



# Year 2000 Nomination Form

## All-American Roads and National Scenic Byways

All sections must be completed on an electronic form at <http://www.byways.org>  
Applications must be submitted online and on paper.

### Nomination Type

☒ National Scenic Byway

☐ All-American Road

☐ Consider the byway for National Scenic Byway designation if it does not meet the requirements for All-American Roads.

### Section A: Byway Information

Byway Name Great River Road in Illinois Scenic Byway	
State IL	Location Western Illinois along Mississippi River from East Duqubuque to Cairo
Length 557.30 mi (896.86 km)	Driving Time 31 hours plus overnights

### Section B: Contacts

Byway Leader

Roger Carmack  
Director  
Western Illinois Tourism Development  
2900 East Jackson St.  
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Byway Marketing

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Form Preparer

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## Section B: Contacts (Continued)

State Signator      Keith Sherman  
 Chief, Planning & Systems  
 Illinois DOT  
 2300 S. Dirksen Parkway, Rm. 307  
 Springfield, IL 62764  
 Phone: 217-782-0378  
 Fax: 217-785-8140  
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## Section C: Routes

Route	Type	Length	Details
U.S. Route 20	U.S. Route	27.00 mi	Start Terminus
			Illinois/Iowa State Line
			End Terminus
			Junction IL Route 84 12 miles south of Galena
			Counties
			Jo Daviess County
IL Route 84	State Route	49.00 mi	Surface
			Asphalt
			Landscape Types
			Farmland, Forest, Urban
			Land Management
IL Route 92	State Route	11.00 mi	Start Terminus
			East Moline
			End Terminus
			Junction County Road 59
			Counties
			Rock Island County
			Surface
			Asphalt
			Landscape Types
			Riverside, Urban
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
County Road 59	County Route	7.00 mi	Start Terminus Junction IL Route 92
			End Terminus Illinois City
			Counties Rock Island
			Surface Asphalt
			Landscape Types Farmland, Riverside
			Land Management
IL Route 92	State Route	13.00 mi	Start Terminus Illinois City
			End Terminus Junction County Road 11
			Counties Rock Island
			Surface Asphalt
			Landscape Types Farmland, Riverside
			Land Management
County Road 11	County Route	6.00 mi	Start Terminus Junction IL Route 92, 8 miles Illinois City
			End Terminus Rock Island/Mercer County Border
			Counties Rock Island County
			Surface Asphalt
			Landscape Types Farmland, Forest, Riverside
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
County Road 14	County Route	11.00 mi	Start Terminus Rock Island/Mercer County Border
			End Terminus Junction IL Route 17, 2 miles north of New Boston
			Counties Mercer County
			Surface Asphalt
			Landscape Types Farmland, Forest, Riverside
			Land Management
IL Route 17	State Route	3.00 mi	Start Terminus 2 miles north of New Boston, County Road 14
			End Terminus New Boston (and return)
			Counties Mercer County
			Surface Asphalt
			Landscape Types Farmland, Forest, Riverside, Urban
			Land Management
IL Route 17	State Route	4.00 mi	Start Terminus 2 miles north of New Boston
			End Terminus Junction County Road 25
			Counties Mercer County
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management



## Section C: Routes (Continued)

Route	Type	Length	Details
County Road 25 (Keithsburg Road)	County Route	8.00 mi	Start Terminus Junction IL Route 17
			End Terminus Mercer/Henderson County Border
			Counties Mercer County
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management
County Road 3	County Route	10.00 mi	Start Terminus Mercer/Henderson County Border
			End Terminus Junction IL Route 164
			Counties Henderson County
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management
U.S. Route 164	U.S. Route	7.00 mi	Start Terminus County Road 3
			End Terminus U.S. Route 34
			Counties Henderson
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management
U.S. Route 34	U.S. Route	7.00 mi	Start Terminus Junction IL Route 164
			End Terminus Junction Carman Road
			Counties Henderson County
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
U.S. Route 34	U.S. Route	4.00 mi	Start Terminus Junction Carman Road
			End Terminus Gulfport (and back)
			Counties Henderson County
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management
Carman Road	Off-System	12.00 mi	Start Terminus Junction U.S. Route 34
			End Terminus Junction IL 96 in Lomax
			Counties Henderson County
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management
IL Route 96	State Route	39.00 mi	Start Terminus Junction Carman Road, Lomax
			End Terminus Junction County Road 32
			Counties Henderson County, Hancock County
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management
County Road 32	County Route	6.00 mi	Start Terminus Junction IL Route 96
			End Terminus Warsaw
			Counties Hancock County
			Surface Asphalt
			Landscape Types Farmland, Forest, Urban
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
County Road 12	County Route	13.00 mi	Start Terminus Warsaw
			End Terminus Hancock/Adams County Border
			Counties Hancock
			Surface Asphalt
			Landscape Types Farmland, Forest, Urban
			Land Management
County Road 7	County Route	18.00 mi	Start Terminus Hancock/Adams County Border
			End Terminus Junction County Road 1400
			Counties Adams
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management
County Road 1400	County Route	3.00 mi	Start Terminus Junction County Road 7
			End Terminus Junction U.S. Route 24
			Counties Adams
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management
U.S. Route 24	U.S. Route	9.00 mi	Start Terminus Junction County Road 1400
			End Terminus Junction IL Route 57 - Qunicy
			Counties Adams
			Surface Asphalt
			Landscape Types Farmland, Urban
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
York Road (Qunicy)	Off-System	0.08 mi	Start Terminus
			Junction U.S. Route 24 Southbound
			End Terminus
			Junction U.S. Route 24 Northbound
			Counties
			City of Qunicy, Adams County
			Surface
Vermont Street (Qunicy)	Off-System	0.08 mi	Asphalt
			Landscape Types
			Urban
			Land Management
			Start Terminus
			Junction U.S. Route 24 Northbound
			End Terminus
North Front Street (Qunicy)	Off-System	0.08 mi	North Front Street
			Counties
			City of Qunicy, Adams County
			Surface
			Asphalt
			Landscape Types
			Urban
Hampshire Street (Qunicy)	Off-System	0.13 mi	Land Management
			Start Terminus
			North Front Street
			End Terminus
			U.S. Route 24 North/Southbound
			Counties
			City of Quincy, Adams County
			Surface
			Asphalt
			Landscape Types
			Riverside, Urban
			Land Management
			Start Terminus
			Junction Vermont Street
			End Terminus
			Junction Hampshire Street
			Counties
			City of Qunicy, Adams County
			Surface
			Asphalt
			Landscape Types
			Riverside, Urban
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
IL Route 57	State Route	20.00 mi	Start Terminus Junction U.S. Route 24
			End Terminus Junction IL Route 96
			Counties Adams, Pike
			Surface Asphalt
			Landscape Types Farmland, Forest, Urban
			Land Management
IL Route 96	State Route	34.00 mi	Start Terminus Junction IL Route 57
			End Terminus Pike County Border
			Counties Pike
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management
IL Route 111	State Route	8.00 mi	Start Terminus Junction I-270
			End Terminus Junction I-70
			Counties Madison
			Surface Asphalt
			Landscape Types Urban
			Land Management
IL Route 3	State Route	11.00 mi	Start Terminus Junction I-270
			End Terminus Junction I-70
			Counties Madison
			Surface Asphalt
			Landscape Types Urban
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
I-70	Interstate	5.50 mi	Start Terminus Junction IL Route 111
			End Terminus Junction IL Route 3
			Counties Madison, St. Clair
			Surface Asphalt
			Landscape Types Urban
			Land Management
IL Route 3	State Route	141.50 mi	Start Terminus Junction I-70
			End Terminus Junction U.S. Route 51, Future City
			Counties St. Clair, Monroe, Randolph, Jackson, Union, Alexander
			Surface Asphalt
			Landscape Types Farmland, Forest, Urban
			Land Management USFS
Old Route 3	County Route	1.00 mi ?	Start Terminus Junction IL Route 3, North of Columbia
			End Terminus Junction IL Route 3, South of Columbia
			Counties Monroe
			Surface Asphalt
			Landscape Types Farmland, Urban
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
Maeystown Road	County Route	11.00 mi	Start Terminus Junction IL Route 3, Waterloo
			End Terminus Junction Bluff Road
			Counties Monroe
			Surface Asphalt
			Landscape Types Farmland, Forest, Urban
			Land Management
Bluff Road	County Route	12.00 mi	Start Terminus Junction IL Route 3, Ellis Grove
			End Terminus Junction IL Route 155, Prairie du Rocher
			Counties Randolph
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management
IL Route 155	State Route	4.00 mi	Start Terminus Junction Bluff Road, Prairie du Rocher
			End Terminus Fort du Chartres State Historic Site
			Counties Randolph
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management



## Section C: Routes (Continued)

Route	Type	Length	Details
State Forest Road	County Route	8.00 mi	Start Terminus Wolf Lake
			End Terminus Junction IL Route 127
			Counties Union
			Surface Asphalt
			Landscape Types Farmland, Forest, Lakeside
			Land Management
IL Route 127	State Route	1.00 mi	Start Terminus Junction State Forest Road
			End Terminus Junction State Pond Road
			Counties Union
			Surface Asphalt
			Landscape Types Farmland, Forest, Lakeside
			Land Management
State Pond Road	County Route	1.00 mi	Start Terminus Junction IL Route 127
			End Terminus Junction IL Route 146
			Counties Union
			Surface Asphalt
			Landscape Types Farmland, Forest, Lakeside
			Land Management
IL Route 146	County Route	7.00 mi	Start Terminus Junction State Pond Road
			End Terminus Junction IL Route 3
			Counties Union
			Surface Asphalt
			Landscape Types Farmland, Forest
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
Riverview Street (Thebes)	Off-System	0.05 mi	Start Terminus
			Junction IL Route 3, Thebes
			End Terminus
			Junction Pecan Street <i>John SPVH</i>
			Counties
			Town of Thebes, Alexander
			Surface
Pecan Street (Thebes)	Off-System	0.05 mi	Asphalt
			Landscape Types
			Riverside, Urban
			Land Management
			Start Terminus
			Riverview Street
			End Terminus
Fourth Street (Thebes)	Off-System	0.50 mi	Fourth Street
			Counties
			Town of Thebes, Alexander
			Surface
			Asphalt
			Landscape Types
			Riverside, Urban
Walnut Street (Thebes)	Off-System	0.06 mi	Land Management
			Start Terminus
			Fourth Street
			End Terminus
			Second Street
			Counties
			Town of Thebes, Alexander
Walnut Street (Thebes)	Off-System	0.06 mi	Surface
			Asphalt
			Landscape Types
			Rainforest, Urban
			Land Management
			Start Terminus
			Fourth Street
			End Terminus
			Second Street
			Counties
			Town of Thebes, Alexander
			Surface
			Asphalt
			Landscape Types
			Rainforest, Urban
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
Second Street (Thebes)	Off-System	0.20 mi	Start Terminus Walnut Street
			End Terminus Poplar Street
			Counties Town of Thebes, Alexander
			Surface Asphalt
			Landscape Types Riverside, Urban
			Land Management
Poplar Street (Thebes)	Off-System	0.10 mi	Start Terminus Second Street
			End Terminus Fifth Street
			Counties Town of Thebes, Alexander
			Surface Asphalt
			Landscape Types Riverside, Urban
			Land Management
Fifth Street (Thebes)	Off-System	0.06 mi	Start Terminus Poplar Street
			End Terminus Oak Street
			Counties Town of Thebes, Alexander
			Surface Asphalt
			Landscape Types Riverside, Urban
			Land Management
Oak Street (Thebes)	Off-System	0.20 mi	Start Terminus Fifth Street
			End Terminus Eighth Street
			Counties Town of Thebes, Alexander
			Surface Asphalt
			Landscape Types Riverside, Urban
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
Eighth Street (Thebes)	Off-System	0.06 mi	Start Terminus Oak Street
			End Terminus Poplar Street
			Counties Town of Thebes, Alexander
			Surface Asphalt
			Landscape Types Riverside, Urban
			Land Management
Poplar Street (Thebes)	Off-System	0.50 mi	Start Terminus Eighth Street
			End Terminus Junction IL Route 3
			Counties Town of Thebes, Alexander
			Surface Asphalt
			Landscape Types Riverside, Urban
			Land Management
Miller City Road	County Route	5.00 mi	Start Terminus Junction IL Route 3, Olive Branch
			End Terminus Miller City
			Counties Alexander
			Surface Asphalt
			Landscape Types Farmland, Forest, Lakeside
			Land Management
Promise Land Road	County Route	6.00 mi	Start Terminus Junction Miller City Road, Miller City
			End Terminus Junction IL Route 3
			Counties Alexander
			Surface Asphalt
			Landscape Types Farmland, Forest, Lakeside
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
U.S. Route 51	U.S. Route	6.00 mi	Start Terminus
			Junction IL Route 3, Future City
			End Terminus
			Junction U.S. 60/62
			Counties
			Alexander
			Surface
Twenty-Eighth Street (Cairo)	Off-System	0.50 mi	Asphalt
			Landscape Types
			Riverside, Urban
			Land Management
Park Place West (Cairo)	Off-System	0.20 mi	Start Terminus
			Junction U.S. Route 51, Cairo
			End Terminus
			Park Place West
			Counties
			City of Cairo, Alexander
			Surface
Thirty-third Street (Cairo)	Off-System	0.10 mi	Asphalt
			Landscape Types
			Urban
			Land Management
Park Place West (Cairo)	Off-System	0.20 mi	Start Terminus
			Twenty-Eighth Street
			End Terminus
			Thirty-Third Street
			Counties
			City of Cairo, Alexander
			Surface
Thrity-third Street (Cairo)	Off-System	0.10 mi	Asphalt
			Landscape Types
			Urban
			Land Management
Thrity-third Street (Cairo)	Off-System	0.10 mi	Start Terminus
			Park Place West
			End Terminus
			Washington Avenue
			Counties
			City of Cairo, Alexander
			Surface
Thrity-third Street (Cairo)	Off-System	0.10 mi	Asphalt
			Landscape Types
			Urban
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
Washington Avenue (Cairo)	Off-System	0.75 mi	Start Terminus Thrity-third Street
			End Terminus U.S. Route 51
			Counties City of Cairo, Alexander
			Surface Asphalt
			Landscape Types Urban
			Land Management
Eighth Street (Cairo)	Off-System	0.20 mi	Start Terminus U.S. Route 51 (Washington Avenue)
			End Terminus Ohio River Levee Gap
			Counties City of Cairo, Alexander
			Surface Asphalt
			Landscape Types Urban
			Land Management
Ohio River Levee Gap (Cairo)	Off-System	0.20 mi	Start Terminus Eighth Street
			End Terminus Fourth Street
			Counties City of Cairo, Alexander
			Surface Asphalt
			Landscape Types Riverside, Urban
			Land Management
Fourth Street Gap (Cairo)	Off-System	0.20 mi	Start Terminus Ohio River Levee Gap
			End Terminus Washington Avenue
			Counties City of Cairo, Alexander
			Surface Asphalt
			Landscape Types Urban
			Land Management

## Section C: Routes (Continued)

Route	Type	Length	Details
Washington Avenue (Cairo)	Off-System	1.00 mi	Start Terminus
			Fourth Street Gap
			End Terminus
			Junction U.S. Route 51
			Counties
			City of Cairo, Alexander
			Surface
U.S. Route 60/62	U.S. Route	2.00 mi	Asphalt
			Landscape Types
			Urban
			Land Management
			Start Terminus
			Junction U.S. Route 51
			End Terminus
Fort Defiance Road	Off-System	1.00 mi	Fort Defiance Road
			Counties
			Alexander
			Surface
			Asphalt
			Landscape Types
			Riverside, Urban
			Land Management
			Start Terminus
			U.S. Route 60/62
			End Terminus
			Terminus of Road
			Counties
			Alexander
			Surface
			Asphalt
			Landscape Types
			Forest, Riverside
			Land Management

## Section D: Senators and Representatives

### Associated States

State	Senators
IL	Fitzgerald, Peter Durbin, Richard



## Section D: Senators and Representatives (Continued)

te Representatives

State	District	Representative
IL	12	Costello, Jerry F.
IL	16	Manzullo, Donald A.
IL	17	Evans, Lane
IL	20	Shimkus, John

## Section E: Designations

No.	Agency	Designation Date	Designated Name	Coverage
1	U.S. Congress (Mississippi River Parkway Commission)	1939	Great River Road (Mississippi River Parkway)	Partial*
2	State	2000	Great River Road in Illinois Scenic Byway (Through agreement with FHWA, IL law designates as state scenic byway after federal)	Entire

\* Partial Designation Details

No.	Route Name	Designated Portion
1	U.S. Route 20	Start Terminus Illinois/Iowa State Line
		End Terminus Junction IL Route 84 12 miles south of Galena
	IL Route 84	Start Terminus Junction U.S. Route 20, 12 miles south Galena
		End Terminus East Moline
	IL Route 92	Start Terminus East Moline
		End Terminus Junction County Road 11, 8 miles west of Illinois City
	County Road 11	Start Terminus Junction IL Route 92, 8 miles Illinois City
		End Terminus Rock Island/Mercer County Border
	County Road 14	Start Terminus Rock Island/Mercer County Border
		End Terminus Junction IL Route 17, 2 miles north of New Boston

## \* Partial Designation Details (Continued)

No.	Route Name	Designated Portion
	IL Route 17	Start Terminus 2 miles north of New Boston
		End Terminus Junction County Road 25
	County Road 25 (Keithsburg Road)	Start Terminus Junction IL Route 17
		End Terminus Mercer/Henderson County Border
	County Road 3	Start Terminus Mercer/Henderson County Border
		End Terminus Junction IL Route 164
	U.S. Route 34	Start Terminus Junction IL Route 164
		End Terminus Junction Carman Road
	U.S. Route 34	Start Terminus Junction Carman Road
		End Terminus Gulfport (and back)
	Carman Road	Start Terminus Junction U.S. Route 34
		End Terminus Junction IL 96 in Lomax
	IL Route 96	Start Terminus Junction Carman Road, Lomax
		End Terminus Junction County Road 32
	County Road 32	Start Terminus Junction IL Route 96
		End Terminus Warsaw
	County Road 12	Start Terminus Warsaw
		End Terminus Hancock/Adams County Border
	County Road 7	Start Terminus Hancock/Adams County Border
		End Terminus Junction County Road 1400
	County Road 1400	Start Terminus Junction County Road 7
		End Terminus Junction U.S. Route 24
	U.S. Route 24	Start Terminus Junction County Road 1400
		End Terminus Junction IL Route 57 - Qunicy

## \* Partial Designation Details (Continued)

No.	Route Name	Designated Portion
	IL Route 57	Start Terminus Junction U.S. Route 24
		End Terminus Junction IL Route 96
	IL Route 96	Start Terminus Junction IL Route 57
		End Terminus Pike County Border
	I-70	Start Terminus Junction IL Route 111
		End Terminus Junction IL Route 3
	Old Route 3	Start Terminus Junction IL Route 3, North of Columbia
		End Terminus Junction IL Route 3, South of Columbia
	U.S. Route 51	Start Terminus Junction IL Route 3, Future City
		End Terminus Junction U.S. 60/61
	U.S. Route 60/62	Start Terminus Junction U.S. Route 51
		End Terminus Fort Defiance State Park

## Section F: Points of Interest

Name & Description	Details	
AA. Great River Road Interpretation  The Great River Road itself is a point of interest. Through the efforts of the Mississippi River Parkway Commission and the Illinois Department of Transportation the Great River Road is interpreted through seven interpretive displays and twenty-two information kiosks. Accompanying these sites are a 4-color Great River Road brochure, maps for both the Illinois segment and the national route, and coloring book for children. The Interpretive Centers can be found at the Mississippi River Visitor Center on Arsenal Island, Black Hawk State Historic Site, Villa Kathrine in Quincy, Cohokia Mounds State Historic Site, Fort de Chartres Historic Site, Pierre Menard State Historic Site and Fort Kaskaskia, U.S. Custom House Museum in Cairo. The information kiosks can be found at 22 points spread along the length of the road.	Route U.S. Route 20	
	Distance Along Route 557.30 mi	Distance Off Route 0.01 mi
	Interpretive Facilities Brochures; Historical Markers; Interpretive Signs; Kiosks; Visitor's Center	
	Visitor Services Drinking Water; Handicapped Accessibility; Paved Parking; Phone; Picnic Area; Restrooms	

## Section F: Points of Interest (Continued)

Name & Description	Details				
<p>AB. Great River Road View and Vistas</p> <p>Because of the length of the Great River Road, it is impossible to list every point of scenic quality. The Great River Road has been recognized and marketed for its historic and agricultural landscape. The northern landscape of rolling hills and lush forests, punctuated by the limestone bluffs of Mississippi River can be breathtaking. Equally as beautiful are the infinite vistas across the fertile American Bottoms in the south. Some specific high points for scenic quality come at the view tower south of Galena, points within the Mississippi Palisades State Park, the segment of the route south of Nauvoo, the vistas and nestled communities of Pike County, overlooks in the Shawnee National Forest, and the views of the mighty confluence of the Ohio and Mississippi Rivers at Fort Defiance.</p>	<p>Route U.S. Route 20</p> <table border="1" data-bbox="914 300 1516 373"> <tr> <td>Distance Along Route</td><td>Distance Off Route</td></tr> <tr> <td>533.00 mi</td><td>0.01 mi</td></tr> </table> <p>Interpretive Facilities</p> <p>Visitor Services</p>	Distance Along Route	Distance Off Route	533.00 mi	0.01 mi
Distance Along Route	Distance Off Route				
533.00 mi	0.01 mi				
<p>Big River State Forest</p> <p>The 2,900-acre Big River State Forest lies in Henderson County, 6 miles north of Oquawka, where gas and food are available. The forest is managed primarily to demonstrate sound forestry practices. Demonstrations and talks on these practices are available to interested groups. The area's oldest pine plantation, the Milroy Plantation, with towering red, white, and jack pines lies within. BRSF is a remnant of a vast prairie woodland border area that once covered much of Illinois. Two endangered plants, penstemon and Patterson's bindweed, are found here. A prominent landmark in the forest is its fire tower, located at the headquarters area and accessible to the public at non-emergency times. Sixty miles of firebreaks interlace Big River State Forest, which are used by hikers, horseback riders, and snowmobilers. Tent, trailer, and equestrian camping sites, boat launch, picnic areas, toilets, hunting, stables, and scenic drives are available.</p>	<p>Route County Road 3</p> <table border="1" data-bbox="914 1045 1516 1119"> <tr> <td>Distance Along Route</td><td>Distance Off Route</td></tr> <tr> <td>3.00 mi</td><td>0.01 mi</td></tr> </table> <p>Interpretive Facilities Brochures; Interpretive Signs</p> <p>Visitor Services Camping; Drinking Water; Handicapped Accessibility; Paved Parking; Picnic Area; RV Services; Restrooms</p>	Distance Along Route	Distance Off Route	3.00 mi	0.01 mi
Distance Along Route	Distance Off Route				
3.00 mi	0.01 mi				
<p>Black Hawk State Historic Site</p>	<p>Route IL Route 92</p>				



Name & Description	Details	
<p>Black Hawk State Historic Site-a wooded, steeply rolling 208-acre tract-borders the Rock River in Rock Island County. Prehistoric Indians and nineteenth-century settlers made their homes here, but the area is most closely identified with the Sauk nation and the warrior-leader whose name it bears-Black Hawk. The site, which is also noted for its many natural features, is managed by the Illinois Historic Preservation Agency. The Hauberg Indian Museum, located in the lodge constructed by the Civilian Conservation Corps in 1939, interprets the culture of the Sauk and the Mesquackie. Nearly 175 species of birds and 30 species of wildflowers, as well as a prairie restoration can be observed there. Dickson Pioneer Cemetery is where many early settlers are buried. Picnicking and hiking are also available.</p>	Distance Along Route 6.00 mi	Distance Off Route 2.00 mi
<p>Cahokia Mounds United Nations World Heritage Site</p> <p>The Cahokia Mounds State Historic Site, located west of Collinsville has been named a World Heritage Site by the United Nations Educational, Scientific, and Cultural Organization (UNESCO). There, the remains of the most sophisticated Indian civilization north of Mexico are preserved within a 2,200-acre track. The city of Cahokia was inhabited from 700 to 1400 and became a regional center capitalizing on trade routes. Evidence of a horizon calendar (Woodhenge), old stockade, and many burial mounds are interpreted through signs and a visitor center.</p>	Route IL Route 111	
	Distance Along Route 6.00 mi	Distance Off Route 3.00 mi
	Interpretive Facilities Brochures; Historical Markers; Interpretive Signs; Kiosks; Visitor's Center	
<p>Delabar State Park</p> <p>Located on the Mississippi River about 1.5 miles north of Oquawka, where gas and food are available, the 89-acre Delabar State Park offers quality outdoor experiences for anglers, hikers, campers, and picnickers. More than 50 species of birds have been sited in the park, making it a destination for birders. Picnic areas, playground facilities, toilets, tent and trailer camping, trailer dumping, hiking trails, river and lake fishing, boat launching, ice fishing, and ice skating are available in the area.</p>	Route County Road 3	
	Distance Along Route 7.00 mi	Distance Off Route 0.01 mi
	Interpretive Facilities Brochures	
<p>Fort Defiance State Park and Cairo</p>	Visitor Services Drinking Water; Gas, food, lodging; Handicapped Accessibility; Paved Parking; Phone; Picnic Area; Restrooms	
	Route U.S. Route 51	

