

**TABLE OF CONTENTS**

<b>INTRODUCTION</b>	<b>i - 1</b>
<b>CHAPTER I: THE PLANNING PROCESS</b>	
A. Introduction	I - 1
B. Comprehensive Plan	I - 1
C. Zoning Ordinance	I - 2
D. Subdivision Regulations	I - 2
E. Role of the Plan Commission	I - 3
F. Role of the City Council	I - 3
G. Role of the Board of Appeals	I - 4
H. Text Amendments	I - 4
<b>CHAPTER II: DEMOGRAPHICS</b>	
A. Introduction	II - 1
B. Population	II - 1
1. Historic Population Trends	II - 1
2. Population Projections	II - 1
C. Employed Residents	II - 3
1. Historic Employed Residents Trends	II - 3
2. Employed Residents Projections	II - 3
D. Housing Units	II - 5
1. Historic Housing Units Trends	II - 5
2. Housing Units Projections	II - 5
E. Median Household Owner's Value	II - 6
1. Historic Median Household Owner's Value Trends	II - 6
F. Median Household Income	II - 7
1. Historic Median Household Income Trends	II - 7
G. Comparison of Employed Residents by Industry	II - 8
<b>CHAPTER III: LAND USE</b>	
A. Planning Base Map	III - 1
B. Zoning Districts	III - 1
C. Future Land Use	III - 1
<b>CHAPTER IV: LAKE TAYLORVILLE LAND USE</b>	
A. History and Existing Conditions	IV - 1
B. Future Land Use Plan	IV - 5

**CHAPTER V: INFRASTRUCTURE**

A.	Transportation	V - 1
1.	Roadway Classification	V - 1
2.	Existing Traffic Conditions / Average Daily Traffic (ADT)	V - 4
3.	Existing Transportation System Conditions	V - 11
a.	Local Roads	V - 11
b.	Township Roads	V - 12
c.	Collector Streets	V - 12
d.	Major Streets	V - 12
e.	Major Highways	V - 12
f.	Grid System	V - 12
g.	General Traffic Conditions	V - 12
4.	Illinois Department of Transportation (IDOT) Bypass	V - 13
5.	Future Classification and Network System	V - 13
6.	Identification of Problem Areas	V - 13
7.	Identification of Potential Federal/State/Local Funding Sources	V - 14
a.	Federal Funding	V - 14
b.	State Funding	V - 14
c.	Local Funding	V - 14
8.	Improvement Alternatives	V - 14
a.	General Comments	V - 14
b.	Specific Recommendations	V - 16
1.	Major Highway Improvements	V - 16
2.	Major Street Improvements	V - 16
3.	Collector Street Improvements	V - 16
4.	Local Roads	V - 18
B.	Combined Sewers	V - 27
1.	Benefits of Separating Storm Water from Combined Sewer System	V - 27
2.	Identification of CSO Links Separated	V - 28
3.	Prioritization Program for the Continuation of Separation Efforts	V - 29
C.	Sanitary Sewers	V - 29
1.	Sewer System	V - 29
2.	Pump Stations	V - 30
3.	Taylorville Sanitary District	V - 32
D.	Drainage	V - 36
1.	Identification of Known and Anticipated Drainage Problems	V - 36
2.	Measures to Address Identified Problems	V - 36
E.	Water Supply	V - 41
1.	Existing Water Treatment and Distribution System	V - 41
2.	Analysis of Sustainability	V - 42

**CHAPTER VI: LAKE TAYLORVILLE DREDGING STRATEGIES**

A.	Background Information	VI - 1
B.	Timing Considerations	VI - 1
C.	Financing Considerations	VI - 2
D.	Methodological Considerations	VI - 2
E.	Recommendation	VI - 2
F.	Recommendations to Reduce Sediment and Improve Water Quality into Lake Taylorville	VI - 4

**CHAPTER VII: ECONOMIC DEVELOPMENT**

A.	Recommendations	VII - 1
1.	Infrastructure Priorities	VII - 1
2.	Funding	VII - 2
3.	Schools	VII - 2
4.	Government	VII - 3
5.	Business Retention/Marketing	VII - 4
a.	Business Retention	VII - 4
b.	Marketing/Development Opportunities	VII - 4
i.	Expansion of Existing Industries	VII - 4
ii.	Tourism Development	VII - 4
iii.	Downtown Development	VII - 4
iv.	Development of a Hotel/ Conference Center	VII - 5
B.	General Comments	VII - 5

**CHAPTER VIII: SANITARY DISTRICT**

A.	Introduction	VIII - 1
B.	Description of System	VIII - 1

**CHAPTER IX: SCHOOL DISTRICT**

A.	Survey of Existing Conditions	IX - 1
B.	District Identified Issues	IX - 3

**CHAPTER X: PARK DISTRICT**

A.	Survey of Existing Conditions	X - 1
B.	District Identified Issues	X - 1

**CHAPTER XI: AIRPORT**

A.	Survey of Existing Conditions	XI - 1
B.	Identified Issues	XI - 1

<b>APPENDIX A: CENSUS DATA</b>	<b>A - 1</b>
<b>APPENDIX B: 1962 LAKE TAYLORVILLE REPORT</b>	<b>B - 1</b>
<b>APPENDIX C: 1964 LAKE TAYLORVILLE REPORT</b>	<b>C - 1</b>
<b>APPENDIX D: 2002 SANITARY COLLECTION SYSTEM LIFT STATION EVALUATION FOR HEIGHTS AVENUE, THE SPILLWAY AND PERSHING ROAD</b>	<b>D - 1</b>
<b>APPENDIX E: SEDIMENT SURVEY OF LAKE TAYLORVILLE, PREPARED BY WILLIAM BOGNER, 1977</b>	<b>E - 1</b>

### **LIST OF MAPS**

Map III-1: Existing Base Planning Map	III - 4
Map III-2: Existing 2006 Zoning Map	III - 5
Map III-3: Existing Land Use Map	III - 6
Map III-4: 2005 Undermined Area Map	III - 7
Map III-5: Future Land Use Map	III - 8
Map IV-1: Existing Lake Conditions Map	IV - 6
Map IV-2: 1964 Proposed Lake Development	IV - 7
Map IV-3: Existing Land Uses on Lake Taylorville	IV - 8
Map IV-4: Future Lake Land Use and Development Map	IV - 9
Map V-1: Overall Existing Roadway Classification Map	V - 19
Map V-2: Existing Roadway Classification Map – North	V - 20
Map V-3: Existing Roadway Classification Map – South	V - 21
Map V-4: Five (5) Year Classification Map	V - 22
Map V-5: Proposed State Bypass Alternative Scenario Map	V - 23
Map V-6: Overall Future Roadway Classification Map	V - 24
Map V-7: Future Roadway Classification Map – North	V - 25
Map V-8: Future Roadway Classification Map – South	V - 26
Map V-9: Existing & Future Sanitary, Storm, and Combined Sewer Map	V - 33
Map V-10: Existing & Future Sanitary, Storm, and Combined Sewer Map – North Area	V - 34
Map V-11: Existing & Future Sanitary, Storm, and Combined Sewer Map – Lake Area	V - 35
Map V-12: Watershed Map	V - 37
Map V-13: Drainage Map	V - 38
Map V-14: North Area Problem Areas & Storm water Outlets	V - 39
Map V-15: South Area Problem Areas & Storm water Outlets	V - 40
Map V-16: Existing & Future Water Distribution System	V - 44
Map V-17: Existing & Future Water Distribution Map – North Area	V - 45
Map V-18: Existing & Future Water Distribution Map – Lake Area	V - 46
Map V-19: Future Water Transmission Mains	V - 47

Map V-20: Existing & Future Water Service Area Map	V - 48
Map VII-1: Taylorville Proposed Location for Energy Park and Power Plant	VII - 6
Map VII-2: Taylorville – Christian County Expanded Enterprise Zone	VII - 7
Map IX-1: Current & Future School District Boundary Map	IX - 4
Map IX-2: Taylorville School District Existing & Future Facilities Map	IX - 5
Map X-1: Taylorville Existing & Future Park Facilities Map	X - 3
Map XI-1: Taylorville Existing & Future Airport Facilities Map	XI - 4
Map XI – 2: Division of Aeronautics Airport Layout	XI - 5

### LIST OF TABLES

Table II-1: Population Projections	II - 3
Table II-2: Employed Residents Projections	II - 4
Table II-3: Housing Units Projections	II - 6
Table II-4: Median Household Owner's Value	II - 7
Table II-5: Median Household Income	II - 8
Table II-6: Percent of Employed Residents by Industry for Taylorville and Christian County	II - 9
Table V-1: Functional Class of Taylorville's Roads	V - 1
Table V-2: City of Taylorville Lift Station Capacities	V - 30
Table V-3: Taylorville Sanitary District Sewers	V - 32
Table V-4: Satellite Customer and Water Supplied	V - 42
Table VI – 1: Cost Estimate for Dredging	VI - 3
Table VIII – 1: Gravity Sanitary Sewers	VIII - 1
Table VIII – 2: Pumping Facilities	VIII - 2
Table VIII - 3: Diversion Structures, CSO Control Facilities and Treatment Facilities	VIII - 3
Table IX-1: District Enrollment Numbers	IX - 1

### LIST OF FIGURES

Figure II-1: Population by Decade, Taylorville 1970 – 2000	II - 2
Figure II-2: Employed Residents by Decade, Taylorville 1970 – 2000	II - 4
Figure II-3: Housing Units by Decade, Taylorville 1970 – 2000	II - 5
Figure II-4: Median Household Owner's Value	II - 7
Figure II-5: Median Household Income	II - 8
Figure V-1: Water Treatment Process	V - 49
Figure V-2: Water Treatment Process	V - 50
Figure XI – 1: Transportation Improvement Program: Airports Fiscal Year 2008-2013	XI - 3

### LIST OF EXHIBITS

Exhibit V-1: Average Daily Trips for Taylorville & Surrounding
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Roadway Network	V - 4
Exhibit V-2: Taylorville ADT	V - 5
Exhibit V-3: Taylorville North ADT	V - 5
Exhibit V-4: Taylorville Northwest ADT	V - 6
Exhibit V-5: Taylorville South ADT	V - 6
Exhibit V-6: Taylorville 2S ADT	V - 7
Exhibit V-7: Taylorville 2SW ADT	V - 7
Exhibit V-8: Southwest ADT	V - 8
Exhibit V-9: Southeast ADT	V - 8
Exhibit V-10: Lake Taylorville Dam ADT	V - 9
Exhibit V-11: Lake Taylorville North ADT	V - 9
Exhibit V-12: Lake Taylorville ADT	V - 10
Exhibit V-13: Lake Taylorville South ADT	V - 10
Exhibit V-14: Lake Taylorville 2S ADT	V - 11

## Introduction

The Taylorville Comprehensive Plan is a policy guide for decisions about the growth and physical development of the community. This Plan reflects Taylorville's vision of its future and establishes guidelines for its growth. The Comprehensive Plan takes an inventory of existing infrastructure and analyzes future trends. Using the community's goals as a filter, the plan sets forth desired land-use patterns and identifies the infrastructure improvements needed to support those patterns.

In addition to looking at the entire community, the Plan focuses on the Lake Taylorville Area. The intent is to identify strategies that will encourage development that is suitable for this underutilized resource. Zoning techniques and infrastructure standards tailored for this environmentally sensitive area have been provided as part of the planning process.

## **CHAPTER I THE PLANNING PROCESS**

### **A. Introduction**

A Comprehensive Plan is an official public document adopted by the Plan Commission and the City Council as a policy guide to decisions about the physical development of the community. It indicates in general how the citizens of the community want the City to develop in the next 10 to 20 years.

### **B. Comprehensive Plan**

The purpose of the Comprehensive Plan is to provide a rational land use guide for development that fosters economic growth and encourages compatible and high quality land development and redevelopment. To implement the plan, the City of Taylorville must follow certain procedures and policies in order to maintain the trust of the public. To start, the City must comply with State statutes, which prescribe the purpose of the plan as follows:

To prepare and recommend to the corporate authorities a comprehensive plan for the present and future development or redevelopment of the municipality. Such plan may be adopted in whole or in separate geographical or functional parts, each of which, when adopted, shall be the official comprehensive plan, or part thereof, of that municipality. This plan may include reasonable requirements with reference to streets, alleys, public grounds, and other improvements hereinafter specified. The plan, as recommended by the plan commission and as thereafter adopted in any municipality in this state, may be made applicable, by the terms thereof, to land situated within the corporate limits and contiguous territory not more than one and one-half miles beyond the corporate limits and not included in any municipality. Such plan may be implemented by ordinances (a) establishing reasonable standards of design for subdivisions and for resubdivisions of unimproved land and of areas subject to redevelopment in respect to public improvements as herein defined; (b) establishing reasonable requirements governing the location, width, course, and surfacing of public streets and highways, alleys, ways for public service facilities, curbs, gutters, sidewalks, street lights, parks, playgrounds, school grounds, size of lots to be used for residential purposes, storm water drainage, water supply and distribution, sanitary sewers, and sewage collection and treatment; and (c) may designate land suitable for annexation to the municipality and the recommended zoning classification for such land upon annexation.



Following is a description of procedures and policies relevant to plan implementation.

### **C. Zoning Ordinance**

A Zoning Ordinance is a legislative tool used for implementing the Comprehensive Plan. It delineates the boundaries for land use districts to regulate such things as use, density of population, and lot coverage.

The purpose of the zoning ordinance is to provide for:

... adequate light, pure air, and safety from fire and other dangers may be secured, that the taxable value of land and buildings throughout the municipality may be conserved, that congestion in the public streets may be lessened or avoided, that the hazards to persons and damage to property resulting from the accumulation or runoff of storm or flood waters may be lessened or avoided, and that the public health, safety, comfort, morals, and welfare may otherwise be promoted, and to insure and facilitate the preservation of sites, areas, and structures of historical, architectural and aesthetic importance.

### **D. Subdivision Regulations**

Subdivision regulations are another legislative tool to implement the Comprehensive Plan by guiding the subdivision and development of land. Subdivision regulations provide coordination of otherwise unrelated plans as well as internal design of individual sites. Subdivision regulations should be continually reviewed for needed amendments to be drafted and adopted in response to policy and development changes.

The general purposes of the subdivision regulations are to:

- Protect and promote the public health, safety, convenience, comfort and general welfare;
- Guide the future growth and development;
- Provide for the proper location and width of streets, roads, building lines, open space and recreation and to avoid congestion of population;
- Protect and conserve the value of land, buildings, and improvements and to minimize conflicts among the uses of land and buildings;
- Establish reasonable standards of design for subdivision in order to further the orderly layout and use of land;
- Ensure that public facilities, including roads, water, sewer and drainage facilities, are adequate to serve the needs of proposed subdivisions.

**E. Role of the Plan Commission**

1. To prepare and recommend to the corporate authorities a comprehensive plan for the present and future development or redevelopment of the municipality.
2. To recommend changes, from time to time, in the official comprehensive plan.
3. To prepare and recommend to the corporate authorities, from time to time, a plan for specific improvements in pursuance of the official comprehensive plan.
4. To give aid to the municipal officials charged with the direction of projects for improvements embraced within the official plan, to further the making of these projects, and, generally, to promote the realization of the official comprehensive plan.
5. To prepare and recommend to the corporate authorities schemes for regulating or forbidding structures or activities which may hinder access to solar energy necessary for the proper functioning of solar energy systems, as defined in Section 1.2 of The Comprehensive Solar Energy Act of 1977, or to recommend changes in such schemes.
6. To exercise such other powers germane to the powers granted by this article as may be conferred by the corporate authorities.

**F. Role of the City Council**

1. Enact and amend the zoning ordinance and zoning district map after considering the Plan Commission's recommendation.
2. Amend the subdivision regulations after considering the Plan Commission's recommendation.
3. Accept or reject dedications of easements, rights-of-way and public lands on subdivision final plats after having been approved by the Plan Commission.
4. Approve engineering plans for construction of public improvements.
5. Approve financial guarantees of financing mechanisms to ensure construction of all public improvements within subdivision plats.

## **G. Role of Board of Appeals**

The Board of appeals serves to protect the property owner from zoning ordinances that on their face may be valid, but which, when applied to particular facts, may result in “unnecessary hardship”. Unlike a Plan Commission, which serves mainly as a recommending body to the City Council, a Board of Appeals has the “final say” in the few matters it rules on at the local government level. The board functions in the following ways:

1. The Board of Appeals is primarily a quasi-judicial body rather than advisory or legislative body.
2. Its role in Zoning Administration is limited to three types of tasks:
  - The appeal of an administrative decision or interpretation where there is an ambiguous provision or an alleged error in the administration of the zoning regulations;
  - The granting of variances for cases of unnecessary hardship; and
  - Other matters referred to it by the city zoning ordinance, as allowed by state statute.
3. The board is not involved in the administering of the subdivision regulations.

## **H. Text Amendments**

Before making any recommendation or decision on a proposed amendment to the text of the zoning or subdivision regulations, the Plan Commission must first hold a public hearing. The purpose of the hearing is to allow both sides to express their views on the proposed amendment. Just as a decision on rezoning request must be based on the best interests of the entire community, and not just the interests of a particular person or group of persons, amendments of the text of the zoning and subdivision regulations must also be based on the best interests of the entire community. The following are factors that are appropriate for consideration of proposed text amendments:

1. Whether the amendment is consistent with the intent and purpose of the zoning regulations and the specific article, section or subsection proposed to be amended.
2. What the impact will be on the areas that are most likely to be directly affected by the amendment.
3. Whether the proposed amendment is made necessary because of changed or changing conditions in the areas and zoning districts affected, or in the area of jurisdiction of such changed or changing conditions.

4. Whether the proposed amendment is consistent with the goals, objectives, policies and recommendations of the adopted Comprehensive Plan.

## **CHAPTER II DEMOGRAPHICS**

### **A. INTRODUCTION**

An effective comprehensive plan must include an analysis of potential changes in future population size, composition and distribution as well as a description of past trends. In some cases, the factors that influence population change are beyond the control of the community. In other cases, the City can influence or manage future demographic changes through the adoption of policies based on the community goals.

A description and analysis of existing demographic data as provided by the U.S. Bureau of Census follows.

### **B. POPULATION**

#### **1. Historic Population Trends**

In terms of population trends, Figure II-1 shows the population of the City of Taylorville for each of the decennial census years from 1970 through 2000. From 1970 to 1980, the population grew from 10,790 to 11,386 persons, an increase of approximately 5.5%. From 1980 to 1990, the population decreased from 11,386 to 11,133 persons, a decrease of approximately 2.2%. From 1990 to 2000, the population once again grew from 11,133 to 11,427 persons, an increase of approximately 2.6%. The population gain in the 1990's was greater than the loss in the 1980's which resulted in the population in 2000 surpassing that of the population in 1980. Figure II-1 also shows future population projections based upon Table II-1.

