOT consider the possibility of a bike path between Farmington and Norris that possibly could connect with proposed bike trails in Farmington and Canton and the proposed trail to be located on the abandoned railroad that runs along Illinois Route 116 (Hanna City Trail). The location was chosen based on minimizing right-of-way needs and discussions with Farmington, Canton and Fulton County.

6. Can the proposed trail connect to the proposed Hanna City Trail?

The bike path could be and hopefully will be connected to the proposed Hanna City Trail and future bike paths being developed by the City of Canton.

7. How many acres is 15.5 linear miles of agricultural land?

375 acres of farmland.

8. What are the remaining steps in the Route 336 project until construction is complete, and how long is each step expected to take?

The next steps in the process to build the highway are as follows:

- *Corridor Protection.* The purpose of this step is to protect the right-of-way for Route 336 between Peoria and Canton. After this step is completed, the state will have the first opportunity to purchase any property within the proposed right-of-way that is offered for sale. This step will last about one year and involve two public hearings. After that time, the state will have the opportunity to purchase land until all property is acquired.
- *Roadway Design.* The 60-mile roadway will be divided into different sections to be designed. The first design section is the portion of the roadway between I-474 and Eden Road, about 9 miles long. Design of this section will begin in July 2011. Each design section will take 2-3 years to design. Geotechnical work will occur and right-of-way plans will be developed during the *Roadway Design* phase.
- *Right-Of-Way Acquisition.* Right-of-way cannot be purchased until the right-of-way plans have been completed. Acquiring the right-of-way could take 2-3 years for each section.
- *Construction.* The roadway will be divided into about 10 different sections to be built because money will not be provided all at once to build the entire 60-mile stretch. The entire construction phase could last 10 years.

At this time, *Roadway Design* is just beginning, and no money has been allocated for the *Right-Of-Way Acquisition* or *Construction* phases. The length of time it will take to build the roadway will depend on when money is provided for these different phases. Because the

funding situation is so uncertain, no good estimate can be put forth on how long it will take to complete the highway.