Name & Description	Details	
<p>The southern terminus of the Great River Road, Fort Defiance State Historic Site is at the awesome confluence of the Mississippi and Ohio Rivers. The two rivers remain apart, the Ohio blue and the Mississippi a muddy brown for several miles. Fort defiance, the Civil War post commanded by General U.S. Grant became a Union supply base. Cairo, once a majestice river town, becomes a temporary island when the waters rise and the massive flood gates are closed. The town includes two impressive historic districts featuring Italianate mansions and rivertown commercial buildings. At the State Park, tent and trailer camping is available. Cairo provides gas, food, and lodging.</p>	Distance Along Route 6.00 mi	Distance Off Route 0.01 mi
	Interpretive Facilities Brochures; Historical Markers	
	Visitor Services Camping; Drinking Water; Gas, food, lodging; Handicapped Accessibility; Paved Parking; Phone; Picnic Area; RV Services; Restrooms	
<p>Fort Kaskaskia State Historic Site</p> <p>Fort Kaskaskia, located in Randolph County, was built by the French on the bluffs of the Mississippi River overlooking the town of Kaskaskia during the French and Indian War. Only the earthworks upon which the palisades of the fort were built remain today. The town of Kaskaskia, the first capital of the Illinois Territory, was flooded by the natural rerouting of the Kaskaskia and Mississippi Rivers during the late 19th century. Kaskaskia now remains part of Illinois, despite its location on the western bank of the Mississippi. Interpretive signs describe this catastrophic event at the fort site. Breathtaking views of the river are possible from the picnic shelter and fort.</p>	Route IL Route 3	
	Distance Along Route 52.00 mi	Distance Off Route 0.50 mi
	Interpretive Facilities Brochures; Historical Markers; Interpretive Signs	
	Visitor Services Drinking Water; Handicapped Accessibility; Paved Parking; Picnic Area; Restrooms	
<p>Fort de Chartres State Historic Site</p> <p>Fort de Chartres, located in Randolph County, features the reconstruction of a stone fort built by the French near the Mississippi River in 1750s. The site also features the archeaological remains of two earlier wooden forts. The powder magazine is an original structure. Interpretation at the fort describes life in Illinois under the French regime, before the fort was abandoned in 1771. Every Spring, Fort Chartres hosts the "Rendezvous", which is a grand interpretive exposition of French/English frontier life with period costumes, food, crafts, trades and lifestyles. Nearby Prairie du Rocher was</p>	Route IL Route 155	
	Distance Along Route 4.00 mi	Distance Off Route 0.01 mi
	Interpretive Facilities Brochures; Historical Markers; Interpretive Signs; Kiosks; Visitor's Center	
	Visitor Services Drinking Water; Gas, food, lodging; Handicapped Accessibility; Paved Parking; Phone; Picnic Area; Restrooms	

Name & Description	Details		
<p>Founded in 1772 by the French.</p> <p>Galena National Register Historic District</p> <p>The town of Galena is a well-known destination for travelers from Chicago and beyond seeking quiet pastoral scenes, quality antiquing and shopping, and small town charm. Main Street is a breathtaking, unbroken wall of historic storefronts nestled between the hills, where Galena's 19th century lead mines were found and the river, where the steamboats plied their trade. Galena's position near the northern terminus of the Great River Road makes it a natural gateway and introduction to river history. Individual historic sites include: The Belvedere Mansion (1857, Italianate home of steamboat captain), The DeSoto House Hotel (decadent accommodations), Dowling House (1826 trading post), Galena Post Office (first in the nation named "Great American Post Office" by Smithsonian). Costumed interpreters lead visitors through General Ulysses S. Grant's home. He was a resident in Galena before the Civil War. Visitors may also tour a closed lead mine at Vinegar Hill Histo</p>	<p>Route U.S. Route 20</p> <table border="1"> <tr> <td>Distance Along Route 14.00 mi</td><td>Distance Off Route 0.01 mi</td></tr> </table> <p>Interpretive Facilities Brochures; Historical Markers; Interpretive Signs; Kiosks; Visitor's Center</p> <p>Visitor Services Drinking Water; Gas, food, lodging; Handicapped Accessibility; Paved Parking; Phone; Picnic Area; Restrooms</p>	Distance Along Route 14.00 mi	Distance Off Route 0.01 mi
Distance Along Route 14.00 mi	Distance Off Route 0.01 mi		
<p>Great River Trail (Bike Path)</p> <p>The Great River Trail is a 62.5-mile bike path under construction along the route of the Great River Road from Mississippi Palisades State Park in Savanna to Sunset Park in Rock Island, where it meets with the American Discovery Trail crossing of the Mississippi. At this time, approximately 42 miles have been built. This portion of the trail is primarily a two-lane, off-road, paved trail winding through the trees and over dedicated bridges. The Great River Trail is part of the larger Grand Illinois Trail Program, a 500-mile loop trail system in Northern Illinois. When completed, the trail will be a combination of dedicated trails and road surface routes along the Great River Road route from Galena to Rock Island. In the south, the Mississippi River Trail corresponds to the Great River Road in many places between Rock Island and Chester.</p>	<p>Route U.S. Route 20</p> <table border="1"> <tr> <td>Distance Along Route 10.00 mi</td><td>Distance Off Route 0.00 mi</td></tr> </table> <p>Interpretive Facilities Brochures</p> <p>Visitor Services Drinking Water; Handicapped Accessibility; Paved Parking; Picnic Area; Restrooms</p>	Distance Along Route 10.00 mi	Distance Off Route 0.00 mi
Distance Along Route 10.00 mi	Distance Off Route 0.00 mi		
<p>Holy Family Log Church National Historic Landmark</p>	<p>Route IL Route 3</p>		



Name & Description	Details	
<p>The Holy Family Log Church in Cahokia, near East St. Louis, was built in 1799 for the Catholic parish of the Holy Family, founded in 1699 by the French. It is the oldest French vertical log church in the Americas still in continuous use. The site features tours and interpretation.</p>	Distance Along Route 7.00 mi	Distance Off Route 0.10 mi
	Interpretive Facilities Brochures; Historical Markers; Interpretive Signs	
	Visitor Services Handicapped Accessibility; Paved Parking; Restrooms	
<p>Horseshoe Lake Conservation Area</p> <p>The 10,645-acre Horseshoe Lake Conservation Area, located seven miles north of Cairo, where gas, food, and lodging are available, features 2,400-acre Horseshoe Lake. The charm of bald cypress, tupelo gum, swamp cottonwood trees, and wild lotus make recreational activities, such as picnicking and playgrounds, hiking, tent and trailer camping with showers and dump sites, fishing, boating, and hunting, even more enjoyable. The lake is a wintering site for over 250,000 Canada geese and hunting blinds are maintained. For birders, bald eagles are also abundant. Bluegill, sunfish, crapple, largemouth bass and channel catfish populate the lake. Boat launches are available.</p>	Route Miller City Road	
	Distance Along Route 0.01 mi	Distance Off Route 0.01 mi
	Interpretive Facilities Brochures	
	Visitor Services Camping; Drinking Water; Handicapped Accessibility; Paved Parking; Phone; Picnic Area; RV Services; Restrooms	
<p>John Deere &amp; Company Commons and Historic Sites</p> <p>Both the past and present of the world-famous John Deere &amp; Company operations are centered in Moline. At the John Deere Commons, visitors can catch historic trolleys to other Deere sites; tour the John Deere Pavillion with interactive displays of historic and modern farm equipment; and visit the John Deere Store. The Deere Administrative Center, Deere corporate headquarters, lies on the outskirts of Moline. This building, designed by Eero Saarinen, and grounds are widely regarded as master works of architecture and landscape architecture. The Deere-Wiman House and Butterworth Center are mansions built in the late 1800s by Charles Deere. Guided tours of the homes and gardens are available.</p>	Route IL Route 92	
	Distance Along Route 5.00 mi	Distance Off Route 0.50 mi
	Interpretive Facilities Brochures; Historical Markers; Interpretive Signs; Visitor's Center	
	Visitor Services Drinking Water; Gas, food, lodging; Handicapped Accessibility; Paved Parking; Phone; Restrooms	
<p>Mississippi Palisades State Park and National Landmark</p>	Route IL Route 84	
	Distance Along Route 21.00 mi	Distance Off Route 0.01 mi

Name & Description	Details		
<p>Mississippi Palisades State Park is located 3 miles north of Savanna, where gas and food are available, in Carroll County. Palisades is the word used to describe the line of lofty, steep cliffs seen along the Mississippi River. The limestone cliffs are filled with caves and sink holes. The Park features 13 miles of trails, some rugged, others surfaced for accessibility. Part of the park has been designated a National Landmark. Tent and trailer camping with showers and toilets are available. Fishing and boating are possible with several boat launches. Hunting, cross-country skiing, ice fishing, and sledding are popular, and 1930's Civilian Conservation Corps picnic areas are available.</p>	<p>Interpretive Facilities Brochures; Interpretive Signs</p> <p>Visitor Services Camping; Drinking Water; Handicapped Accessibility; Paved Parking; Phone; Picnic Area; RV Services; Restrooms</p>		
<p>Nauvoo Visitor Centers</p> <p>The town of Nauvoo is located at a picturesque bend in the river at Hancock County. Nauvoo was settled by Joseph Smith (founder) and members of the Church of Latter Day Saints and served as the religious, governmental, and cultural center of the church from 1839 until Joseph Smith's death in 1846. Two visitor centers interpret the remaining town sites. The LDS Visitor Center features costumed hosts, interpretive displays, sculpture garden, and tours of 25 Nauvoo town sites. The Joseph Smith Visitor Center, run by the Reorganized Church of Latter Day Saints (RLDS), features displays, an informative video, and access to the gravesite and homes of Joseph Smith and family. In late 1999, LDS began rebuilding the historic, limestone Temple destroyed in the late 19th century. Nearby Nauvoo State Park features recreational opportunities, and the wine and cheese traditions of the French Icarians who came to Nauvoo after the CLDS are still pursued.</p>	<p>Route IL Route 96</p> <table border="1" data-bbox="911 804 1508 877"> <tr> <td>Distance Along Route 24.00 mi</td><td>Distance Off Route 0.02 mi</td></tr> </table> <p>Interpretive Facilities Brochures; Historical Markers; Interpretive Signs; Kiosks; Visitor's Center</p> <p>Visitor Services Camping; Drinking Water; Gas, food, lodging; Handicapped Accessibility; Paved Parking; Phone; Picnic Area; Restrooms</p>	Distance Along Route 24.00 mi	Distance Off Route 0.02 mi
Distance Along Route 24.00 mi	Distance Off Route 0.02 mi		
<p>Old Chain of Rocks Bridge</p> <p>The Old Chain of Rocks Bridge (1929), located in Madison near East St. Louis, was the original point at which Route 66</p>	<p>Route IL Route 3</p> <table border="1" data-bbox="911 1713 1508 1787"> <tr> <td>Distance Along Route 2.00 mi</td><td>Distance Off Route 0.30 mi</td></tr> </table> <p>Interpretive Facilities Brochures; Historical Markers</p>	Distance Along Route 2.00 mi	Distance Off Route 0.30 mi
Distance Along Route 2.00 mi	Distance Off Route 0.30 mi		

Name & Description	Details				
<p>crossed the Mississippi River. The continuous truss bridge is slightly over a mile in length and now functions as the longest pedestrian and bike bridge in the world. Route 66 related hotels and neon signs can be seen at the entrance to the bridge. The bridge provides a magnificent view of the Mississippi River, Chain of Rocks Canal, eagles, shipping, and two architecturally significant water intake towers from the turn of the last century.</p>	<p>Visitor Services</p> <p>Gas, food, lodging; Handicapped Accessibility; Paved Parking; Picnic Area; Restrooms</p>				
<p>Pierre Menard Home National Historic Landmark</p> <p>The Pierre Menard Home State Historic Site, located in Randolph County, is considered one of the finest, existing models of Southwestern French Colonial architecture. The Menard Home affords visitors a glimpse into upper-class French-American life during the late 1700s and early 1800s. The home is fully restored and furnished with pieces from the appropriate era. The Pierre Menard Home is also a designated Great River Road Interpretive Center. On-site interpreters wear period costumes and perform various domestic tasks using period tools.</p>	<p>Route</p> <p>IL Route 3</p> <table border="1" data-bbox="922 573 1511 646"> <tr> <td>Distance Along Route</td><td>Distance Off Route</td></tr> <tr> <td>47.00 mi</td><td>0.02 mi</td></tr> </table> <p>Interpretive Facilities</p> <p>Brochures; Historical Markers; Interpretive Signs; Visitor's Center</p> <p>Visitor Services</p> <p>Drinking Water; Handicapped Accessibility; Paved Parking; Picnic Area; Restrooms</p>	Distance Along Route	Distance Off Route	47.00 mi	0.02 mi
Distance Along Route	Distance Off Route				
47.00 mi	0.02 mi				
<p>Rock Island Arsenal and Mississippi River Visitors Center</p> <p>Rock Island Arsenal Island is a spectacular island in the Mississippi River near the city of Rock Island. Visitors to the island can visit Historic Fort Armstrong (1812); the Rock Island Arsenal Museum, with exhibits of military equipment and small fire arms; and other historic structures. Still, the Rock Island Arsenal is the largest weapons manufacturing arsenal in the country. Located next to Lock and Dam 15, the largest roller dam in the world, the U.S. Army Corps of Engineers Mississippi River Visitors Center features an observation deck for tow boats and birds. The visitors center includes displays about Upper Mississippi geography, ecology, and lock-and-dam system. It is also a designated Great River Road interpretive center.</p>	<p>Route</p> <p>IL Route 92</p> <table border="1" data-bbox="922 1161 1511 1234"> <tr> <td>Distance Along Route</td><td>Distance Off Route</td></tr> <tr> <td>5.00 mi</td><td>0.50 mi</td></tr> </table> <p>Interpretive Facilities</p> <p>Brochures; Historical Markers; Interpretive Signs; Kiosks; Visitor's Center</p> <p>Visitor Services</p> <p>Drinking Water; Gas, food, lodging; Handicapped Accessibility; Paved Parking; Phone; Restrooms</p>	Distance Along Route	Distance Off Route	5.00 mi	0.50 mi
Distance Along Route	Distance Off Route				
5.00 mi	0.50 mi				
<p>Shawnee National Forest</p>	<p>Route</p> <p>IL Route 3</p>				



Name & Description	Details	
<p>The Shawnee National Forest, 270,000 acres, lines the southern segment of the Great River Road for nearly 100 miles. The forest lies in the unglaciated areas of southern Illinois known as the Ozark and Shawnee Hills. Recreation areas that directly accessible from the Great River Road are: Johnson Creek Recreation Area, Oakwood Bottoms/Turkey Bayou (handicapped accessible), and Grand Tower. These areas provide opportunities for river and lake boating, swimming, tent and trailer camping, hiking, bird watching, and scenic drives.</p>	Distance Along Route 20.00 mi	Distance Off Route 0.01 mi
	Interpretive Facilities Brochures; Historical Markers; Interpretive Signs; Kiosks; Visitor's Center	
	Visitor Services Camping; Drinking Water; Gas, food, lodging; Handicapped Accessibility; Paved Parking; Phone; Picnic Area; RV Services; Restrooms	
<p>Thebes Courthouse</p> <p>Located in Thebes in Alexander County, the Thebes Courthouse was built in 1845. The hand-hewn stone courthouse crowns a bluff overlooking the Mississippi River. As a young lawyer riding circuit, Abraham Lincoln practiced law in the courtroom. Dred Scott, a slave whose Supreme Court decision advanced the rights of African-Americans, was given overnight housing in the courthouse jail. Tours may be arranged with advance notice. The Courthouse overlooks what remains of the historic town of Thebes, about which the musical Showboat was written. The lower part of town was decimated by the flood of 1993.</p>	Route Riverview Street (Thebes)	
	Distance Along Route 0.01 mi	Distance Off Route 0.01 mi
	Interpretive Facilities Brochures; Historical Markers	
	Visitor Services Camping; Drinking Water; Handicapped Accessibility; Paved Parking	

## Section G: Designation Requirements

### ☒ State or Federal Lands Designation

See Section E: Designations

### ☒ Intrinsic Qualities

See Section H: Intrinsic Qualities

### ☒ Corridor Management Plan

See Section I: Corridor Management Plan

### ☒ Passenger Vehicles

All of the routes and roads that make up the Great River Road in Illinois Scenic Byway safely accommodate two-wheel-drive automobiles with standard clearances. This has been confirmed by the Illinois Department of Transportation. In most places, the route is also safe for vehicles with trailers and large buses and RVs.

## ☒ **Bicycles and Pedestrians**

The Great River Road in Illinois Scenic Byway accommodates bicycle and pedestrian traffic. A 62.5-mile bike path is under construction along the route of the Great River Road from Mississippi Palisades State Park in Savanna to Sunset Park in Rock Island, where it meets with the American Discovery Trail crossing. At this time, approximately 42 miles have been built. This portion of the bike path is primarily a two-lane off-road trail winding through the trees and over specially constructed bridges following the route of the Great River Road in Illinois. This public-private partnership is administered through the Great River Trail Council, a delegated authority of the Bi-State Regional Commission, in association with U.S. Fish and Wildlife Service, Corps of Army Engineers, Illinois Department of Transportation, and the Illinois Department of Natural Resources. The Great River Trail is part of the larger Grand Illinois Trail Program, a 500-mile loop trail system in Northern Illinois. When completed, the trail will be a combination of dedicated trails and road-surface routes along the Great River Road Route from Galena to Rock Island.

Mississippi River Hiking and Biking Commission, part of the Lower Mississippi Delta Center in Memphis, Tennessee, is in the final stages of planning the Mississippi River Trail, a bike route through seven states along the Mississippi River. The route in southern Illinois follows road surfaces from Chester to Cairo. The route corresponds to the route of the Great River Road in Illinois only at some points. The northern portion of this route will correspond to the Great River Trail and Grand Illinois Trail described above. The route between Rock Island and Chester has not yet been selected.

In addition, the Old Chain of Rocks Bridge, Old Route 66, has been converted into the world's longest pedestrian and bike bridge.

The many small communities along the route have employed various traffic calming devices to allow citizens to cross the route.

## ☒ **Seasonal Limitations**

Generally, the entire route of the Great River Road in Illinois Scenic Byway is within the 100 year flood plain. While flooding does not occur regularly, roads are closed and detours marked when flooded, aiding the byway traveler.

### ☐ **Destination Unto Itself (All-American Roads only)**

*No text provided.*

### ☐ **Tour Buses (All-American Roads only)**

*No text provided.*

### ☐ **User Facilities (All-American Roads only)**

*No text provided.*

### ☐ **Promotional Plan (All-American Roads only)**

*No text provided.*

☐ **Tourism Plan (All-American Roads only)**

*No text provided.*

☐ **Multilingual Facilities (All-American Roads only)**

Languages available: *None selected*

*No text provided.*

## **Section H: Intrinsic Qualities**

Choose one intrinsic quality of regional significance.

☐ Archaeological

☐ Cultural

☒ Historical

☐ Natural

☐ Recreational

☐ Scenic

### **Historical**

Like many potential scenic byways, the Great River Road in Illinois Scenic Byway possesses varying levels of all the six intrinsic resources. After considerable discussion during the preparation of the Corridor Management Plan, preliminary inquiries into tourism and visitation trends, and consistency of resource distribution along the identified scenic byway route, the byway advocates elected to focus on historical and recreational resources as the principal intrinsic resources for the Great River Road.

#### **Historic Resources**

As one of the most significant transportation corridors in North America, the Mississippi River has fostered, supported and influenced settlement and travel from prehistoric times to the present. Illinois' location within this larger context has provided the Great River Road corridor in Illinois with a particularly rich history. The Cahokia Mounds United Nations World Heritage Site, just off the byway, showcases the most advanced and highly structured Native American city in North America. The French were some the earliest European settlers, establishing the parish of the Church of the Holy Family in 1699. The vertical log church built in 1799 is now a National Historic Landmark. As is Pierre Menard's home in Randolph County, built in the late 18th century.

Nauvoo, the religious, governmental, and cultural center of Joseph Smith's Church of Latter Day Saints, rivaled Chicago for size by 1846. It was from here, in the shadow of the great limestone temple (now being reconstructed) that his followers fled to find a new home in Utah after his death. Natural resources along the river spawned many communities, including Galena. Fully restored, this lead-mining boomtown led a short but prosperous life in the 19th century. Today visitors walk the narrow streets of this National Register District town where General Ulysses S. Grant lived before leading the country to victory in the Civil War and being elected president. Grant also commanded Fort Defiance, the southern terminus of the Great River Road.

Illinois' strategic location along the great river saw the establishment of several other military installations, as well. Saukenak, the village where the Black Hawk State Historic Site currently lies, was the site of the westernmost battle of the Revolutionary War. That area later served as Black Hawk's stronghold during the Black Hawk Wars in 1830s. The



## Historical (Continued)

restored Fort du Chartres was built in the 1750s by the French and played a major role in the French and Indian Wars. Stone ramparts have been reconstructed around the remaining original powder magazine, and the archaeological remains of earlier wooden forts are preserved. The French also built nearby Fort Kaskaskia in the 1740's. Later 1862, the Rock Island Arsenal was established at the site of Fort Armstrong. Rock Island Arsenal remains the largest working arsenal in the country.

The Mississippi River also played a significant role in the Underground Railroad and African-American history. Numerous "stations" are sprinkled through communities all along the river, including Brooklyn, the first community incorporated by African-Americans on the eve of the ratification of the Fourteenth Amendment. Dred Scott stayed overnight in the Thebes Courthouse at the time of the landmark Supreme Court decision. Abraham Lincoln also practiced law in this hand-hewn stone building while riding circuit.

More recent history showcases the lock and dam system harnessing the Mississippi River for commercial navigation (sites are visible from or accessed by the Great River Road). The John Deere Center in Moline provides educational exhibits and machinery displays interpreting the history of agriculture in the United States. The signature yellow and green equipment is visible from the glass pavilion alongside the Great River Road. Near East St. Louis, road buffs can walk the Old Chain of Rocks Bridge, Route 66's original point of crossing the Mississippi River. Route 66-era architecture and signs are still found along the Great River Road in this area. Even the history of the devastating 1993 flood provides a story unparalleled in American history.

## Recreational

Glacial action and a living river have provided a landscape and recreational resources distinct to the region. The Mississippi River and its affiliated landscape provide the ideal opportunity for both passive and active recreation, tent and trailer camping, river activities, bird watching, hunting, fishing, golfing, biking, snowmobiling, ice fishing, and skiing. Less active visitors might enjoy visiting the many vineyards, riverboat casinos, antiquing districts, or just strolling along the many surfaced trails and overlooks. Many of the camping facilities have showers, toilets, and RV dump stations. There are well over thirty-five boat ramps and river access areas along the route of the Great River Road in Illinois. In addition, many of the lakes included in the Exploration Routes also provide boat ramps for most types of craft.

In addition to the Shawnee National Forest, there are twenty-nine state recreation and/or conservation areas along the route of the Great River Road. This nomination form can only highlight some of the most notable. Mississippi Palisades State Park and National Landmark allows visitors phenomenal views to and from the bluffs (palisades) along the Mississippi River. The facilities for tent and trailer camping, fishing, cross-country skiing, and ice fishing are top-notch. Big River State Forest, a 2,900-acre facility dedicated to demonstrating sound forestry practices. Fire breaks and a fire tower afford breathtaking views and hikes. In nearly the same area, camping, hiking, and river and lake fishing are available at Delabar State Park. In the south, Horseshoe Lake Conservation Area is one of the loveliest places to hike, camp, hunt, and boat. Horseshoe Lake is a quiet, shallow lake lined with cypress and



## Recreational (Continued)

tupelo gum as well as wild lotus.

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Mississippi River Hiking and Biking Commission, part of the Lower Mississippi Delta Center in Memphis, Tennessee, is in the final stages of planning the Mississippi River Trail, a bike route through seven states along the Mississippi River. The route in southern Illinois follows road surfaces from Chester to Cairo. The route corresponds to the route of the Great River Road in Illinois only at some points. The northern portion of this route will correspond to the Great River Trail and Grand Illinois Trail described above. The route between Rock Island and Chester has not yet been selected.