#### **2. Population Projections**

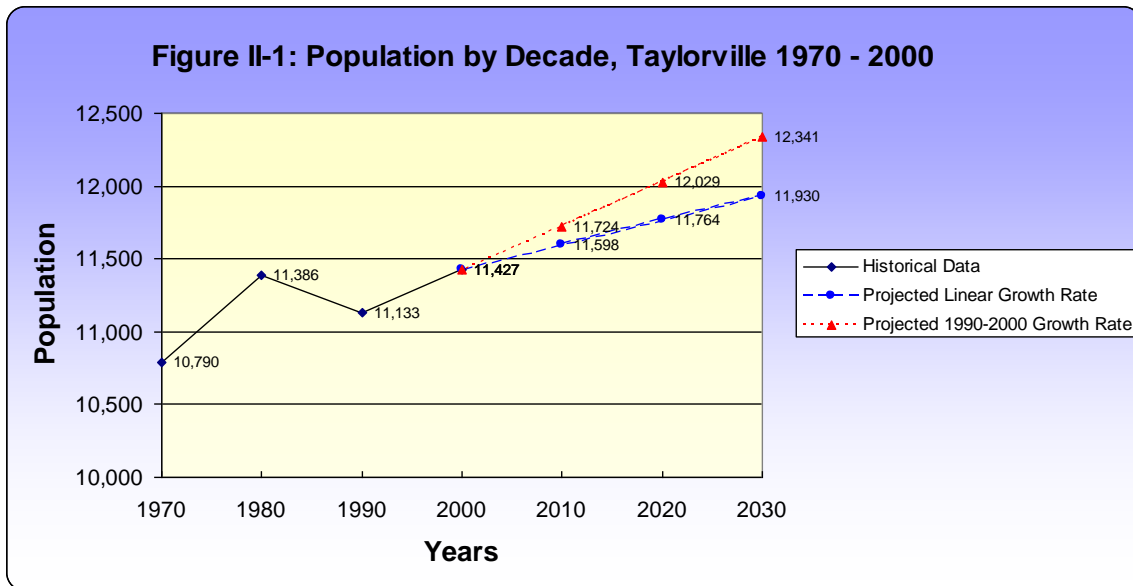
While Taylorville has experienced erratic population growth over the last 30 years, this situation may change in the near future. Proposals to develop new coal mines and a coal fired power plant just north of Taylorville will enhance opportunities for economic development in and around the City. In addition, completion of the long awaited widening of Illinois Route 29 to the north will strengthen the economic connection between Taylorville and Springfield. These two events could combine to generate significant population and job growth in Taylorville over the next several years.

Table II-1 shows future population projections through 2030. These projections have been made using two methods of projections. One method projects a future population of 12,341 persons and is arrived at by applying the growth rate (2.6%) the City experienced during 1990-2000 for each decade through 2030. The second method projects a future population of 11,937 and is

arrived at based upon a linear regression of the 1970, 1980, 1990 and 2000 data. Linear regression attempts to evaluate the relationship between two variables; for example population and time. For the analysis in this section, the linear relationship is determined by applying least squares regression to develop a best-fit line on historical data points from 1970 through 2000. The slope of this line is then projected out to the future.

It is important to realize that the regression analysis is a starting point for forecasting and does not show causality. The regression simply projects what may happen in the future based on past history. There are many factors which influence population growth including available housing units, employment, etc.

**Figure II-1: Population by Decade, Taylorville 1970 – 2000**



**Table II-1: Population Projections**

<b>Year</b>	<b>City of Taylorville Population</b>	
1970	10,790	
1980	11,386	
1990	11,133	
2000	11,427	
Projected Growth	Linear Growth Rate	1990-2000 Growth Rate
2010 (Projected)**	11,598	11,724
2020 (Projected)**	11,764	12,029
2030 (Projected)**	11,930	12,341

Census Data Source: U.S. Department of Housing and Urban Development's State of the Cities Data Systems <http://socds.huduser.org/index.html> - Population

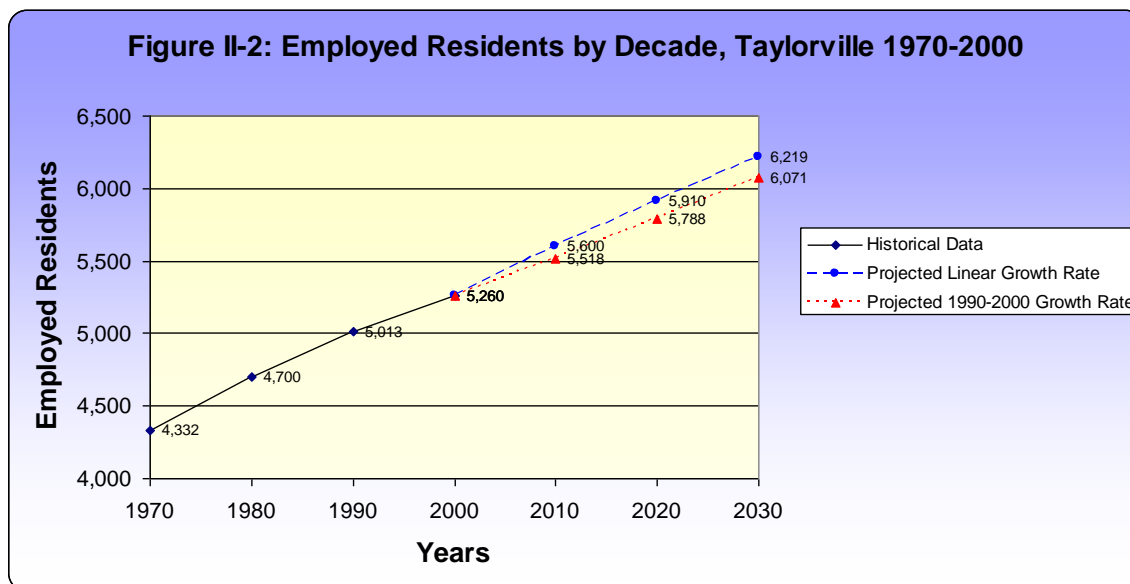
## **C. EMPLOYED RESIDENTS**

### **1. Historic Employed Residents Trends**

Figure II-2 shows the number of employed residents of the City of Taylorville for each of the decennial census years from 1970 through 2000. The data reveals a continuous increase in the number of employed residents in the City of Taylorville. From 1970 to 1980, the number of employed residents grew from 4,332 to 4,700 persons, an increase of approximately 8.4%. From 1980 to 1990, the number of employed residents increased from 4,700 to 5,013 persons, an increase of approximately 6.6%. From 1990 to 2000, the number of employed residents increased from 5,013 to 5,260 persons, an increase of approximately 4.9%. Figure II-2 also shows future population projections based upon Table II-2.

### **2. Future Employed Residents Projections**

Table II-2 shows future employed residents projections through 2030. These projections were made based upon a linear regression of the 1970, 1980, 1990 and 2000 data.

**Figure II-2: Employed Residents by Decade, Taylorville 1970 – 2000****Table II-2: Employed Residents Projections**

Year	City of Taylorville Number of Employed Residents	
1970	4,332	
1980	4,700	
1990	5,013	
2000	5,260	
	Linear Growth Rate	1990-2000 Growth Rate
2010 (Projected)	5,600	5,518
2020 (Projected)	5,910	5,788
2030 (Projected)	6,219	6,071

Census Data Source: U.S. Department of Housing and Urban Development's State of the Cities Data Systems <http://socds.huduser.org/index.html> - Employment



## D. HOUSING UNITS

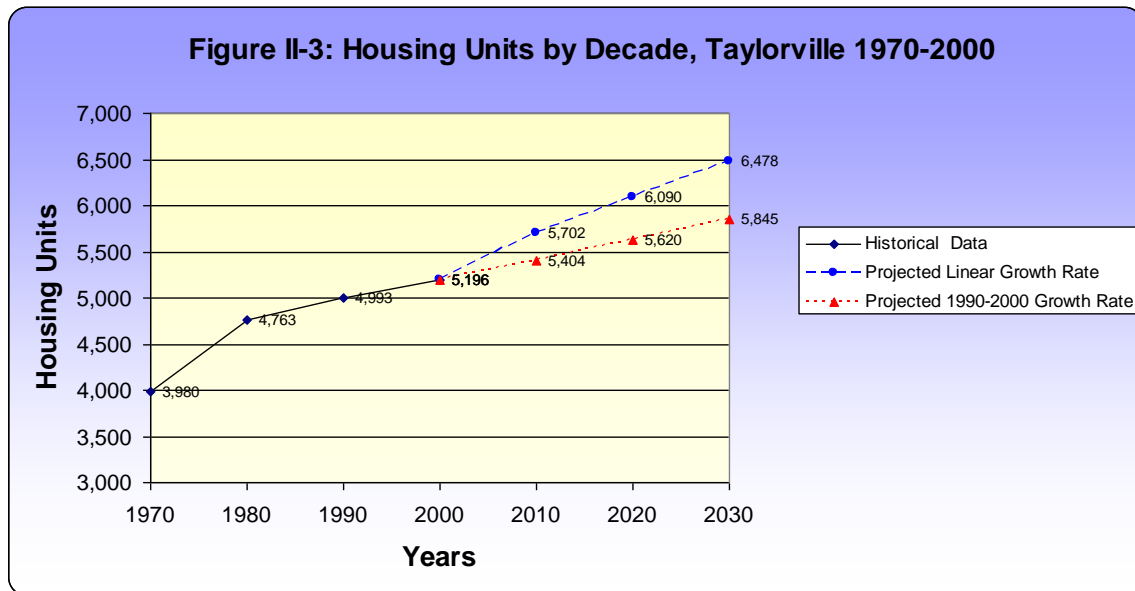
### 1. Historic Housing Units Trends

Figure II-3 shows the number of housing units in the City of Taylorville for each of the decennial census years from 1970 through 2000. From 1970 to 1980, the number of units grew from 3,980 to 4,763 units, an increase of approximately 19.6%. From 1980 to 1990, the number of units increased from 4,763 to 4,993 units, an increase of approximately 4.8%. From 1990 to 2000, the number of units increased from 4,993 to 5,196 units, an increase of approximately 4%. Figure II-3 also shows future population projections based upon Table II-3.

### 2. Housing Units Projections

Table II-2 shows future housing units projections through 2030. These projections were made based upon a linear regression of the 1970, 1980, 1990 and 2000 data.

**Figure II-3: Housing Units by Decade, Taylorville 1970 - 2000**



**Table II-3: Housing Units Projections**

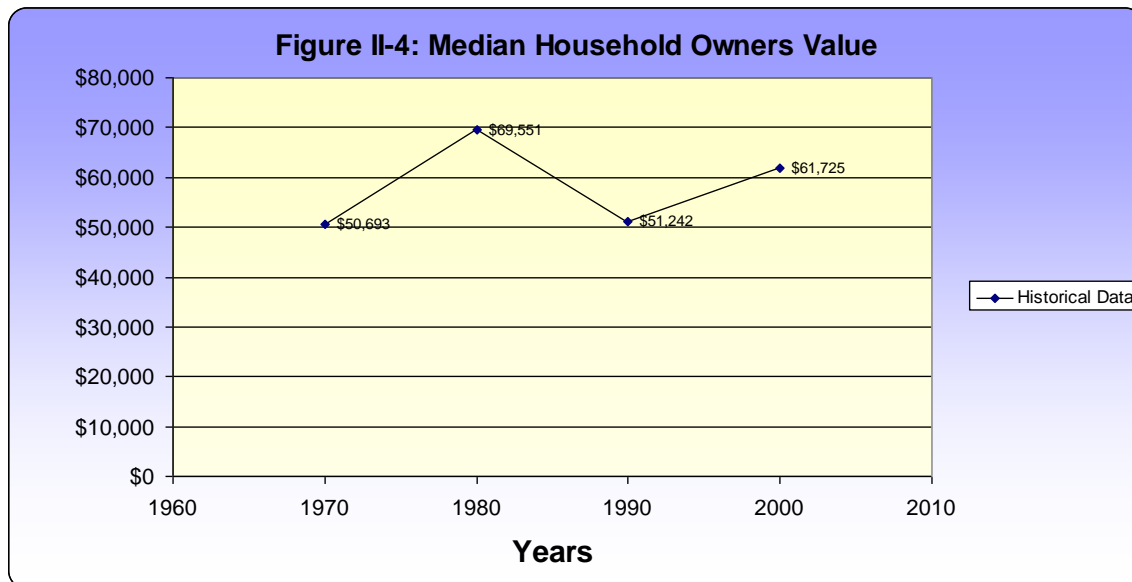
<b>Year</b>	<b>City of Taylorville Housing Units</b>	
1970	3,980	
1980	4,763	
1990	4,993	
2000	5,196	
	Linear Growth Rate	1990-2000 Growth Rate
2010 (Projected)	5,702	5,404
2020 (Projected)	6,090	5,620
2030 (Projected)	6,478	5,845

Census Data Source: U.S. Department of Housing and Urban Development's State of the Cities Data Systems <http://socds.huduser.org/index.html> – Housing and Home Ownership

## **E. MEDIAN HOUSEHOLD OWNER'S VALUE**

### **1. Historic Median Household Owner's Value Trends**

Table II-4 and Figure II-4 shows median household owners value of the City of Taylorville for each of the decennial census years from 1970 through 2000. From 1970 to 1980, the value grew from \$50,693 to \$69,551 dollars, an increase of approximately 37.2%. From 1980 to 1990, the value decreased from \$69,551 to \$51,242 dollars, a decrease of approximately 26.3%. From 1990 to 2000, the value once again grew from \$51,242 to \$61,725 dollars, an increase of approximately 20.5%.

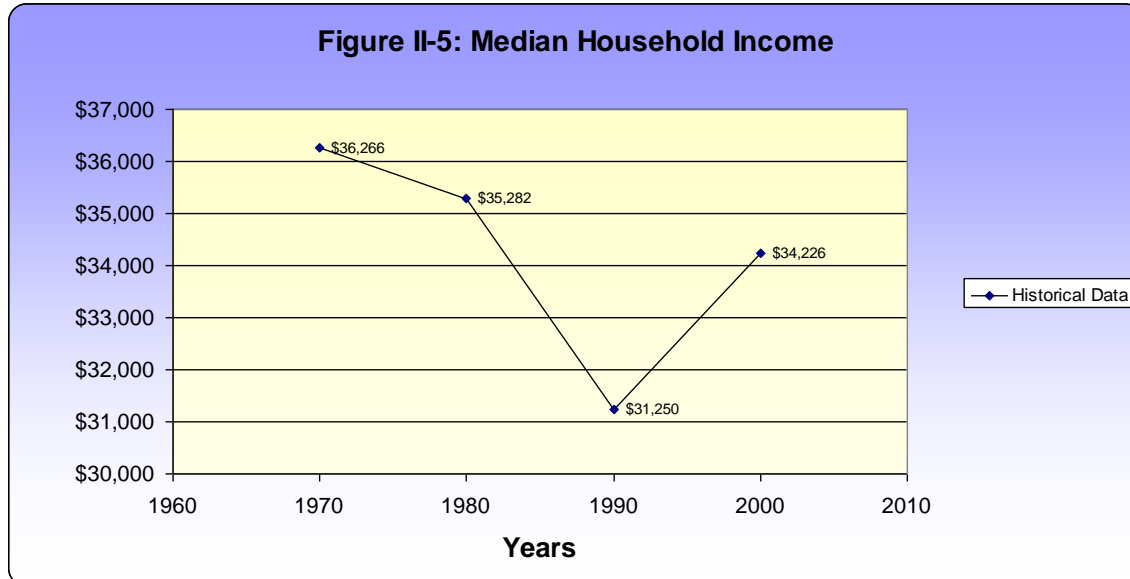
**Figure II-4: Median Household Owner's Value****Table II-4: Median Household Owner's Value**

Year	Median Household Owners Value
1970	\$50,693
1980	\$69,551
1990	\$51,242
2000	\$61,725

## F. MEDIAN HOUSEHOLD INCOME

### 1. Historic Median Household Income Trends

Table II-5 and Figure II-5 shows the median household income of the City of Taylorville for each of the decennial census years from 1970 through 2000. From 1970 to 1980, the median income declined from \$36,266 to \$35,282 dollars, a decrease of approximately 2.71%. From 1980 to 1990, the median income again decreased from \$35,282 to \$31,250 dollars, a decrease of approximately 11.4%. From 1990 to 2000, the median income increased from \$31,250 to \$34,226 dollars, an increase of approximately 9.5%.

**Figure II-5: Median Household Income****Table II-5: Median Household Income**

Year	Median Household Income
1970	\$36,266
1980	\$35,282
1990	\$31,250
2000	\$34,226

### G. Comparison of Employed Residents by Industry

As tables II-1, II-4, and II-5 shows, population, median household owner's value, and median household income significantly declined between 1980 and 1990. However, all three of these factors made strong recoveries before the year 2000. During that same time frame, the number of housing units and the number of employed residents maintained a steady, slow growth pattern.

Table II-6 provides some context to the drop in median income during a time of increasing employment. Table II-6 suggests a shift from higher paying mining and manufacturing jobs to lower paying service sector and retail jobs.

The table also suggests the income rebound during the 90's may at least partially be attributable to an inflow of higher paying professional jobs.

The implementation of the coal mine and power plant proposals will have a positive effect on growth in general and should help to push median household income up. The higher end of the forecast range for population, income, employment and housing is much more likely with these major economic development investments.

**Table II-6: Percent of Employed Residents by Industry for Taylorville and Christian County**

		<b>Taylorville</b>	<b>Christian County</b>
<b>Agriculture and Mining</b>	1970	11.0	18.3
	1980	7.1	14.7
	1990	5.6	10.4
	2000**	1.6	5.3
<b>Construction</b>	1970	5.5	5.2
	1980	5.1	5.3
	1990	4.7	6.2
	2000**	5.2	6.7
<b>Manufacturing</b>	1970	23.2	22.9
	1980	21.0	18.8
	1990	15.8	15.1
	2000**	12.3	13.9
<b>Transportation Communication and Public Utilities</b>	1970	7.2	6.3
	1980	6.5	6.6
	1990	7.6	7.6
	2000**	7.5	7.4
<b>Wholesale and Retail Trade</b>	1970	17.9	18.0
	1980	22.1	19.8
	1990	19.1	20.3
	2000**	21.0	19.3
<b>Finance Insurance and Real Estate</b>	1970	4.8	4.0
	1980	5.5	5.2
	1990	7.9	6.6
	2000**	6.0	5.8
<b>Business and Repair Services</b>	1970	1.6	2.0
	1980	2.5	2.2
	1990	4.3	3.2
	2000**	5.3	5.5

<b>Personal Services</b>	1970	4.4	3.5
	1980	4.1	3.4
	1990	4.9	3.9
	2000**	6.1	5.9
<b>Professional Services</b>	1970	17.7	13.9
	1980	18.7	17.6
	1990	23.1	20.6
	2000**	24.8	22.1
<b>Public Administration</b>	1970	6.6	5.9
	1980	7.4	6.3
	1990	7.0	6.1
	2000**	10.2	8.2

\*\* Census 2000 employment data in the Standard Industry Classification (SIC) system are estimates. Beginning with 1998 data, the Census Bureau released employment data classified by industry according to the North American Industry Classification System (NAICS) replacing the SIC system which had been the basis for providing industry level employment data. In order to facilitate comparison to earlier years, SOCDS presents estimates of the discontinued Census SIC employment data series for 2000. The estimation technique is based on the approach used to convert employment from NAICS to SIC categories in the SOCDS County Business Patterns Special Extract Data System.

Census Data Source: U.S. Department of Housing and Urban Development's State of the Cities Data Systems <http://socds.huduser.org/index.html> – Industries of Employed Workers

### Notes on Census Information

The source of the Census information is the U.S. Department of Housing and Urban Development's State of the Cities Data Systems (website <http://socds.huduser.org/index.html>). To retrieve the data on Taylorville from this website, first select Quick Link for data on cities from all SOCDS systems. Then select Illinois, then Taylorville, then the appropriate Census data category such as Population.

Appendix A contains the Census 2000 information provided by the US Census Bureau. This demographic snapshot provides a broad profile of the residents of the City of Taylorville. This table is provided as a reference document.

## **CHAPTER III LAND USE**

### **A. Planning Base Map**

A Geographic Information Systems (GIS) database was created to provide an analytical foundation for the Comprehensive Plan. Aerial photography, infrastructure data and zoning data were combined and connected to a geo-referencing coordinate system to create the planning base “map.” This data driven “map” illustrates many physical and regulatory features at one time. The plan elements discussed in this plan build from this base “map” and explore how Taylorville can manage and enhance future growth. Taylorville’s base planning map is illustrated on Map III-1.