In addition, the Old Chain of Rocks of Bridge, Old Route 66, near East St. Louis, has been converted to the world's longest pedestrian and bicycle bridge.

Services for hunters line the byway in the southern reaches, and many of the state facilities maintain hunting grounds.

## Section I: Corridor Management Plan

- ☒ A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor.
- ☒ An assessment of the intrinsic qualities and their "context" (the areas surrounding them).
- ☒ A strategy for maintaining and enhancing each of those intrinsic qualities.
- ☒ The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you'll review the degree to which those responsibilities are being met.
- ☒ A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.
- ☒ A plan for on-going public participation.
- ☒ A general review of the road's safety record to locate hazards and poor design, and identify possible corrections.

## Section I: Corridor Management Plan (Continued)

- ☒ A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.
- ☒ A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway.
- ☒ Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.
- ☒ A plan to make sure that the number and placement of highway signs will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.
- ☒ Plans of how the byway will be marketed and publicized.
- ☒ Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway's intrinsic qualities.
- ☒ A description of what you plan to do to explain and interpret your byway's significant resources to visitors.

### Comments

This Corridor Management Plan has been designed to look back to the past and to envision the future. It recognizes the natural landscape that is so attractive to visitors is equally attractive to farmers and developers. The CMP seeks to suggest balance and recommend alternatives for better development, stronger communities, a more stable economy and a more attractive environment. All of this is attainable with foresight and planning.

Actions identified have been recommended based on community input during the planning process for this document. The execution of such actions ultimately lies in the communities of the Great River Road in Illinois. It is anticipated that many of the actions identified in this CMP will be executed in a voluntary manner. Any changes in community or county policies as a result of this CMP will be subject to the will and approval of the individuals and communities in which such actions would be established.

Actions for the preservation, management, marketing and improvement of the Great River Road in Illinois were divided into the following six focus areas: General Management, Protection and Management, Interpretation and Education, Marketing and Tourism, Infrastructure Improvements and Enhancements, and Safety.

## Section J: Abstract

Experiencing the Mississippi River for the first time is a memory few can forget. It is an awesome river. That awe may be through the power of flood, or the beauty of a golden sunset reflecting off still winter waters which, for a moment, turn graceful steel bridges into shimmering lines of color.

Looking out over the river, it is almost impossible to comprehend the complex layers of history acted out along its banks. From the large communities of the Hopewell Indian culture—the most complex society in North America (c. AD 700 to 1400)—and early French colonial settlements and fortifications; to the frightened, cautious and optimistic eyes of slaves seeking freedom on the Underground Railroad, this corridor has played a role in many of this continent's most dramatic hours. It is difficult to comprehend that nearly 15% of the nation's shipping passes through the river's complex system of locks and dams; or that such commercial activity can occur under the spreading wings of the newly thriving American bald eagle. People, places, modern cities, and forgotten villages; productive fields, rich soils and sentinel silos; and uniting them all a river and a road—the Great River Road.

It is from the Great River Road that most visitors and residents understand and define their relationship with the Mississippi. It is from the Great River Road that the historic sites and cultural artifacts—from Native American mounds to Joseph Smith's temple—can be accessed. Whether directly along the banks of the river or winding through the vast flood plain miles from the water, The Great River Road links resources, people and history.

## Section K: Visual Aids

Type	Caption & Description	Details	
Brochure/ Pamphlet	Great River Road Brochure  This Great River Road Brochure was produced by the Western Illinois Tourism Development Office and is available at Illinois Visitor Information Centers.	Map Name	Map Label
		Copyright Holder Western Illinois Tourism Development Office	Copyright Date 1999
		Permission Granted? Y	Electronic Version? N
Brochure/ Pamphlet	Great River Road in Illinois Map  This map was produced by the Illinois Department of Transportation and locates many resources. Each resource and facility, such as boat ramps and picnic areas, is described. This map is used on the IDOT information kiosks along the route.	Map Name	Map Label
		Copyright Holder Illinois Department of Transportation	Copyright Date 1999
		Permission Granted? N	Electronic Version? N

## Section K: Visual Aids (Continued)

Type	Caption & Description	Details	
		Map Name	Map Label
Photographic Print	<p>Print A: Farm in Jo Daviess County</p> <p>The rolling hills around Galena in Jo Daviess county make beautiful sweeping views of farmland. This part of the state is nonglaciated.</p>	Copyright Holder	Copyright Date
		Western Illinois Tourism Development Office	1998
		Permission Granted? Y	Electronic Version? N
Photographic Print	<p>Print B: River View in Jo Daviess County</p> <p>At many points along the bluffs of the Mississippi River fabulous sunsets can be seen.</p>	Map Name	Map Label
		Copyright Holder	Copyright Date
		Western Illinois Tourism Development Office	1999
Photographic Print	<p>Print C: Galena National Register Historic District</p> <p>Galena's main street is graced by an unbroken wall of beautifully restored storefronts. This district is a well-known shopping and antiquing destination.</p>	Map Name	Map Label
		Copyright Holder	Copyright Date
		Western Illinois Tourism Development Office	1999
Photographic Print	<p>Print D: Great River Trail</p> <p>Plans for the 62.5-mile Great River Trail are underway, and 42 miles have been built. The trail will run from Mississippi Palisades State Park and to Sunset Park in Rock Island.</p>	Map Name	Map Label
		Copyright Holder	Copyright Date
		Western Illinois Tourism Development Office	1999
Photographic Print	<p>Print E: John Deere Pavilion at Night</p> <p>The John Deere Pavilion, in the center of Moline, is part of the larger Jon Deere center with trolley rides to other Deere sites and the John Deere store. The Pavilion features vintage and modern agricultural equipment.</p>	Map Name	Map Label
		Copyright Holder	Copyright Date
		Western Illinois Tourism Development Office	1999
Photographic Print		Permission Granted? Y	Electronic Version? N



## Section K: Visual Aids (Continued)

Type	Caption & Description	Details	
		Map Name	Map Label
Photographic Print	Print F: Lock and Dam #15 near Arsenal Island  The lock and dam system is a critical part of the history of the Mississippi River.	Copyright Holder	Copyright Date
		Western Illinois Tourism Development Office	1998
		Permission Granted? Y	Electronic Version? N
Photographic Print	Print G: Covered Bridge in Henderson County  This covered bridge was moved to this location by citizens and is the center piece of a rest area. There is a Great River Road information kiosk here. The winter is just as lovely along the Great River Road.	Map Name	Map Label
		Copyright Holder	Copyright Date
		Western Illinois Tourism Development Office	1998
Photographic Print	Print H: Nauvoo Mansion, Church of Latter Day Saints Site  A historic site in Nauvoo interpreted by the Joseph Smith Historic Center. The building was built in 1843, the peak of Nauvoo, for Joseph Smith.	Map Name	Map Label
		Copyright Holder	Copyright Date
		Western Illinois Tourism Development Office	1998
Photographic Print	Print I: Lily pads in the Mississippi River, Hancock County  This is a typical spring scene along the Mississippi River and the Great River Road.	Map Name	Map Label
		Copyright Holder	Copyright Date
		Western Illinois Tourism Development Office	1999
Photographic Print	Print J: River Boat on the Mississippi  River boat tours are available at certain points along the Great River Road. Sunsets along the Mississippi River are spectacular.	Map Name	Map Label
		Copyright Holder	Copyright Date
		Western Illinois Tourism Development Office	1999
Photographic Print		Permission Granted? Y	Electronic Version? N

## Section K: Visual Aids (Continued)

Type	Caption & Description	Details	
Photographic Print	<p>Print K: Old Chain of Rocks Bridge (1929)</p> <p>This bridge was the original point at which Route 66 crossed the Mississippi. The 24-degree bend shown here was engineered to make the trip safer for barges as they navigated the historic water intake towers. The bridge is now a bike/pedestrian path.</p>	Map Name	Map Label
		Copyright Holder Western Illinois Tourism Development Office	Copyright Date 1997
		Permission Granted? Y	Electronic Version? N
Photographic Print	<p>Print L: Lock and Dam #27 with pleasure boats</p> <p>The lock and dam system is a fascinating feature of the Mississippi River. Here pleasure craft get a ride through the lock. They are waiting for the tank to fill to the appropriate level.</p>	Map Name	Map Label
		Copyright Holder Western Illinois Tourism Development Office	Copyright Date 1999
		Permission Granted? Y	Electronic Version? N
Photographic Print	<p>Print M: View of the bluffs in Monroe County</p> <p>Monroe and Randolph Counties are lined with the impressive limestone bluffs of the Mississippi River. These bluffs were quarried for many years, and their stone can be found in Fort de Chartres and the buildings in the town of Prairie du Rocher.</p>	Map Name	Map Label
		Copyright Holder Western Illinois Tourism Development Office	Copyright Date 1999
		Permission Granted? Y	Electronic Version? N
Photographic Print	<p>Print N: View of the Mississippi River Bottoms in Union County</p> <p>The American Bottoms are a flat, sometimes swampy but very fertile, area in the flood plain of the Mississippi River. Views, such as this one, can be enjoyed from the bluff-tops.</p>	Map Name	Map Label
		Copyright Holder Western Illinois Tourism Development Office	Copyright Date 1999
		Permission Granted? Y	Electronic Version? N



## Section K: Visual Aids (Continued)

Type	Caption & Description	Details	
Photographic Print	Print O: Fishing at Horseshoe Lake in Union County  Horseshoe Lake is a shallow serene lake surrounded by cypress and gum tupelo. Fishing is a favorite activity in the lake. Camping and hunting facilities are also available.	Map Name	Map Label
		Copyright Holder Western Illinois Tourism Development Office	Copyright Date 1999
		Permission Granted? Y	Electronic Version? N
Photographic Print	Print P: Magnolia Manor in Cairo  Magnolia Manor was a fine home during the peak of Cairo's prominence as a shipping town. House tours are available. Cairo is the southern terminus of the Great River Road.	Map Name	Map Label
		Copyright Holder Western Illinois Tourism Development Office	Copyright Date 1999
		Permission Granted? Y	Electronic Version? N
Photographic Print	Print Q: View of River from Road  The relationship between the Great River Road and the Mississippi River is very strong. Visitors can see and access the river from the road. This scene is near Nauvoo.	Map Name	Map Label
		Copyright Holder Dan Marriott	Copyright Date 10/99
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Photographic Print	Print R: Great River Road through Hills  Hay bales and trees line the Great River Road at this particularly scenic stretch in Rock Island County.	Map Name	Map Label
		Copyright Holder Dan Marriott	Copyright Date 10/99
		Permission Granted? Y	Electronic Version? N
Color Slide	Slide A: Historic Galena  View of entrance to downtown Galena Historic District.	Map Name	Map Label
		Copyright Holder Dan Marriott	Copyright Date 10/99
		Permission Granted? Y	Electronic Version? N

## Section K: Visual Aids (Continued)

Type	Caption & Description	Details	
		Map Name	Map Label
Color Slide	<p>Slide B: View of Galena across fields</p> <p>Galena has a tight historic core that is complemented by bucolic surroundings such as this view a few miles south of town. This image shows Galena's place in the landscape.</p>	Copyright Holder	Copyright Date
		Dan Marriott	10/99
		Permission Granted? Y	Electronic Version? N
Color Slide	<p>Slide C: Viewing Tower South of Galena</p> <p>South of Galena, this tower affords visitors views of the unglaciated surroundings. There are many scenic overlooks along the Great River Road.</p>	Map Name	Map Label
		Copyright Holder	Copyright Date
		Dan Marriott	10/99
Color Slide	<p>Slide E: Great River Road in Illinois Information Kiosk</p> <p>Twenty-two of these information kiosks have been placed along the Great River Road by the Illinois Department of Transportation. They include maps showing points of interest.</p>	Map Name	Map Label
		Copyright Holder	Copyright Date
		Dan Marriott	10/99
Color Slide	<p>Slide F: Andalusia Public Use Area</p> <p>There are many picnic areas along the Great River Road and tucked in the many State Forests and Parks.</p>	Map Name	Map Label
		Copyright Holder	Copyright Date
		Dan Marriott	10/99
Color Slide	<p>Slide G: Bean Harvest in Mercer County</p> <p>This slide shows the road's relationship to the working agricultural landscape. Understanding that "city" visitors will be interested in these types of scenes, the byway committee will be developing an educational brochure about agriculture.</p>	Map Name	Map Label
		Copyright Holder	Copyright Date
		Dan Marriott	10/99
Color Slide		Permission Granted? Y	Electronic Version? N

## Section K: Visual Aids (Continued)

Type	Caption & Description	Details	
Color Slide	<p>Slide H: Agriculture in Henderson County</p> <p>The Great River Road affords visitors tremendous opportunities to view agricultural buildings and work. One of the actions in the Corridor Management Plan is to develop an education brochure about the many types of agriculture found along the route.</p>	Map Name	Map Label
		Copyright Holder Dan Marriott	Copyright Date 10/99
		Permission Granted? Y	Electronic Version? N
Color Slide	<p>Slide I: View of River from Road</p> <p>The relationship between the Mississippi River and the Great River Road is very strong. This view is from along IL Route 96 between Nauvoo and Warsaw.</p>	Map Name	Map Label
		Copyright Holder Dan Marriott	Copyright Date 10/99
		Permission Granted? Y	Electronic Version? N
Color Slide	<p>Slide J: Great River Road Pilot's Wheel Sign</p> <p>The Great River Road is already well marked with green Pilot's wheel signs. The "INFO" signs direct travelers to the designated interpretive sites.</p>	Map Name	Map Label
		Copyright Holder Dan Marriott	Copyright Date 10/99
		Permission Granted? Y	Electronic Version? N
Color Slide	<p>Slide K: Farmland and Great River Road in Pike County</p> <p>This view from IL Route 96 shows the roads relationship to its agricultural surroundings. The byway committee has committed to developing an educational brochure describing the agricultural sites found along the road.</p>	Map Name	Map Label
		Copyright Holder Dan Marriott	Copyright Date 10/99
		Permission Granted? Y	Electronic Version? N
Color Slide	<p>Slide L: Silos in Pike County</p> <p>View from IL Route 96</p>	Map Name	Map Label
		Copyright Holder Dan Marriott	Copyright Date 10/99
		Permission Granted? Y	Electronic Version? N

## Section K: Visual Aids (Continued)

Type	Caption & Description	Details	
Color Slide	Slide M: View of Madison County from St. Louis  The Mississippi River is a working river with many railroad and automobile crossings. It is also an industrial center. The Madison County Exploration Route will allow visitors to see that legacy.	Map Name	Map Label
		Copyright Holder Dan Marriott	Copyright Date 10/99
		Permission Granted? Y	Electronic Version? N
Color Slide	Slide N: Great River Road dipping through Hills  The Great River Road passes through a variety of landscapes.	Map Name	Map Label
		Copyright Holder Dan Marriott	Copyright Date 10/99
		Permission Granted? Y	Electronic Version? N
Color Slide	Slide O: IL Route 3 Sign and Farmland  Much of the Great River Road is lined with beautiful corn fields. This view is from Rock Island County as the Great River Road bases through the American Bottoms.	Map Name	Map Label
		Copyright Holder Dan Marriott	Copyright Date 10/99
		Permission Granted? Y	Electronic Version? N
Color Slide	Slide P: Bend in the Great River Road  Scene showing the relationship of the road with its surroundings.	Map Name	Map Label
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## Section L: Marketing

To what degree is the byway able to handle increased visitation? (1=Poor, 5=Excellent) 4

Does the byway group agree that increased visitation is a goal for the nominated route? Yes  
Enter any comment below:

The communities all see increased visitation as a means of showcasing their history and generating economic development through heritage tourism. The communities are cognizant of the fact that tourism and agricultural uses need to be carefully balanced to insure that the working landscape continues to be viable and stable and thereby continue to be a resource worthy of visitation.

## Section L: Marketing (Continued)

Provide basic driving directions for a visitor to reach the nominated route by using major cities and towns as landmarks:

From Chicago to Galena/East Dubuque:

\*Take U.S. Highway 20 west to Galena or East Dubuque.

From Chicago to the Quad Cities:

\*Take Interstate 88 west to Interstate 80 west (Exit #4). Take Interstate 80 west to U.S. Route 84 (Exit #1). Route 84 is Great River Road.

\*Take Interstate 55 south to Interstate 80. Take Interstate 80 west to U.S. Route 84 (Exit #1). Route 84 is Great River Road.

From Cedar Rapids to East Dubuque:

\*Take U.S. Route 151 north to U.S. Route 20 in Dubuque. Travel across the river on U.S. Route 20 into East Dubuque.

From St. Louis to the Great River Road:

\*Take Interstate 270 east across the river into Illinois. Take the Illinois Route 3 south exit. This is where an exploration route begins. Or take 270 to the Illinois Route 111 south exit. This is where the main route picks up again.

\*Take Interstate 64 east across the river into Illinois. Take the Illinois Route 3 south exit. This is the main route of the Great

Provide contact information for an agency that can handle calls and questions regarding the designated route:

Agency: Western Illinois Tourism Development Office

Phone: 309-837-7460

E-mail: witc@macomb.com

Does the byway have a marketing plan? No

If the byway has a web site, enter the URL below:

Action 1.4 of Corridor Management plan recommends developing web site

Do you have contact with or are you directly connected with your state's tourism office or an active tourism organization? Yes

## Section M: Signatures

State Scenic Byways Agency Representative

---

Keith Sherman  
Chief, Planning & Systems

---

Date



## Section N: Attachments

- ☐ State or Federal Lands Designation Verification
- ☐ Corridor Management Plan
- ☐ Primary Byway Map
- ☐ USGS or Similarly-Detailed Maps
- ☐ Visual Aids (35)
- ☐ Completed Visual Aid Release Forms

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Please certify that the Federal Highway Administration, National Scenic Byways Program, and its partners, have permission to use the visual aids indicated below in press releases, displays, brochures, and at the announcement event.

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Great River Road Brochure	1999
Print A: Farm in Jo Daviess County	1998
Print B: River View in Jo Daviess County	1999
Print C: Galena National Register Historic District	1999
Print D: Great River Trail	1999
Print E: John Deere Pavilion at Night	1999
Print F: Lock and Dam #15 near Arsenal Island	1998
Print G: Covered Bridge in Henderson County	1998
Print I: Lily pads in the Mississippi River, Hancock County	1999
Print J: River Boat on the Mississippi	1999
Print K: Old Chain of Rocks Bridge (1929)	1997
Print L: Lock and Dam #27 with pleasure boats	1999
Print M: View of the bluffs in Monroe County	1999
Print N: View of the Mississippi River Bottoms in Union County	1999
Print O: Fishing at Horseshoe Lake in Union County	1999
Print P: Magnolia Manor in Cairo	1999

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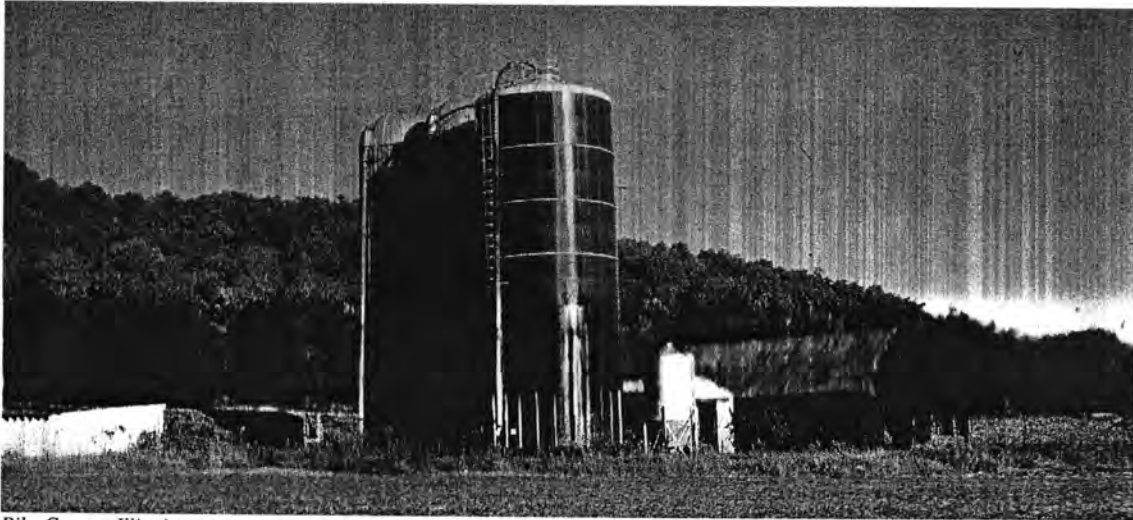
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Slide G: Bean Harvest in Mercer County	10/99
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Slide P: Bend in the Great River Road	10/99
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Slide N: Great River Road dipping through Hills	10/99
Print Q: View of River from Road	10/99
Print R: Great River Road through Hills	10/99

# Great River Road in Illinois Scenic Byway

## Corridor Management Plan



*Pike County, Illinois*

### **Prepared by:**

National Trust for Historic Preservation  
Rural Heritage Program  
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Karen Van Gilder – Project Coordinator

### **Prepared for:**

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Roger Carmack – Executive Direct

**GREAT RIVER ROAD IN ILLINOIS  
NATIONAL SCENIC BYWAY  
Corridor Management Plan**

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## Acknowledgements

This Corridor Management Plan is an expression of the vision and goals of the people and communities along the Great River Road in western Illinois. It could not have been prepared without their willingness to share family histories, provide detailed inventories of resources, and discuss, debate and imagine the future. The planning team that prepared this document wish to thank every individual who assisted in this process and in particular the Western Illinois Tourism Development Office and the Illinois Department of Transportation



## Foreword

Experiencing the Mississippi River for the first time is a memory few ever forget. My first memory of the Mississippi in Illinois was of an angry river in 1993. The turbulent brown waters were swirling around and through the resources and landscapes this corridor management plan was written for. It is an awesome river. That awe may be through the power of flood, or the beauty of a golden sunset reflecting off still winter waters and, for a moment, turning graceful steel bridges into shimmering lines of color. Landscape historians would refer to the river and her landscape as “sublime”—a visual experience difficult to comprehend or share.

Looking out over the river, it is almost impossible to comprehend the layers of history acted out along its banks. From the large communities of the complex Hopewell Indian culture enriched by a web of trade enabled by river traffic to the gazes of the frightened, cautious and optimistic eyes of slaves seeking freedom, and the frightened, cautious and optimistic eyes of those who sought to assist them, the river played a role in many of this continent’s most dramatic hours. It is difficult to comprehend that nearly 15% of the nation’s shipping passes through the river’s complex system of locks and dams; or that such commercial and industrial activity can occur under the spreading wings of the newly thriving American bald eagle. People, places, modern cities, and forgotten villages; productive fields, rich soils and sentinel silos; and uniting them all a river and a road—the Great River Road.

Most visitors and residents understand and define their relationship with the Mississippi River by experiencing it from the Great River Road. Whether directly along the banks of the river or winding through the vast flood plain miles from the water, the Great River Road links resources, people and history. It is important, therefore, as we begin a new millennium to consider the role of the Great River Road in western Illinois. What new opportunities it may lead us to, and what unwelcome changes it may bring?

This Corridor Management Plan has been designed to look back to the past and to envision the future. It recognizes the natural landscape that is so attractive to visitors and equally attractive to farmers and developers. The Corridor Management Plan seeks to suggest balance and recommend alternatives for better development, stronger communities, a more stable economy and a more attractive environment. All of this is attainable with foresight and planning.

The strength of a Corridor Management Plan lies in its holistic focus on a single point in time at a large scale and complex region such as the Great River Road in western Illinois. It cannot regulate or command activity, but it can inspire and direct action. It can serve as a touchstone for decision making and remind local residents of the great opportunities and responsibilities that come from living in so significant an area. And, if properly used and valued, it can continue to grow and evolve to serve the needs of the communities and residents of the corridor into the future.

This plan was based on the input and recommendations of the people of western Illinois. It is your plan. Read it carefully and take its advice to heart. Remember, too, that great accomplishments do not occur over night, but are the result of thoughtful planning and dialogue. Whenever in doubt of the future of your community go stand by the river, or in a farm field, or the center of your town and ask yourself why you live in such a spectacular place. Then ask yourself if change will enhance or detract from your idealized vision. You will need to look for answers from within--afterall, how can any other landscape compare to the Mississippi River and her Great River Road.

- Dan Marriott, Director Rural Heritage Program, National Trust for Historic Preservation

## Chapter One:

# Background

## The Great River Road

The Great River Road parallels the Mississippi River from its source in Minnesota to the Gulf of Mexico. The 3,000 miles of federal, state, and county roads that make up the Great River Road traverse woodlands, farmlands, and river towns north-south through the heart of our vast country.