### **B. Zoning Districts**

For the most part, zoning districts in Taylorville correspond with existing land use patterns. The Taylorville zoning ordinance is considered to be an example of “pyramid” zoning whereby, in general, uses permitted in more restrictive districts are permitted in less restrictive districts. For example, residential uses are permitted in the Commercial Districts. The Zoning Districts are: 1) Agricultural (AG-1, AG-2) Districts; 2) Residence (R-1, R-2) Districts; 3) Commercial (C-1, C-2) Districts; and 4) Industrial (I-1, I-2, I-3) Districts. The zoning district boundaries and municipal limits for the City of Taylorville are illustrated on Map III-2. Existing land uses are illustrated in Map III-3 and undermined areas are illustrated in Map III-4.

### **C. Future Land Use Plan**

The land use plan for a community is an essential part of the Comprehensive Plan, since it guides orderly growth and development. The prime determining factor is suitability, which includes such factors as topography, land use relationships, and accessibility. Where a community has relied solely upon economic forces to guide its growth (with little or no consideration given to land use planning), intermixing of incompatible uses has occurred, resulting in unwarranted liabilities for the community. The purpose of the land use plan is to reserve for each major type of use, on the basis of projected population, potential growth areas, and land use trends, the amount of land needed during the planning period.

Map III-5 is the land use plan that illustrates the future zoning district boundaries and one and one-half (1 ½) mile planning jurisdiction boundary for the City of Taylorville. Several areas of recommended changes from the existing

zoning map have been incorporated into this future land use map. A summary of specific areas and brief explanation for those changes is as follows:

1. Northern Industrial Zone. This is the area north of ADM and the proposed bypass route. This area would allow for proposals to develop new coal mines and power plant.
2. Residential / Agricultural buffer. This is the area north of the High School / residential area and south of the proposed bypass route. Given the proximity to the school it seemed appropriate to continue with residential development but also provide an agricultural buffer from the bypass and Industrial zone to the north.
3. Northwest Commercial zone along Route 29. This is along Route 29 as you enter town in the area south of the proposed Calvary Baptist Church property and southerly to the intersection of Route 104. The existing zoning has a mix of commercial, agricultural, and industrial zoning. It was suggested that the existing commercial zoning remain and that the agricultural and industrial zoning be changed to a mix of commercial and residential zoning. The frontage along Route 29 should be zoned commercial. A 1000 foot depth has been suggested, with the area behind the commercial to be zoned to allow for higher density or elderly residential.
4. Northwest Residential zone. This is the area west of the Commercial zone discussed above and north of Route 104. The Residential zone would require the proposed 10,000 square foot minimum lot size recommended by the Land Use Subcommittee.
5. Route 104 Commercial zone. This is the area immediately south of Route 104 and west of the intersection of Route 104 and Route 29. The area is currently zoned with a mix of commercial and industrial zoning. It was recommended that the Commercial zone at the intersection be extended westward following the southern zone boundary.
6. Commercial zone at the northeast corner of the intersection of Route 104 and Route 29. This is the area that currently has a farm on the property. The Commercial zone should be extended north and east of the intersection to approximately the drainage ditch.
7. Airport Industrial area. The area north of the airport is proposed to be Industrial. It has been recommended that a Residential zone be provided to the west of the Industrial zone in order to provide a transition to the Residential development as well as prevent access to



the residential road. The area south of the airport is recommended to be Agricultural or Residential.

8. Extension of Southwest Industrial Zone. This is the area east of the airport. The zone should be extended south and east and should follow the drainage way that provides a natural buffer to the residential area.
9. Eastern Residential Zone. This is the area east of town, northeast of Route 29, east of one of the alternative bypass routes connecting Route 29 and Route 48, and south of the proposed long alternative bypass route.
10. Southeast Commercial area. This area is southeast of the prison, surrounding the proposed bypass interchange, and includes the triangle of Industrial land on the southwest side of Route 29. Even if the proposed bypass interchange is not constructed, Commercial development in this area will support the projected increase in residential development on the east side of the lake.
11. Lake zoning. This area is the City-owned land surrounding Lake Taylorville. Zoning is proposed to include more restrictive measures on development given its proximity to the lake. Land beyond the existing City-owned property would be zoned under the newly proposed Residential (10,000 sq.ft.) zoning district.
12. Resort Zone. This is the adjoining areas to the west, north, and south of the golf course. This zoning would allow a higher density development with a mix of housing types.

## CHAPTER IV LAKE TAYLORVILLE LAND USE

### A. History and Existing Conditions

Lake Taylorville was constructed in 1961 by damming the South Fork of the Sangamon River. The lake and land immediately adjacent to the lake are owned by the City of Taylorville. According to information provided by the Christian County Supervisor of Assessments Office, the lake contains approximately 1,160 acres (1.8 square miles) and City-owned parcels near the lake account for an additional 1,240 acres. Map IV-1 shows the City owned parcels and existing land uses around the lake. In 1962, a Report on Lake Taylorville was prepared which described potential land uses and made several recommendations concerning the lake, including the preparation of a master plan. A copy of this report is provided in Appendix B. In response to the 1962 report, a development plan for the lake was prepared in 1964. A copy of this report is provided in Appendix C.

The 1964 Proposed Development Plan for Lake Taylorville planned for a variety of uses around the lake. The plan generally provided for land around the lake to be used for a City park, residential development, semi-public (non-profit group use), public access points, institutional – training & research, commercial – rental cottages, commercial – highway, and an industrial area adjacent to Route 29. Map IV-2 is a copy of the Proposed Development Plan for Lake Taylorville that was prepared in 1964.

Current land uses of the lake include a marina, beach, overnight campgrounds, “lake lots”, golf course, hunting, Boyd Dappert youth reservation, public park, and single-family residential development. Map IV-3, provided by the City of Taylorville Lake Department, shows the exiting land uses surrounding Lake Taylorville. A more detailed description of current land uses is as follows:

1. Public Marina, Beach, and Cabins. These facilities are located on the northwest side of the lake near the dam.

#### A. Marina

1. Office with some vending machines.
2. Maintenance building with equipment.
3. Public rest rooms and shower facilities.
4. Five (5) concrete boat access ramps, one (1) being handicap accessible.
5. Two (2) floating docks for boat access, one (1) being handicap accessible.
6. One (1) handicap accessible parking space.
7. Handicap access ramp to Marina office and restroom facilities.

8. One (1) boat accessible fuel service dock.
9. Uncovered boat slip rentals.
10. Optimist sponsored public park with horse shoe pits, picnic areas and beach.
11. Sanitary dumping station.
12. Potable water.

B. Public Beach

1. Sand beach with roped off swimming area.
2. No life-guard provided.

C. Cabins.

1. Four (4) permanent wood rental cabins facing the public beach, one (1) being fully handicap accessible.
2. Each cabin has potable water and restroom shower facilities.

2. Public Campgrounds. These campsites are located on the west side of the lake south of the marina facilities and north of West Sunset Drive.

- A. Campgrounds are identified as campgrounds 1, 2, 3, 4, and shady rest.
- B. Gravel access roads and a gravel pad is typically provided.
- C. Potable water is provided.
- D. Sanitary sewer is not provided, each lot has to furnish and pump their own sanitary facilities. Approved sanitary facilities include:
  1. Portable rest room.
  2. Buried underground 1,000 gallon concrete holding tank.
  3. Manufactured mobile camping unit with its own onboard holding tank.
- E. Electrical service is available at the leasor's expense.
- F. Campsites are leased from April 1<sup>st</sup> to October 31<sup>st</sup> of each year and leased at a rate of \$595.00 for the season or for \$85.00 per month.
- G. Structures permitted on the campsite include:
  1. Manufactured mobile camping or travel units.
  2. No permanent structures of any kind are allowed.
- H. Any items that remain on the lots after the camping season are charged with a winter storage fee.
- I. There are 85 available camping lots. These lots are currently being occupied by:

1. Taylorville residents	= 10
2. Taylorville addresses (but non-residents of the City)	= 3
3. Out of town	= 62
Total	= 75

3. Public Overnight Campgrounds. These facilities are located in campground site #3 and are located south of the beach and north of West Sunset Drive.

- A. Gravel access roads and a gravel pad are typically provided.
  - B. Potable water is provided.
  - C. Sanitary sewer is not provided, each site has to furnish and pump their own sanitary facilities. Approved sanitary facilities include:
    - 1. Manufactured mobile camping unit with its own onboard holding tank.
  - D. Electrical service is available at the leasor's expense.
  - E. Sites are leased from April 1<sup>st</sup> to October 31<sup>st</sup> of each year and leased at a rate of \$15.00 per night.
  - F. Structures permitted on the site include:
    - 1. Manufactured mobile camping or travel units are allowed.
    - 2. No permanent structures of any kind will be allowed.
  - G. There are 12 available camping sites.
4. Public Lake Lots. These lots are located on the west side of the lake south of West Sunset Drive and north of the Owaneco Road. These lots are also located on the east side of the lake from the Owaneco Road north to Bishops Cove.
- A. Lake lots are identified as LL1 thru LL570.
  - B. Gravel and earth access roads are provided.
  - C. Potable water is not provided for these facilities, the leasor has to provide his own water supply.
  - D. Sanitary sewer is not provided, each tenant has to furnish and pump his own sanitary facilities. Approved sanitary facilities include:
    - 1. Portable rest room.
    - 2. Buried underground 1,000 gallon concrete holding tank.
    - 3. Manufactured mobile camping unit with its own onboard holding tank.
  - E. Electrical service is available at the leasor's expense.
  - F. Lots are leased from April 15<sup>th</sup> to October 15<sup>th</sup> of each year at a rent of \$300.00 for the season.
  - G. Structures permitted on the lot include:
    - 1. Manufactured mobile camping or travel units.
    - 2. No permanent structures of any kind are allowed.
  - H. Any items that remain on the lots after the camping season are charged a winter storage fee.
  - I. There are 506 available lake lots, these lots are currently being occupied by:
    - 1. Taylorville residents = 120
    - 2. Taylorville addresses (but non-residents of the City) = 46
    - 3. Out of town = 190
    - Total = 356

5. Lake Shore Golf Course. This facility is located on the west side of the lake, north of Owaneco Road and east of the intersection of Township Road 1000 North and 1450 East (Cherokee Street).
  - A. The golf course is owned and maintained by the Taylorville Park District.
  - B. The course is an 18-hole golf course and is open to the public.
6. Boyd Dappert Yourth Reserve. This reserve is located east of Cherokee Street and south of the Owaneco Road.
  - A. The reserve has been designated as an area for the non-profit youth organizations in the area.
  - B. This area may be accessed from both the east and west side.
  - C. The west side has the following amenities:
    1. Campfire bowl.
    2. Pavilion.
    3. Camping area.
    4. Walking trails, including two (2) walking bridges.
  - D. The east side has the following amenities:
    1. Camping area.
    2. Walking trails.
  - E. The lake is accessible from both sides of the reserve.
  - F. A silt dam has been constructed at the Owaneco Road which will not allow boat access to the main lake area.
  - G. Both sides have canoe or rowboat access points.
  - H. This reserve is overseen by the Taylorville YMCA.
7. Kiwanis Park. This park is located on the northeast side of the lake, directly across from the marina.
  - A. Amenities include:
    1. Pavilion.
    2. Picnic areas.
    3. Playground equipment.
    4. Floating dock.
8. Silt Dams. There have been nine (9) silt dams constructed to control the silt runoff into the lake. The locations of these are shown on Map IV – 1.

## **B. Future Land Use Plan**

Map IV-4 is the land use plan that illustrates the future zoning district boundaries for Lake Taylorville. A few areas of recommended changes from the existing zoning map and previous Proposed Development Plan have been incorporated into this future land use map. A summary of those areas and brief explanation for some of those changes is as follows:

1. Lake Residential. A new zoning district has been created that would allow private residential development adjacent to the lake. This residential zone is proposed to be located on both sides of the lake and will reduce the total number of lake lots available for public use. This new residential zoning district recognizes the value of lake protection and as such will provide specific design standards for development within this zone.
2. Resort Residential. This also is a new zoning district which would allow a mix of housing types both adjacent to and in the vicinity of the golf course. This zoning is intended to create a residential resort atmosphere surrounding the golf course.
3. Boat club with boat launch, covered slips and boat storage.
4. RV park with drive thru parking and complete facilities hookups and recreation area.
5. Hunting and fishing area on the southwest end of the lake.
6. Public parks with water accessibility.
7. Enhancement and promotion of Boyd Dappert Youth Reserve.
8. Public camping.
9. Hiking and horse trails.
10. Natural Areas.

## CHAPTER IX SCHOOL DISTRICT

### A. Survey of Existing Conditions

Map IX-1 provides the current and future school district boundaries. Map IX-2 shows the existing and future facilities of the district.

Table IX-1 provides historical school district enrollment data for the Senior High School, Junior High School, Elementary – Taylorville Only, and Elementary – Consolidated District.

**Table IX-1: District Enrollment Numbers**

<b>Senior High School</b>					
	<b>Freshman</b>	<b>Sophomore</b>	<b>Junior</b>	<b>Senior</b>	<b>Total</b>
1992	268	225	193	188	<b>874</b>
1993	282	242	218	200	<b>942</b>
1994	231	258	224	203	<b>916</b>
1995	249	223	215	193	<b>880</b>
1996	238	219	217	186	<b>860</b>
1997	225	228	214	200	<b>867</b>
1998	288	199	205	194	<b>886</b>
1999	246	268	184	198	<b>896</b>
2000	255	223	239	162	<b>879</b>
2001	246	222	193	218	<b>879</b>
2002	266	228	212	179	<b>885</b>
2003	270	247	220	206	<b>943</b>
2004	255	217	220	189	<b>881</b>
2005	280	256	224	215	<b>975</b>
<b>14 Yr Avg</b>	<b>257.07</b>	<b>232.5</b>	<b>212.71</b>	<b>195.07</b>	<b>897.36</b>

<b>Junior High School</b>				
	<b>6<sup>th</sup> Grade</b>	<b>7<sup>th</sup> Grade</b>	<b>8<sup>th</sup> Grade</b>	<b>Total</b>
1992	202	229	242	<b>673</b>
1993	213	224	240	<b>677</b>
1994	198	226	236	<b>660</b>
1995	241	213	228	<b>682</b>
1996	232	262	215	<b>709</b>
1997	215	248	267	<b>730</b>
1998	228	242	242	<b>712</b>
1999	225	234	239	<b>698</b>
2000	222	252	242	<b>716</b>
2001	226	254	242	<b>722</b>
2002	231	253	256	<b>740</b>
2003	247	254	256	<b>757</b>
2004	226	269	261	<b>756</b>
2005	202	228	263	<b>693</b>
<b>14 Yr Avg</b>	<b>222</b>	<b>242</b>	<b>244.93</b>	<b>708.93</b>

<b>Elementary – Taylorville Only</b>							
	<b>Kindergarten</b>	<b>1<sup>st</sup></b>	<b>2<sup>nd</sup></b>	<b>3<sup>rd</sup></b>	<b>4<sup>th</sup></b>	<b>5<sup>th</sup></b>	<b>Total</b>
1984	196	176	183	163	181	169	<b>1068</b>
1985	209	188	178	173	167	177	<b>1092</b>
1986	207	186	194	169	172	170	<b>1098</b>
1987	172	190	180	196	179	185	<b>1102</b>
1988	180	158	175	179	186	177	<b>1055</b>
1989	236	181	158	166	181	192	<b>1114</b>
1990	185	227	172	158	159	169	<b>1070</b>
1991	185	193	220	170	161	158	<b>1087</b>
1992	209	177	199	215	162	177	<b>1139</b>
1993	191	203	172	203	216	162	<b>1147</b>
1994	202	182	197	173	205	215	<b>1174</b>
1995	173	191	180	181	165	195	<b>1085</b>
1996	188	162	185	183	175	164	<b>1057</b>
1997	198	178	159	187	178	181	<b>1081</b>
1998	150	198	179	168	175	197	<b>1067</b>
1999	152	162	183	182	163	175	<b>1029</b>
2000	158	150	156	192	179	172	<b>1020</b>
2001	160	163	160	159	200	192	<b>1056</b>
2002	149	161	170	150	169	194	<b>1002</b>
2003	177	153	156	174	164	164	<b>1007</b>
2004	158	174	140	165	175	165	<b>1006</b>
2005	166	147	172	145	167	168	<b>996</b>
<b>22 Yr Avg</b>	<b>181.86</b>	<b>177.27</b>	<b>175.82</b>	<b>175.05</b>	<b>176.32</b>	<b>178.09</b>	<b>1071</b>



<b>Elementary – Consolidated District</b>							
	<b>Kindergarten</b>	<b>1<sup>st</sup></b>	<b>2<sup>nd</sup></b>	<b>3<sup>rd</sup></b>	<b>4<sup>th</sup></b>	<b>5<sup>th</sup></b>	<b>Total</b>
1992	246	218	231	253	188	204	<b>1340</b>
1993	217	239	209	236	249	193	<b>1343</b>
1994	242	209	232	209	234	245	<b>1371</b>
1995	217	231	207	221	206	226	<b>1308</b>
1996	217	200	222	213	209	203	<b>1264</b>
1997	227	210	199	226	207	216	<b>1285</b>
1998	189	224	202	207	213	224	<b>1259</b>
1999	181	196	212	205	202	209	<b>1217</b>
2000	182	182	194	224	205	212	<b>1212</b>
2001	195	187	190	194	231	209	<b>1228</b>
2002	186	200	199	189	207	228	<b>1218</b>
2003	198	189	196	205	198	200	<b>1205</b>
2004	187	200	173	207	203	194	<b>1178</b>
2005	202	178	196	177	206	199	<b>1173</b>
<b>14 Yr Avg</b>	<b>206.14</b>	<b>204.5</b>	<b>204.43</b>	<b>211.86</b>	<b>211.29</b>	<b>211.57</b>	<b>1257.21</b>

## B. District Identified Issues

The Taylorville School District has identified the following issues:

1. Long Range Forecast
  - a. Possible Consolidation of Additional Communities
2. Special Needs
  - a. South School has mine subsidence issues, possible need for a new site
  - b. Memorial School is old, possible need for a new site
  - c. West School needs improvements
  - d. High School is land locked, limited to northward expansion
3. Sports Complex
  - a. Area to the north of the High School is a possibility
4. Lake Elementary School
  - a. This may be a possibility

## CHAPTER V INFRASTRUCTURE

### A. TRANSPORTATION

#### 1. Roadway Classification

The Illinois Department of Transportation (IDOT) sets the functional classification of roads in Illinois in cooperation with the Federal Highway Administration (FHWA). These functional classes were set according to the criteria defined by the American Association of State Highway and Transportation Officials (AASHTO). This scheme classifies roads and highways into different categories according to their functions. The functional classifications were developed to define eligibility for funds under federal programs.

The City of Taylorville has also developed its own functional classification system using the criteria for functional class set by AASHTO standards. The City's functional classification system is defined in its Subdivision Ordinance. The City's functional classification scheme (and the State's official functional class) for Taylorville roads are shown in Table V-1. Taylorville's overall roadway classification and roadway network system are shown on Map V-1. A detailed roadway classification and network system map for both the north area of the City and also the lake area is provided on Map V-2 and Map V-3, respectively. In addition, Map V-4 shows the IDOT 5 year classification (FAP & FAU) routes.

**Table V-1: Functional Class of Taylorville's Roads**

City of Taylorville Classification	State of Illinois Official Functional Class for Taylorville
<b>Major Highway:</b>	<b>Other Principal Arterials:</b>
Route 29 Route 48 Route 104	Route 29 Route 48 Route 104
<b>Major Street:</b>	<b>Major Arterials:</b>
Bidwell Street (Webster St. to Cherokee St.)	Bidwell Street (Webster St. to Cherokee St.)
Cheney Street (Spreser St. to Springfield Rd.)	Cheney Street (Spreser St. to Springfield Rd.)
Cherokee Street (Bidwell St. to Park Blvd.)	Cherokee Street (Bidwell St. to Park Blvd.)
Elm Street (Pawnee St. to Cherokee St.)	Elm Street (Pawnee St. to Cherokee St.)
Main Cross Street (Shumway St. to Lincoln Trail to Co. Hwy. 6-Assumption Rd.)	Main Cross Street (Shumway St. to Lincoln Trail to Co. Hwy. 6-Assumption Rd.)
Main Street (Market St. to Main Cross St.)	Main Street (Market St. to Main Cross St.)

<b>Major Street:</b>	<b>Major Arterials:</b>
Market Street ( Washington St. to Main St.) Shumway Street (Sprester St. to Il. Rte. 48) Sprester Street (Il. Rte. 48 to Cheney St.) Washington Street (Main Cross St. to Main St.) Webster Street (Sprester St. to Co. Hwy. 22-Mt. Auburn Rd.)	Market Street ( Washington St. to Main St.) Shumway Street (Sprester St. to Il. Rte. 48) Sprester Street (Il. Rte. 48 to Cheney St.) Washington Street (Main Cross St. to Main St.) Webster Street (Sprester St. to Co. Hwy. 22-Mt. Auburn Rd.)
<b>Collector Street:</b>	<b>Collectors:</b>
2 <sup>nd</sup> Street (Shumway St. to Main St.) Bidwell Street (Cherokee St. to Snodgrass St.) Cheney Street ( Sprester St. to West Calvert St.) Cherokee St. (Park Blvd. to Il. Rte. 48) Elm Street (Snodgrass St. to Cherokee St.) Esther Street (Snodgrass St. to Wilkinson St.) Esther Street (Webster St. east to end) Houston Street (Sprester St. to Il. Rte. 48) Kennedy Drive ( Il. Rte. 29 to Old Rte 29) Lake Drive (Il. Rte. 29 To Brett Ct.) Lake Drive (Il. Rte. 29 to East Lake Shore Dr.) Long Street (Elm St. to Park Blvd.) Main Street (Park St. to Main Cross St.) Main Street (Market St. to 2 <sup>nd</sup> St.) Main Cross Street (Jayne St. to Shumway St.) McAdam Drive ( Il. Rte. 48 to Park Blvd.) Northwestern Avenue (Sportsman Dr. to Webster St.) Owaneco Road – Co. Hwy. 8 (Co. Hwy 1 to Il Rte. 29) Palmer Street (Main St. to Cherokee St.) Pawnee Street (Bidwell St. to Pleasant St.) Pleasant Street (Pawnee St. to Walnut St.) Prairie Street (Houston St. to Shumway St.) Snodgrass Street (Bidwell St. to Elm St.) Sportsman Drive (Western Ave. to Northwestern Ave.)	2 <sup>nd</sup> Street (Shumway St. to Main St.) Bidwell Street (Cherokee St. to Snodgrass St.) Cheney Street ( Sprester St. to West Calvert St.) Cherokee St. (Park Blvd. to Il. Rte. 48) Elm Street (Snodgrass St. to Cherokee St.) Esther Street (Snodgrass St. to Wilkinson St.) Esther Street (Webster St. east to end) Houston Street (Sprester St. to Il. Rte. 48) Kennedy Drive ( Il. Rte. 29 to Old Rte 29) Lake Drive (Il. Rte. 29 To Brett Ct.) Lake Drive (Il. Rte. 29 to East Lake Shore Dr.) Long Street (Elm St. to Park Blvd.) Main Street (Park St. to Main Cross St.) Main Street (Market St. to 2 <sup>nd</sup> St.) Main Cross Street (Jayne St. to Shumway St.) McAdam Drive ( Il. Rte. 48 to Park Blvd.) Northwestern Avenue (Sportsman Dr. to Webster St.) Owaneco Road – Co. Hwy. 8 (Co. Hwy 1 to Il Rte. 29) Palmer Street (Main St. to Cherokee St.) Pawnee Street (Bidwell St. to Pleasant St.) Pleasant Street (Pawnee St. to Walnut St.) Prairie Street (Houston St. to Shumway St.) Snodgrass Street (Bidwell St. to Elm St.) Sportsman Drive (Western Ave. to Northwestern Ave.)

<b>Collector Street:</b>	<b>Collectors:</b>
Vandever Street (Sprester St. to Shumway St.) Walnut Street (Pleasant St. to Adams St.) Webster Street ( Sprester St. South to End at Manners Park) West Lake Shore Drive (West Sunset Dr. to East Lake Shore Drive) Western Avenue (Sportsman Dr. to Webster St.)	Vandever Street (Sprester St. to Shumway St.) Walnut Street (Pleasant St. to Adams St.) Webster Street ( Sprester St. South to End at Manners Park) West Lake Shore Drive (West Sunset Dr. to East Lake Shore Drive) Western Avenue (Sportsman Dr. to Webster St.)
<b>Township Road:</b>	<b>Minor Collectors:</b>
See outer Lying Numbered Roads	See outer Lying Numbered Roads
<b>Local Streets:</b>	<b>Local Streets:</b>
All other streets are considered local streets	All other streets are considered local streets

Source: IDOT and City of Taylorville Subdivision Ordinance.

There are four basic types of roadways, excluding cul-de-sacs and alleys. These roadways are classified on the basis of function.

1. **MAJOR HIGHWAYS.** These carry the major flow of traffic, intra-regional or inter-regional. They should be located peripherally to concentrated development, especially residential neighborhoods.
2. **MAJOR STREETS.** These serve as connections between principal traffic generating points within the community, as well as between interior points and the surrounding area. They also provide access to business and industrial developments and semi-public land uses. They should be located peripherally to residential neighborhoods, whenever possible.
3. **COLLECTOR STREETS.** These serve traffic moving between the community's neighborhoods and the major traffic centers. They provide access to business and industrial developments and semi-public land uses. Collector streets lead to major streets. Low density residential areas should back up to collector streets.
4. **LOCAL STREETS.** These serve to provide access to individual residences and carry intra-neighborhood traffic or traffic into and out of the neighborhood to collector streets.

Generally, it is desirable for such roadways to have the following right-of-way and pavement widths.

<u>Street Type</u>	<u>Right-of-way</u>	<u>Pavement Width</u>
Major Highway	120'	As required by IDOT or applicable agency
Major Street	80' – 100'	40 foot minimum
Collector Street	60'	36 foot minimum
Local Street	50'	27 foot minimum
Cul-de-sac	110' diameter	90 foot diameter
Alley	20'	20 foot minimum

## 2. Existing Traffic Conditions / Average Daily Traffic (ADT)

Exhibit V-1 shows ADT for Taylorville and the surrounding roadway network. Exhibits V-2 through V-14 shows “specific area” ADT for Taylorville and the surrounding roadway network.

**Exhibit V-1: Average Daily Trips for Taylorville & Surrounding Roadway Network**

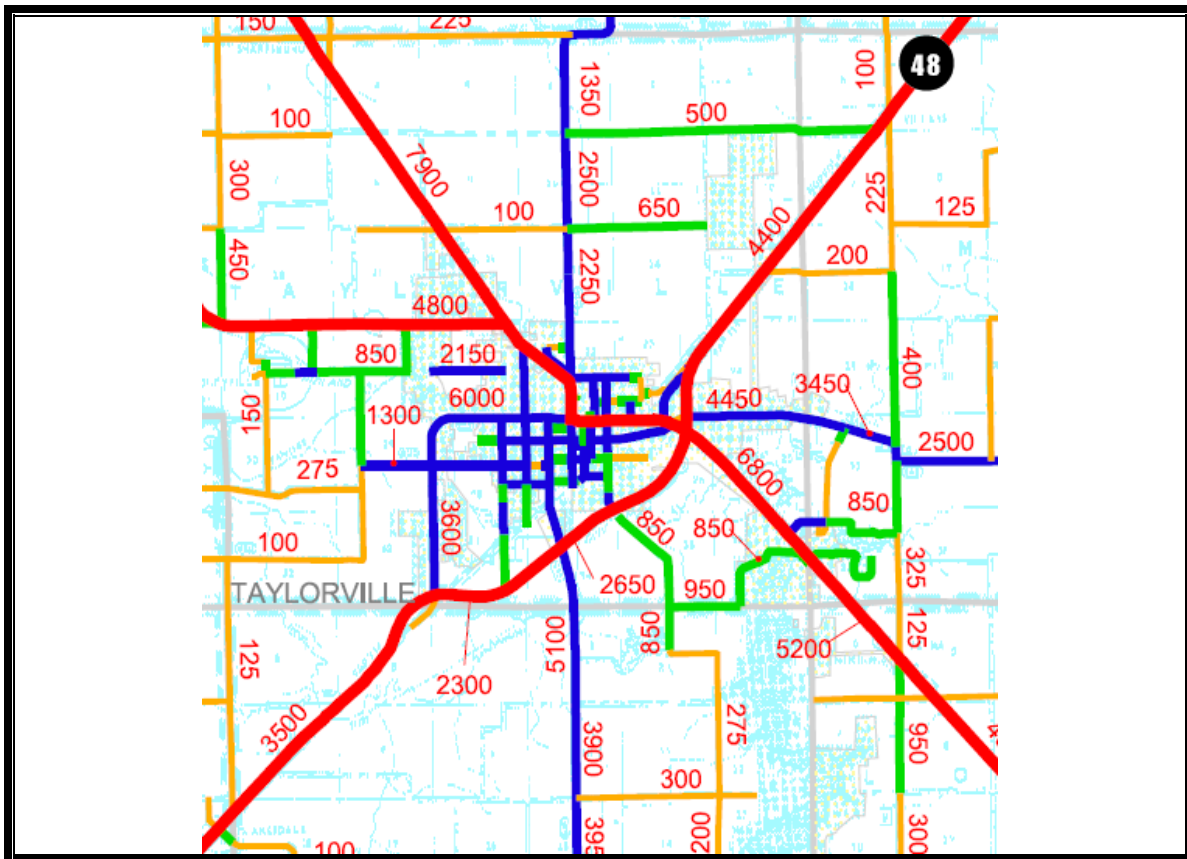
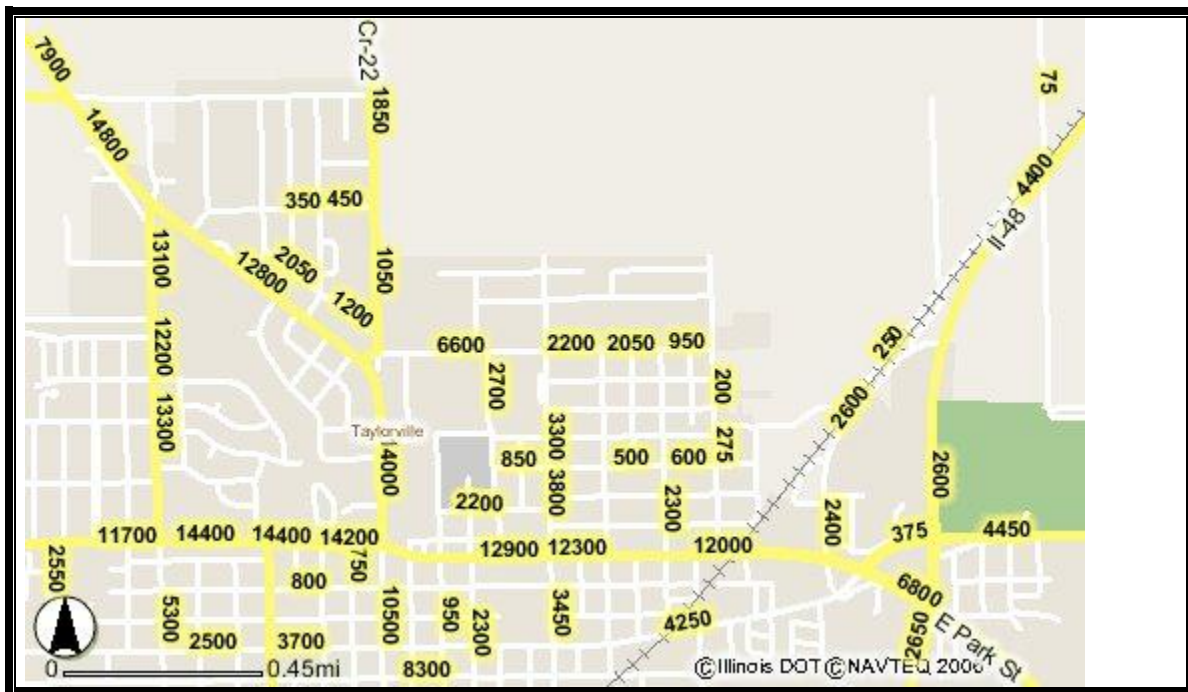


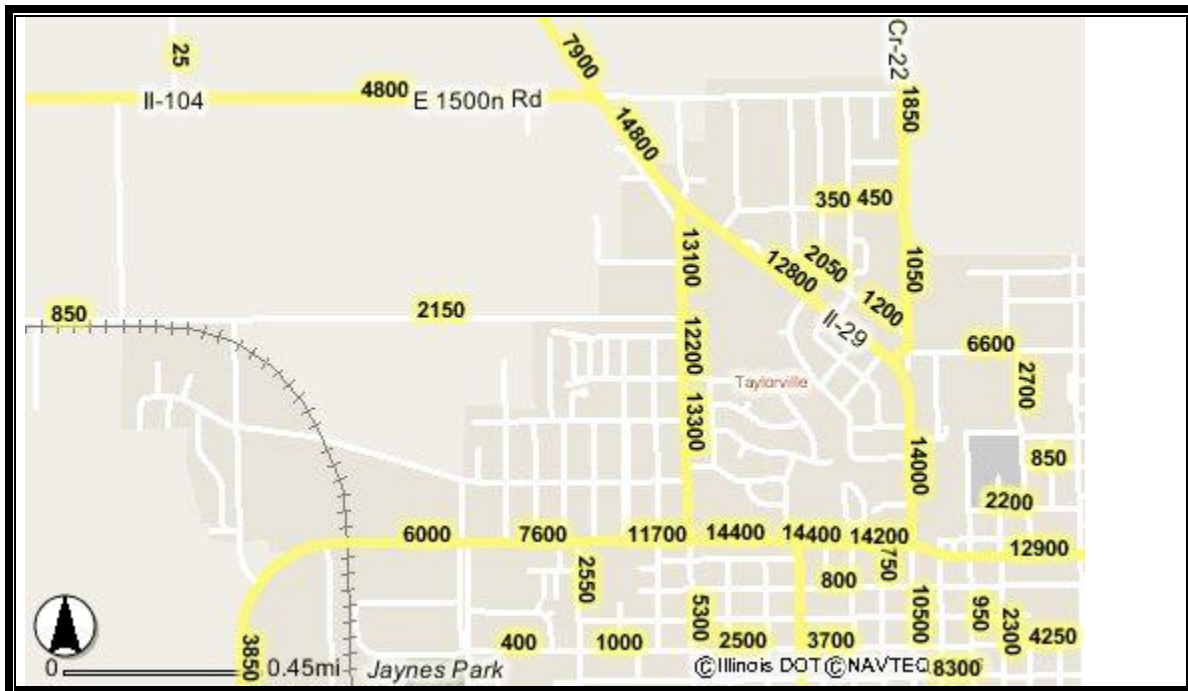
Exhibit V-2: Taylorville ADT



Exhibit V-3: Taylorville North ADT



### Exhibit V-4: Taylorville Northwest ADT



### Exhibit V-5: Taylorville South ADT





**Exhibit V-6: Taylorville 2S ADT****Exhibit V-7: Taylorville 2SW ADT**



**Exhibit V-8: Southwest ADT**



**Exhibit V-9: Southeast ADT**



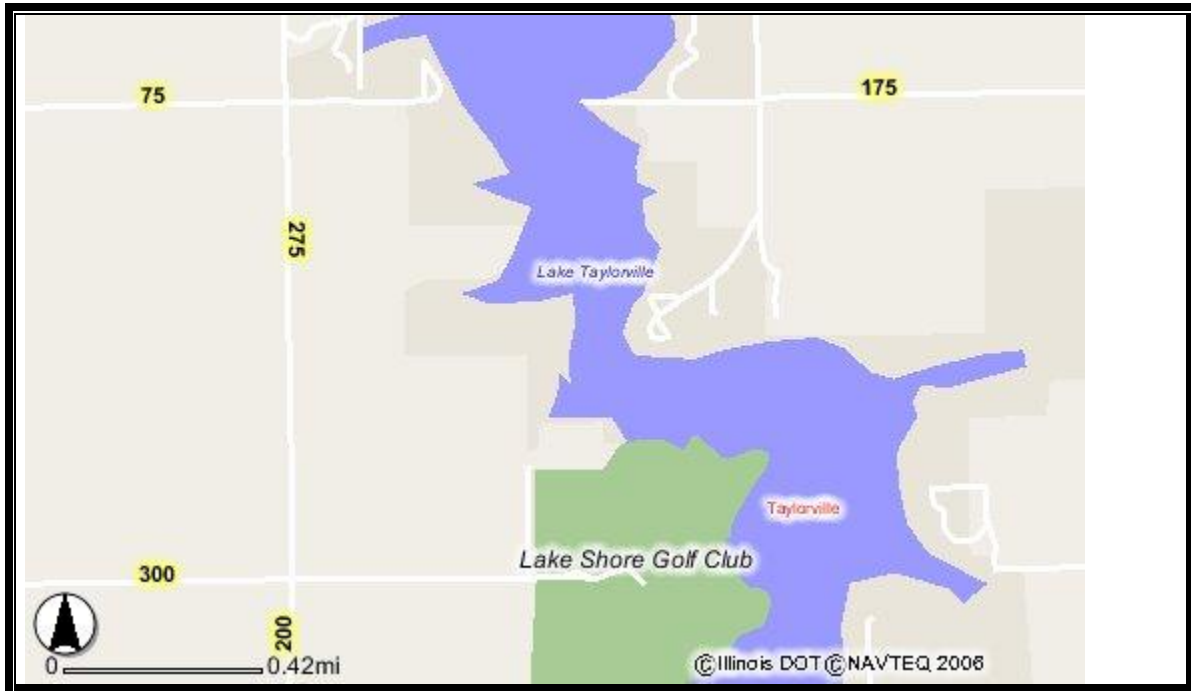
**Exhibit V-10: Lake Taylorville Dam ADT**



**Exhibit V-11: Lake Taylorville North ADT**



**Exhibit V-12: Lake Taylorville ADT**



**Exhibit V-13: Lake Taylorville South ADT**



**Exhibit V-14: Lake Taylorville 2S ADT**

### 3. Existing Transportation System Conditions

There are some areas within the corporate limits that do not have good traffic flow patterns for everyday use and emergency use. Flow patterns are restricted by some narrow streets, inadequate intersections, peak traffic congestion areas and in some cases too many stop intersections, all of which restrict traffic flow. Pavement surface and markings in some areas need to be upgraded. A firm rehabilitation and upgrade program needs to be implemented for future growth and maintenance. The following is a description of the existing transportation system conditions:

#### A. Local Roads:

1. right-of-way is ample in most cases
2. pavement types consist of layers of oil & chip on minimal aggregate base, paving brick with sand base on minimal aggregate base if any and bituminous asphalt material overlayed on the existing base and surface
3. pavement widths vary from 16 feet to 27 feet
4. curbs and gutters are on the majority of the local roads, roads without curb and gutter have open shallow ditches and culverts
5. sidewalks are adjacent to most of the local roads

B. Township Roads: do not need to be discussed within this plan

C. Collector Streets:

1. right-of-way is not ample for a large portion of the streets
2. pavement types consist of layers of oil & chip on minimal aggregate base, paving brick with sand base on minimal aggregate base, if any, and bituminous asphalt material overlayed on the existing base and surface
3. pavement widths vary from 16 feet to 32 feet
4. curbs and gutters are on the majority of the collector streets, roads without curb and gutter have open shallow ditches and culverts
5. sidewalks are also on most of the collector streets

D. Major Streets:

1. right-of-way is not ample in most cases
2. pavement types consist of layers of bituminous asphalt material overlayed on the existing base and surface
3. pavement widths vary from 21 feet to 40 feet
4. curbs and gutters are present on all major streets
5. sidewalks are present on many major streets

E. Major Highways:

1. right-of-way is not ample in most cases
2. pavement types consist of layers of bituminous asphalt material overlayed on the existing base and surface
3. pavement widths vary from 24 feet to 27 feet
4. curbs and gutters are present on all major highways within the city's corporate limits
5. sidewalks are also present on all major highways within the city's corporate limits

F. Grid system:

1. most of the city is layed out in a north, south, east and west grid system
2. portions in the outlying areas may vary from the traditional system
3. there are also some areas that have the roadways running parallel to the diagonal railroad system which runs thru the city

G. General Traffic Conditions

1. There are nine (9) signalized intersections
2. The remaining intersections are stop or thru condition
3. II. Route 29 traffic travels thru the City

4. IL Route 104 traffic ends and also travels thru the City
5. IL Route 48 traffic bypasses the City with 2 areas for truck traffic to exit into the City (Spresser St. and IL Route 29 intersection)
6. IL Route 29 truck traffic to the Industrial area has to go thru the City on the major streets
7. Major traffic is dependent on IL Route 29 thru the City, Webster St. and Spresser St.
8. Some intersections with high volumes of traffic have inadequate curb radius to support truck traffic
9. Emergency vehicles accessing the south and the east side of railroad have only one crossing if the tracks are in use
10. School traffic has problems entering and exiting all schools
11. Hospital emergency traffic does not have easy access from major routes

#### **4. IDOT Bypass**

Currently, the Illinois Department of Transportation is widening Illinois 29 and has plans to construct a by-pass around the north and east sides of Taylorville. Map V- 5 shows the proposed by-pass routes as shown on the IDOT plan entitled "Taylorville Alternatives, Proposed IL Rte 29", and dated December 1999. One of the recommendations of the Land Use Subcommittee was to recommend that the Comprehensive Plan reflect that the by-pass connection between Route 29 and Route 48 is an important connection for future planning efforts in Taylorville. It is recommended that the State should consider this segment as phase I of any phased plan.