The Great River Road in Illinois National Scenic Byway refers to segments of that massive route that wind along the edge of the Mississippi for over 550 miles, through 15 counties and 59 incorporated communities in Illinois. In these counties, historical, recreational, scenic, cultural, economic and scientific resources significant to the State of Illinois and the nation can be found. This portion of the route was designated as a National Scenic Byway on June 15, 2000, along with segments of the Great River Road in Minnesota, Wisconsin, and Iowa.

## The Mississippi River Parkway Commission

The 4,838-kilometer (3,000 mile) continuous Great River Road stretches from Canada to the Gulf of Mexico, picking up its first views of the Mighty Mississippi near its headwaters in Minnesota and criss-crossing the river through the ten Mississippi River states. Travelers can enjoy the scenery, history, and culture along the Great River Road.

Franklin Roosevelt was President when the Mississippi River Planning Commission (MRPC) was formed in 1938 to develop plans for what was to become the Great River Road. Secretary of the Interior Harold Ickes had urged the governors of the 10 Mississippi River states to form the Commission after being convinced of the merit of a Mississippi River Parkway by a group of state planning officials. The planning officials had been developing the concept of a Mississippi River Parkway as an extension of an idea for a recreational river road that had been first put forward by the Missouri Planning Board in 1936.

The Commission was to become instrumental not only in the early planning and development of the parkway, but in its construction, promotion, marketing, and development. Now known as the Mississippi River Parkway Commission and headquartered in Minneapolis, the Commission continues to promote, preserve, and enhance the resources of the Mississippi River Valley and to develop the highways and amenities of the Great River Road.

### *1931-1951: The Early Years*

The U.S. House of Representatives' Committee on Public Lands held hearings in 1939 and 1940 to discuss a bill that would have authorized a feasibility study of the Mississippi

River Parkway concept. While popular, the Parkway idea was soon overshadowed by World War II.

It was not until 1949 that Congress approved funding for a feasibility study. The study, "Parkway for the Mississippi River," was completed by the Bureau of Public Roads (predecessor agency to the Federal Highway Administration) in 1951.

#### *Study Conclusion: A Scenic Route, Not a Parkway*

The study concluded that a parkway for the Mississippi River would benefit the nation as a whole. However, the report made an important distinction. Because it would be too expensive to build an entirely new parkway, the Bureau of Public Roads recommended instead that a scenic route be designated. The scenic route would consist of existing riverside roads, with new construction limited to interconnecting the existing roads so that a continuous route could be developed. The existing roads would be upgraded to parkway quality. The modified approach would save a great deal of land acquisition and new construction costs. Another consideration was that some of the most scenic locations along the river had already been preempted by existing highways, railroads, towns, and cities.

#### *1954-1970: Planning Studies and Initial Route Markings*

With the Federal Highway Act of 1954, Congress responded to the recommendations of the Bureau of Public Roads by appropriating planning funds. The Bureau of Public Roads was authorized to work with each of the states to develop specific criteria for the "parkway," and to determine one specific route within each state for the "Mississippi River Parkway." By the late 1950s, the familiar green and white pilot's wheel marker began to spring up on various sections of the designated route. Planning continued through the 1960s.

#### *1974-1983: Development Begins*

With the completion of all the planning reports in early 1970, actual development of the Great River Road was ready to begin. Although a number of states had put up the Great River Road highway signs and used available state funds for scenic bluff protection and road improvements, full-scale development funds had not been readily available. Legislation to fund the development of the Great River Road was included for the first time as part of the Federal Aid Highway Act of 1973. From 1973 to 1982, Congress authorized a total of \$314 million in funds earmarked for the Great River Road. Most (\$251 million) of those funds were allocated directly to the states.

#### *State and Federal Routes*

While the national Great River Road criss-crosses the river within each state, the states have designated alternative routes that provide Great River Road routes on both sides of the river from the headwaters to the Gulf. The national of federal Great River Road route

consists of sections that conform to the FHWA guidelines, and were eligible for the Great River Road funds that were available in the 1970s and early 1980s. The state-designated alternative routes include sections with significant scenic, historic, and recreational interest. The Mississippi River Parkway Commission makes no distinction between the federal and state routes in its promotional efforts. However, some states do use highway signs that distinguish between a national and state route.

*Source: Mississippi River Parkway Commission, 1999.*

## **Scenic Byways**

### **What is a Scenic Byway?**

Scenic byways are special routes offering travelers access to the beautiful scenery and the cultural and natural riches of our country. They may be spectacular destinations sought after by travelers, and they may be local routes long admired by a community for a Sunday drive. They may be rural, suburban, and urban. They come with different names—rustic roads, scenic highways, historic roadways, or backways. As long as the community regards a roadway as a special resource to be promoted and protected, it can be a scenic byway.

### **What Types of Scenic Byways Programs are There?**

Many programs exist to identify scenic byways at the local, state, and federal level. Such programs typically establish basic criteria for eligibility and have a system for nomination and designation. The commitment required of the community and the regulation administered by the governmental entity are as varied as the routes. For some byways, officially adopted plans, land use regulations, and inventories are required. In other communities, requests approved by the state department of transportation will suffice for designation and the erection of special signs to identify the route. In other communities, a good faith commitment by the citizens and the thoughtful stewardship of landowners may be sufficient to recognize a scenic byway.

In general, scenic byways may be recognized through one of the following programs:

#### *Local Programs*

Administered at the city, town, and county/borough/parish level, these programs exist to maintain the special qualities of routes of local importance and use.

#### *Private Sector Programs*

Maintained and administered as private entities, some scenic byways exist entirely within the private sector. These byways may be part of private corporate properties, or may be open (sometimes with a fee) to the public. Examples include: the Seventeen-Mile-Drive in California and the scenic roads of Calloway Gardens in Georgia.



### *State Programs*

Administered by state departments of transportation, byway commissions, and economic and tourism development offices, these programs identify routes of significance at the local and state level. Frequently, state programs seek to represent various categories of resources—scenic, historic, natural—or to recognize the different geographic regions of the state. In some states, byways are nominated by local organizations for designation; in others, byways are designated by an administrative body; in others, byways are designated by individual acts of the legislature. Some state scenic byway programs require or encourage some form of land-use planning within the byway corridor; in other states, scenic byway designation implies no particular level of management or enhancement. A vast majority of states have, or are developing, scenic byway programs, but they vary widely in their criteria and implementation. A description of the Illinois Scenic Byways Program, administered by the Illinois Department of Transportation, is included later in this section.

### *Federal Programs*

Programs to designate and manage scenic byways have been developed by the Bureau of Land Management (BLM) and the US Forest Service. BLM's program of Back Country Byways includes different types of roads—some accessible only by four-wheel drive vehicles—which lead the traveler to some of the unexplored areas of the West. The USFS has designated over 7,000 miles of scenic byways through national forests throughout the country. While not specifically designated as scenic byways, nine parkways and numerous park roads through scenic areas are managed by the National Park Service (NPS).

### *The National Scenic Byways Program*

The National Scenic Byways Program was established under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Scenic Byways Advisory Committee, working with the Federal Highway Administration, recommended that the program designate a system of National Scenic Byways and All-American Roads. For a route to be eligible for designation as a National Scenic Byway, it must possess one or more of the six intrinsic qualities identified by the Scenic Byways Advisory Committee (scenic, historic, cultural, natural, recreational, and archaeological), have a community committed to its designation and management, and have developed a corridor management plan.

In addition to National Scenic Byways, the program also designates All-American Roads (AAR). These roadways represent scenic byway corridors that are promoted more for the “drive” than the resources along the road. They are marketed to both domestic and international travelers. All-American Roads must possess a minimum of two of the six intrinsic resources. In addition to qualities making them “destinations unto themselves,” (the road corridor should be of a caliber that travelers are willing to visit simply to

experience driving the road). All-American Road designation will require that the programs and actions identified in the Corridor Management Plan are being implemented. Designation as an All-American Road will be rare. As of 2000 there were nine All-American Roads designated in the United States.

Nominations for National Scenic Byway designation come from the local level through the states, and most nominations are existing state scenic byways. Federal agencies may also nominate byways with the concurrence of the state. The Great River Road in Illinois National Scenic Byway was designated on June 15, 2000.

### **The Illinois State Scenic Byways Program**

The Illinois process for designating new state scenic byways is predicated on a simultaneous Federal/State designation of the scenic byway (see Public Act 89.605). This process has been acknowledged by the Federal Highway Administration (October 14, 1997 letter) as “meeting the basic requirement for national designation.”.

Recognizing this unique designation process, the Federal Highway Administration has indicated that simultaneous designation can occur “when the Department completes the segmentation determination process.” The Illinois Department of Transportation has completed the segmentation determination process for the Great River Road in Illinois, with the result that the entire route, as defined in this corridor management plan, be included in the scenic byway. By agreement between the Illinois Department of Transportation and the Federal Highway Administration, the Great River Road in Illinois National Scenic Byway has been designated a state scenic byway now that national designation has been conferred.

### **Designation as a Scenic Byway**

#### **What does designation as a Scenic Byway mean?**

Scenic byway designation at any level (local, state, or federal) provides recognition of the special qualities and resources of a particular byway and corridor. This official acknowledgment carries with it a heightened awareness of the route and recognition of the community that sought the designation. It can also carry with it special federal funding for scenic byways.

The State of Illinois has received \$1,490,998 (FY95-FY99) in National Scenic Byways Discretionary Grant Funding. Prior to the designation of the Great River Road in Illinois National Scenic Byway, there were two designated National Scenic Byways in Illinois. The Ohio River Scenic Route in Illinois National Scenic Byway is part of a three state effort among Illinois, Indiana, and Ohio. The Meeting of the Great Rivers National Scenic Byway, in western Illinois, highlights resources at the meeting of the Mississippi, Illinois, and Missouri Rivers.

For many routes, scenic byway designation will provide new tourism opportunities, increased visitation, and economic development. It should always be a source of pride. Scenic byway designation can, in some states and jurisdictions, provide:

- additional funding
- identification on state highway maps and other regional and promotion maps
- increased maintenance and highway construction by some state DOTs
- technical assistance for management, and
- promotion and development assistance from tourism and economic development offices.

Designation as a National Scenic Byway by the U.S. Secretary of Transportation acknowledges the national significance of a byway corridor.

## **The Corridor Management Plan**

### **What is a Corridor Management Plan?**

Quite simply, a Corridor Management Plan is a community's plan of action to bring about the vision acknowledged when the byway planning process first began. It is a written document outlining a specific plan of action for a byway. The complexity of the corridor management plan and the topics it addresses in detail vary community by community. A Corridor Management Plan, on its own, carries with it no property regulation.

### **Important Note:**

This Corridor Management Plan carries with it no regulation or infringement on private property. The corridor management plan simply describes possible steps and actions which will serve to maintain the strong historic character of the Great River Road in Illinois corridor.

Actions identified have been recommended based on community input during the planning process for this document. The execution of such actions ultimately lies in the communities of the Great River Road in Illinois. It is anticipated that many of the actions identified in this corridor management plan will be executed in a voluntary manner. Any changes in community or county policies as a result of this corridor management plan will be subject to the will and approval of the individuals and communities in which such actions would be established.

A Corridor Management Plan represents a point of beginning. Bringing about a community's vision requires an outline of steps, an approach, a plan of action. The corridor management plan assembles all the concerns, thoughts, and ideas of the community in a single document. Thus, issues and objectives as diverse as increased tourism development, roadway safety, and a flood history museum can be studied and planned for from a single community-based document. This helps all community members to work together, join forces on related projects, and avoid the conflicts that occur when different organizations, groups or governments are planning without consulting one another.

The Corridor Management Plan does not need to *solve* problems. The corridor management plan simply addresses issues and suggests a method or methods by which goals may be achieved. For example, if a community has identified increased tourism as a goal, the corridor management plan identifies the reason increased tourism is sought and suggests ways in which it might be accomplished—a tourism board, a marketing program, the development of tourism facilities such as lodging or restaurant facilities. The corridor management plan does not need to outline the specifics involved with the development of the marketing program example just cited—it simply identifies the need and suggests a way or ways in which such a program might get started. The key to the success of the corridor management plan will be in the follow-through of an energetic community that gets together and establishes a specific marketing program. The corridor management plan should establish a reasonable time frame in which activities should be accomplished and who is going to accomplish them.

## **What A Corridor Management Plan Can and Cannot Do**

It is the purpose of this Corridor Partnership Plan to identify ways for growth and economic development to enhance and sustain the physical, recreational and visual enjoyment the Great River Road in Illinois corridor provides to resident and visitor alike.

### **The Corridor Partnership Plan for the Great River Road in Illinois is Designed to:**

- Develop a stronger sense of the Great River Road in Illinois National Scenic Byway as a community of linked resources.
- Assist local communities with participating in corridor-wide issues and plans.
- Provide a uniform voice endorsing corridor-wide projects benefiting multiple organizations, agencies, and individuals.
- Facilitate the implementation of the critical actions listed.
- Increase communication among Great River Road in Illinois National Scenic Byway communities regarding tourism and economic development initiatives.
- Provide a framework by which economic development may be encouraged without compromising the quality of life enjoyed by the residents of the region.
- Invite an ongoing commitment by resource management agencies.
- Provide a stronger lobbying block to solicit funding for corridor-wide projects.

- Fulfill the Corridor Management Plan requirement for designation as a National Scenic Byway.
- Be a flexible plan that can be modified over time as necessary.

**The Corridor Partnership Plan for the Great River Road in Illinois is NOT Designed to:**

- Prohibit new construction or development.
- Impose any regulation on any county, land agency, city, or town along the route.
- Require the adoption of any new local ordinances or special districts.
- Deny any community its right to pursue funding for local projects.
- Require participation in corridor-wide projects or programs.



## Chapter Two:

# The Route

## The Great River Road

The management of the National Great River Road has been spearheaded by the Mississippi River Parkway Commission (MRPC) since 1939. Now, the MRPC has encouraged individual states to nominate their segments to the National Scenic Byway Program with the eventual goal of linking the nominations together. In 2000, segments of the Great River Road in Wisconsin, Minnesota, and Iowa were also designated National Scenic Byways.

While the main route of the Great River Road in Illinois National Scenic Byway corresponds to the main route of the Great River Road as recognized by the MRPC in segments, there are a few differences and gaps. The Great River Road in Illinois National Scenic Byway does not include all of the spurs found along the Great River Road-MRPC.<sup>1</sup> However, the Great River Road in Illinois National Scenic Byway does include additional, alternate routes called Exploration Routes.

With several overlapping routes, the potential for confusion about the route of the Great River Road is very high. It is critical to understand the differences among the routes and the extent of their corridors and viewsheds because those differences have significant implications for funding, administration, and clarity in visitor experience.

## Defining the Route

For the purposes of this Corridor Management Plan, the following definitions will be used for clarity.

### The Great River Road-MRPC

The Great River Road-MRPC refers to the route currently recognized by the Mississippi Parkway Commission and the State of Illinois. This route has three distinct parts, the State Route, the National Route, and the Spurs. This corridor management plan pertains to these routes and spurs *only* where the Great River Road in Illinois National Scenic Byway routes (described below) overlap.

#### *State Route*

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<sup>1</sup> Due to the need to present a principal primary scenic byway route, the inclusion of all the numerous spurs along the Great River Road would diminish the National Scenic Byways Program goal of a singular route. As a result a few of the longer spurs have been included, along with the exploration routes. Existing spurs will continue to be signed and promoted as resources and attractions.

The State Route of the Great River Road recognized by the MRPC is a through-route from north-to-south in Illinois following primary and non-primary routes along the Mississippi River. Visitors see green and white "Pilot's Wheel" signs along the route.

#### *National Route*

The National Route of the Great River Road is a single 3,000-mile through-route running north to south and criss-crossing the Mississippi River through ten river states. The National Route crosses in and out of the state of Illinois. Where in Illinois, the National Route corresponds to the State Route. The green and white "Pilot's Wheel" sign is used to identify both routes, however visitors see signs indicating when the National Route branches from the State Route.

#### *Spurs*

In Illinois, the MRPC has recognized numerous spurs that depart the byway and byway viewshed to provide access to sites and features. For the most part, these spurs provide no outlet, thus requiring the visitor to return along the same route. Features and resources served by the spur invite the traveler to park, get out of the car, walk and enjoy the identified resources. Visitors see brown and white "Pilot's Wheel" signs indicating the routes of the spurs.

### **The Great River Road in Illinois National Scenic Byway**

The Great River Road in Illinois National Scenic Byway refers to the sections of the Great River Road in Illinois where communities have committed to the National Scenic Byways Program and to this Corridor Management Plan. For example, this Corridor Management Plan does not apply to the Meeting of the Great Rivers National Scenic Byway, a byway designated in 1998, which runs contiguously with the Great River Road-MRPC in the Alton area nor to the segments within Pike County.

The Great River Road in Illinois National Scenic Byway is made up of two distinct parts, the Main Route, corresponding to segments of the Great River Road-MRPC and the Exploration Routes, alternate routes, which generally do not correspond to any part of the Great River Road-MRPC.

#### *Main Route*

The Main Route of the Great River Road in Illinois National Scenic Byway follows the routes of the State and National Routes through Illinois recognized by the MRPC and described above, but does not include all segments of those routes. All of the Main Route of the Great River Road in Illinois National Scenic Byway lies on some part of the State and National Routes of the Great River Road-MRPC.

#### *Exploration Routes*

Several alternate routes have been included in the Great River Road in Illinois National Scenic Byway. These segments possess intense intrinsic qualities, are generally less direct, and offer the traveler unique opportunities for exploring the resources not found along the Main Route of the Great River Road. Exploration Routes are not intended to

correspond to the Great River Road-MRPC spurs, but in some cases, the routes are the same.

### ***The Route***

The route of the Great River Road in Illinois National Scenic Byway has been defined by the Illinois Department of Transportation in consultation with the communities along the Great River Road. For the purpose of this Corridor Management Plan the route shall be defined by the county-by-county description that can be found in the Appendix.

### ***Viewshed***

The width of the corridor shall generally be construed to be the “viewshed” from the designated route. Viewshed shall be defined as the “view” from a passenger automobile to the left or right. For example, in an urban area, such as Moline, the viewshed may be the distance from the byway to the buildings located along the adjacent sidewalk, in a more rural area, the viewshed may be defined to be the distance seen across farmfields, such as those seen in Jackson County. Viewshed is a *non-legal* term. It is used simply to define a logical area in which the identified actions will principally take place. For the purpose of this corridor management plan, the concept of viewshed is useful in that it forces individuals and communities to think about how different resources *may* influence the road.

### ***The Committee***

As one of the first actions associated with this corridor management plan, a Great River Road in Illinois National Scenic Byway Steering Committee will be formed. This process is described in detail in Chapter 5: Great River Road Actions. The byway will be divided into three regions, each with its own citizen committee. These committees will meet regularly and elect chairpersons. The Western Illinois Tourism Development Office will appoint a staff person to each committee. The staff person and the elected chair from each region and the Western Illinois Tourism Development Office will meet several times a year and will constitute the Committee.

## **Administering the Route**

Once formed, the Committee members must be aware of both their own perspective of the route as they administer the route and that of the visitor as he or she travels along the route. The Committee should concern itself directly only with segments of the Main and Exploration Routes that lie in communities that have committed to this Corridor Management Plan and the scenic byway process. However, an attempt should be made to coordinate all activities with the Mississippi River Parkway Commission, with neighboring National Scenic Byways, as well as with communities that have not committed to the Corridor Management Plan.

### **Funding**

There are many funding opportunities for projects along the Great River Road. The funding opportunities now available to communities (i.e., Tourist Attraction Program,

Marketing Program, and TEA-21, etc.) are all still available regardless of whether the community has committed to this Corridor Management Plan and the scenic byway process. However, designation as a National Scenic Byway makes available an additional source of funding, the National Scenic Byway Discretionary Grant Fund.

### ***Scenic Byway Discretionary Grant Funding***

The National Scenic Byway Program administers the Discretionary Grant Program. This program draws from a pool of money set aside expressly for routes designated as National Scenic Byways. Funding is available for a range of projects. However, only projects along the Main and Exploration Routes (Great River Road in Illinois National Scenic Byway) in communities committed to this Corridor Management Plan and the scenic byway process are eligible for Discretionary Grant Funding. The portion of the Great River Road designated as the Meeting of the Great Rivers Scenic Byway is eligible through a separate Corridor Management Plan and application process. Great River Road-MRPC Spurs along the Great River Road in Illinois National Scenic Byway may be eligible for funding if within the viewshed of the Great River Road in Illinois National Scenic Byway Main Route. The Corridor Management Plan will be available for reference to all interested communities in the region.

For visitor information, sites of interest on the National, State and Spur Routes of the Great River Road-MRPC and not on the Great River Road in Illinois National Scenic Byway may be included in promotional materials for the Great River Road in Illinois National Scenic Byway made possible through Scenic Byway Discretionary Grant funding, if members of the Committee conclude that the inclusion of such resources supports the goals of this Corridor Management Plan. However, Discretionary Grant funding cannot be used for physical improvements (i.e., pull-offs, rest areas, signage) along segments of the Great River Road-MRPC that are not part of the Great River Road in Illinois National Scenic Byway.

The Discretionary Grant Funding would also be available for joint projects with both the Ohio River Scenic Route and the Meeting of the Great Rivers National Scenic Byways. National Scenic Byway Discretionary Grant Funds provide 80% of projects funds and require a 20% match. This match may be in the form of funding or in-kind services. Federal agencies, such as the U.S. Forest Service are eligible to provide the 20% match or a portion thereof.

Funding opportunities for eligible National Scenic Byways:

- Development and implementation of corridor management plans, marketing plans, and interpretive plans,
- Development of interpretive information,
- Development of interpretive facilities, turn-outs, and overlooks,
- Scenic Byway resource protection,
- Construction of rest areas, pedestrian, and bicycle facilities,
- Improvements to a highway for safety, passing lanes, highway shoulders,



- Enhancement of recreational facilities,
- In rare cases, market-rate purchase of threatened land.

### ***Illinois State Funding Sources***

Several funding sources are available for tourism and transportation related projects in the state of Illinois. Community eligibility for these funding sources will not be altered by participation in the National Scenic Byways program.

#### ***Illinois Transportation Enhancement Program***

Through the federal TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century), each state administers a Transportation Enhancement Program through which projects that enhance the transportation system by serving a transportation need or providing a transportation benefit can be funded. The projects must have a state or local sponsor to manage and maintain the project. This is a reimbursable program that requires a match for certain aspects of a given project. Eligible program categories:

- Provision of facilities for pedestrians and bicycles,
- Scenic or historic highways (including the provision of tourist and welcome centers),
- Landscaping and other scenic beautification,
- Historic Preservation,
- Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals),
- Provision of safety and educational activities for pedestrians and bicyclists,
- Acquisition of scenic easements and scenic or historic sites,
- Preservation of abandoned railway corridors for use as pedestrian and bicycle trails,
- Control and removal of outdoor advertising,
- Establishment of transportation museums.

#### ***Tourism Attraction Development Grant Program***

This program provides financial assistance in the form of grants to counties, municipalities and not-for-profit local promotion groups for the development or improvement of tourism attractions and the enhancement of existing attractions having the capacity to generate sustainable economic growth of the travel industry. The award can be up to 50% of the amount of actual expenditures for a single development project.

#### ***Tourism Marketing Partnership Program***

This program provides financial assistance to counties, municipalities, and local promotion groups for the promotion and marketing of tourism attractions and events. The Tourism Marketing Partnership Program grant award can be up to 60% of the cost for promotional projects when the remaining 40% of the project cost is financed by local funds. Other grant funds received from a state agency or in-kind contributions, such as volunteer time, may not be considered a match.

#### ***Tourism Private Sector Grant Program***



This grant provides funds to match sources in the private sector. The intent is to attract and host regional, national, or international events which produce economic impact for the State of Illinois. Event means a convention, trade show, or major sporting activity. The grant can provide up to 50% of the eligible costs associated with attracting and hosting these events with the remaining 50% of the project cost financed by private sector funds. Applicant can be an Illinois for-profit entity, county, municipality, or not-for-profit promotion group as long as private sector funds can be demonstrated for the match.

## **Experiencing the Route**

It is critical that the Committee work to maintain a clarity of experience for the visitor. With overlapping routes, the potential for confusion on the part of the visitor is great.

### *Signs*

The Great River Road in Illinois National Scenic Byway is fortunate to be able to take advantage of the prior work of the Mississippi River Parkway Commission. The MRPC has signed both the State and National Routes with recognizable "Pilot's Wheel" signs. The addition of another layer of signs indicating which segments are also the Great River Road in Illinois National Scenic Byway would be inefficient and would do little to improve the visitor's experience. Scenic byway signs at the critical gateways should repeat the Great River Road "Pilot's Wheel" logo, at least in part.

New signs for the Exploration Routes that are not part of the Great River Road-MRPC will be required. The Committee should coordinate with the MRPC and use the same logos, perhaps in a different color, such as blue. The signs should include a small, rectangular secondary sign indicating Exploration Route.