#### **5. Future Classification and Network System.**

Taylorville's overall future roadway classifications and network system are shown on Map V-6. A detailed future roadway classifications and network system map for both the north area of the City and also the lake area is provided on Map V-7 and Map V-8, respectively.

#### **6. Identification of Problem Areas .**

A review of overall existing traffic and system conditions has identified certain problem areas within the transportation network system:

- A. IL Rte. 29 is able to access IL. Rte 48 south only on the west side of the city by the industrial park
- B. school-zone areas are congested

- C. The city has a high volume of thru-truck traffic
- D. emergency-response traffic
- E. future north side industrial park access
- F. railroad grade separations
- G. there are not enough thru-city major streets with adequate intersections
- H. there are not enough thru-city collector streets with adequate intersections
- I. There is need of a traffic-systems program

## **7. Identification of Potential Federal/State/Local Funding Sources.**

### **A. Federal Funding**

- 1. Most of the Major Highways (State Classification and Other Principal Arterials) are considered Federal Aid Primary (FAP) routes and are maintained by the State and paid for with State and Federal government funds.
- 2. Most of the Major Streets (State Classification – Major Arterials) are considered Federal Aid Urban (FAU) routes. There is a yearly State distribution of Federal funds for these streets. This type of funding is usually only for major repairs or capital improvement projects and can be only used on Federal Aid Primary or Urban designated routes.

### **B. State Funding**

- 1. Motor Fuel Tax revenue can be used for numerous types of projects, labor and equipment.
- 2. Highway Safety Programs – Project Basis only.
- 3. Grade Crossing Protection Funds – Project Basis only.
- 4. Enhancement Programs – Project Basis only.

### **C. Local Funding**

- 1. Sales and gas taxes provide general funds for all types of programs such as the annual overlay program, curb and gutter replacement program, and the sidewalk replacement programs.

## **8. Improvement Alternatives.**

### **A. General Comments.**

1. Thru-truck and auto traffic needs to be diverted around the City and not thru the City. This should be corrected with the completion of the Rte.29 Northeast bypass. An additional Northwest beltline or bypass also needs to be constructed to divert traffic from Rte. 29 to Rte. 48 and to the existing industrial park and airport. This beltway project would take several years of planning and coordinating with IDOT.
2. To correct traffic-flow patterns within the city, many major streets, collector streets and local roads need to be upgraded and extended. These are long-term goals. Programs need to be developed in order to solve traffic congestion.
3. There are numerous intersections that need to be studied and reconstructed to handle truck traffic and assure a smooth traffic flow. Additional signalized intersections may need to be added.
4. Major highways and collector streets should be able to move traffic thru the City without stop conditions at every intersection. The removal of certain stop signs will improve the traffic flow as well as improve traffic safety.
5. Collector streets should move traffic onto additional roadways. Instead the City has two or three streets moving all of the traffic. This will help to alleviate the congestion around the schools and emergency centers.
6. Another serious problem is the railroad crossings thru the City. At this time there is only one roadway and railroad crossing with a grade separation. This crossing is a narrow and substandard underpass that desperately needs to be upgraded.
7. Additional grade-separation crossings need to be constructed at critical locations within the City. These crossings are very costly and will most likely require homeowners to be relocated in order to have enough right-of-way access to allow construction of the crossings. These crossings projects will have to be coordinated with IDOT, ICC and other agencies.
8. As the development of the new industrial park on the north side of the City begins, access will be one of the top priorities. All equipment, construction materials, and



personnel need to have access to even begin the construction. A major street between Rte. 29 & Rte 48 would provide access from the city as well as from Springfield, Decatur and other surrounding communities.

9. Strict and methodical adherence to an adopted transportation program must be followed in order to achieve these goals.

B. Specific Recommendations.

The following are suggested improvements:

1. Major Highway Improvements:
  - a. Finish IDOT's far bypass
  - b. Provide a west belt for Il. Rte 48 & Il Rte 29 access and for access to a southwest industrial park
  - c. Divert thru-truck traffic around the city, not thru the city
2. Major Street improvements:
  - a. Upgrade 1700N to an 80,000 lb truck route from Il. Rte. 29 to Il. Rte 48 (access for the future north industrial park)
  - b. Upgrade Shumway Street (2<sup>nd</sup> St. to Il. Rte 48)
  - c. Construct a grade separation crossing at the railroad and Shumway Street.
  - d. Upgrade Webster street (1700N to Bidwell St.)
  - e. Upgrade Cherokee Street (Bidwell St. to Park Blvd.)
  - f. Upgrade East Elm Street (Cherokee St. to Pawnee St.)
3. Collector Streets:
  - a. Upgrade 1000E (Il. Rte. 29 to 1600N)
  - b. Upgrade 1600N (1000E to 1025E)
  - c. Upgrade 1025E (1600N to 1250N)
  - d. Upgrade 1250N ( 1025E to Future West Belt 900E)
  - e. Upgrade 1600N (Il. Rte. 48 to Il. Rte. 29)
  - f. Upgrade 980E (Il. Rte. 104 to 1450N)
  - g. Upgrade 1450N (980E to Cheney St.)
  - h. Upgrade and extend Northern Avenue (Il. Rte. 29 to Il. Rte. 48 & Il. Rte. 48 to 1600E)
  - i. Construct a grade separation crossing at the railroad and Northern Ave. & Il. Rte. 48
  - j. Upgrade and extend Cherokee street ( Northern Ave. to Bidwell St.)
  - k. Upgrade and extend Bidwell Street ( Cherokee St. to 1400E)

- l. Upgrade Vandever Street (1025E to Shumway St.)
- m. Upgrade Knute Rockne Drive (Northern Ave. to Il. Rte. 29)
- n. Upgrade Snodgrass (Bidwell St. to East Elm St.)
- o. Upgrade East Elm Street (Cherokee St. to Snodgrass St.)
- p. Upgrade Long Street (East Elm St. to Park St.)
- q. Upgrade and extend Esther Street (Webster St. to Pawnee St.)
- r. Upgrade Pawnee Street (Bidwell St. to Pleasant St.)
- s. Upgrade Pleasant Street (Pawnee St. to Walnut St.)
- t. Upgrade Walnut Street (Pleasant St. to Adams St.)
- u. Upgrade Adams Street (Shumway St. to Dairy Ln.)
- v. Upgrade Cherokee Street (Park St. to Il Rte. 48)
- w. Construct a grade separation crossing at the railroad and Cherokee Street
- x. Upgrade Main Street (Park St. to Main Cross St.)
- y. Upgrade Main Street (Market St. to 2<sup>nd</sup> St.)
- z. Upgrade Palmer Street (Main St. to Cherokee St.)
- aa. Upgrade Webster Street (Spreser St. to Manners Park)
- bb. Upgrade Cheney Street (Spreser St. to West Calvert St.)
- cc. Upgrade Houston Street (Spreser St. to Il. Rte. 48)
- dd. Construct a grade separation crossing at the railroad and Houston Street
- ee. Upgrade Prairie Street (Houston St. to Cheney St.)
- ff. Upgrade Main Cross Street (Jayne St. to Shumway St.)
- gg. Upgrade Kennedy Drive (Il. Rte. 29 to 1600E)
- hh. Upgrade Lake Drive (East Lake Shore Dr. to Brett Ct.)
- ii. Upgrade East Sunset Drive (East Lake Shore Dr. to Il. Rte. 29)
- jj. Upgrade East Sunset Drive (Il. Rte. 29 to 1600E)
- kk. Upgrade West Sunset Drive (Cherokee St. to West Lake Shore Dr.)
- ll. Upgrade West Lake Shore Drive (West Sunset Dr. to East Sunset Dr.)
- mm. Upgrade Cherokee Street (Il. Rte. 48 to 1150N)
- nn. Upgrade 1150N (Cherokee St. to 1400E)
- oo. Upgrade 1400NE (1150N to Cty. Hwy. 8- Owaneco Rd.)
- pp. Upgrade County Highway 8-Owaneco Road (Cty. Hwy. 1 to Il. Rte. 29)
- qq. Upgrade 1600E (Cty. Hwy. 8 to Il. Rte. 29)
- rr. Upgrade 1100N (1500E to Il. Rte. 29)
- ss. Upgrade 1100N (Cty. Hwy. 1 to 1400E)
- tt. Upgrade 1000N (1600E to Il. Rte. 29)
- uu. Upgrade 1000N (Cty. Hwy. 1 to 1400E)

4. Local Roads:
  - a. Extend Virginia Avenue (Webster St. to Sandy Duncan Dr.)
  - b. Extend Wilson Street (Webster St. to Hospital)
  - c. Extend Snodgrass Street (Heights Ave. to Northern Ave.)
  - d. Construct a new street along the west side of the ADM property (Heights Dr. to Northern Ave.)
  - e. Extend Numerous Streets around lake development
  - f. Upgrade Streets Within the Corporate Limits as required

*Map V - 1*

*Map V - 2*

*Map V - 3*

*Map V - 4*

*Map V - 5*



*Map V - 6*

*Map V - 7*

*Map V - 8*

## **B. COMBINED SEWERS**

### **1. Benefits of separating storm water from combined sewer system**

The City of Taylorville's Sewer Collection System consists of a gravity flow collection system of various sizes and ownership. Certain main trunk sanitary sewer lines were constructed and are maintained by the Taylorville Sanitary District. The majority of the sanitary sewer lines have been constructed and are maintained by the City of Taylorville. Unfortunately, some of the sanitary sewer lines have been interconnected with the gravity storm sewer lines. These interconnected sewers are called combined sewers. These combined sewers flow to the sewage treatment facilities which have been constructed and are maintained by the Taylorville Sanitary District.

Taylorville's entire sewer collection system is shown on Map V-9. A more detailed sewer collection system map for both the north area of the City and also the lake area is provided on Map V-10 and Map V-11, respectively. These maps include both existing and future sanitary, storm, and combined sewers. They distinguish between ownership of the City of Taylorville and the Taylorville Sanitary District.

Because the combined sewers go to the sewage treatment facility, the storm water run-off is also being treated. These combined storm sewers and sanitary sewers need to be separated. It is important that all future construction be done so that sanitary sewer and storm water are not interconnected. Benefits of separating these sewers are as follows:

1. The reduction of "excess flow" will increase the capacity of the treatment facilities.
2. Less flow to the treatment facilities will reduce treatment costs.
3. It will reduce flow in both sewer systems which will increase the operating capacity in each system.
4. The combined systems causes the sewers to be overloaded and restricts the design flow which in turn back up water and causes some street and basement flooding.
5. Over taxed sanitary sewers will make the sewers surcharge. This means storm water and sanitary sewage can back up in the sewers and blow out of the manholes.
6. The surcharging and flooding is detrimental to the public for health and safety issues.
7. All systems will operate more efficiently with better water quality, improved storm water drainage, and better operation of treatment facilities.

## 2. Identification of CSO links separated

The City of Taylorville has completed some major projects to separate the combined system. Areas that have been completed are as follows:

1. Ward I completed a large storm sewer interceptor, sewer and storm water pump station. This project also has provided relief from flooding of streets, ditches and basements.
2. Ward III completed a major storm interceptor sewer, collecting storm flows from portions of West Main Cross, Houston Street, Cheney Street, and Vandever Street. This system discharges into Champley Ditch from a 72" diameter interceptor.
3. Ward III completed an interceptor from the industrial park to Vandever Street. These Ward III projects relieved flooding on roadways, ditches and basements.
4. There have been other small projects completed throughout the City to help with the separation of these sewers.

Each ward still has some combined sewers. The major problem areas that still need to be addressed are located in:

1. Ward I.
  - a. The area by Park Street (IL Route 29) and the railroad underpass needs major relief.
2. Ward II.
  - a. Beginning behind Urban Mobile Home Part westerly through Kenton Addition across Cheney and westerly on Elm Street.
  - b. There are areas of flooding in the Haner and Hawley Streets area that need to be relieved.
  - c. The area north of Spresser Street and west of Cheney Street needs major relief.
3. Ward III.
  - a. Minor combined sewers are scattered within this ward. There has been mine subsidence in this ward which does cause some problems with flooding.

4. Ward IV.
  - a. A Major problem area of combined sewers is located from Palmer Street and Cherokee Street south to the Cherokee Street First Flush Facilities.

### **3. Prioritized program for the continuation of separation efforts.**

The continuation of separating combined sewers and relieving prone flooding areas is a program that must continue. The following projects have been identified as areas that need to be addressed and are listed in order of priority:

1. Major trunk storm sewer to relieve the entire area from Spresser Street north and from Rte 29 (Springfield Road) West. All combined sewers within the area should be separated in multiple stages.
2. Channel cleaning from the Elm Street overflow station to the South Fork of the Sangamon River.
3. All combined sewers along Cheney Street from Spresser Street South to Sherman Street should be separated in multiple stages.
4. Deal with flooding problem at Park St. (Rte. 29) and railroad crossing by installing larger storm water pumps or a new sewer relief system.
5. Separate sewers and direct flow for Cherokee Street and Palmer Street Combined (possible multiple stages).

These projects are large and costly to construct. Any future development will require completely separate sewer systems and also provide storm water detention and retention. An additional study should be undertaken to identify further separation projects.

## **C. SANITARY SEWERS**

### **1. Sewer System**

Taylorville's existing sanitary sewer system has major problems with capacity and deterioration. The existing system is old and portions have been repaired or upgraded. The city should continually be televising existing sewers and keeping records of findings. Sewer repair and replacements programs should be adopted and strictly followed. Two of the different options for repair are as follows:

1. Trench Repairs by “slip lining”. This type of repair has improved in recent years. Material is of high quality and can be guaranteed up to 100 years. There are many manufacturers of this type of material and the cost is less than half of removal and replacement. With this repair, there would be no road closures.
2. Removal and replacement or spot repairs are costly and take a longer time to complete than slip lining. Road closures and surface repairs will be required.

With new residential developments and possible heavy industrial areas being either developed or planned for, the City of Taylorville needs to look at large interceptors (trunk lines) that will support future needs. All future development should, if at all possible, provide sanitary sewers. In some rural areas that may not be applicable or feasible. Storm sewer design and sizing needs to be part of every development’s approval process. Future trunk sewers will have to be evaluated on a needs-basis, as size and location will be determined by design criteria. Trunk sewers around the lake area would probably be of moderate size and length and be supported by a pump station.

## 2. Pump Stations

There are numerous pump stations throughout the City waste-water collection system. These pump stations have different load requirements which require different sizes of pumps, sizes of motors, and sizes of discharge and force mains. Table V-2 provides current pump station information.

**Table V-2: CITY OF TAYLORVILLE LIFT STATION CAPACITIES**

LOCATION	HORSEPOWER	PHASE	G.P.M	AVERAGE RUN TIME PER DAY	IF NO POWER WHAT WOULD BE NEEDED TO PUMP DOWN
Market Street	5 H.P.	3 Ph.	200	3.5 hrs/per pump 42,000 gal/per pump per day	Gasoline pump and hose going under RR tracks 325' to new proposed sewer on E. Market St.
Dairy Lane	3 H.P.	1 Ph.	180	4.0 hrs/per pump 43,200 gal/per pump per day	Has a generator.
Hunter	2 H.P.	3 Ph.	150	1.4 hrs/ per pump 12,600 gal/per day	Gasoline pump and hose going 50' from lift station to manhole.
Pershing Road	20 H.P.	3 Ph.	400	4.2 hrs/per pump 100,800 gal/per pump per day	Has a generator.

LOCATION	HORSEPOWER	PHASE	G.P.M	AVERAGE RUN TIME PER DAY	IF NO POWER WHAT WOULD BE NEEDED TO PUMP DOWN
Prison	7.4 H.P.	3 Ph.	325	3.3 hrs/per pump 64,350 gal/per pump per day	Portable generator would be used.
Lake-Marina	2 H.P.	1 Ph.	20	.05 hrs/per pump 60 gal/per pump per day	Vactor truck could be used.
Eastwood Drive	1.8 H.P.	1 Ph.	60	.3 hrs/per pump 1,080 gal/per pump per day	Gasoline pump and hose going across the road 250' to manhole behind log cabin house.
Spillway	10 H.P.	3 Ph.	350	3.6 hrs/per pump 75,600 gal/per pump per day	Has a generator.
Bishop Cove	5 H.P.	1 Ph.	180	.3 hrs/per pump 3,240 gal/per pump per day	Has a generator.
Heights	7.5 H.P.	1 Ph.	250	2.5 hrs/per pump 22,500 gal/per pump per day	No generator.
High School	15 H.P.	3 Ph.	320	2.0 hrs/per pump 28,400 gal/per pump per day	Gasoline pump and hose going 625' to manhole at the intersection of Sportsman Drive and NorthwEsthern.
Henrietta	3 H.P.	1 Ph.	80	.6 hrs/per pump 2,880 gal/per pump per day	Gasoline pump and hose going 375' to alley on Henrietta between Adams and Franklin Streets.
Long/Cleveland Storm	Pump #1 3.2 H.P. Pump #2 17 H.P.	3 Ph. 3 Ph.	Pump #1 Pump #2 6,000	Variable - based on amount of storm water received.	No Generator.
Industrial Park	4 H.P. 2 H.P.	1 Ph. 1 Ph.	300 Pump #1 275 Pump #2	Variable - based on amount of storm water received.	No Generator
Northeast (YMCA)	3 H.P.	3 Ph.	100	2 hrs/per pump 2,000 gal/per pump per day	No generator
Northwest (Wal-Mart)	7.5 H.P.	3 Ph.	415	2.12 hrs/per pump 880 gal/per day	Has a generator.



There are two (2) lift stations that currently receive the flows from all of the lake area and prison.