In Hancock and Adams Counties where the route will be moved back to its original location when bridge repairs are complete, the signs, of course, should be moved, as well.

### *Promotional Pieces*

Every effort should be made to clarify the visitor experience. Sites of interest on the National, State and Spur Routes of the Great River Road-MRPC and on the Meeting of the Great Rivers National Scenic Byway and not on the Great River Road in Illinois National Scenic Byway should be included in promotional materials for the Great River Road in Illinois National Scenic Byway, if members of the Committee conclude that the inclusion of such resources supports the goals of this Corridor Management Plan and enhances the visitor experience. The Committee should, at all times, coordinate with the Ohio River Scenic Route National Scenic Byway, the Meeting of the Great Rivers National Scenic Byway, and the Mississippi River Parkway Commission to ensure that the visitor experience is logical, efficient, and well-organized.

## **Chapter Three:**

# **Intrinsic Qualities and Resources Summary**

## **Great River Road in Illinois National Scenic Byway Resources**

From historic and cultural resources to scenic and recreational resources, the Great River Road in Illinois is arguably one of the most diverse and complete visitor destinations in Illinois. The contexts and resources included are intended to be representative of the vast range found along the Great River Road in Illinois National Scenic Byway.

## **Intrinsic Qualities of National Significance**

### **History**

River Traffic History

Agricultural History

Transportation History (River, Canals, Lock and Dam, Railroad, Rte. 66, Bridges)

Native American History and Prehistory (Hopewell, Trail of Tears, Black Hawk)

French Colonies

Civil War

Underground Railroad

Exploration (Lewis and Clark, Pere Marquette, LaSalle and others)

Music History

Flood History and Restoration

Church of Latter Day Saints

French Icarian

German Settlers and Culture

Dutch Settlers and Culture

### **Recreation**

State/National Parks/Forests

Bird/Eagle Watching

Lodges

Bike Trails

RV Parks

Camping and Picnicking

Antiquing

Vineyards

Marinas and Boat Ramps

Hunting (deer, waterfowl)

Snow Sports (Snow mobiling, ice fishing, skiing)

Gaming

Golf

## Great River Road in Illinois National Scenic Byway Points of Interest

The following list includes those points of interest along the Great River Road in Illinois that represent the principal intrinsic qualities. The resources are listed by county, north-to-south. This list is not intended to be all inclusive, rather, it is simply intended to identify the strongest resources each county has to offer.<sup>2</sup> Please note additional resources and goals for such resources may be reviewed in the Existing Activities chapter.

Illinois Department of Transportation has installed Great River Road Information Kiosks along the entire length of the Great River Road. The location of these is noted in parentheses.

### Jo Daviess County

#### *Context*

Jo Daviess County was left untouched by the Ice Age glaciers, resulting in rugged hills, rocky bluffs, and spectacular vistas exposing rich lead ore deposits. In 1807, the Federal Government created the Upper Mississippi Lead Mine District. From 1810 to 1850, Galena was the hub for steamboats and community and architectural development. In the 1820s, thousands flocked to the area to seek their fortune in the rich lead mining industry, the busy waterfront, and the bustling commercial center at Galena. At that time, Galena was the largest Mississippi River port between St. Louis and St. Paul. Ulysses S. Grant was a resident of Galena before leading the nation to victory in the Civil War and being elected President of the United States.

#### *Resources*

Junction of Route 20 and Route 84, North of Galena (GRR Kiosk)  
Tapley Woods Conservation Area  
Long Hollow Rest Area and Overlook Tower (GRR Kiosk)

#### East Dubuque

- Three Marinas
- Boat Launch

#### Galena

- Galena Historic District
- Antiquing

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<sup>2</sup> Many Native American burial mounds can be found along the bluffs of the Mississippi River. Readers familiar with the area will note that most of those sites have been omitted from this list. Many of these fragile sites are suffering from vandalism and looting. Therefore, their locations will remain undisclosed until they are stabilized and the appropriateness for visitors has been analyzed. See Action 3.5 in Great River Road Actions.

- Galena/Jo Daviess County History Museum
- Galena Cellars Winery
- Galena Post Office and U.S. Customs House (oldest continuously operating Post Office in US)
- LinMar Gardens
- Belvedere Mansion
- DeSoto House Hotel
- Dowling House (Galena Pottery)
- Old Market House State Historic Site
- General Ulysses S. Grant Home State Historic Site (costumed interpretation)
- Vinegar Hill Historic Lead Mine and Museum
- Congressman Washburne House State Historic House
- Old Train Depot Visitor Information Center
- Victorian Park and General Ulysses S. Grant Statue
- Old Stockade 1832 Black Hawk War

#### Hanover

- Whistling Wings Mallard Hatchery (world's largest mallard hatchery)
- Dam on Apple River

#### Carroll County

##### *Context*

Carroll County had its beginnings with settlers who established the town of Savanna at the site of a Native American village along the Mississippi River in 1828. Spectacular glacial bluffs along the river were the site of many Native American encampments, and today are the location of Mississippi Palisades State Park. The bluff tops offer vistas across the river valley as breathtaking as they were in pre-settlement days.

##### *Resources*

Mississippi Palisades State Park (GRR Kiosk)  
 Spring Lake Wildlife Area (U.S. Fish and Wildlife Service)  
 Big Slough Recreation Area (U.S. Fish and Wildlife Service)  
 Great River Trail  
 Blackhawk Chocolate Trail

#### Savanna

- Savanna Public Library (historic collection)
- Savanna Train Car (one of 16 remaining cars)
- Savanna-Sabula Bridge (1930s steel truss bridge)
- Boat Launch
- Start/End Great River Trail
- Blackhawk Waterways' Trail of Terror Site

#### Thomson

- McGinnis Melon Market (large produce and craft market)
- Thomson Causeway Recreational Area
- Thomson Depot Museum
- Antiquing
- Blackhawk Waterways' Trail of Terror Site

## **Whiteside County**

### *Context*

Native Americans were present in Whiteside County from the earliest times due to the Mississippi and Rock Rivers being major corridors of transportation. Burial mounds from the Hopewell culture can be found in Albany. Dutch settlers established the village of Fulton in the early years of the 19<sup>th</sup> century. River and industrial businesses, such as quarries, dominated the riverfront.

### *Resources*

Cattail Slough Access Area  
Great River Trail  
Blackhawk Chocolate Trail

### **Fulton**

- Heritage Canyon Historical Park (quarry and settlement)
- US Lock and Dam 13 (GRR Kiosk)
- Authentic Dutch Windmill from Holland
- Blackhawk Waterways' Trail of Terror Site

### **Albany**

- Antiquing
- Historic Downtown
- Albany Indian Mounds State Historic Site
- Tri-Township Heritage Museum
- Albany River Access Area (GRR Kiosk)

## **Rock Island County**

### *Context*

The U.S. Government constructed Fort Armstrong on Rock Island in 1816. Rock Island remains an active arsenal for the armed forces. Visitors can explore the history of the area and fort in the Rock Island Arsenal Museum. In 1828, the Port Byron area was settled. Rock Island County was also home to the headquarters of Black Hawk and the initial flash point for the Black Hawk Wars. The Black Hawk State Historic Site commemorates this history. The headquarters of John Deere & Company can be found in Moline, as well as many historic sites related to John Deere History. Mining, quarrying, and railroad and river traffic pushed the growth of Rock Island and Moline and the eventual prominence of the Quad Cities area.



### *Resources*

Illiniwek County Park and Forest Preserve  
Mississippi Park Boat Launch  
Fisherman's Corner Access Area  
Great River Trail  
Loud Thunder Forest Preserve

#### Cordova

- River Access Area
- Cordova Dragway Park

#### Port Byron

- River Access

#### Quad Cities

##### Moline

- John Deere History
  - Butterworth Center (Deere Home)
  - Deere & Company Administrative Center
  - John Deere Pavilion
  - Deere-Wiman House

##### East Moline

- Campbell's Island State Historic Site
- Empire Park
- The Quarter

##### Rock Island

- Sunset Park River Access (GRR Kiosk)
- Black Hawk State Historic Site
- Chippiannock Cemetery
- Quad City Botanical Center
- Rock Island Arsenal Museum
- Start/End Great River Trail
- American Discovery Trail crossing

##### Rapids City

- River Access

##### Andalusia

- Andalusia City Park and Boat Launch
- Andalusia Slough Public Use Area (GRR Kiosk)

##### Hampton

- Mississippi River Park

- Hampton Heritage Center
- Bretton & Black Store Historic Site

## **Mercer County**

### *Context*

Mercer County, named after a Revolutionary War officer, was settled by the veterans of the 1832 Black Hawk War. Abraham Lincoln surveyed the town of New Boston in 1834. The yellow sand hills of the Mississippi waterfront inspired Sauk and Fox tribes to name the area Yellowbanks. The Yellowbanks Territory includes New Boston, Keithsburg, and Oquawka in Henderson County. The inland soil is ideal for agriculture.

### *Resources*

Mark Twain National Wildlife Refuge  
 Yellowbanks Territory House Tour  
 Snowmobiling  
 Ice Fishing  
 Hunting  
 Hiking

### New Boston

- GRR Kiosk
- New Boston Museum
- Levi Willit's House
- Boat Launch
- Camping
- Sturgeon Bay Park
- Fish Market

### Keithsburg

- Sharon L. Reason Museum
- Historic District
- Abandoned Railroad Bridge
- Future Marina
- RV Park
- Boat-In Breakfast
- River View

## **Henderson County**

### *Context*

Henderson County is a small and mostly rural; a mix of yellow sand river beaches and wooded rolling hills. Oquawka, one of the first communities settled in Henderson County and the county seat, preserves reminders of the early 1800s when it was the end of the main stagecoach trail from Peoria to the Mississippi River. The Henderson County

Courthouse has been in continuous use since 1842. Henderson County also saw fighting during the Black Hawk War.

#### *Resources*

Big River State Park and Forest  
Delabar State Park  
Allaman Covered Bridge (GRR Kiosk)  
Yellowbanks Territory House Tour  
Heritage Trail Festival (costumed interpretation)  
Snowmobiling  
Ice Fishing  
Hunting  
Hiking

#### Oquawka

- Grave of Norma Jean the Elephant
- Henderson County Courthouse
- Alexis Phelps House
- Civil War Memorial
- River View
- Fish Market

#### Gladstone

- Twomey's Grain Elevator
- Historic South Henderson Church and Revolutionary and Civil War Cemetery
- Henderson County Conservation Area

#### Gulfport

- Picnic Rest Area
- US 34 pull-off (GRR Kiosk)

#### Lomax

- Lookout Point

### **Hancock County**

#### *Context*

Hancock County was named for the first signer of the Declaration of Independence. A fort was built at the site of present day Warsaw after the War of 1812, but was later evacuated. Nauvoo, a settlement of the Church of Latter Day Saints, was established in 1839 by Joseph Smith, which grew to rival Chicago in size by 1844. The nearby town of Warsaw also played a part in the history of the Church of Latter Day Saints. After the majority of the Church of Latter Day Saints left Nauvoo, a group of French Icarians, a utopian society, settled in Nauvoo and established vineyards and cheese making as local industries. Abraham Lincoln once spoke at the Hancock County Courthouse in Carthage and the rock on which he stood is still there, as is the Carthage Jail where Joseph Smith

was killed. The county's growth was powered by rail and river commerce, as well as agriculture.

#### *Resources*

Nauvoo State Park

Grape Festival

Bee Keeping

Dallas City

- Burg House
- IL 96 pull-off (GRR Kiosk)

Pontoosuc

Nauvoo

- Baxter Vineyards
- French Icarian Museum
- Joseph Smith Historic Center
- Historic Nauvoo Visitor Center (costumed interpretation)
- Historic downtown
- Church of Latter Day Saints Temple
- Blue Cheese Making
- River View
- Stone Bridge (GRR Kiosk)

Hamilton

- Hoot Owl Bridge (GRR Kiosk)

Warsaw

- Historic Downtown
- Antique Shops
- Eagle Watching
- Church of Latter Day Saints History
- Kibbe Wildlife Refuge
- Marina

### **Adams County**

#### *Context*

Native Americans and later, German pioneers were attracted to Adams County because of Quincy Bay, the largest natural harbor on the Mississippi, and Quinsippi Island which provided natural defense and a windbreak for the shore and inland areas. The county and its major city Quincy, were named in 1825 to honor newly elected President John Quincy Adams. The northern edge of Adams County is the western most point on the Illinois shore of the Mississippi River. The citizens of Quincy helped the Church of Latter Day

Saints cross the Mississippi in 1839 when they had been exiled from Missouri and again helped run away slaves through the Underground Railroad.

#### *Resources*

Fall Creek Rest Area (GRR Kiosk)

#### Quincy

- Historic District (Exploration Route)
- Antique Shops
- All Wars Museum
- Dr. Richard Eells House (URR)
- Gardner Museum of Architecture and Design
- Lincoln-Douglas Debate Site
- Mississippi Valley Historic Automobile Club (auto museum)
- Quincy Museum
- Villa Kathrine (GRR Kiosk)
- Governor John Wood Mansion
- Kesler Park and Boat Launch
- Clat Adams River Front Area
- Quincy Arts Corridor (Exploration Route)

#### **Pike County**

The Pike County Board of Supervisors has elected not to participate in this Corridor Management Plan.

#### **Meeting of the Great Rivers National Scenic Byway**

**Calhoun County**

**Greene County**

**Jersey County**

**Madison County (to I-270)**

The Great River Road is marked with the official Pilot's Wheel shield throughout these counties. The route here is officially recognized as the Meeting of the Great Rivers National Scenic Byway and has a corridor management plan separate from this one.

For contact information for the Meeting of the Great Rivers Corridor Management Plan, please see the appendix.

#### **Madison County (from I-270)**

#### *Context*

Madison County was named for President James Madison. In the winter of 1803-04, the Lewis and Clark expedition camped near the confluence of the Mississippi and Missouri



rivers and prepared for their expedition through the newly purchased Louisiana Territory to the Pacific Northwest. The region, known as the American Bottoms, was once home to Native American tribes because of the abundance of wildlife, fertile land, and easy travel by water.

#### *Resources*

Cahokia Mounds State Historic Site in Collinsville

#### Granite City (Exploration Route)

- Chain of Rocks Lock and Dam 27
- Horseshoe Lake State Park
- Tri-City Regional Port District
- U.S. Army Support Center

#### Madison (Exploration Route)

- Gateway International Raceway
- Old Chain of Rocks Bridge (Bike and pedestrian bridge, old Rt. 66 crossing)

#### Venice (Exploration Route)

- McKinley Bridge (1926-1930 Rt. 66 crossing)

#### Brooklyn (Exploration Route)

- Underground Railroad
- First City Incorporated by African Americans
- Best View of St. Louis Arch
- 19<sup>th</sup> Century RR Trestle

### **St. Clair County**

#### *Context*

St. Clair County was named for Arthur St. Clair who at that time was the Governor of the Northwest Territory. It is Illinois' first county, established in 1790. The first settlers were French and later German. The Jarrot Mansion, along the Great River Road was built in 1810 and is the oldest brick house in Illinois. The Church of the Holy Family was founded in 1699. The current church structure was built in 1799.

#### *Resources*

East St. Louis

- Gateway Geyser (world's highest fountain)
- Start/End Mississippi River Trail to Cairo

Cahokia

- Cahokia Courthouse State Historic Site
- Holy Family Log Church (NHL) (GRR Kiosk)
- Jarrot Mansion

- Mississippi River Trail

#### Dupo

- Mississippi River Trail

### **Monroe County**

#### *Context*

Monroe County was named for James Monroe, then Secretary of State and future president. The county seat is Waterloo, founded in 1781, and one of the oldest American settlements in the Northwest Territory. Some of the first settlers were former members of George Rogers Clark's army. Maeystown, founded in 1852, is on the National Register of Historic Places. Prior to these U.S. settlements, much of the county was settled by French.

#### *Resources*

Mississippi River Trail  
Kidd Lake Marsh Natural Area  
Fults Hill Prairie Nature Preserve  
Modoc Shelter  
Bluff Views  
Agricultural Views

#### Columbia

- German Heritage
- Bluff Views

#### Waterloo

- Schorr Lake Vineyards
- Waterloo Winery

#### Maeystown

- Historic District
- Valley Views
- Hiking
- Biking

### **Randolph County**

#### *Context*

Randolph County's motto is "Where Illinois Began." Randolph County white settlement history dates to Pere Jaques Marquette who traveled the river with French explorer Louis Jolliet and French Adventurer Robert DeSalle and his lieutenant, Tonti. At Fort DeChartes, completed in 1720, the French ended their rule in New France, surrendering to British rule at the end of the French and Indian War. Colonel George Rogers Clark captured Kaskaskia, which had been founded by the French in 1700, during the American

Revolution. Prairie Du Rocher was founded in 1722. In 1818, Governor Shadrack Bond and Lt. Governor Pierre Menard led Illinois into statehood at the first state capitol on Kaskaskia Island. In the 1800s, the town of Kaskaskia was destroyed as the Mississippi and Kaskaskia Rivers changed course.

#### *Resources*

Fort de Chartres Historic Site (costumed interpretation)  
Fort Kaskaskia State Historic Site (costumed interpretation)  
Pierre Menard Home Historic Site (costumed interpretation)  
Bluff Views  
Agricultural Views

#### Prairie du Rocher

- French Colonial history
- Historic District

#### Red Bud

Ruma (not participating)

#### Evansville

#### Ellis Grove

- GRR Kiosk

#### Chester

- Popeye Monument
- Randolph County Archives (French Colonial)
- Mississippi River Trail

Rockwood (not participating)

### **Jackson County**

#### *Context*

The Ozark Hills geological formations begin to be visible in Jackson County. Agriculture has been the primary industry for centuries. Grand Tower and Tower Rock are significant landmarks along the Mississippi River. Much of Jackson County is part of the Shawnee National Forest.

#### *Resources*

Scenic Bluff Views  
Hunting  
Hiking  
Bird Watching  
Mississippi River Bike Trail

#### Shawnee National Forest Sites and Recreation Areas

- Kincaid Lake, Johnson Creek Recreation Area
  - Turkey Bayou/Oakwood Bottoms/Greentree Reservoir Recreation Area (GRR Kiosk)
- Devil's Backbone Park  
Tower Park

### **Union County**

#### *Context*

Over 10 percent of Union County's scenic Ozark Hills landscape is a part of Shawnee National Forest. The county was established in 1818 at the time Illinois became a state. The Trail of Tears passes through Union County, and a state forest has been named for it.

#### *Resources*

Trail of Tears State Forest (Exploration Route)  
(Future) State Pond Recreation Area (Exploration Route)  
Union County Conservation Area  
Mississippi River Trail  
Shawnee National Forest Sites and Recreation Areas

- Pine Hills Recreation Area

#### Wolf Lake

#### Ware

- Hunting Services

### **Alexander County**

#### *Context*

Located at the confluence of the Mississippi and Ohio rivers, Alexander County has a rich river-related history. These waterways have been used extensively for travel and commerce by Native Americans in prehistoric times and later settlers of the American West. Cairo is the southernmost tip of the state, and its development and history were heavily influenced by river traffic. Fort Defiance, the location of a critical supply point during the Civil War, is located at the confluence of the two rivers.

#### *Resources*

Horseshoe Lake Recreation Area  
Mississippi River Trail  
Shawnee National Forest Sites and Recreation Areas

- Thebes Scenic Overlook (GRR Kiosk)

#### Thebes

- Courthouse where Dred Scott Imprisoned (costumed interpretation)
- Play *Showboat* based on life here
- Flood History

- River View

#### Cairo

- Historic Districts
- Safford Memorial Library
- Magnolia Manor (costumed interpretation)
- U.S. Custom House
- Fort Defiance (GRR Kiosk)
- Start/End Mississippi River Trail
- River View

## Exploration Routes

Several alternate routes have been included in the Great River Road in Illinois National Scenic Byway. These segments of road possess intense intrinsic qualities, are generally less direct, and offer the traveler unique opportunities for exploring the resources found along the Great River Road. Exploration Routes are not intended to correspond to the Great River Road-MRPC spurs, but in some cases, the routes are the same. For clarity the Exploration Routes have been given names, but communities should feel free to change the names for identity and marketing purposes.

### ***Mercer County***

#### *New Boston Exploration Route*

This exploration route brings visitors into the historic town of New Boston where visitors will find a Great River Road Information Kiosk, the New Boston Museum, Levi Willit's House, and river access at Sturgeon Bay Park.

### ***Henderson County***

#### *Gulfport Exploration Route*

This Exploration Route takes visitors past the Mississippi River and into a historic town.

### ***Adams County***

#### *Quincy Exploration Route*

This Exploration Route provides views of the South Side German National Register Historic District and the Downtown National Register Historic District. Third and Fourth Streets also run through the 115-block Northwest Historic District, which has been nominated to the National Register. The Oakley-Lindsay Center of Performing Arts is on York Street. The Hampshire and North Fourth intersection is at the northwest corner of Washington Park, bordered by many lovely Italianate commercial structures built during and following the Civil War. The segment skirts a small part of the Downtown National Register District and provides an excellent view of the S.J. Lessem Building, nominated to the National Register, at the southwest corner of North Third and Hampshire Streets. North Front Street provides access to Clat Adams Bicentennial Park, a municipal park on



the riverfront with views of the Mississippi River, Memorial Bridge, Bayview Bridge, and Quinsippi Island. The park is the southern terminus of a bike path extending for about two miles north along Bonansinga Drive to Koch. A number of nineteenth century storefronts and warehouses face the park across North Front Street.

### ***Madison County***

After the Meeting of the Great Rivers National Scenic Byway, the Great River Road in Illinois picks up again at two points along I-270. The main route is Route 111, which meets Route 3 in St. Clair County. The Madison County Exploration Route leaves I-270 on Route 3 and travels through the towns along that road, Granite City, Venice, Madison, and Brooklyn.

#### ***Madison County Exploration Route***

About one mile south of I-270, travelers will cross the Chain of Rocks Canal, where they can see tugboats pushing their multi-barge loads. About a mile south of the canal, travelers will find the approach to the Old Chain of Rocks Bridge, currently the longest pedestrian/biking bridge in the world and formerly the point at which Route 66 crossed the Mississippi River. At the intersection, historic Route 66-related commercial architecture can be seen. From the bridge, there are spectacular views of the river, rapids, and eagles. There is also access to the river's edge from the bridge approach.

Five miles farther south, in the Granite City area, the Tri-City Regional Port District is an international free-duty port, where travelers can watch the loading and unloading of the barges.

Three miles farther along, Lock & Dam 27 lies on the Chain of Rocks Canal. Off the Great River Road route there is a Visitors Center and views of tugboats and pleasure boats going through the lock. In this area, travelers can enter the U.S. Army Support Center and visit the large historic depot, golf course, and bird sanctuary.

As Route 3 enters Venice, the approach to the 1910 McKinley Bridge is accessible. The McKinley Bridge served Route 66 from 1926-1930.

Route 3 passes by the small town of Brooklyn, the first city incorporated by African-Americans. Sites in this town played a part in the Underground Railroad.

Granite City, Venice, and Madison are unique due to the large concentration of Eastern European immigrants. From 1900 to 1918, the tri-city area was known as the capital of Bulgarian immigration in North America. Today many groups are still represented and their cultures and festivals are celebrated.

### ***Monroe County***

#### ***Columbia Old Route 3 Exploration Route:***

The town of Columbia celebrates its German heritage with festivals throughout the year, and this route affords travelers a spectacular view of the expanse of farmland in the American Bottoms.

***Monroe/Randolph Counties***  
***Bluff Road Exploration Route:***

The old route of Route 3 is known as Bluff Road. The road hugs the base of the limestone cliffs on the east and looks out over the expanse of farmland in the American Bottoms to the west. It is believed that Bluff Road was a traditional route along the Mississippi. Bikers use this route and in some places the Mississippi River Trail corresponds to the road. Near Fults, travelers can visit the Kidd Lake Marsh Natural Area, a remnant of the huge wet prairie and marshland that once occupied the Bottoms. Opposite this lies the Fults Hill Prairie Nature Preserve, an Illinois and National Natural Area.

New Valmeyer was destroyed by the flood in 1993 and was rebuilt above the bluffs.

Just south of Prairie du Rocher, founded 1721, at the Modoc Shelter, an overhang at the base of the bluff, evidence of Native American use dates back 12,000 years.

Also along the road are the Modoc-St. Genevieve Ferry, the Kaskaskia Lock & Dam, and the confluence of the Kaskaskia and Mississippi Rivers, where the first capitol of Illinois, Kaskaskia used to lie. The city was destroyed by flooding in the late 1800s.