The prison lift station pumps the flows into a manhole at Lake Road and Rte. 29, then gravity flows into the spillway lift station, and then is pumped along the bike trail to the Pershing St. lift station. In 2002, an evaluation study was done on the Pershing & Spillway Lift Station. See Appendix D for a copy of the study.

As future growth occurs in the lake area, these pump stations will need to be upgraded or new stations constructed to have sufficient capacity to sustain the growth rate of this area. The existing wet wells may have enough storage but the pump will need more capacity. These two lift stations are currently having problems and need to be upgraded within the near future.

The capacity of the receiving sanitary sewers also needs to be evaluated. There are other smaller intermediate lift stations around the lake area and they appear to be sized adequately at this time.

### 3. Taylorville Sanitary District

The Taylorville Sanitary District also owns and monitors some sanitary sewers. These sewers are usually a trunk sewer collecting smaller tributaries. Table V-3 lists the sewers owned by the Sanitary District.

**Table V - 3: Taylorville Sanitary District Sewers**

<b>Name</b>	<b>Location</b>
Chestnut Street	From Bidwell St. to Esther St.
East Esther Street	From just west of railroad to Snodgrass St.
Snodgrass Street	From East Esther St. to Esther St.
Esther Street	From Snodgrass St. to Pawnee St.
Pawnee Street	From Esther St. to East Elm St.
Thru Parcels	From Intersection of Pawnee St. & East Elm St. West to Intersection West Elm St. and North Shumway
West Elm Street	From North Shumway St. to Sanitary District Treatment Facilities
Madison Street	From Spresser St. to Franklin St.
Franklin Street	From Madison St. to Cheney St.
Cheney Street	From I & M Railroad to West Elm St.
I & M Railroad	From Michels St. to Cheney St.
Michels Street	From Russel St. to I & M RR
Russel Street	From Houston St. to Michels St.
Houston Street	From Hewitt St. to Russel St.
Cherokee Street	From Palmer St. to Cherokee St. First Flush Control Facilities

***Map V-9***

**Map V – 10**

**Map V-11**

## **D. DRAINAGE**

### **1. Identification of known and anticipated drainage problems**

The following areas are prone to flooding during heavy rain events:

1. Northern Avenue Area
2. Cheney Street (numerous locations)
3. Hannon Mobile Home Park area
4. West Elm Street underpass and bridge area.
5. Broadus Road and Langleyville Road area.
6. Spresser Street (numerous locations)
7. Fairview Mobile Home Park and area north.
8. West Main Cross and Illini Drive area.
9. Industrial Park & Spresser Street area.
10. Waco Street & Prairie Street area.
11. Poplar Street & Powers Street area.
12. The entire Kenton addition area.
13. Haner & Hawley area.
14. Powell Street area.
15. Main Cross Street & Cherokee Street area
16. Cherokee Street & Vine Street area.
17. Vine Street & Chestnut Street area.
18. Park Street & railroad-underpass area.
19. Thompson Street, Lewis Street and Moore Street area.
20. Palmer Street & Cherokee Street areas.

### **2. Measures to address identified problems**

Measures that the City could undertake to address the flooding problems are as follows:

1. A Comprehensive study of the storm drainage system.
2. Panther Creek drainage basin for the north and west areas of town, needs to be cleaned all the way to the South Fork of the Sangamon River.
3. Possibly take more storm flow south to the South Fork of the Sangamon River.
4. Separate combined sewers.
5. Provide additional collector storm sewers and interceptor sewers.
6. Clean existing ditches and culverts.
7. Consider the use of "regional" detention basins

## Map V-12 Watershed Map

## Map V-13 Drainage Map

**Map V-14 North Area Problem Areas & Storm water Outlets**



**Map V-15 South Area Problem Areas & Storm water Outlets**

## **E. WATER SUPPLY**

### **1. Existing water treatment and distribution system**

Taylorville's water supply is derived from surface and groundwater resources. Surface water is supplied by Lake Taylorville. Groundwater is supplied by wells in a sand and gravel aquifer, located north of town. The surface and ground water is blended at the Water Treatment Plant (WTP). Taylorville's existing overall water supply and distribution system is shown on Map V-16. A more detailed water distribution system map for both the north and south area of the City is provided on Map V-17 and Map V-18, respectively.

Water is pumped from the sand and gravel aquifer by four (4) wells, each with a capacity of one (1) million gallons per day (mpg), for a total withdrawal capacity of four (4) mgd. Water is pumped from Lake Taylorville via three (3) low-service pumps, each with a capacity of one (1) mgd, for a total withdrawal capacity of three (3) mgd. Total combined withdrawal capacity from these two (2) water resources is seven (7) mgd.

The Water Treatment Plant's capacity is four (4) mgd due to the limiting size of the filters and clarifiers. Thus, the raw-water source exceeds the plant capacity at this time.

The water is treated at the WTP by conventional clarification/lime softening, gravity filter treatment process. There are 376,000 gallons of clearwell storage located at the WTP. A schematic of the treatment process is shown in Figures V-1 and V-2. Upon treatment, the water is pumped to the distribution system and to elevated towers. There are two (2) elevated storage towers (Cherokee Street tower and Industrial Park tower) and each has a capacity of 500,000 gallons.

At present there is a shortage of water storage capacity. Currently, the City has less than 1-day storage in the distribution system. Storage should be 1-2 days, in order to allow for emergencies, fire fighting, anticipated peak flows, and planning for future demand. The City is currently in the process of adding another elevated storage tank. The new tank is preliminary designed to be a 2,000,000 gallon spheroid type tower and will be located north of the existing Taylorville High School athletic field on the north side of Northern Avenue.

In addition to supplying the water needs of the City of Taylorville, the City supplies satellite customers at the villages of Owaneco, Kincaid, and Langleyville. Other large customers include the Taylorville Correctional Center, and Ahlstrom Filtration. Table V-4 shows the satellite customers and amount of water (average gallons per day) supplied to these users.

**Table V-4: Satellite Customer and Water Supplied**

	<b>Customer</b>	<b>Water Supplied</b>
1.	Owaneco	28,700 gpd
2.	Langleyville	42,300 gpd
3.	Kincaid*	177,225 gpd
4.	Correctional Center	131,500 gpd
5.	Ahlstrom	420,275 gpd
	<b>Total</b>	<b>800,000 gpd</b>

\*The Village of Kincaid supplies one satellite consumer; Jeiseyville with 60 services.

The total amount of water supplied to both satellite and large customers averages 800,000 gpd. Taylorville's average daily pumpage from the WTP, based upon annual data, is 2.5 mgd, with a maximum daily pumpage of 3.75 mgd. A calculation can be made to approximate the water demand of the City of Taylorville. The total demand from Taylorville is approximately 1.7 mgd (2.5 mgd pumped from the WTP – 800,000 gpd provided to satellite customers). Based upon these figures, it appears that the City has an adequate supply of water to meet demand under current conditions.

## **2. Analysis of Sustainability**

Sustainability will be looked at both in terms of the amount of available capacity in the existing system that can be utilized to support additional households and reviewing projected population estimates to calculate the number of additional households expected based upon those projections.

The State of Illinois Environmental Protection Agency (IEPA) provides standards to use for estimating average water usage per household. Using these standards, average household use is estimated to equal 350 gpd (3.5 persons x 100 gpd). IEPA also has capacity standards that are applied to treatment facilities. One is the "critical watch" status. This is applied when a treatment facility reaches 80% of its maximum daily pumpage.

Using the peak daily usage of 3,750,000 gpd, calculations can be done to determine an approximate number of households which could be supported with the current treatment facilities before reaching the "critical watch" status. These calculations are as follows:

$$3,750,000 \text{ gallons max. daily pumpage} \times 80\% = 3,000,000 \text{ gallons}$$

$$3,000,000 \text{ gpd} - 2,500,000 \text{ gpd average daily} = 500,000 \text{ gallons available}$$

$$500,000 / 350 \text{ gpd per household} = 1,428 \text{ additional households}$$

It appears that the existing water treatment plant could sustain approximately 1,428 additional households before reaching the “critical watch” list capacity of the existing treatment facilities.

The City of Taylorville has experienced minimal population growth in recent years and this trend is expected to continue in the future. Table II-1 (Population Projections) calculates that the population in 2030 will be approximately 12,341 people, based upon 1999-2000 growth rates (2.6%). This represents an increase of approximately 916 people over the 11,427 population estimated by the 2000 Census. The 2000 Census data indicates that the average household size in Taylorville is 2.23 people. Based upon this data, it can be estimated that an increase of 916 people could be expected to result in an increase of 410 new households. Estimating based upon Illinois Environmental Protection Agency standards of 3.5 persons per household would suggest that the 2030 population could be expected to result in an increase of 261 new households. By either standard used for future demand estimates, the projected number of new households is less than the approximately 1,428 additional households that could be sustained under existing capacity conditions.

While the capacity of Taylorville’s water resources is sufficient to satisfy residential water supply needs of the community for the foreseeable future under current conditions, this capacity could be affected significantly by the rate and type of future growth. If a significant commercial or industrial user would come on line, it is possible that improvements would have to be made to increase facility capacity to maximize existing resource supply. If plans for a new coal mine, a new power plant, and a new energy park north of the City come to fruition, then a new expanded water source may be required. Preliminary analyses have identified the Sangamon River as a potential source with sufficient capacity to satisfy the higher demand. Map V-19 shows the conceptual alternative plans for bringing water from the Sangamon River to the City of Taylorville.

Map V-20 shows the existing service area, which encompasses the City and satellite customers, and future service area. This takes into consideration future growth around the lake as well as an energy park, coal mine, and industrial development on the north side of the City.

Existing & Future Water Distribution Map

North Area

Lake Area

Future water transmission line



Water service area map

Figure V-1

Figure V-2

## **CHAPTER VI LAKE TAYLORVILLE DREDGING STRATEGIES**

### **A. Background Information**

Lake Taylorville was constructed in 1961 and the impoundment of water began in January of 1962. The lake has approximately 18 miles of shoreline, has an average depth of 6.5 feet, and its' surface area is approximately 1,148 acres, at normal pool. The lake has a drainage area of approximately 80,400 acres. Cropland or tillable land makes up 83 percent of the lake's watershed.

In 1977, the City of Taylorville commissioned the Illinois State Water Survey to conduct a Sedimentation Survey of Lake Taylorville. This survey was conducted by a hydrologist named William Bogner and the report by the State Water Survey is known as the Bogner Report. This report has been provided in Appendix E. The Bogner report concluded that approximately 97.6 acre-feet of sediment per year is deposited into the Lake.

In 1995, the City of Taylorville prepared an Environmental Assessment of Lake Taylorville and the Bogner data was used to extrapolate the loss of storage and the life expectancy of the Lake. The assessment concluded that 50 percent of the storage of the Lake will be lost in the year of 2011.

In August of 2000, Mary Dawson, a local educator and Environmental Biologist, completed a survey on sedimentation into Lake Taylorville and found that 85.86 acre-feet of sediment per year is deposited into the Lake. While the findings of the Bogner report and the Dawson survey are close (97.6 and 85.86 acre-feet of sediment per year, respectively), the difference should not be unexpected. The reason is that from 1977 to 2000 conservation practices had been implemented in an effort to reduce the amount of sedimentation entering the lake.

### **B. Timing Considerations**

Both sources of data indicate that 50 percent of the storage capacity of the Lake will be lost in the next five to ten years. The data also indicates that approximately 200 surface acres of the Lake have been depleted. Sedimentation reduces not only storage capacity but also the recreational value of the Lake. In addition, as the surface area of the Lake depletes, it takes longer periods of time for the water to clarify. This has a detrimental affect on the entire lake plus it costs more time and money for chemicals to treat dirty water for drinking purposes. As a result, dredging should begin as soon as plans and funding can be obtained.

### **C. Financing Considerations**

There are several alternatives and means to finance the project. These alternatives are as follows:

1. Loans
2. Bonding
3. Legislative Grants Federal / State
4. Cost sharing with new industrial developers, (i.e. Coal Mine, Power Plant, Coal Gasification, Ethanol Plant)
5. Increase in taxes and service fees.
6. Soil and Water Conservation grants and cost sharing.
7. Natural Resources Conservation Service (NRCS) grants and cost sharing.
8. Sell the sediment to the Coal Companies for mine subsidence rehabilitation.
9. Sell the sediment to nurseries.
10. Use the Lake as back-up water supply for new high demand user (i.e. Power Plant, Gasification, Ethanol Plant). Charge an annual fee for being the back-up.
11. Sell Lake property for development.

### **D. Methodological Considerations**

There are three viable methods of removing the sediment from the Lake and they are as follows:

1. Mechanical excavation from the shore.
2. Mechanical excavation from barges.
3. Portable hydraulic dredging.

### **E. Recommendation**

Portable hydraulic dredging provides the best method of sediment removal with the least impact to the Lake and the surrounding environment. A dredge similar to a small house boat with a discharge pipe 8 to 12 inches in diameter will be the only equipment that will be seen on the Lake. A booster pump will be required along the discharge pipe to force the sediment / slurry to the detention pond. The detention pond may be several miles from the Lake.

The normal procedure to get a dredging contract underway is to engage an engineering firm to provide plans and specifications, let a contract to the lowest bidder and build the project. This is known as design, bid and build. The most cost effective procedure is to seek design-build contractors to provide

proposals and the City would pay one fee for a complete turn key operation. The City would not have to purchase land or negotiate leases. That would all be included in the contractor's proposal.

If the land for the detention pond could be leased at agricultural rates instead of purchased, the City could save from two to three million dollars in land costs. The one drawback of not owning the land is the City would not have the use of the sediment to sell or use for rehabilitation.

If the Dawson report is accurate, the dredging operation in Lake Taylorville would need to remove 85.86 acre-feet of sediment each year just to maintain the water volume of the lake. A rough cost estimate of the dredging operation is included in table VI – 1 to show the magnitude of this operation.

**Table VI – 1: Cost Estimate for Dredging**

1. Earthwork Detention Pond Levees	\$500,000.00
2. Underdrain Detention Pond	\$100,000.00
3. Lease 640 Acres @ \$200/year for 5 years	\$640,000.00
4. Mobilization Dredge Equipment	\$600,000.00
5. QA/QC by City	\$100,000.00
6. Offsite Pipeline Right-of-Way	\$100,000.00
7. Dredging Lake 188,000 yds x 3.00/yd x 45 years	\$25,380,000.00
8. Contingency	\$1,000,000.00
9. Restore Detention Pond – Knock Down Levees	\$100,000.00
<b>Estimated Cost</b>	<b>\$28,520,000.00</b>

The price to dredge Lake Taylorville may be staggering but it would be a small price to pay compared to finding another source of water and developing that source.

Immediate plans should be made to dredge south of the metal sheet pile weir so the weir will work more efficiently and keep most of the new sediment from the main body of the lake. If the lake could be dredged up to the north side of the Lake Shore Golf Course that would revitalize the lake significantly and the water in that area and to the north is deep enough for boating and other recreational activities.

The dredging operation should be started by March, 2010. Stage construction may be an option that needs to be investigated to mediate the initial costs to dredge.

**F. Recommendations to Reduce Sediment and Improve Water Quality into Lake Taylorville**

1. City hires full time soil conservationist or soil scientist to oversee the Lake – **Complete by 7-1-07.**
2. Adopt NRCS Urban Manual as the Standard Specification for development in the City of Taylorville - **Complete by 2-1-07.**
3. Develop an ad hoc committee consisting of college educated specialists in biology, soil science conservation, etc. to oversee the Lake area - **Complete by 2-1-07.**
4. Eliminate grazing animals within 200 feet of Lake Taylorville.
5. Provide animal crossings at all tributaries to the lake.
6. Cost share with farmers and ranchers in fencing costs and water supply for their animals.
7. Riprap shoreline of Lake Taylorville.
8. Stream bank stabilization throughout the watershed should be implemented.
9. Erosion control plan must be approved for any construction within 1.5 miles of Lake Taylorville - **Complete by 2-1-07.**
10. Erosion control structures can only be removed only upon achievement of complete stabilization of the up slope areas.

## **CHAPTER VII ECONOMIC DEVELOPMENT**

### **A. Recommendations**

#### **1. Infrastructure Priorities**

- a) Development of a viable industrial park for Taylorville. The current industrial park is subject to mine subsidence and is not a marketable site. Consequently, the City of Taylorville is prevented from participating in site searches by site-location firms on behalf of clients and by the Illinois Department of Commerce and Economic Opportunity (DCEO). The Taylorville Industrial Development Corporation (TIDC) should consider selling the remainder of the property in the current industrial park and move forward with the development of a new industrial park.
- b) Completion of Rt. 29 as a four-lane highway between Taylorville and I-55 in Springfield. Funding for the completion of Rt. 29 must be secured to alleviate traffic congestion and hazardous road conditions and to promote future economic development in Taylorville.
- c) All entrances to the City of Taylorville should be earmarked for upgrading and beautification. Particular attention should be given to the Rt. 29 “gateway” on the north side of the city, because it is the entrance which handles the largest volume of traffic. With the potential for increased tourism and economic development in Taylorville, it is of a high priority that the community “gateways” are attractive and convey to visitors a visible civic pride in the community.
- d) The need for increased development of both affordable and upper-bracket housing in Taylorville. Housing for middle- and higher-level managers is currently in short supply in Taylorville. Such developments encourage professionals to live as well as work in Taylorville. Not only would property-tax revenue increase from upper-level housing development, but the community’s sales-tax base would benefit from increased spending by individuals with higher incomes who live in Taylorville.
- e) Overall infrastructure planning. To accommodate growth patterns, a Comprehensive Plan by definition should contain short- and longer-term goals for upgrading the community’s infrastructure (sewer, water, roads etc.) to meet the changing demands and opportunities in the near term and the long term. This committee did not spend a great deal of time on these specifics as they realized they would be handled in detail by the infrastructure subcommittee of the Comprehensive



Plan. We mention them here because we want to emphasize the importance of such planning to future economic development opportunities.

- f) Parks and recreational opportunities. Quality-of-life factors are important if a community intends to attract and retain businesses. The City of Taylorville should strive to maintain and improve upon the current parks system, in cooperation with the Taylorville Park District. As development and tourism increases in Taylorville, parks and other recreational opportunities will be an important drawing card and will encourage the public to visit the area and to spend time and money within the community.
- g) Proper zoning and zoning flexibility. Land-use and zoning processes do exist currently at both the City of Taylorville and Christian County levels. It may be useful to review these processes to make sure they are working as efficiently as possible. This would allow both the city and the county to respond quickly on this issue to potential development prospects.
- h) Lake Taylorville as a major asset to the city. Optimally, the lake should be a mixed-use development with a good balance of both residential and recreational areas.

## **2. Funding**

- a) Ongoing funding for economic development is necessary to establish and maintain an effective program. It is the nature of economic development that funding for these activities must often be committed for a considerable period of time before results are realized. This type of funding is ideally achieved through a local dedicated revenue stream earmarked for this purpose. The City of Taylorville should consider various options to ensure financial stability for economic development activities.

## **3. Schools**

- a) One of the most important elements, at the grass-roots level of an effective economic development program is a quality school system. Taylorville is fortunate to have an historically excellent school system in place, this being Taylorville Community Unit School District 3. The community also benefits of a local campus of Lincoln Land Community College (LLCC). The City of Taylorville and the Christian County Economic Development Corporation (CCEDC) need to work closely

with the local school district and LLCC to develop the type of training that will be required for future workers employed by local industries. Customized training programs should be accessible through both the public high school and LLCC. There is also a need for increased entrepreneurial training and customer-service training to encourage innovative small business development.

- b) There is a pressing need for a permanent LLCC campus to be located on a currently undeveloped area north of Taylorville High School. The Taylorville satellite campus is one of the most active units of the LLCC System. Placing a permanent campus north of the high school (on land currently owned by the School District) would allow for effective and efficient instructional cooperation between the School District and LLCC. This location would also take advantage of the Route 29 highway expansion, providing convenient access to the proposed LLCC permanent campus.

#### **4. Government**

- a) The City of Taylorville, Christian County, CCEDC and all other related organizations must continue to work effectively together to reach mutual economic development goals. Formal communication and coordination is essential.
- b) The City of Taylorville should take a leadership role in planning and coordinating economic development activities---on an ongoing basis.
- c) Business-assistance processes and procedures should be reviewed regularly by the City, county and other development organizations, to ensure that their services to the business community are not duplicated. Processes should be in place to assist businesses as expeditiously as possible with problems or issues concerning local government, such as zoning, water or sewer issues.
- e) Every effort should be made by the City of Taylorville, Christian County, CCEDC and other development organizations to convey to the business community an appreciation for the importance of every business to the economic vitality of the area. All services and requests for assistance should be provided as quickly as possible to the business community with a cooperative and helpful attitude on the part of those delivering the services.

**5. Business Retention/Marketing:**

- a) Business Retention:** A strong business-retention program at the local level is the foundation of an effective economic development program. Many communities expend significant amounts of money to attract new industry to the community. Yet they often fail to pay sufficient attention to the needs of existing industries. This is a foolhardy practice. 80% or more of the job creation realized by a community comes from existing industries. For this reason and others, the City of Taylorville must continue to work closely with Christian County, CCEDC and other organizations on a business-retention personal call program. The Mayor of Taylorville must maintain strong lines of communication with the local business base. He must respond quickly and effectively to requests for assistance from a business.
- b) Marketing/Development Opportunities:** Unplanned growth in a community rarely produces the optimum results. The City of Taylorville must continue to take advantage of reliable growth opportunities, that is, “realizable” economic development projects. The City must develop a “blueprint” for ways that future growth should take place. The vehicle for such a blueprint could be the Comprehensive Plan. As part of the roadmap for future growth, the City of Taylorville should consider the following:
- i. Expansion of Existing Industries.** Commitment to retention and expansion of existing businesses.
  - ii. Tourism Development.** With the opening of the Abraham Lincoln Presidential Library and Museum in Springfield, and the increased marketing of “Looking for Lincoln” sites in surrounding counties, the opportunity for increased tourism development should be considerable. Every effort should be made to take advantage of the opportunities for “historical tourism” in Christian County
  - iii. Downtown Development.** The City of Taylorville should concentrate on using grant monies and other financial assets and initiatives to revitalize the downtown area, not only to encourage tourism but to reestablish the downtown retail base. A substantial portion of the City’s tax income derives from retail activity. Encouraging retail business has a direct effect on the City’s tax receipts. Future planning should be undertaken to accommodate retail diversity in the historic downtown area, in cooperation with the Taylorville Main Street organization

**iv. Development of a hotel/conference center.** Considerable sales tax dollars are lost each year to surrounding communities because the City of Taylorville does not have a hotel/conference center, where large meetings and receptions could be held. With the prospect of major industrial development in the near future, the need for such a facility in Taylorville will become even more evident. Finally, the City should consider various options to create tax-incentive districts (such as “Special Business Districts,” and “Tax Increment Financing Districts”). Primary emphasis should continue to be placed on the Taylorville/Christian County Enterprise Zone as a powerful incentive for business growth.

## **B. General Comments**

Currently Taylorville is realizing an increase in economic development opportunities. The City of Taylorville, Christian County and CCEDC should take advantage of and support these opportunities to enhance future growth in the local economy. Several projects are in various stages of development, which include but are not limited to the following:

- Development of a new industrial park on the north east side of Taylorville.
- Development of one or two coal mines on the north side of the City;
- Construction of a new coal fired power plant adjacent to the coal mine(s);
- Expansion of the Taylorville-Christian County Enterprise Zone
- Completion of the widening of Illinois 29 between Taylorville and Springfield

All of these opportunities are the result of diligent efforts by the political, civic and economic leaders of Taylorville and Christian County. Map VII - 1 shows the general location of the coal mine(s)/ power plant/ energy park development on the north side of the City. Map VII– 2 shows the expanded Taylorville-Christian County Enterprise Zone.

## CHAPTER VIII SANITARY DISTRICT

### A. Introduction

The Sanitary District is a separate agency with a Board of Directors appointed by the County Board. The Sanitary District owns and maintains gravity sewers, lift stations, diversion structures, force mains, overflow control structures, and sanitary treatment facilities. The Sanitary District operates under IEPA permits. The District facilities include an activated sludge plant, automatic bar screen, grit removal, primary clarifier, roughing filter, intermediate clarifier, aeration, secondary clarifiers, tertiary filter building, and two (2) meter sludge press (sludge disposal in landfill). The facility is designed to accommodate a flow of 3.04 mgd. The average (2006) flow is 2.20 mgd.

### B. Description of System

The gravity sanitary sewers of the Sanitary District are listed in Table VIII - 1. The pumping facilities owned and operated by the Sanitary District are listed in table VIII – 2. Table VIII – 3 lists the District's Diversion Structures, CSO Control Facilities and Treatment Facilities.

**Table VIII – 1: Gravity Sanitary Sewers**

<b>Sewer</b>	<b>Location</b>	<b>Size</b>
Chestnut St.	Esther St. to Bidwell St.	8"
East Esther St.	Storage Bldgs to Snodgrass St.	8" & 15"
Snodgrass St.	East Esther St. to Esther St.	15"
Esther St.	Snodgrass St. to Pawnee St.	15", 30" & 36"
Pawnee St.	Esther St. to East Elm St.	42"
East Elm St.	Pawnee St. to Cheney St.	42", 27" & 48"
West Elm St.	Cheney St to West Elm St. Diversion Structure	48" & 72"
West Elm St. Diversion Struct. West to Treatment Plant	West Elm St. Diversion Struct. To Treatment Plant	81", 24" & 30"
Houston St.	Hewitt St. to Russel St.	21" & 24"
Russel St.	Houston St. to Michels St.	24"
Michels St.	Russel St. to Old I & M RR	24"

<b>Sewer</b>	<b>Location</b>	<b>Size</b>
Old I & M Railroad	Michels St. to Cheney St.	24"
Cheney St.	Old I & M RR to West Elm St.	24", 27", 36", 54" & 60"
Madison St.	Spresser St. to Franklin St.	10" & 12"
Franklin St.	Madison St. to Cheney St.	30" & 36"
Cherokee St.	Palmer St. to Cherokee St. Diversion Structure	18" & 30"
Cherokee St.	Cherokee St. Diversion Structure to Cherokee St. CSO	18"
Cherokee St.	Cherokee St. Diversion Structure to South Fork Sangamon River	8"

**Table VIII – 2: Pumping Facilities**

<b>Name</b>	<b>Location</b>
S.E. (Cherokee St.) Pumping Station & 12" Force Main	Cherokee St. & IL Rte 48 @ S.E. CSO First Flush Control Facility Force Main from Pump Station thru Manners Park, Decatur St. to RR to Sherman St. to Cheney St.
Hewitt St. Pump Station & 4" Force Main	Pump Station on Hewitt St. between Robin St. & Houston St. Force Main from Pump Station to Houston St.
Oller St. Pump Station & 4" Force Main	Pump Station on Oller St. at Intersection of Oller St. & Michels St.
Langleyville Pump Station & 4" Force Main	Force Main from Pump Station to Treatment Plant
Elm St. Pump Station & 4" Force Main	Pump Station at Elm St. CSO First Flush Control Facilities

**Table VIII -3: Diversion Structures, CSO Control Facilities and Treatment Facilities.**

<b>Name</b>	<b>Location</b>
Cherokee St. Diversion Structure	Intersection of Palmer St. & Cherokee St.
Cherokee St. Diversion Structure	Cherokee St. South of Second St.
SE CSO First Flush Control Facility	Cherokee St. & IL Rte. 48
Elm St. Diversion Structure	West Elm St. west of West St.
Elm St. CSO First Flush Control Facility	West Elm St. between Old I & M R.R. & Briarcliff Rd.
Wastewater Treatment Facilities	Langleyville Road between Langleyville & Broaddus Rd.

## CHAPTER X PARK DISTRICT

### A. Survey of Existing Conditions

The Park Board, which consists of six (6) elected members, oversees the district. The Board consists of a President, Vice-President, and four (4) Trustees. Each of the members is elected to a four (4) year term. The district operates and maintains four (4) park sites and an 18-hole golf course within the corporate limits of the City. Map X-1 shows the existing and future park facilities. A brief description of the parks is as follows:

1. Manners Park. This 62 acre park is located approximately four blocks south of the square. Within the park is an approximately seven (7) acre lake which provides habitat for waterfowl and supports fishing. Amenities of the park include: playground areas, a public swimming pool, picnic areas, covered shelters, a community building, baseball diamonds, walking paths, tennis courts, basketball courts, and a shelter. Also located within the park is the Chautauqua Building, which is listed on the National Registry of Historical Sites. The park is also host to monthly senior citizen programs, which include bingo, luncheons, and miscellaneous entertainment programs. In addition, Christmas light displays are provided during the Christmas season.
2. Taylorville High School Softball Field. This field consists of nine (9) acres and is leased from the School District. This site includes a softball diamond, with lights, and playground equipment.
3. Bragg Athletic Complex. This 10 acre complex contains two (2) softball fields, of which one is equipped with lights, youth soccer and football fields, concession stand, restrooms and a paved walking path.
4. Jaynes Park. This 11.4 acre park is located just south of the Christian County Fairgrounds. Amenities include tennis and basketball courts, baseball fields, and playground equipment

### B. District Identified Issues

The Taylorville Park District has identified the following issues:

1. Potential Growth
  - a. Possible North End park
  - b. Possible Lake Side park



2. Special Needs
  - a. Dog park
  - b. RV park
  - c. Skate and skateboard park
  - d. New swimming pool
  - e. Screened in pavilions
3. Lake Uses
  - a. Day camp area
  - b. Possible restricted area for row boats and paddle boats

Existing and Future Park Facilities Map

## CHAPTER XI AIRPORT

### A. Survey of Existing Conditions

The Taylorville Municipal Airport is publicly owned and operated by the City of Taylorville and occupies approximately 310 acres. It is for public use and is a general aviation airport with two paved runways and one unpaved runway with 25 based aircraft and 12,000 annual operations. This facility is located in the Southwest Quadrant of the City. The airport currently has a non-resident contract airport manager. The airport and airport businesses employ approximately sixteen full-time employees and three (3) part-time employees. The airport also utilizes the cemetery sexton and other cemetery employees to supplement the mowing, snowplowing and other maintenance operations as needed. While there is no control tower it does have instrument approach capabilities such as NDB and GPS. Emergency actions taken by this airport are to call 911 and the Federal Aviation Administration (FAA).

The airport can accommodate most general aviation aircraft including business jets. Other businesses associated with the airport include B&L Aircraft, Brandis Aircraft, and Mid America Sport Parachute Club (MASPC). These businesses, along with the airport itself, provide fuel sales, flight instructions, aircraft rentals, parachute club with instructions, major and minor aircraft maintenance, aircraft refurbishing, banner pulling and avionics repairs.

### B. Identified Issues

The Taylorville Municipal Airport has identified the following issues:

1. Monthly air service for 2006 is as follows:

	Landings	Departures	Fuel Related	Business Related
January	124	122	27	9
February	163	166	26	15
March	111	112	33	13
April	154	153	36	12
May	160	163	70	11
June	138	137	65	22
July	215	203	90	13
August	167	179	62	18
September	156	189	48	21
<b>Total</b>	<b>1,388*</b>	<b>1,424*</b>	<b>457</b>	<b>134</b>

\* This does not include any landings and departures after closing the airport

\* This does not include all practice landings and departures during flight training

2. Special Needs
  - a. North-South runway extension to the north
  - b. Self service above ground fuel tanks
  - c. Five year plan
3. The Taylorville Municipal Airport, along with the IDOT Division of Aeronautics, has established needs and an Improvement Programs for the fiscal years of 2008-2013. Some of these needs are as follows:
  - a. Above Ground Fuel Tanks.
  - b. Pavement and Marking Rehabilitation.
  - c. Rehabilitation of T-Hanger Pavement.
  - d. Land Acquisition.
  - e. Rehabilitation of 18/36 crossovers
  - f. Perimeter Fencing.
  - g. Environmental Assessment of the 18/36 North Runway Extension.
  - h. Land Acquisition for 18/36 North Runway Extension.
  - i. Construction of 18/36 North Runway Extension.

The cost for these improvements will be in part by State and Local funds. See Exhibit No. XI - 1 for the actual improvement programming sheet which discusses cost and years programmed. Also see maps XI - 1 and XI - 2 for existing and future airport facilities.

4. In March of 2000, the IDOT Division of Aeronautics estimated that the airport generates an average of \$368.00 in economic impact per operation. It also estimated that the airport generated a total economic impact of \$4,408,600.00. This figure is a combination of \$1,316,000.00 of direct impact, \$1,377,852.00 of indirect impact, and \$1,714,748.00 of induced impact.

## Appendix A

Subject	Number	Percent
<b>Total population</b>	<b>11,427</b>	<b>100.0</b>
<b>SEX AND AGE</b>		
Male	5,367	47.0
Female	6,060	53.0
Under 5 years	731	6.4
5 to 9 years	765	6.7
10 to 14 years	768	6.7
15 to 19 years	739	6.5
20 to 24 years	582	5.1
25 to 34 years	1,404	12.3
35 to 44 years	1,674	14.6
45 to 54 years	1,496	13.1
55 to 59 years	546	4.8
60 to 64 years	463	4.1
65 to 74 years	999	8.7
75 to 84 years	832	7.3
85 years and over	428	3.7
Median age (years)	39.3	(X)
18 years and over	8,673	75.9
Male	3,916	34.3
Female	4,757	41.6
21 years and over	8,313	72.7
62 years and over	2,540	22.2
65 years and over	2,259	19.8
Male	809	7.1
Female	1,450	12.7
<b>RACE</b>		
One race	11,364	99.4
White	11,161	97.7
Black or African American	81	0.7
American Indian and Alaska Native	22	0.2
Asian	58	0.5
Asian Indian	9	0.1
Chinese	19	0.2
Filipino	20	0.2
Japanese	0	0.0
Korean	1	0.0
Vietnamese	8	0.1
Other Asian <sup>1</sup>	1	0.0
Native Hawaiian and Other Pacific Islander	7	0.1
Native Hawaiian	0	0.0
Guamanian or Chamorro	3	0.0
Samoan	1	0.0
Other Pacific Islander <sup>2</sup>	3	0.0
Some other race	35	0.3
Two or more races	63	0.6

Subject	Number	Percent
<b>Race alone or in combination with one or more other races <sup>3</sup></b>		
White	11,221	98.2
Black or African American	107	0.9
American Indian and Alaska Native	43	0.4
Asian	66	0.6
Native Hawaiian and Other Pacific Islander	12	0.1
Some other race	46	0.4
<b>HISPANIC OR LATINO AND RACE</b>		
<b>Total population</b>	<b>11,427</b>	<b>100.0</b>
Hispanic or Latino (of any race)	80	0.7
Mexican	49	0.4
Puerto Rican	7	0.1
Cuban	0	0.0
Other Hispanic or Latino	24	0.2
Not Hispanic or Latino	11,347	99.3
White alone	11,122	97.3
<b>RELATIONSHIP</b>		
<b>Total population</b>	<b>11,427</b>	<b>100.0</b>
In households	11,059	96.8
Householder	4,856	42.5
Spouse	2,346	20.5
Child	3,070	26.9
Own child under 18 years	2,487	21.8
Other relatives	323	2.8
Under 18 years	148	1.3
Nonrelatives	464	4.1
Unmarried partner	235	2.1
In group quarters	368	3.2
Institutionalized population	292	2.6
Noninstitutionalized population	76	0.7
<b>HOUSEHOLDS BY TYPE</b>		
<b>Total households</b>	<b>4,856</b>	<b>100.0</b>
Family households (families)	3,041	62.6
With own children under 18 years	1,401	28.9
Married-couple family	2,346	48.3
With own children under 18 years	955	19.7
Female householder, no husband present	519	10.7
With own children under 18 years	334	6.9
Nonfamily households	1,815	37.4
Householder living alone	1,598	32.9
Householder 65 years and over	817	16.8
Households with individuals under 18 years	1,507	31.0
Households with individuals 65 years and over	1,522	31.3
Average household size	2.28	(X)
Average family size	2.89	(X)
<b>HOUSING OCCUPANCY</b>		
<b>Total housing units</b>	<b>5,208</b>	<b>100.0</b>
Occupied housing units	4,856	93.2
Vacant housing units	352	6.8
For seasonal, recreational, or occasional use	12	0.2

Subject	Number	Percent
Homeowner vacancy rate (percent)	1.3	(X)
Rental vacancy rate (percent)	8.7	(X)
<b>HOUSING TENURE</b>		
<b>Occupied housing units</b>	<b>4,856</b>	<b>100.0</b>
Owner-occupied housing units	3,372	69.4
Renter-occupied housing units	1,484	30.6
Average household size of owner-occupied unit	2.38	(X)
Average household size of renter-occupied unit	2.03	(X)

(X) Not applicable

<sup>1</sup> Other Asian alone, or two or more Asian categories.<sup>2</sup> Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.<sup>3</sup> In combination with one or more other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, P3, P4, P8, P9, P12, P13, P17, P18, P19, P20, P23, P27, P28, P33, PCT5, PCT8, PCT11, PCT15, H1, H3, H4, H5, H11, and H12.

Subject	Number	Percent
<b>SCHOOL ENROLLMENT</b>		
<b>Population 3 years and over enrolled in school</b>	<b>2,693</b>	<b>100.0</b>
Nursery school, preschool	242	9.0
Kindergarten	141	5.2
Elementary school (grades 1-8)	1,347	50.0
High school (grades 9-12)	567	21.1
College or graduate school	396	14.7
<b>EDUCATIONAL ATTAINMENT</b>		
<b>Population 25 years and over</b>	<b>7,792</b>	<b>100.0</b>
Less than 9th grade	645	8.3
9th to 12th grade, no diploma	747	9.6
High school graduate (includes equivalency)	3,141	40.3
Some college, no degree	1,832	23.5
Associate degree	367	4.7
Bachelor's degree	706	9.1
Graduate or professional degree	354	4.5
Percent high school graduate or higher	82.1	(X)
Percent bachelor's degree or higher	13.6	(X)
<b>MARITAL STATUS</b>		
<b>Population 15 years and over</b>	<b>9,056</b>	<b>100.0</b>
Never married	1,778	19.6
Now married, except separated	4,995	55.2
Separated	129	1.4
Widowed	989	10.9
Female	858	9.5
Divorced	1,165	12.9
Female	651	7.2
<b>GRANDPARENTS AS CAREGIVERS</b>		
<b>Grandparent living in household with one or more own grandchildren under 18 years</b>	<b>87</b>	<b>100.0</b>
Grandparent responsible for grandchildren	44	50.6



Subject	Number	Percent
<b>VETERAN STATUS</b>		
<b>Civilian population 18 years and over</b>	<b>8,589</b>	<b>100.0</b>
Civilian veterans	1,202	14.0
<b>DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION</b>		
<b>Population 5 to 20 years</b>	<b>2,294</b>	<b>100.0</b>
With a disability	180	7.8
<b>Population 21 to 64 years</b>	<b>5,921</b>	<b>100.0</b>
With a disability	1,128	19.1
Percent employed	53.5	(X)
No disability	4,793	80.9
Percent employed	83.0	(X)
<b>Population 65 years and over</b>	<b>2,111</b>	<b>100.0</b>
With a disability	1,033	48.9
<b>RESIDENCE IN 1995</b>		
<b>Population 5 years and over</b>	<b>10,609</b>	<b>100.0</b>
Same house in 1995	5,990	56.5
Different house in the U.S. in 1995	4,542	42.8
Same county	3,136	29.6
Different county	1,406	13.3
Same state	894	8.4
Different state	512	4.8
Elsewhere in 1995	77	0.7
<b>NATIVITY AND PLACE OF BIRTH</b>		
<b>Total population</b>	<b>11,322</b>	<b>100.0</b>
Native	11,100	98.0
Born in United States	11,048	97.6
State of residence	9,462	83.6
Different state	1,586	14.0
Born outside United States	52	0.5
Foreign born	222	2.0
Entered 1990 to March 2000	113	1.0
Naturalized citizen	83	0.7
Not a citizen	139	1.2
<b>REGION OF BIRTH OF FOREIGN BORN</b>		
<b>Total (excluding born at sea)</b>	<b>222</b>	<b>100.0</b>
Europe	31	14.0
Asia	138	62.2
Africa	0	0.0
Oceania	0	0.0
Latin America	25	11.3
Northern America	28	12.6
<b>LANGUAGE SPOKEN AT HOME</b>		
<b>Population 5 years and over</b>	<b>10,609</b>	<b>100.0</b>
English only	10,256	96.7
Language other than English	353	3.3
Speak English less than 'very well	208	2.0
Spanish	77	0.7
Speak English less than "very well"	38	0.4
Other Indo-European languages	169	1.6

Subject	Number	Percent
Speak English less than "very well"	71	0.7
Asian and Pacific Island languages	107	1.0
Speak English less than "very well"	99	0.9
<b>ANCESTRY (single or multiple)</b>		
<b>Total population</b>	<b>11,322</b>	<b>100.0</b>
<i>Total ancestries reported</i>	9,939	87.8
Arab	0	0.0
Czech <sup>1</sup>	62	0.5
Danish	25	0.2
Dutch	280	2.5
English	1,270	11.2
French (except Basque) <sup>1</sup>	339	3.0
French Canadian <sup>1</sup>	30	0.3
German	2,316	20.5
Greek	7	0.1
Hungarian	60	0.5
Irish <sup>1</sup>	1,300	11.5
Italian	778	6.9
Lithuanian	89	0.8
Norwegian	76	0.7
Polish	71	0.6
Portuguese	6	0.1
Russian	49	0.4
Scotch-Irish	165	1.5
Scottish	197	1.7
Slovak	13	0.1
Subsaharan African	20	0.2
Swedish	114	1.0
Swiss	62	0.5
Ukrainian	0	0.0
United States or American	1,353	12.0
Welsh	100	0.9
West Indian (excluding Hispanic groups)	0	0.0
Other ancestries	1,157	10.2

(X) Not applicable.