***Maeystown Road Exploration Route:***

This Exploration Route takes travelers to historic Maeystown, where the entire village is on the National Register. The village celebrates its German heritage with festivals throughout the year. The village is in a valley in the bluffs and is very scenic. There are hiking trails and opportunities for biking.

***Fort de Chartres Exploration Route:***

The Bluff Road is the key to some of the gems of the French Colonial era. Prairie du Rocher was founded in 1721 and is one of the few French colonial settlements remaining. The town celebrates its French colonial heritage with festivals. Fort de Chartres, built in 1753, was the seat of the French colonial government.

***Union County***  
***Wolf Lake Exploration Route:***

Turning off the road at the town of Wolf Lake, this Exploration Route direct travelers past the Trail of Tears State Forest Area, which includes scenic bluffs, picnic areas, camping, cycling, hunting, horseback riding, hiking, and interpretation of the Trail of

Tears. The Exploration Route also passes the State Pond area, for which the county has proposed a new visitors center. See Existing Initiatives for more information.

*Thebes Exploration Route:*

This Exploration Route directs travelers past the historic Thebes Courthouse where Dred Scott was imprisoned and along the river. The musical *Showboat* was based on life in Thebes, and evidence of the Flood of 1993 still remains. There are plans for a marina and water park at this point.

*Horseshoe Lake Exploration Route:*

This Exploration Route directs travelers past Horseshoe Lake where there are recreational opportunities.

*Cairo Exploration Route:*

This Exploration Route directs travelers through two historic districts in Cairo. Millionaire's Row boasts large homes from the booming period of Cairo's history as a river and rail road town. The second takes travelers through the historic commercial district and past the levee. The route also affords travelers access to the river.

## **Chapter Four:**

# **Existing Initiatives**

Many of the communities along the Great River Road have already given great thought to their intrinsic qualities and aspirations for the future. For existing plans, actions and goals, this Corridor Management Plan serves as a way to fully integrate or promote such activities into the larger goals and objectives identified for the route. This Corridor Management Plan also serves as a clearinghouse for existing activities along the route so that communities interested in pursuing such activities may look to their neighbors along the corridor for advice and guidance.

This section lists a sampling of current projects and actions proposed, underway or recently completed along the Great River Road. Counties and communities are listed north to south. Only activities located directly on the byway or of direct relevance to the byway have been listed here.

## **Multi-Community Initiatives**

### **Great River Road in Illinois Information Kiosks**

The Illinois Department of Transportation has placed information kiosks with Great River Road in Illinois maps at strategic points along the route. These signs were both designed and funded through the Illinois Department of Transportation. These rest areas are prime locations for expanded interpretation and improved visitor services.

#### **Rest Areas with GRR Information Kiosks:**

- Junction of Route 20 and Route 84, North of Galena
- Long Hollow Rest Area and Overlook, Route 20, North of Elizabeth
- Mississippi Palisades State Park, Savanna
- Near Lock and Dam #13, North of Fulton
- Albany River Access Area, Albany
- Sunset Park, Rock Island
- Andalusia Slough Public Use Area, Andalusia
- North of New Boston
- Alaman Covered Bridge, North of Gladstone
- US 34 East of Gulfport
- IL 96 North of Dallas City
- Stone Bridge, Nauvoo
- Hoot Owl Ridge, North of Hamilton
- Villa Kathrine, Quincy
- Fall Creek Rest Area
- Bellevue\*
- Grafton\*

- Holy Family Church, Cahokia
- South of Ellis Grove
- Oakwood Bottoms/Greentree Reservoir
- Thebes River Overlook Area
- Fort Defiance, Cairo

\* These rest areas are within the area managed by the Meeting of the Great Rivers Corridor Management Plan.

### **Great River Road in Illinois Map**

Funded and designed by the Illinois Department of Transportation, the Great River Road in Illinois map describes, county by county, the many resources found along the river route. It is an attractive map with illustrative symbols and photographs and is made available at Tourist Information Centers throughout Illinois. The Committee should coordinate with the MRPC and IDOT to make updates reflecting the new Exploration Routes on the maps.

### **Great River Road in Illinois Brochure**

Last year, the Western Illinois Tourism Development Office produced a 67-page booklet about the Great River Road in Illinois. The glossy brochure outlines the major activities found along the road, such as boating, wineries, camping, and golfing and includes the location of the Great River Road information Kiosks. This brochure could be updated to reflect changes in the route. The Western Illinois Tourism Development Office has also produced a Great River Road Coloring Book for children.

### **National Great River Road Map**

The Mississippi River Parkway Commission recently released a map of the National and State routes of the Great River Road. This map has detailed descriptions of many of the sites found along the 3,000-mile route.

### **Upper Mississippi River American Heritage River Initiative**

The Upper Mississippi River was designated an American Heritage River in 1998 by President Clinton as one of 14 rivers that will be a part of the American Heritage Initiative. The initiative has three objectives: natural resource and environmental protection, economic revitalization, and historic and cultural preservation. Consistent with these objectives, each of the participating Upper Mississippi River communities have identified community work that they are striving to accomplish. There are a total of 58 river communities participating in the Upper Mississippi River designation. Fifteen of these communities are located in Illinois. They are, East Dubuque, Fulton, Cordova, Port Byron, Rapids City, Hampton, East Moline, Moline, Rock Island, Albany, Nauvoo, Warsaw, Alton, Wood River and East Saint Louis, all of which are on the Great River Road. All participating communities receive assistance from a "River Navigator," a federal or federally funded person that helps them identify programs and resources that



would assist them implement their community plans. The communities and the River Navigator are working together to make better use of existing Federal resources.

### **Great River Trail**

A 62.5-mile bike path is under construction along the route of the Great River Road from Mississippi Palisades State Park in Savanna to Sunset Park in Rock Island, where it meets with the American Discovery Trail crossing. At this time, approximately 42 miles have been built. This portion of the bike path is primarily a two-lane off-road trail winding through the trees and over specially constructed bridges following the route of the Great River Road in Illinois. This public-private partnership is administered through the Great River Trail Council, a delegated authority of the Bi-State Regional Commission, in association with U.S. Fish and Wildlife Service, Corps of Army Engineers, Illinois Department of Transportation, and the Illinois Department of Natural Resources. The Great River Trail is part of the larger Grand Illinois Trail Program, a 500-mile loop trail system in Northern Illinois. When completed, the trail will be a combination of dedicated trails and road-surface routes along the Great River Road Route from Galena to Rock Island.

### **Mississippi River Trail**

Mississippi River Hiking and Biking Commission, part of the Lower Mississippi Delta Center in Memphis, Tennessee, is in the final stages of planning the Mississippi River Trail, a bike route through seven states along the Mississippi River. The route in southern Illinois follows road surfaces from Chester to Cairo. The route corresponds to the route of the Great River Road in Illinois only at some points. The northern portion of this route will correspond to the Great River Trail and Grand Illinois Trail described above. The route between Rock Island and Chester has not yet been selected.

## **Other Projects by Community**

*(North to South)*

### **Jo Daviess County**

The Jo Daviess County Conservation Foundation is planning to purchase a 200+ acre parcel that provides the primary scenic overlook to Galena from the Great River Road route on U.S. Route 20. The Galena Gateway Park Project will provide residents and visitors with recreational opportunities, while preserving sensitive natural areas.

### **Galena**

Galena is planning several improvements to its downtown. Along with improving the aging infrastructure, parking, and wayfinding within the downtown area, the city plans to improve signs along the Great River Road itself to improve access to the historic downtown. The city also plans to revitalize the Galena River frontage with a pedestrian trail on the levee and interpretive signs.

### **Savanna**

Plans are being made to develop a lodge in the Mississippi Palisades State Park. The Governor has announced that \$500,000 of Illinois FIRST money will be dedicated to encourage the development.

### **Whiteside County**

The Whiteside County Greenway and Trail Coalition plans to create a shared-use trail along the route of the Great River Road between Albany and Fulton with loops through both towns.

### **Whiteside County**

Along with other communities, Whiteside County is planning to nominate the Lincoln Highway (Route 30) as a National Scenic Byway this year. The route intersects with the Great River Road in Illinois at Fulton.

### **Fulton**

The town of Fulton is in the process of building an authentic Dutch windmill on the levee at First Street and Tenth Avenue. Other plans include Heritage Canyon at a restored rock quarry and a new museum in a historic home, the Martin House.

### **Nauvoo**

The Church of Latter Day Saints has begun work reconstructing the historic temple of Nauvoo on the original temple site.

### **Warsaw**

The Town of Warsaw is in the process of revitalizing their historic down town. Historic lighting has been installed and a new civic center developed downtown.

### **Keithsburg**

Plans are underway for a new marina in Keithsburg near the site of an the established riverfront RV park.

### **Quincy**

Third and Fourth Streets in Quincy, the Great River Road route through Quincy, have been designated as the Quincy Arts Corridor. A monument to transportation history is planned at a site on Great River Road.

### **Brooklyn Village**

The Brooklyn Village in Transformation Project includes plans to revitalize and recognize historic sites within the Village of Brooklyn, the first city incorporated by African-Americans. Street trees have already been planted along the Great River Road, which takes travelers to the entrance of this historic village and other improvements are planned.

### **Randolph County**

An application was made to Federal Highway Administration for funds to develop the French Valley Prairie Trails (bike trails) from the Great River Road at Prairie du Rocher,

through farmland and restoration areas, and ultimately to Fort De Chartres, a colonial era French fort.

**Union County**

Union County is planning to develop a recreation area at the State Pond. The plan calls for a boat ramp, campsites, dump station, and visitors center/museum at the 27-acre pond.

## Chapter Five:

# Great River Road Actions

The results of community meetings along the Great River Road in Illinois in preparation for this document have resulted in the identification of six Focus Areas for actions to be taken along the route. These actions reflect projects in which multiple communities will participate and from which all will benefit. Because of the immense length of the Great River Road in Illinois the planning process encountered some challenges regarding coordination over such distances, but the community groups found even greater opportunities for corridor-wide projects that only such a lengthy route can offer.

### Six Focus Areas

- General Management
- Protection and Maintenance
- Interpretation and Education
- Marketing
- Infrastructure Improvements and Enhancements
- Safety

Despite the perception that the communities from north to south are too different to have the same needs (how do you compare Galena to Cairo?), the most amazing thing about the public meeting process was how many of the same goals and dreams

bubbled to the surface in nearly every community along the length of the road. With 59 incorporated towns and villages and 15 counties, this corridor management plan must address many different communities with many different needs. However, several actions have been identified as priorities for communities along the entire length of the road, from East Dubuque to Cairo.

Prior to designation as a National Scenic Byway, the route was has already been signed and has name recognition. Maps and brochures describing the route and its resources have already been printed and distributed, and rest areas with interpretive signs have been built and maintained. Therefore, this plan must address the next steps. This allows the freedom to be more creative about the types of projects the Great River Road in Illinois committee byway might pursue.

### What's the BIG IDEA?

During the course of corridor management planning visits to communities along the Great River Road in Illinois, we asked for people's dreams. We never dreamed some of them would be so BIG! These big ideas are big, but they are worth exploring.

- Bridge or ferry at New Boston
- Port Authority in Henderson and Mercer Counties
- Brooklyn Convention Center
- Boat Harbor in Nauvoo
- Lodges in Big River State Forest and Delabar State Park
- Amtrak service to Moline
- Meyer Ferry at Quincy
- Tourist Information Center at the junction on Interstate 72 and Illinois Route 57 in Pike County
- Tourist Information Center in Oquawka

## **Great River Road in Illinois National Scenic Byway Six Focus Areas**

### **1. General Management**

- 1.1** Form Great River Road National Scenic Byway Steering Committee(s)
- 1.2** Continue coordination with Mississippi River Parkway Commission
- 1.3** Coordinate with other National Scenic Byways in Area
- 1.4** Study Use of Web Site for Administration and Marketing

### **2. Protection and Maintenance**

- 2.1** Develop Design Guidelines Specific to Each Community and for the Route in general
- 2.2** Increase Awareness of Community Edge Issues
- 2.3** Comply with State Off-Premise Sign Restrictions

### **3. Interpretation and Education**

- 3.1** Update Signs to Reflect Changes in Route
- 3.2** Explore the use of TOD Signs and other Way-Finding Devices
- 3.3** Hire an Interpretive Planner
- 3.4** Investigate Sites for New Visitor Centers
- 3.5** Study Appropriateness of Enhanced Access to Prehistoric Native American Sites
- 3.6** Develop a Program and Brochure focused on Agricultural History and Appreciation
- 3.7** Develop Children's Programs on Various Themes found along the Great River Road

### **4. Marketing and Tourism**

- 4.1** Establish Consistent Brochure Policy
- 4.2** Update Great River Road Maps and Brochures
- 4.3** Conduct Comprehensive Visitor Survey
- 4.4** Develop FAM Tour
- 4.5** Research and Develop Opportunities for Road Tours and/or Festivals
- 4.6** Research Opportunities for Expanded River-Based Tourism
- 4.7** Improve and Expand Visitor Services

### **5. Infrastructure Improvements and Enhancements**

- 5.1** Study Opportunities for Connecting Existing Bike Paths with Additional Trails
- 5.2** Study Locations for Bird Watching Towers and Platforms and Develop Interpretive Program
- 5.3** Facilitate Community Efforts to Install Historic Lighting, Street Trees, Landscape Treatments, and Utility Improvements
- 5.4** Improve Riverfront Access and River Views
- 5.5** Research Opportunities and Develop Programs for Downtown Revitalization and Restoration
- 5.6** Explore Uses for Abandoned Rail beds

### **6. Safety**

- 6.1** Study Need for Agricultural Pull-Offs and Appropriate Locations
- 6.2** Study Need for Road Repairs



# Great River Road in Illinois National Scenic Byway Actions

## FOCUS AREA 1:

### General Management

#### *1.1 Form Great River Road National Scenic Byway Steering Committee(s)*

While there are many organizations managing isolated segments of the Great River Road in Illinois, the scenic byway process will require the formation of one cohesive and inclusive Steering Committee. Due to the significant length of the Great River Road in Illinois National Scenic Byway, however, the logistics of a central management committee, let alone the practicality of regular meetings over such great distance, necessitates a more practical approach. Therefore, it is recommended that the Great River Road in Illinois National Scenic Byway be divided into three regions, each with a citizen committee, elected chairperson, and assigned staff. While the regional citizen committees will meet regularly, the chairpersons and staff from each group will attend three meetings throughout the year to discuss byway-wide projects and goals. The Western Illinois Tourism Development Office will appoint a staff person to each of the three regional citizen committees and will convene the three byway-wide meetings.

In order to minimize duplicative efforts, it is recommended that the regions be divided along the same regions used for the state Heritage Program, the program through which the scenic byway process was started. The regions are as follows:

#### **Northern Region**

Jo Daviess County  
Whiteside County  
Carroll County  
Rock Island County

#### **Central Region**

Mercer County  
Henderson County  
Hancock County  
Adams County

#### **Southern Region**

St. Clair County  
Monroe County  
Randolph County  
Jackson County  
Union County  
Alexander County

Within each region a committee made up of local officials and citizens at-large should be formed. This committee should also include representatives from any state or national parks and forests along the route, privately-run visitor attractions, and large landowners and institutions. Representatives from the Department of Transportation regional offices, the Department of Natural Resources and the Illinois Bureau of Tourism should be included as advisory members of the committee. The committee should, however, be predominately composed of local citizens and leadership.

Each of the regional committees should elect a single individual to serve as the point-person and to attend all of the byway-wide committee meetings. At least three times a year, the representatives should meet with the Western Illinois Development Office and the staff person assigned to each committee.

The regional model is not intended to suggest a lack of communication and cooperation among regions regarding the implementation of the goals and actions of the corridor management plan. The regional model is to facilitate the effective statewide implementation of such. To facilitate efficient communication throughout the year and among the regions, telecommunications resources are available. Within each region there is at least one community college with teleconferencing capability. Because of the length of the Great River Road in Illinois National Scenic Byway, meetings among the three regions might take place through this means. Additionally, information might be distributed through a web site or e-mail list.

The Western Illinois Tourism Development Office will serve as clearinghouse and coordinator for the entire project. This group will also serve to maintain and foster on-going public participation in the byway and byway projects.

### ***1.2 Continue coordination with Mississippi River Parkway Commission***

The Mississippi River Parkway Commission was formed in 1938 and has overseen the management, preservation and development of the Great River Road as a cultural and recreational resource since its establishment. The MRPC has encouraged the communities along the Great River Road to nominate their segments to the National Scenic Byways program.

As a National Scenic Byway, the Great River Road in Illinois National Scenic Byway Committee should coordinate its efforts in marketing and preservation with that of the larger national Great River Road. Segments of the Great River Road in Wisconsin, Minnesota, and Iowa have also received designation as National Scenic Byways.

In particular, the Committee and the MRPC should coordinate on the differences between the route of the Great River Road in Illinois National Scenic Byway and the previously recognized route.

The changes made to the route of the Great River Road in Illinois for the purposes of the National Scenic Byway nomination were made to maximize the visitors' experience of the unique qualities and resources found along the route. In Hancock and Adams Counties the route was relocated to its original alignment on county roads closer to the Mississippi River. The route had been moved temporarily to Route 96 due to bridge repairs on the county road. Also several, Exploration Routes were added to take visitors past areas of intense value. See Chapter 2: The Route for more information.

### ***1.3 Coordinate with other National Scenic Byways in Area***

The Great River Road intersects with three existing National Scenic Byways, the Meeting of the Great Rivers National Scenic Byway, the Ohio River Scenic Route National Scenic Byway, and the Lincoln Highway.

The Committee should make contact with the committees of each of the other National Scenic Byways to identify any potential opportunities to coordinate on projects, research, and marketing and to avoid any potential conflict. Contacts for the two National Scenic Byways have been included in the appendix of this plan.

#### **1.4 Study Use of Web Site for Administration and Marketing**

A web site could be used for both marketing attractions and resources along the Great River Road and for bridging the enormous distance among communities along the route. The length and general appeal of the Great River Road in Illinois National Scenic Byway is well suited to this type of marketing.

The National Scenic Byway Program web site, [www.byways.org](http://www.byways.org), will link to the web sites of National Scenic Byways as an additional marketing service. The Committee should also examine the use of a web site and/or list serve or e-mail list for disseminating materials and news to the regional sub-committees. For this, the Committee should

##### **Why it's good to have design guidelines**

A community in rural Indiana was committed to maintaining their historic character and their place in the rural landscape. They coined lots of lovely phrases such as "sense of place," "appropriateness," "harmonious design." The entire town *knew* what these phrases meant.

They heard that McDonald's planned a new facility and went to the developers to share their concern regarding new development on the edge of town. The McDonald's developer said: "Fine, we are happy to work with you." "What do you want us to do?"

Silence, followed by a weak "make it harmonious with the surrounding landscape."

The McDonald's representatives responded, "We don't know what you mean."

**A more successful community response would have been:**

Make it more harmonious by....

- using native plant material (list attached)
- screening parking with a farm fence (example included)
- limiting your sign to x square feet
- providing a sidewalk that connects to the existing town sidewalk
- having the main entrance off Main Street and not the parking lot
- locating downtown, not 2 miles outside of town

investigate opportunities for donations of space or services from local Internet Service Providers.

Some examples of National Scenic Byway web sites can be found at:

- Edge of the Wilderness  
National Scenic Byway  
[www.scenicbyway.com](http://www.scenicbyway.com)
- San Juan Skyway National  
Scenic Byway  
[www.sanjuanskyway.com](http://www.sanjuanskyway.com)

#### **FOCUS AREA 2: Protection and Maintenance**

##### **2.1 Develop Design Guidelines Specific to Each Community and for the Route in general**

All of the communities along the Great River Road in Illinois National Scenic Byway are experiencing change and some are growing rapidly. As designation as a national scenic byway has the potential to spur new growth, these communities should be prepared to meet with designers and developers

of new projects with a coherent and comprehensive guide outlining how growth should occur in their communities and along the route and what form it should take. Clearly articulated design guidelines are one way of outlining a community's vision for the future.

The Committee should explore developing a set of general design guidelines for the Great River Road in Illinois National Scenic Byway. Additionally, communities along the route should be encouraged to develop a set of design guidelines focused on their community. It is critical, in both design guidelines endeavors, that citizens participate in developing the design guidelines. The design and needs of the unique communities along the road must be recognized and planned for.

Design guidelines can be used as part of a voluntary or regulatory land use program. The guidelines themselves are simply a list of elements that contribute to compatible design in a specific community. The intent of design guidelines should be to inspire, not restrict and to promote uniqueness, not standardization.

Design guidelines should address much more than the expected architectural features. The design of communities is also dependent on the placement of the elements that make up a community, such as buildings, parks, and services. Each community along the Great River Road in Illinois National Scenic Byway has a pattern of development that is distinct. Most tend to be linear in form because of their relationship to the Mississippi and the Great River Road itself. These patterns should be as fiercely protected as the cornerstone of a community's integrity within the larger Mississippi River landscape.

Writing design guidelines is a two-part process, (1) understanding what currently exists and (2) deciding what form the future should take.

In particular, but among other topics, design guidelines directed at architectural features should address:

- Scale
- Site design
- Rhythm and type of architectural features
- Ancillary structures
- Signs
- Lighting

Community design guidelines directed at the placement and accommodation of new development should address:

- The preferred use of existing structures and sites
- The continuation of established patterns of roads and development types
- Gateways
- Preservation of agricultural lands



## 2.2 *Increase Awareness of Community Edge Issues*

The strength of the Great River Road in Illinois' beauty is in the distinct rhythm of land uses of varying intensity. For many communities, the sharp distinction between town and farmlands is still quite strong. The view of church spires or courthouse towers across broad fields signals, for many, the arrival to numerous towns along the Great River Road. This clear entrance and exit sequence on arrival and departure to and from towns, the edge between houses and shops and the agricultural landscape, is beginning to be lost in some areas along the route. Special attention must be paid to this unique resource.

This problem can, in part, be addressed by the design guidelines described above. However, it is critical that this particular aspect of community design along the Great River Road be understood by the many individuals who make decisions along the route. Any development in rural/agricultural lands adjacent to a community should be considered as in-fill development and should be treated with same care that would be given if it were going into a historic downtown. In most cases, the integrity of the historic edges of these towns is as critical as the integrity of a historic core.

The Committee should undertake a specific education campaign to inform community leaders about the importance of the edges and gateways to their communities.

### **Sprawl and the Rural Landscape**

Sprawl, growth and changes in travel have dramatically altered the face of America's communities, both small and large, rural and urban in recent years. Large discount chains such as Wal-Mart and K-Mart have located at the edges of many medium and large communities. Convenience marts and super gas stations have appeared on the edges of even our tiniest villages. As a result, a community's place in the landscape is being lost.

What makes a community unique? Most would agree its history; many would cite a Main Street or a significant building such as a courthouse or school. Yet how many would recognize its landscape--the rural lands surrounding a community and defining the community's edges. When you approach your community do you glimpse church spires and courthouse towers from across productive fields? Through woodlands or across a marsh? Or do you pass through an agglomeration of signs and commercial services, the likes of which may be found anywhere in the nation?

a sense of uniqueness.

Community members or consultants should evaluate each of the communities along the Great River Road to determine the integrity of their edges. They should determine which communities have intact edges and those that have lost their clarity of the edges. For communities with edges intact, they should determine if any changes will negatively impact the existing relationship the community has with the larger or regional landscape. For communities that no longer have a sharp division between traditional developed areas and the natural/rural landscape due to development, they should determine what strategies or policies may help to better restore



### 2.3 Comply with State Off-Premise Sign Restrictions

The State of Illinois does not allow new, off-premise signs on Federal Aid Primary Routes or National Highway System routes that are part of a National Scenic Byway designation. All local governments who consented to be a part of the Great River Road in Illinois National Scenic Byway Nomination were made aware of this restriction and agreed to cooperate with the Illinois Department of Transportation enforcement of the law.

The Committee should develop a program to educate existing and prospective business owners in the effected areas about the policy.

#### **What about my son's pumpkin stand?**

The prohibited on new off-premise signs will not prohibit your children from advertising a pumpkin sale in October—unless your son plans on erecting a 50 foot billboard in East St. Louis advertising pumpkins in Randolph County. In general, signs for agricultural produce, lemonade sales, yard sales and the like are located *on* the property of the owner hosting the event or selling the item—these are *on-premise* signs. Additionally, such signs are usually temporary or seasonal signs. Remember the law has been designed to prohibit new *off-premise* signs—signs not on the property for which the sign advertises. Even then, if Billy or Sally put up a pumpkin sale sign “off-premise” at Joe’s house, it won’t be a problem.

So sell that corn, push that church barbecue, or let people know about your craft fair. After all, such signs are a part of the character and specialness of the communities along the GRR.

#### **FOCUS AREA 3: Interpretation and Education**

##### **3.1 Update Signs to Reflect Changes in Route**

The Great River Road in Illinois National Scenic Byway is fortunate to be well marked with the green and white Great River Road “Pilots Wheel” logo sign. Since this image is currently recognized within the State of Illinois and is the official logo of the nationally designated Great River Road, it is recommended that the current logo sign continue to be the identifying logo sign for the route. This eliminates the effort required to design and make new signs for the byway. It is important that all alterations or relocations of the route be signed with the green and white Great River Road “Pilots Wheel” logo sign. It is also important to remember the visitor to the Great River Road who may not be familiar with the route. Therefore, it is important that the location of the route, turning movements, advance notice of

turns and affiliated spurs and exploration routes need to be clearly signed.

In consultation with the Mississippi River Parkway Commission the Great River Road in Illinois signs should be moved to correspond to the route selected through the citizen participation process undertaken for this plan. Signs for the spurs that have been added should be posted.

The changes made to the route of the Great River Road for the purposes of the National Scenic Byway nomination were made to maximize the visitors' experience of the unique qualities and resources found along the route. In Hancock and Adams Counties the route was relocated to its original alignment on county roads closer to the Mississippi River. The route had been moved temporarily to Route 96 for bridge repairs. Also several, Exploration Routes were added to take visitors past areas of intense value. See Chapter 2: The Route for more information.

In order to minimize sign clutter, it is recommended that the Great River Road "Pilots Wheel" be the principal identifying marker for the route. Use of the National Scenic Byways logo sign is recommended only for principal gateways to the route. Logo signs for intersecting National Scenic Byways or other designated routes should occur at appropriate locations.

As the Great River Road in Illinois National Scenic Byway (for which this corridor management plan has been developed) does not include all of the areas of the Great River Road as designated by the Mississippi Parkway Commission and recognized by the State of Illinois as a legislatively designated route, communities and counties participating in the National Scenic Byway Program should determine if they wish to designate themselves as "participating" communities in the national program. The Committee should devise a system for differentiating between the segments participating in the National Scenic Byway nomination and segments that are not participating but remain part of the Mississippi River Parkway Commission route.

### ***3.2 Explore the Use of TOD Signs and other Way-Finding Devices***

The State of Illinois prohibits the erection of new, off-premise signs on Federal Aid Primary routes and National Highway System routes designated as part of a National Scenic Byway. However, Tourist-Oriented Directional (TOD) Signs are allowed and encouraged as a means of directing tourists to businesses and attraction off of the route.

TOD signs can provide direction to Bed and Breakfasts, Resorts, Wineries, Gift Shops, or Recreational Facilities. In many instances, they may be superior to off-premise signs (billboards) because they are recognized by visitors as a travel resource. Space on the signs is rented at an annual rate.

The Committee should investigate the use of TOD signs and encourage their use, while discouraging the use of unsightly sky signs or off-premise signs.

### ***3.3 Hire an Interpretive Planner***

There are many natural, historical, and cultural themes to be explored along the Great River Road in Illinois. A list of list potential topics for interpretation follows. Currently, twenty pull-offs, rest areas, and historic sites along the nominated route have Great River Road in Illinois map kiosks.

An interpretive plan provides a means by which the many and different stories associated with the river and the road can be made comprehensible to the visitor. Hitting the visitor with pieces of the underground railroad, the lock and dam system, bird watching and agricultural history is sure to confuse and even frustrate visitors as they rapidly reach "overload" on interesting facts. A good interpretive plan puts everything in order, allows a visitor with a specific interest, say river traffic, to focus on those resources, or allows a general interest visitor to get a good, not overwhelming, introduction to the Great River Road in Illinois. Ideally too, a good interpretive plan suggests much more awaits and encourages a return visit to the Great River Road in Illinois.

The Committee should hire an interpretive planner to develop a comprehensive interpretive program. Local historians may be persuaded to donate their research expertise.

Priority should be given to expanding the interpretive resources at the existing Great River Road in Illinois information centers and kiosks.

The most unique resources along the Great River Road in Illinois are those associated with the Mississippi River. From the opportunities for bird watching to the exploration of the west to world-class agricultural resources, the river serves as the backdrop and enabler. Therefore, any interpretive program should focus on the role the Mississippi River has played in the cultural and natural history of the nation and the recreational opportunities found along it.

#### Potential Interpretive Themes:

##### **Recreation**

State/National Parks/Forests

Bird/Eagle Watching

Lodges

Bike Trails

RV Parks

Camping and Picnicking

Antiquing

Vineyards

Marinas and Boat Ramps

Hunting (deer, waterfowl)

Snow Sports (Snow mobiling, ice fishing, skiing)

Gaming

Golf

##### **History**

River Traffic History

Agricultural History

Transportation History (River, Canals, Lock and Dam, Railroad, Rte. 66, Bridges)

Native American History and Prehistory (Hopewell, Trail of Tears, Black Hawk)  
 French Colonies  
 Civil War  
 Underground Railroad  
 Exploration (Lewis and Clark, Pere Marquette, LaSalle, and others)  
 Music History  
 Flood History and Restoration  
 Church of Latter Day Saints  
 French Icarian  
 German  
 Dutch

### ***3.4 Investigate Sites for New Visitor Centers.***

The Great River Road in Illinois National Scenic Byway and the cultural, historical, and natural resources found along it are interpreted in a variety of visitor centers along the road, which were noted in the intrinsic quality survey. However, in some areas, the need for additional visitor centers for general information or on specific topics has been identified.

In coordination with the interpretive planner recommended in the Action 3.3, the Committee should begin the investigation for new interpretive and visitor centers. Many potential sites, suggested during planning meetings for this corridor management plan, can serve as a foundation for this dialogue.

Potential Locations for Additional Visitor Centers (north to south):

- |                        |                                 |
|------------------------|---------------------------------|
| ♦ Port Byron           | Caboose Museum                  |
| ♦ Keithsburg           | Flood History Center            |
| ♦ Warsaw               | Main Street                     |
| ♦ Quincy               | Lincoln-Douglas Debate Site     |
|                        | Qunssippi Island                |
| ♦ Prairie du<br>Rocher | Future French Valley Bike Trail |

### ***3.5 Study Appropriateness of Enhanced Access to Prehistoric Native American Sites***

There are several known Native American burial sites along the Great River Road in Illinois. Many are not stabilized or interpreted and are suffering occasional damage and looting. **Because of the fragility of these sites, marketing them is not recommended until a study regarding the appropriateness of enhanced access to the mounds and other sites has been completed.** This study should be undertaken with full consultation with archaeologists and appropriate Native American groups. In the meantime, inquiries about Native American prehistory should be directed to the experts at the Cohokia Mounds in Collinsville and the Center for American Archeology in Kampsville.



The Black Hawk State Historic Site and Trail of Tears State Forest interpret later Native American history. Other opportunities to interpret this cultural history should be sought.

### ***3.6 Develop a Program and Brochure focused on Agricultural History and Appreciation***

As more and more Americans live in metropolitan areas, fewer individuals understand the agrarian landscape. For many, a drive along the Great River Road showcases a landscape and resources that are unfamiliar. What is growing in that field? Why are there different silos? What is *that* machine?

The Committee should develop a guidebook that explains the agricultural landscape to visitors. In order for visitors to better understand this landscape and thereby build a larger constituency supportive of farmland, this guidebook will assist in explaining both historic and modern agricultural land uses and practices. The guidebook should include illustrations and images explaining what the visitor will see from the road. Areas to be included:

- farm structures
- farm animals
- farm machinery
- irrigation
- crop types
- seasonal activities (planting, harvesting)

The Committee should also consider the development of agricultural programs that showcase farm activities. “A day on the farm” or “Ride along at harvest” are two programs that could partner interested farmers with school and visitor groups. Such programs are also an excellent means by which to explain changes in agriculture, the economics of farming today, and the impacts of the global economy.

### ***3.7 Develop Children’s Programs Exploring Various Themes found along the Great River Road***

The best way to insure a good future for valued resources is to develop an appreciation for their importance in children. Making local children aware of their history and association with a resource is important and often overlooked. The linking of communities, through a scenic byway, is an excellent way by which to educate the youth of western Illinois. The Great River Road in Illinois coloring contest in 1999 was a great example of building on children’s natural interest in their own communities. The many images and colorful references of the Great River Road demonstrated both a willing and interested constituency and enhanced the respect of a resource for future community leaders.



The Committee should examine examples of children's education programs. Resources include:

- **National Road in Indiana National Scenic Byway** developed a traveling trunk show for elementary, middle and senior high schools along the road. Programs geared to different ages discussed how people traveled, worked and lived in early nineteenth century Indiana along the great national highway.  
Indiana National Road Association  
P.O. Box 284  
Cambridge City, IN 47327  
(765) 478-3172
- **The Heritage Education Network (THEN)** at Middle Tennessee University has information on teaching with historic resources. Their lesson plans on teaching with historic farms will be of particular interest to this effort.  
Caneta Hankins  
THEN Coordinator  
Center for Historic Preservation – MTSU  
www.mtsu.edu/~then  
(612) 898-2947

#### **FOCUS AREA 4: Marketing and Tourism**

##### ***4.1 Establish a Consistent Brochure Policy***

For many, the first association with an area of interest is the promotional brochure. Many people make their decision on whether or not to visit an area based on the nature of the brochure(s) received in the mail or acquired at a rest area. Consistent and quality images, with succinct and attractive text and layout (not attempting to cram every last resource on the page) are most successful. Consider the quality and consistency of the brochures for the National Park System. They are easily recognizable, high in quality, and flexible enough to meet needs as diverse as Lewis and Clark, the Liberty Bell and Volcanoes National Park.

In order to ensure a consistent and quality message regarding the Great River Road in Illinois, the Committee must determine how information is going to be presented to the general public. Should there be a primary Great River Road brochure or a series of brochures of consistent design and quality that showcase different aspects of the Great River Road such as history, agriculture or river traffic? How should such corridor-wide brochures coordinate with local marketing efforts? The Committee should also assist local communities that desire to coordinate independent promotional pieces with the Great River Road in Illinois National Scenic Byway.

The recommended interpretive planner identified in this action plan may serve in an advisory capacity in this endeavor.

Other areas to include:

- Research and develop pamphlets outlining recreational opportunities such as hunting, vineyards, bird watching, and boating
- Information on visitor services along the Great River Road such as lodging, food, automatic bank tellers, service stations and emergency services.
- Information on navigating the Great River Road during flood season, potential closings and basic safety.
- Schedules on river traffic and lock and dam operations

### **Tourism and Marketing**

The National Scenic Byways Program was established with a belief that communities along nationally designated byways could benefit from increased tourism. As both domestic and international travelers are increasingly looking for the “Real America,” scenic byways were seen as a unique opportunity to showcase routes of distinctive intrinsic qualities and provide the collective benefits of a nationally recognized system of such designated routes.

For most communities, designation as a National Scenic Byway will not bring hoards of unwanted tourists, rather, designation provides an opportunity to access visitors and promote or develop tourism facilities if desired at the local level. Designation provides your community with two principal tourism benefits:

- 1) National and international marketing of the route as a whole.
- 2) The ability to partner with other communities along the route.

### **4.2 Update Great River Road Maps and Brochures**

The route of the Great River Road in Illinois has been updated based on the opinions of citizens at the community meetings. The changes have been described in reference to Action 3.1 about relocating the signs to reflect the changes in the route. In addition to those changes, the current maps and brochure omit some of the smaller Great River Road in Illinois communities. The Committee should make a commitment to developing new maps and brochures that include all communities and amenities along the route.

### **4.3 Conduct a Comprehensive Visitor Survey**

Understanding your visitor, his or her travel patterns, spending profile, and interests is critical to developing a sustainable tourism package. Expending large sums on attracting a four-star restaurant from Chicago is of little value if the primary visitor is interested in hunting and a greasy burger.

The Committee should conduct a comprehensive visitor survey for the Great River Road. The survey should build on previous visitor surveys and statistics and serve as a basis for marketing and tourism development.

### **4.4 Research and Develop Opportunities for Road Tours and/or Festivals**

Festivals and special tours are a demonstrated means of generating interest and providing economic opportunities to a variety of communities. Harvest festivals, holiday festivals, historic automobile tours, agricultural machinery demonstrations and house tours all have demonstrated followings.

The Committee should investigate new tour and festival opportunities for the Great River Road in Illinois. The Committee can also serve as a clearinghouse to assist in the coordination of festival times and locations. Frequently, in many areas, festival dates overlap or conflict with other popular activities. By developing a clearinghouse and some coordination, it may be possible to send a visitor north or south along the Great River Road with the promise of exciting festivals and events each day.

Possible themes include fall foliage, vineyards, nature/bird watching, antique cars.

There are excellent models for festival development along the Great River Road corridor and throughout Illinois. Some other models from around the state of Illinois include:

Trail of Terror – Black Hawk Waterways CVB

Spoon River Valley Scenic Drive and Fall Festival – Fulton County

All Around Alton Eagle Tours – Greater Alton/Twin Rivers CVB

#### **4.5 *Develop a FAM Tour***

FAM tours, or familiarization tours, provide an opportunity to showcase a resource to tourism leaders, marketers and travel writers. A day or two on a bus sampling the best a region has to offer from hunting to haute cuisine can ensure that tour operators and travel writers get you the exposure needed to build a strong tourism resource.

The Committee should organize a FAM Tour for the Great River Road in Illinois National Scenic Byway.

#### **4.6 *Research Opportunities for Expanded River-Based Tourism***

The connection between the Mississippi River and the Great River Road is weak in many places. Visitors can travel for miles along the *river* road and never see the river. The Great River Road, by its very name suggests something *great* and something *river*-related. This is bound to be the expectation for many visitors. In order not to disappoint, the Great River Road in Illinois must take advantage of every opportunity to showcase the river or draw associations with the river for resources that may be miles from the water. After all, farms in the American Bottoms exist due to the richness of soils from the flood plain and the opportunities to ship products on the river. The scenic bluffs were carved by the river's mighty waters. And the historic towns draw their strength from the river.

The Committee should investigate opportunities to showcase the experience of the corridor from the river. Currently, if visitors do not have their own boats to launch at the boat launches along the Great River Road in Illinois, their experience of the river is decidedly land-based. The river is the backbone of the Great River Road and access to it should be enhanced.

The Committee should investigate opportunities to enhance views to the river when possible through scenic overlooks, selective clearing of brush and vegetation that blocks

views, and designated spurs or river access corridors clearly marked from the principal route.

Other actions might include:

- boat tours through locks
- amphibious vehicles
- riverboat dinners

#### ***4.7 Improve and Expand Visitor Services***

While the Great River Road in Illinois provides most of the services visitors require, many opportunities for the responsible provision of additional services remain, particularly in the Southern portion of the route. When services are lacking, visitors are often forced to cross the river to make purchases and spend the night.

The Committee should explore strategies for attracting services, such as gas stations, lodging, grocery and convenience stores, and ATM facilities in appropriate locations. However, this action should NOT be undertaken until design guidelines have been written and the appropriate location for such services has been established. These services should not be located where they detract from the essential rhythm of open and built space along the road. In addition, these facilities should be of the appropriate size, scale, and materials to enhance the visitor's experience of the road. (See Design Guidelines, Action 2.1) Prospective owners should be encouraged to use existing sites where possible. New restrictions on the placement of gas tanks in flood plains should be researched and solutions sought through discussions with the Department of Natural Resources and other appropriate state and local agencies. Recently, many new bed and breakfasts have been developed along this route, particularly in historic homes. The Committee should encourage this kind of development. In some areas, additional new development may be necessary. When this is the case, design guidelines and responsible land use planning are critical.

#### **FOCUS AREA 5:**

#### **Infrastructure Improvements and Enhancements**

##### ***5.1 Study Opportunities for Connecting Existing Bike Paths with Additional Trails***

Currently, there are plans to build or designate bike trails along nearly the entire corridor of the Great River Road in Illinois.

A 62.5-mile bike path is under construction along the route of the Great River Road from Mississippi Palisades State Park in Savanna to Sunset Park in Rock Island, where it meets with the American Discovery Trail. At this time, approximately 42 miles have been constructed. This portion of the bike path is primarily a two-lane off-road trail winding through the trees and over specially constructed bridges following the route of the Great River Road in Illinois. This public-private partnership is administered through the Great River Trail Council, a delegated authority of the Bi-State Regional Commission, in



association with U.S. Fish and Wildlife Service, Corps of Army Engineers, Illinois Department of Transportation, and the Illinois Department of Natural Resources. The Great River Trail is part of the larger Grand Illinois Trail Program, a 500-mile loop trail system in Northern Illinois. When completed, the trail will be a combination of dedicated trails and road-surface routes along the Great River Road Route from Galena to Rock Island.

Mississippi River Hiking and Biking Commission, part of the Lower Mississippi Delta Center in Memphis, Tennessee, is in the final stages of planning the Mississippi River Trail, a bike route through seven states along the Mississippi River. The route in southern Illinois follows road surfaces from Chester to Cairo. The route corresponds to the route of the Great River Road in Illinois only at some points. The northern portion of this route will correspond to the Great River Trail and Grand Illinois Trail described above. The route between Rock Island and Chester has not yet been selected.

The Old Chain of Rocks Bridge now serves as the longest pedestrian and biking bridge in the world.

There are also plans for more localized bike trails. The Whiteside County Greenway and Trail Coalition plans to create a shared-use trail along the route of the Great River Road between Albany and Fulton with loops through both towns. An application has been made to the Federal Highway Administration to develop bike trails from the Great River Road at Prairie du Rocher, through farmland and restoration areas, ultimately to Fort De Chartres, a colonial era French fort.

The Committee should explore the need and opportunity for other biking connections and spurs, particularly in the southern part of the route where the Mississippi River Trail does not follow the Great River Road in Illinois. Efforts to market and upgrade trails should be coordinated with the organizations listed above and the Department of Natural Resources.

## ***5.2 Study Locations for Bird Watching Towers and Platforms and Develop Interpretive Program***

Another gift from the river along the Great River Road in Illinois National Scenic Byway is the abundance of bird life, particularly the majestic bald eagle, pelican and heron. Bird watching has become a very popular pastime in this area and a unique tourist activity. Communities along the Great River Road in Illinois almost unanimously voiced a desire to pursue the expansion and enhancement of this particular activity.

The Committee should explore the possibility of a comprehensive interpretive program for bird watchers, indicating the best perches, installing bird watching towers at the locks and dams and other locations, and identifying many of lesser known water fowl, as well.

## ***5.3 Facilitate Community Efforts to Install Historic Lighting, Street Trees, Landscape Treatments, and Utility Improvements***



### **Main Street Streetscapes**

When planning a Main Street streetscape project, be sure to check historical and archival sources for images/photographs of the street through time. Select paving materials, trees and lighting fixtures that are appropriate to YOUR past. Too many Main Streets, after carefully and historically accurately restoring building facades, select lighting fixtures from a catalog or brick sidewalks that were historically concrete. Always be true to your past.

Many communities are investigating options for streetscape improvements in their downtowns. The selection of historically appropriate and authentic lighting, street trees and plantings deserves careful consideration and planning. Decisions to underground utilities vs. relocating utilities, for example, can mean the difference of thousands of dollars.

For many communities the decision to move forward with streetscape improvements is guided by manufacturers sales representatives or catalogs. Utility companies or business owners, rather than arborists or landscape architects, often determine the appropriate street trees. Street lights are selected based on modern aesthetics without researching the type of lighting the community once had. Large expenditures are made on installing brick sidewalks while the road itself deteriorates. Some of these projects may be pleasant and attractive, few are likely to capture the unique history of the place.

The Committee should assist communities interested in streetscape improvements with access to technical assistance, grant writing and case studies. The Committee can assist different communities along the Great River Road, undertaking similar streetscape endeavors, in partnering options for purchase of materials or shared grant requests.

The Committee should organize a seminar on streetscape improvements for the communities along the Great River Road. The seminar could provide information on different tree species, how to research the historic streetscape, or less expensive options to undergrounding utilities.

### **5.4 Improve Riverfront Access and River Views**

The Great River Road in Illinois National Scenic Byway provides the traveler with numerous opportunities to view the Mississippi River. Still, due to the great length of the Great River Road, it is possible to drive long distances with no visual access to the river at all. In some areas the river is quite near the Great River Road in Illinois, but due to development or topography is not visible to the visitor. In other areas the Great River Road in Illinois National Scenic Byway can be several miles from the Mississippi River.

The Committee should inventory existing views of the Mississippi River from the Great River Road and determine clear and unobstructed views vs. filtered or partially obstructed views. Pullouts where traveler may park his or her vehicle should be identified. The ownership, public or private, of the view corridor (is the view from the

road across privately held land or across a state park?) should be determined. Care should also be taken that views *from* the river are not compromised.

- Establish a landscape maintenance program that regularly clears and trims brush that obscures views of the river
- Develop or reinforce existing spurs and drives leading from the Great River Road directly to the Mississippi River.
- Consider a sign or logo program to direct visitors to pullouts, scenic overlooks or river drives and spurs that clearly showcases the river as an attraction.
- Establish a program for boating access and other recreational uses of the river.

### ***5.5 Research Opportunities and Develop Programs for Downtown Revitalization and Restoration***

The Great River Road in Illinois is fortunate to have many historic traditional town centers. Showcasing nineteenth century commercial and residential architecture, and town planning, many of these communities tell the story of industry, settlement and wealth through their buildings. For many, however, these downtown areas have become architectural graveyards—abandoned and underutilized. Options for adaptive reuse for historic town centers should be explored.

The Committee should explore opportunities to work with the Illinois Main Street Program.

Illinois Main Street Program  
612 Stratton Building  
Springfield, IL 62706  
(217) 524-6869

### ***5.6 Explore Uses for abandoned Rail Beds***

Because of its industrial history, the Great River Road in Illinois is crossed and paralleled by many rail lines. Unfortunately, many have been abandoned. Fortunately, communities can be very creative in their use of these rail beds. Some of the ideas that should be explored are dinner trains, bike or pedestrian trails, and even reestablishing passenger train use. The rail beds tend to afford travelers the best views of the river.

Rails to Trails Conservancy  
1100 17<sup>th</sup> St., NW  
Washington, DC 20036  
(202) 331-9696

## **FOCUS AREA 6: Safety**

### ***6.1 Study Need for Agricultural Pull-Offs and Appropriate Locations***

Much of the Great River Road in Illinois is used for agricultural traffic. Farmers and agricultural workers have historically used the Great River Road to move farm machinery. Growth, tourism development, or simply a fast pace metropolitan society, has created vehicle conflicts as impatient drivers, often unaware of the dangers of interacting with farm machinery, speed around slower moving farm vehicles.

The Committee should investigate the development of agricultural pull-offs that will provide slower moving farm vehicles with the option to pull to the right on a paved passing area and allow through traffic to pass. Care should be taken to insure that these pull-offs are placed appropriately with regard to views and environmentally sensitive areas.

## ***6.2 Study Need for Road Repairs***

Many communities, during the development of this Corridor Management Plan expressed the need for road repairs and maintenance to various stretches of the Great River Road in Illinois. While such repairs, if warranted, do have an impact on the byway experience, it must be remembered that designation as a scenic byway is focused on resource management, promotion and protection—not highway repairs. However, designation as a scenic byway does provide an excellent opportunity for communities, united by the byway, to raise a common voice requesting road repairs and maintenance.

Each regional committee should conduct an annual basic inventory of repair and maintenance concerns and observations. Collective and organized requests from the Great River Road Committee to the Illinois Department of Transportation or local public works offices will assist the transportation agencies in better understanding road conditions. Such a listing will arguably carry more weight as regional request rather than a town request.

## Chapter Six:

# Making It Happen

### Observed

Every town along the GRR should evaluate its place in the landscape and the residents' desire for change and how change may be accommodated. Here are two sample communities observed during the preparation of this corridor management plan.

Well known as a popular tourism destination, **Galena** has received national attention for its efforts to preserve and revitalize its historic downtown. For many, the first site of Galena along the GRR is that of church spires rising from the Galena River Valley beyond a farm ridge. When the farm was offered for sale, however, many people began realizing that part of their image of Galena was that of surrounding countryside—not just the historic downtown.

Like Galena, **Nauvoo** is a significant destination for visitors quietly located in an agrarian landscape. As one leaves the farm fields or river edge approaching the town there are few commercial distractions before arriving at the historic downtown. Now that the Church of Latter Day Saints plans to rebuild the historic temple, the town can expect thousands of additional visitors. Such an increase will decidedly put pressure on the open lands surrounding Nauvoo as increased visitors demand lodging and services. The aesthetic benefits to the historic downtown and historic Nauvoo site are clear. What will be the experience of the visitor approaching Nauvoo? Will it maintain or enhance the current aesthetic experience?

In future, observations such as these may be viewed through the lens of the corridor management plan. Through the actions of the corridor management plan, you can make good things happen!!

### Using This Plan

The Corridor Management Plan for the Great River Road in Illinois was developed as a result of extensive discussion with proposed byway communities and public meetings held along the corridor.

All planning documents, such as this corridor management plan, strive to capture the thoughts and objectives of the people and communities for which they are developed. Naturally, such plans represent the goals and ambitions of a particular point in time—a snapshot of a particular period. As such, plans, like this corridor management plan should be reviewed regularly, especially in light of significant changes in the region or new opportunities or issues not present at the time of the preparation of this plan.

This plan, as it exists, is not a legal document. It is advisory in nature. Should a local community choose to adopt any of the recommendations as a formal policy, such a decision would follow normal protocols. NO community is required to adopt this plan in full, or in part. It has been designed to be catalyst advocating positive change and promoting good practices in management along the byway.

The communities that have committed to the Scenic Byway process will be eligible for participation in National Scenic Byways marketing programs and eligible to receive National Scenic Byways Discretionary Grants Funds.



## Management Strategies

Due to the significant length of the Great River Road in Illinois National Scenic Byway (over 550 miles!), the sharing of the byway in the Alton area with the Meeting of the Great Rivers National Scenic Byway and the nationally designated Great River Road from Canada to the Gulf of Mexico (not to mention the route's juncture with the Ohio River Scenic Route in Illinois National Scenic Byway, the National Road in East Saint Louis, and the Lincoln Highway in Fulton), management of the Great River Road in Illinois National Scenic Byway must carefully balance local, state and national actions without sacrificing individuality and uniqueness.

## The Action Plan

The Action Plan provides a recommended strategy for undertaking the Actions outlined in Chapter 5. Actions have been identified in three categories:

**Maintaining the Interest:** The byway committee will always work to ensure that public participation and open dialogue are an ongoing part of the management and planning of the Great River Road in Illinois.

**Foundation Actions:** These actions are essential to the establishment of the Great River Road Scenic Byway in Illinois. They either establish basic byway structures, such as establishing a byway Committee (Action 1.1), or initiate the first action of an ongoing process, such as establishing a brochure policy (Action 4.1). These actions should be undertaken in the first year.

**Character Actions:** These actions establish and implement the principal activities, programs and improvements that will come to characterize the Great River Road Scenic Byway as a comprehensive and organized resource. They may be one time activities such as hiring an interpretive planner (Action 3.3) or ongoing activities such as establishing a web site (Action 1.4). These actions should be undertaken during the second and third years.

**Long Range Actions:** These actions will build on the Foundation Actions and Character Actions by providing new venues and opportunities to augment the basic byway infrastructure and resources previously undertaken. These actions should be undertaken during the fourth year and continued.




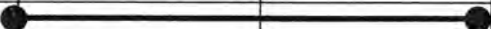




**Please note:** Some actions have been identified as both Character Actions and Long Range Actions. These represent actions that are important to establishing the character of the Great River Road in Illinois National Scenic Byway, but unlike the basic Character Actions are likely to extend well into the future.



## **Funding the Actions**

While all the Great River Road Actions identified in this corridor management plan are encouraged, funding requests for all actions should be carefully weighed for their benefits to the corridor as a whole and the timing in which they are undertaken. In general, actions that benefit the entire byway should be the first priority for funding from the National Scenic Byways Program. Funding for more community focused projects may best be supported from transportation enhancements funds. Of course, the byway and communities along the byway should never overlook alternative sources of funding. Many sources of grants are available from Federal and State agencies, non profit and advocacy organizations, and private foundations.

Great River Road in Illinois Actions	Foundation Actions (Year One)	Character Actions (Years 2 & 3)	Long Range Actions (Begin Year 4)
<b>1. General Management</b>			
1.1 Form Great River Road National Scenic Byway Steering Committee(s)	● — ●		
1.2 Continue coordination with Mississippi River Parkway Commission	● — ●		
1.3 Coordinate with other National Scenic Byways in Area	● — ●		
1.4 Study Use of Web Site for Administration and Marketing		● — ●	
<b>2. Protection and Maintenance</b>			
2.1 Develop Design Guidelines Specific to Each Community and for the Route in general		● — ●	
2.2 Increase Awareness of Community Edge Issues		● — ●	●
2.3 Comply with State Off-Premise Sign Restrictions	● — ●		
<b>3. Interpretation and Education</b>			
3.1 Update Signs to Reflect Changes in Route	● — ●		
3.2 Explore the use of TOD Signs and other Way-Finding Devices		● — ●	
3.3 Hire an Interpretive Planner		● — ●	
3.4 Investigate Sites for New Visitor Centers			● — ●
3.5 Study Appropriateness of Enhanced Access to Prehistoric Native American Sites		● — ●	●
3.6 Develop a Program and Brochure focused on Agricultural History and Appreciation		● — ●	●
3.7 Develop Children's Programs on Various Themes found along the Great River Road		● — ●	●
<b>4. Marketing and Tourism</b>			
4.1 Establish Consistent Brochure Policy	● — ●		
4.2 Update Great River Road Maps and Brochures	● — ●		
4.3 Conduct Comprehensive Visitor Survey		● — ●	
4.4 Develop FAM Tour		● — ●	●
4.5 Research and Develop Opportunities for Road Tours and/or Festivals		● — ●	
4.6 Research Opportunities for Expanded River-Based Tourism			● — ●
4.7 Improve and Expand Visitor Services			● — ●

<b>5. Infrastructure Improvements and Enhancements</b>			
<b>5.1</b> Study Opportunities for Connecting Existing Bike Paths with Additional Trails			
<b>5.2</b> Study Locations for Bird Watching Towers and Platforms and Develop Interpretive Program			
<b>5.3</b> Facilitate Community Efforts to Install Historic Lighting, Street Trees, Landscape Treatments, and Utility Improvements			
<b>5.4</b> Improve Riverfront Access and River Views			
<b>5.5</b> Research Opportunities and Develop Programs for Downtown Revitalization and Restoration			
<b>5.6</b> Explore Uses for Abandoned Rail beds			
<b>6. Safety</b>			
<b>6.1</b> Study Need for Agricultural Pull-Offs and Appropriate Locations			
<b>6.2</b> Study Need for Road Repairs			

## Appendix

- ◆ Great River Road in Illinois National Scenic Byway Route
- ◆ Local Contacts
- ◆ Neighboring National Scenic Byway Contacts

## **The Great River Road in Illinois National Scenic Byway**

Begin at the Iowa Border and head South.

### **Jo Daviess County**

Take U.S. Route 20 from the Illinois state line in East Dubuque, through Galena to approximately 12 miles east of Galena and then south on Illinois Route 84, through Hanover, to the southern border of Jo Daviess County.

### **Carroll County**

The route continues from the northern border of Carroll County on Illinois Route 84 through Savanna, through Thomson to the southern border of Carroll County.

### **Whiteside County**

The route continues from the northern border of Whiteside County on Illinois Route 84 through Fulton, past East Clinton, & through Albany to the southern border of Whiteside County.

### **Rock Island County**

The route continues from the northern border of Rock Island County on Illinois Route 84 through Cordova, through Port Byron, through Rapids City, and into East Moline. The route turns off of highway 84 and onto Highway 92 in East Moline. It continues through East Moline and through Rock Island. The route continues through Rock Island, through Andalusia. Approximately 7 miles past Andalusia, turn onto County Road 59. Follow to Illinois City, where it rejoins Highway 92. Turn south on County Road 11 and follow to the southern border of Rock Island County.

### **Mercer County**

The route continues from the northern border of Mercer County on County Road 14 to New Boston, where it turns east onto Highway 17. Approximately 4 miles on Highway 17, the route turns south onto county road 25 and continues through Keithsburg to the southern border of Mercer County.

### **New Boston Exploration Route**

- At the intersection of County Road 14 and State Route 17, continue west on State Route 17 into New Boston.

### **Henderson County**

The route continues from the northern border of Henderson County on the same road, now called County Road 3 to Illinois Route 164 where it turns west onto Route 164. The route follows Route 164 through Oquawka, and through Gladstone to the junction of Illinois Route 164 and U.S. Route 34. The route follows Route 34 west approximately 7 miles to Carman Rd. The route follows Carman Road South to Lomax, where it turns west on Illinois Route 96. The route continues on Route 96 west through Dallas City to the southern border of Henderson County.



#### **Gulf Port Exploration Route**

- Take Highway 34 into Gulfport.

#### **Hancock County**

The route continues from the northern border of Hancock County on Illinois Route 96 through Dallas City, past Pontoosuc, through Niota, through Nauvoo, through Hamilton. Once through Hamilton, take County Road 32 to Warsaw. Once in Warsaw, the route will continue west on Main Street, and out of town on County road 12 to the southern border of Hancock County.

#### **Adams County**

The route continues from the northern border of Adams County on County Road 7. The route will remain on County Road 7 until it reaches County Road 1400. It follows County Road 1400 east to U.S. Route 24. The route follows Route 24 (Southbound – 3<sup>rd</sup> St., Northbound – 4<sup>th</sup> St.) through Quincy to Illinois Route 57. The route follows Route 57 south through Marblehead and Fall Creek to the southern border of Adams County.

#### **Quincy Exploration Route**

- York St., between South Third St. and South Fourth St.
- Vermont St. from North Fourth St. to North Front St.
- North Front St. from Vermont St. past Clat Adams Park, to Hampshire St.
- Hampshire St. from North Front St. to North Fourth St.

#### **Pike County**

The Pike County Board of Supervisors has elected not to participate in this Corridor Management Plan.

#### **Meeting of the Great Rivers National Scenic Byway**

#### **Calhoun County**

#### **Greene County**

#### **Jersey County**

#### **Madison County (to I-270)**

The Great River Road is marked with the official Pilot's Wheel shield throughout these counties. The route here is officially recognized as the Meeting of the Great Rivers National Scenic Byway and has a corridor management plan separate from this one.

For contact information for the Meeting of the Great Rivers Corridor Management Plan, please see the appendix.

#### **Madison County (from I-270)**

The route picks up in Madison County at Illinois Route 111 Southbound, at the junction of I-270 and Illinois Route 111. It continues on Highway 111 for approximately 6 miles,

where it will get onto I-70 westbound for approximately 4 miles to the southern border of Madison County.

#### **Madison County Exploration Route**

- Route 3 south off of I-270 going through Granite City, Madison, Venice, and Brooklyn, looping back onto the Great River Road at the junction of Route 3 and I-70

#### **St. Clair County**

The route continues from the northern border of St. Clair County on I-70 westbound and travels to the junction with Illinois Route 3 Southbound. The route continues on Illinois Route 3 through Cahokia, through Duplo to the southern border of St. Clair County.

#### **Monroe County**

The route continues from the northern border of Monroe County on Illinois Route 3 through Columbia, through Waterloo to the southern border of Monroe County.

#### **Columbia Old Route 3 Exploration Route**

- Through the town of Columbia on Old Route 3.

#### **Maeystown Road Exploration Route**

- Turns off of Highway 3 onto Maeystown Road in Waterloo. Follow Maeystown Rd. to Bluff Road and follow Bluff Road back to the main Route of Highway 3.

#### **Randolph County**

The route continues from the northern border of Randolph County on Illinois Route 3 through Red Bud, through Ruma, past Evansville, past Ellis Grove, through Chester, on Water Street and Route 3, through Rockwood to the southern border of Randolph County.

The Towns of Ruma and Rockwood have elected not to participate in this Corridor Management Plan.

#### **Maeystown Road Exploration Route**

- Turns off of Highway 3 onto Maeystown Road in Waterloo. Follow Maeystown Rd. to Bluff Road and follow Bluff Road back to the main Route of Highway 3.

#### **Fort de Chartres Exploration Route**

- Turns northwest on Bluff Road at Ellis Grove and goes to Prairie du Rocher, where it turns State Highway 155 off of Bluff Road, traveling to Fort De Chartres. This road will loop back onto Bluff Road heading to the main route of Highway 3.

#### **Jackson County**

The route continues from the northern border of Jackson County on Illinois Route 3 through Glenn, past the Route 149 intersection, past Grand Tower approximately 5 miles to the southern border of Jackson County.

### **Union County**

The route continues from northern the border of Union County on Illinois Route 3 the through Wolf Lake, past Ware, past Reynoldsville to the southern border of Union County.

#### **Wolf Lake Exploration Route**

- In Wolf Lake, turn east onto State Forest Rd. and follow to Hwy. 127 then turn north on Hwy 127 to State Pond Rd. Then turn east onto State Pond Rd and follow to Hwy. 146. Turn west on Hwy 146 and follow back to Route 3 in Ware.

### **Alexander County**

The route continues from the northern border of Alexander County on Illinois Route 3 past McClure, through Gale, past Thebes, through Olive Branch to the intersection of Route 3 and Illinois Route 127. The route continues south on Route 3 through Cache, through Klondike to U.S. 51. On U.S. 51 the byway continues south through Cairo to U.S. 60/62. It then continues south on U.S. 60/62 and through Fort Defiance State Park on Fort Defiance Road, where the proposed National Scenic Byway will end.

#### **Thebes Exploration Route**

- From Rt. 3 through Thebes on Riverview St. to Pecan, and then to 4<sup>th</sup> Street. Travel south on 4<sup>th</sup> St. to Walnut St. Then turn west on Walnut St. to 2<sup>nd</sup> St. and head North on 2<sup>nd</sup> Street to Poplar St. Then turn east onto Poplar Street to 5<sup>th</sup> St. and turn South on 5<sup>th</sup> St. to Oak. Turn East on Oak to 8<sup>th</sup> Street. Travel north on 8<sup>th</sup> St. back to Poplar St. Then turn west on Poplar and follow it back to Route 3.

#### **Horseshoe Lake Exploration Route**

- In Olive Branch turn south off of Rt. 3 onto Miller City Road and follow it to Miller City. Then turn east onto Promise Land Road and follow it back to Route 3.

#### **Cairo Exploration Route**

- Through Cairo you are on U.S. 51/Sycamore Street. Turn right (west) on 28<sup>th</sup> Street over to Park Place West and turn right (north) on to Park Place West. Travel north until 33<sup>rd</sup> Street and turn right (east) on 33<sup>rd</sup> Street. Take 33<sup>rd</sup> St. east to Washington Ave. Turn right (south) on Washington Ave. to the corner of 20<sup>th</sup> and Sycamore Streets where you will re-enter onto state routes. Drive south on Washington Avenue to Eighth Street, turn left (east) onto Eighth Street under Wrought Iron Arch. Proceed two blocks on Eighth Street to Ohio River Levee Gap and turn right (south). Proceed along Ohio Riverfront to Fourth Street Gap and turn right (west). Proceed west on Fourth Street to Washington Avenue, where you will re-enter state routes.

### **END**

The Great River Road meets the Ohio River Scenic Route, National Scenic Byway

## Contacts

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618-877-4907 FAX

Mayor of Venice  
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618-877-3586

**Madison County**

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Village of Brooklyn  
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Southwestern IL Tourism Bureau  
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618-397-1945 FAX

Collinsville CVB  
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**St. Clair County cont.**

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**Monroe County**

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**Randolph County**

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**Randolph County cont.**

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**Union County**

County Chairperson  
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**Union County cont.**

Southernmost Illinois Tourism Bureau  
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**Alexander County**

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## **Scenic Byway Contacts**

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### **Ohio River Scenic Route National Scenic Byway**

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Main Street/Golconda Inc.  
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Golconda, IL 62938  
618-683-6246

# **GREAT RIVER ROAD NATIONAL SCENIC BYWAY**

**in**

***SOUTHWESTERN  
ILLINOIS***

Dennis A. Hermann

Southwestern Illinois Tourism and Convention Bureau

## Great River Road National Scenic Byway in Southwestern Illinois

### Cahokia

The Holy Family Catholic Church, the oldest continuous Catholic parish in the United States, is an excellent example of the French vertical log construction. The original chalice used by the missionaries for the first service in Illinois Country in 1699 is there. National Historic Landmark. 116 Church Street 618-332-1782

The Martin/Boismenu House is the newest State Historic Site in Southwestern Illinois. This is a fine example of a typical early French Colonial home of the area with classic design and vertical log construction. 2110 First Street 618-332-1782

Cascading from a cave in the sheer face of the limestone bluffs, the waterfall descends 75 feet. Falling Springs with the beautiful fall, cliffs and natural area is a favorite for the outdoor enthusiast and all that love nature. 2100 LePere Lane Dupo 618-286-4440

### Columbia

The city sits high on the bluffs overlooking the American Bottoms, original Mississippi River bed. The city is fast growing but possess the charm of its German heritage. Many German festivals are celebrated here. Four excellent golf courses entice you to play-a-round.

### Waterloo

This city of tree-lined streets is the county seat, a vibrant business community, has unique shopping and has a diversity of history. Its German heritage is happily displayed in their many festivals throughout the year.

## Great River Road National Scenic Byway in Southwestern Illinois

### Waterloo

**Belle-Fontaine Museum and House** is the original site of Waterloo. As a stop on the **Kaskaskia - Cahokia Trail**, most adventurers, settlers and George Rogers Clark and his army of "Long Knives" in their quest for America's independence have stopped here.  
700 South Church Street 618-939-5230

The **Peterstown House** is an original stagecoach stop on the Kaskaskia-Cahokia Trail. A museum in the House tells of its history. 407 Washington Drive 618-939-8227

At **Schorr Lake Vineyard and Winery** you can enjoy the tasting room, get a first hand look and information about the grapes ripening on the vines and wine making.  
1032 South Library Street 618-939-3174

Relax, sample the great variety of wines produced at the historic **Waterloo Winery**. Stroll the grounds and enjoy the gift shop. 725 North Market Street 618-939-5743

For a unique adventure explore the **Illinois Caverns** near Waterloo. Visit the only cave open to the public in Illinois. The beauty of the spectacular formations of stalactites, stalagmites will fascinate you. Self guided  
4369 "G" Road 618-458-6699

The **Dreamland Palace** Restaurant and Indoor Bavarian Wine Garden, just outside of Waterloo at Foster Pond, will have you praising the authentic German cuisine. The beautiful bar is original to the building when it was a stagecoach stop. Route 156 618-939-9922



## Great River Road National Scenic Byway in Southwestern Illinois

### Red Bud

Red Bud has developed their exceptional historic, downtown district (National Register). Period lamp posts along the main street and an abundance and variety of shops draw your attention. The Blossom City Festival celebrating the red bud tree blossoms are everywhere, the spring.

The Lau-Nae Winery celebrates the art of wine making. Enjoy the wine tasting, sit on the front porch, lean back in your rocking chair and let the world go by. Browse through the gift shop. 1522 State Route 3 618-282-9463

### Evansville

Located on the Kaskaskia River, a tributary of the Mississippi River, the quaint Village of Evansville was the stop of 1800s paddle wheel steamers. Today huge barges are loaded with grain harvests from the area and water enthusiasts ply the river. Several festivals celebrate the river heritage.

### Ellis Grove

This quiet village on the Great River Road is the entry way to significant historic sites of the French Colonial period and Illinois statehood.

Only the earthen works of Fort Kaskaskia State Historic Site (National Register) remain. The fort, built by French colonists, was destroyed to prevent the British use of it at the end of the French and Indian War. One of the most beautiful and scenic views of the Mississippi River is located here. Garrison Hill Cemetery holds graves of many of the early French Colonists of the Village of Kaskaskia and from the surrounding area. Pierre Menard is buried there. 4372 Park Road 618-859-3741

## Great River Road National Scenic Byway in Southwestern Illinois

### Ellis Grove

Located near the base of the bluff below Fort Kaskaskia is the **Pierre Menard Home State Historic Site** (National Historic Landmark), the "Mount Vernon of the West." This was the home of the first LT. Governor of Illinois, Pierre Menard. The beautiful home contains many original furnishings. Gardens of vegetables, herbs and flowers grace the grounds. Numerous events with period costumed reenactors carry on traditions unique to the French Colonial era. 4230 Kaskaskia Street  
618-859-3031

A **Great River Road Interpretive Kiosk** is located just south of Ellis Grove on Route 3.

**Kaskaskia Island** Created by the Mississippi River's flooding in the 1880s, Kaskaskia Island is the only place where you have to cross the Mississippi River to Missouri to be in Illinois.

The **Village of Kaskaskia, first State Capital of Illinois**, was eventually destroyed by flooding. The **Kaskaskia Bell Shrine State Historic Site** houses the bell given as a gift to the French colonists by the King of France in 1743. Also known as the "Liberty Bell of the West," this bell was rung on July 4, 1778 when George Rogers Clark and his "Long Knives" captured the Village of Kaskaskia from the British during the Revolutionary War. 4370 Park Road  
618-859-3031

## Great River Road National Scenic Byway in Southwestern Illinois

### Chester

Founded in 1819 on the bank of the Mississippi River, Chester was known as "River City." Today it is the bustling county seat of Randolph County. Some of the most spectacular views of the Mississippi River and westward are available here. Numerous shops, restaurants, and accommodations are available. The riverfront comes alive with the docking of commercial tour paddle wheel steamboats. If you see a character in a sailors suit and a can of spinach in his hand - you're right, it is Popeye. Chester is the birthplace of Elzie Segar, creator of Popeye. Chester was also a stop on the underground railroad.

The Chester Bridge, crossing the Mississippi River, is a landmark of the area. Don't miss the Popeye Statute at the Illinois approach to the bridge. 618-826-2326

The view from the Cohen Mansion, a stunning antebellum mansion built in 1855 high on the bluffs overlooking the Mississippi River, is magnificent. 537 Harrison Street 618-826-4187

Mary's River Covered Bridge (National Register) built in the 1850s is the oldest in Illinois. All of the internal structure is original. If covered bridges are your passion, don't miss this one. Old Plank Road 618-826-5000

The Randolph County Museum and Archives Building is a treasure of the area history and a genealogist's delight. Most of the early French colonial records are there. Taylor Street 618-826-5000

## Great River Road National Scenic Byway in Southwestern Illinois

### Chester

For outdoor enthusiasts, within a short distance of Chester are the Randolph County Fish and Wildlife Area, Turkey Bluff State Fish and Wildlife Area and Piney Creek Ravine State Nature Preserve. All provide a unique outdoor experience. 618-826-2706

## western Illinois

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## East St. Louis

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## Great River Road National Scenic Byway in Southwestern Illinois

### Exploration Route - Northern

**East St. Louis** The Katherine Dunham Museum captures the spirit, life, art and travels of the anthropologist and choreographer-dancer Katherine Dunham. 1005 Pennsylvania Avenue  
618-271-3367

The Frank Holton State Park features fishing, picnicking, bird watching, wetlands, golf course and acres to explore.  
4500 Pocket Road 618-874-7920

## **Great River Road National Scenic Byway in Southwestern Illinois**

### **Exploration Routes**

Three Exploration Routes augment and enhance the experience provided the visitor following the Great River Road in Southwestern Illinois.

#### **Southern: Ellis Grove to Fort de Chartres at Prairie du Rocher on Bluff Road**

##### **Ellis Grove**

**Bluff Road** ( west from Ellis Grove is one of the most spectacular drives in Southwestern Illinois. You feel as if you are the first person to explore this country with the towering limestone bluffs on one side and the magnificent expanse of the American Bottoms (original riverbed of the Mississippi River) on the other side.

**Kaskaskia Lock and Dam** is a half mile from the confluence of the Kaskaskia and Mississippi Rivers. View tugs with barges and pleasure craft locking through.  
4800 Lock and Dam Road, Roots 618-284-7160

##### **Modoc**

Several miles from the Village of Modoc you can **Ferry** across the Mississippi River between Illinois and Sainte Genevieve, Missouri on the St. Genevieve/Modoc Ferry. This is the connection of the French Colonial Heritage Areas on both sides of the river. See the river up close.  
800-373-7007

The **Modoc Shelter Marker** (National Historic Landmark) is a major archeological site of Native Americans' use of the area from 8000 B.C. to 1200 A.D.

## Great River Road National Scenic Byway in Southwestern Illinois

### Exploration Route - Southern

**Prairie du Rocher** Founded in 1722 by French colonists from Canada, the village (Prairie by the Rock) is located in the shadow of the limestone cliffs of the bluffs. The second oldest town in Illinois, it originally was the center of a major French farming area that produced enormous quantities of grain that were shipped by way of the Mississippi River to other French controlled locations. The village is one of the few that has continued to celebrate the French heritage.

The **Creole House** begun in 1800 is in the transitional French colonial style, a combination of French and American architecture. Market Street 618-282-2245

The **Church Cemetery of the St. Joseph's** has been in use since 1731. Burials there include Native Americans, slaves, French and American settlers. 802 Middle Street 618-284-3314

Located outside of Prairie du Rocher is **Fort de Chartres State Historic Site**, the seat of French colonial power and government in the Illinois Country. The stone fort has been partially reconstructed with the impressive entry gate, limestone walls with artillery ports, barracks, chapel and museum. The powder magazine is original and is the oldest building in Illinois. Several major reenactments are held each year. This is a must visit. 1350 State Route 155 618-284-7230