<sup>1</sup> The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

[Ancestry Code List \(PDF 35KB\)](#)

[Place of Birth Code List \(PDF 74KB\)](#)

[Language Code List \(PDF 17KB\)](#)

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P18, P19, P21, P22, P24, P36, P37, P39, P42, PCT8, PCT16, PCT17, and PCT19

Subject	Number	Percent
<b>EMPLOYMENT STATUS</b>		
<b>Population 16 years and over</b>	<b>8,868</b>	<b>100.0</b>
In labor force	5,567	62.8
Civilian labor force	5,552	62.6
Employed	5,245	59.1
Unemployed	307	3.5
Percent of civilian labor force	5.5	(X)
Armed Forces	15	0.2
Not in labor force	3,301	37.2
<b>Females 16 years and over</b>	<b>4,837</b>	<b>100.0</b>
In labor force	2,691	55.6
Civilian labor force	2,685	55.5
Employed	2,548	52.7
<b>Own children under 6 years</b>	<b>769</b>	<b>100.0</b>
All parents in family in labor force	511	66.4
<b>COMMUTING TO WORK</b>		
<b>Workers 16 years and over</b>	<b>5,207</b>	<b>100.0</b>
Car, truck, or van -- drove alone	4,039	77.6
Car, truck, or van -- carpooled	840	16.1
Public transportation (including taxicab)	36	0.7
Walked	132	2.5
Other means	39	0.7
Worked at home	121	2.3
Mean travel time to work (minutes)	21.7	(X)
<b>Employed civilian population 16 years and over</b>	<b>5,245</b>	<b>100.0</b>
<b>OCCUPATION</b>		
Management, professional, and related occupations	1,419	27.1
Service occupations	847	16.1
Sales and office occupations	1,463	27.9
Farming, fishing, and forestry occupations	22	0.4
Construction, extraction, and maintenance occupations	556	10.6
Production, transportation, and material moving occupations	938	17.9
<b>INDUSTRY</b>		
Agriculture, forestry, fishing and hunting, and mining	73	1.4
Construction	278	5.3
Manufacturing	616	11.7
Wholesale trade	152	2.9
Retail trade	618	11.8
Transportation and warehousing, and utilities	359	6.8
Information	107	2.0
Finance, insurance, real estate, and rental and leasing	320	6.1
Professional, scientific, management, administrative, and waste management services	290	5.5
Educational, health and social services	1,251	23.9
Arts, entertainment, recreation, accommodation and food services	416	7.9
Other services (except public administration)	229	4.4
Public administration	536	10.2
<b>CLASS OF WORKER</b>		
Private wage and salary workers	3,870	73.8
Government workers	1,021	19.5
Self-employed workers in own not incorporated business	348	6.6

Subject	Number	Percent
Unpaid family workers	6	0.1
<b>INCOME IN 1999</b>		
<b>Households</b>	<b>4,801</b>	<b>100.0</b>
Less than \$10,000	495	10.3
\$10,000 to \$14,999	401	8.4
\$15,000 to \$24,999	823	17.1
\$25,000 to \$34,999	713	14.9
\$35,000 to \$49,999	886	18.5
\$50,000 to \$74,999	947	19.7
\$75,000 to \$99,999	289	6.0
\$100,000 to \$149,999	189	3.9
\$150,000 to \$199,999	17	0.4
\$200,000 or more	41	0.9
Median household income (dollars)	34,235	(X)
With earnings	3,514	73.2
Mean earnings (dollars)	42,207	(X)
With Social Security income	1,710	35.6
Mean Social Security income (dollars)	11,406	(X)
With Supplemental Security Income	243	5.1
Mean Supplemental Security Income (dollars)	8,178	(X)
With public assistance income	139	2.9
Mean public assistance income (dollars)	1,932	(X)
With retirement income	1,008	21.0
Mean retirement income (dollars)	11,505	(X)
<b>Families</b>	<b>3,002</b>	<b>100.0</b>
Less than \$10,000	149	5.0
\$10,000 to \$14,999	89	3.0
\$15,000 to \$24,999	414	13.8
\$25,000 to \$34,999	453	15.1
\$35,000 to \$49,999	634	21.1
\$50,000 to \$74,999	797	26.5
\$75,000 to \$99,999	241	8.0
\$100,000 to \$149,999	180	6.0
\$150,000 to \$199,999	9	0.3
\$200,000 or more	36	1.2
Median family income (dollars)	43,223	(X)
Per capita income (dollars)	18,162	(X)
<b>Median earnings (dollars):</b>		
Male full-time, year-round workers	35,655	(X)
Female full-time, year-round workers	23,647	(X)
<b>POVERTY STATUS IN 1999 (below poverty level)</b>		
<b>Families</b>	<b>203</b>	<b>(X)</b>
Percent below poverty level	(X)	6.8
With related children under 18 years	161	(X)
Percent below poverty level	(X)	10.7
With related children under 5 years	81	(X)
Percent below poverty level	(X)	15.8
<b>Families with female householder, no husband present</b>	<b>123</b>	<b>(X)</b>
Percent below poverty level	(X)	21.7
With related children under 18 years	114	(X)
Percent below poverty level	(X)	27.9
With related children under 5 years	59	(X)

Subject	Number	Percent
Percent below poverty level	(X)	43.7
<b>Individuals</b>	<b>1,107</b>	<b>(X)</b>
Percent below poverty level	(X)	10.1
18 years and over	749	(X)
Percent below poverty level	(X)	8.9
65 years and over	187	(X)
Percent below poverty level	(X)	8.9
Related children under 18 years	347	(X)
Percent below poverty level	(X)	13.4
Related children 5 to 17 years	204	(X)
Percent below poverty level	(X)	10.8
Unrelated individuals 15 years and over	459	(X)
Percent below poverty level	(X)	20.2
Subject	Number	Percent

(X) Not applicable.

[Detailed Occupation Code List \(PDF 42KB\)](#)[Detailed Industry Code List \(PDF 44KB\)](#)[User note on employment status data \(PDF 63KB\)](#)

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P32, P33, P43, P46, P49, P50, P51, P52, P53, P58, P62, P63, P64, P65, P67, P71, P72, P73, P74, P76, P77, P82, P87, P90, PCT47, PCT52, and PCT53

Subject	Number	Percent
<b>Total housing units</b>	<b>5,162</b>	<b>100.0</b>
<b>UNITS IN STRUCTURE</b>		
1-unit, detached	3,851	74.6
1-unit, attached	107	2.1
2 units	152	2.9
3 or 4 units	219	4.2
5 to 9 units	213	4.1
10 to 19 units	51	1.0
20 or more units	297	5.8
Mobile home	272	5.3
Boat, RV, van, etc.	0	0.0
<b>YEAR STRUCTURE BUILT</b>		
1999 to March 2000	26	0.5
1995 to 1998	133	2.6
1990 to 1994	128	2.5
1980 to 1989	445	8.6
1970 to 1979	873	16.9
1960 to 1969	661	12.8
1940 to 1959	1,401	27.1
1939 or earlier	1,495	29.0
<b>ROOMS</b>		
1 room	25	0.5
2 rooms	128	2.5
3 rooms	558	10.8
4 rooms	1,214	23.5
5 rooms	1,331	25.8
6 rooms	898	17.4
7 rooms	511	9.9
8 rooms	305	5.9
9 or more rooms	192	3.7
Median (rooms)	5.0	(X)

Subject	Number	Percent
<b>Occupied Housing Units</b>	<b>4,813</b>	<b>100.0</b>
<b>YEAR HOUSEHOLDER MOVED INTO UNIT</b>		
1999 to March 2000	804	16.7
1995 to 1998	1,303	27.1
1990 to 1994	705	14.6
1980 to 1989	827	17.2
1970 to 1979	568	11.8
1969 or earlier	606	12.6
<b>VEHICLES AVAILABLE</b>		
None	542	11.3
1	1,835	38.1
2	1,688	35.1
3 or more	748	15.5
<b>HOUSE HEATING FUEL</b>		
Utility gas	3,779	78.5
Bottled, tank, or LP gas	32	0.7
Electricity	972	20.2
Fuel oil, kerosene, etc.	0	0.0
Coal or coke	0	0.0
Wood	12	0.2
Solar energy	0	0.0
Other fuel	13	0.3
No fuel used	5	0.1
<b>SELECTED CHARACTERISTICS</b>		
Lacking complete plumbing facilities	27	0.6
Lacking complete kitchen facilities	28	0.6
No telephone service	169	3.5
<b>OCCUPANTS PER ROOM</b>		
<b>Occupied housing units</b>	<b>4,813</b>	<b>100.0</b>
1.00 or less	4,736	98.4
1.01 to 1.50	74	1.5
1.51 or more	3	0.1
<b>Specified owner-occupied units</b>	<b>2,990</b>	<b>100.0</b>
<b>VALUE</b>		
Less than \$50,000	947	31.7
\$50,000 to \$99,999	1,638	54.8
\$100,000 to \$149,999	341	11.4
\$150,000 to \$199,999	46	1.5
\$200,000 to \$299,999	18	0.6
\$300,000 to \$499,999	0	0.0
\$500,000 to \$999,999	0	0.0
\$1,000,000 or more	0	0.0
Median (dollars)	63,800	(X)
<b>MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS</b>		
With a mortgage	1,768	59.1
Less than \$300	46	1.5
\$300 to \$499	294	9.8
\$500 to \$699	550	18.4
\$700 to \$999	542	18.1
\$1,000 to \$1,499	256	8.6
\$1,500 to \$1,999	59	2.0

Subject	Number	Percent
\$2,000 or more	21	0.7
Median (dollars)	698	(X)
Not mortgaged	1,222	40.9
Median (dollars)	284	(X)
<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999</b>		
Less than 15 percent	1,364	45.6
15 to 19 percent	680	22.7
20 to 24 percent	341	11.4
25 to 29 percent	169	5.7
30 to 34 percent	108	3.6
35 percent or more	319	10.7
Not computed	9	0.3
<b>Specified renter-occupied units</b>	<b>1,468</b>	<b>100.0</b>
<b>GROSS RENT</b>		
Less than \$200	182	12.4
\$200 to \$299	155	10.6
\$300 to \$499	733	49.9
\$500 to \$749	361	24.6
\$750 to \$999	7	0.5
\$1,000 to \$1,499	9	0.6
\$1,500 or more	0	0.0
No cash rent	21	1.4
Median (dollars)	418	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999</b>		
Less than 15 percent	358	24.4
15 to 19 percent	236	16.1
20 to 24 percent	201	13.7
25 to 29 percent	106	7.2
30 to 34 percent	87	5.9
35 percent or more	434	29.6
Not computed	46	3.1
Subject	Number	Percent

(X) Not applicable.

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices H1, H7, H20, H23, H24, H30, H34, H38, H40, H43, H44, H48, H51, H62, H63, H69, H74, H76, H90, H91, and H94

## APPENDIX B



## REPORT ON LAKE TAYLORVILLE

To: Mayor Thomas Sweeney  
By: Edward H. Storey and Rhodell E. Owens  
Date: July, 1962

### General Description

Lake Taylorville, owned and managed by the City of Taylorville, was made in 1961 by damming the South Fork of the Sangamon River.

The dam is located two miles southeast of the City of Taylorville (population 8,801, 1960 census). The lake extends some five miles southerly.

There are some fifty miles of shoreline. Much of the shoreline is wooded with a variety of deciduous trees and a few coniferous trees. A smaller part of the shoreline is sloping meadow.

The maximum depth is about 30 feet, with an average depth of about 12 feet. The water basin was well cleared of timber, etc. before flooding.

Almost the entire shoreline to a depth of from 500 to 2000 feet is in public (city) ownership.

A parking lot, launch ramps (simultaneous capacity-6), and several boat slips have been constructed at the north end of the lake, near the dam. The shoreline is otherwise undeveloped.

### Potential Land Uses

The following listing is based on existing use of lakes which were once similar to Lake Taylorville. It is not suggested that all the uses listed here will, or should, be permitted on Lake Taylorville. The problem will be to select appropriate land uses which will complement one another, and to plan their development to prevent inconsistent or interfering uses to develop adjacent to one another. All uses should be subject to carefully prepared regulations and should provide for maximum public use under proper management. The City of Taylorville Ordinance No. 1316 is an excellent first protective device which should be reviewed periodically and revised according to need.

It is obvious that if certain commercial uses are permitted, or shack or permanent trailer settlements allowed, the total quality of the environment will suffer, and the area, which has the potential of being the outstanding lake development in Central Illinois will become a run-of-the-mill operation and fail to attract or hold desirable development and usage. It is in the public interest to maintain a high standard of operation, development and use in the entire lake area.

1. In the Public Domain
  - a. Lakeside parks for picnic outings, family picnics and reunions, group gatherings and the like.
  - b. Lake side public camps such as residence camps, day camps, family camps, etc.
  - c. Public outdoor education center for school and organizational use.
  - d. Conservation areas for preservation of natural resources and beauty.
  - e. Marinas for public boating access, rental slips, service area for water craft, etc.
  - f. Fishing piers.
  - g. Swimming areas (check with State Department of Health)
  - h. Golf course.
  - i. Perimeter and access roads.
2. Organization Uses
  - a. Camps for 4-H, Scouts, Church, and the like.
  - b. Clubs, e.g.: Sportmen's Club, Boating Club, Sailing Club, Audubon Club, and the like.
3. Residential (private uses)
  - a. Permanent and residential suburban development with streets, lights, water and sewage disposal.
  - b. Summer home development.
4. Commercial Uses
  - a. Cottage Rentals
  - b. Motel Development (resort)
  - c. Supply and Equipment Stores
  - d. Amusement Concessions – these have detracted seriously from some lake developments.
  - e. Service establishments (restaurants, gas, etc.)
5. City Water Supply – Primary purposes – drinking water and industrial use.
6. Boating, including sailing, rowing, canoeing, motorboating, and paddle boating – carefully controlled.
7. Water Skiing.
8. Fishing.
9. Swimming (State Health Department has strict requirements).

## Next Steps

The cost of the lake development to date is approximately two million dollars. One half of this cost was for the dam, the balance for land acquisition, clearing, road development, and the like.

An expenditure of an additional one million dollars for marina and beach development, parkland development, additional land acquisition, provision of utilities, and the like to complete the needed public phase of development, is contemplated. This can be finance at least in part from revenues which will accrue slowly for some time, then increase markedly at the point where plans and developments are far enough along to increase the usage of the lake and its shorelands, in such a way that the maximum protection of the public interest is assured.

To date, the development has been excellent. Engineering has apparently been sound, and development has been carefully handled and well executed.

The next phase of development and control is an acute one. It is at this point that the future success of Lake Taylorville hinges. The multitude of problems involved in the human use of the lake as a high quality resource for water and recreation depends upon adequate planning at this crucial stage.

## Recommendations

The undersigned consultants strongly recommend that two important steps be taken as follows:

1. That a master plan of land use areas be prepared by a professional planning firm, taking into account the various, desirable potential uses. Such a plan should take the following factors into account.
  - a. Intensity of use, and the ability of the ecological characteristics of the land to withstand such use.
  - b. Type of use, and compatibility of adjacent land-use proposals.
  - c. Access roads, perimeter roads, intensity of use of various access roads, traffic flow, parking, etc.
  - d. Public service areas.
  - e. Preservation of the beauty and character of the shoreline, including set-back requirements, shore line regulations for docks and piers, and protection of existing timber.
  - f. Problems caused by intensity of use, such as sanitation, sewage, pollution, erosion, vandalism, traffic, fire protection, water safety, nuisance, etc.

It appears possible that such a plan could be secured under the County's proposed planning program, but if it is to be delayed unduly, its value will be lost, and more immediate step for a plan should be implemented.

A general zoning map showing the various areas of compatible use should be first in order, followed by a circulation plan joining these areas.

2. That a specific site plan be prepared immediately for the total entrance complex near the dam, including complete layout plans for parks, rest area, concessions, parking, shelters, water supply, sanitary facilities, access roads, landscaping, forestry, etc. This should take special account of the intensive use which this area will surely experience, and give particular regard to traffic flow, traffic control, safety provisions, and aesthetic development for satisfying recreational use. Careful design will also include the most convenient locations for concessions, securing maximum revenue, while ensuring the best possible service. Such a plan will, in the long run, be an economy. Other recommendations are as follows.
3. General Plan. Recommendations concerning the suitability of specific lakeshore areas for particular uses are noted on the attached map for the consideration of the planners.
4. Future Site Development. As new areas are developed, specific site plans should be required prior to any development being started.
5. Finance. Too often, master planning is set up on an unrealistic approach to the matter of finance. Perimeter roads and entrances should be designed to make an entry charge to this park possible. This helps control the area. Residents could probably be admitted free or at reduced rates if there is local objection to an admission charge. The area will surely be developed to the point of being attractive enough for an admission charge. The charge will help make it possible to make the park more attractive. Indiana State Parks, in some cases, with less attractions than Lake Taylorville, finance capital improvements and operation out of admission charges. Wherever possible, the City of Taylorville should retain its own concessions. In case of a resort lodge, or some very special type of development, this might have to be put out on a concession basis. Every facility developed on the lake front should be self-supporting from the standpoint of operation and maintenance.
6. Roadways. No area should be developed by another agency unless they agree to build the road to their development which would conform to the overall master plan.
7. Marina Area. The marina area is very short on parking. Perhaps all present parking area and all the potential area around it should be reserved

for the marina and it will likely still be short of parking area for the marina development which is planned for 150 to 200 boats. This will have to be handled with some skill and manner of design, otherwise the present attractive areas will be ruined.

8. Picnic Area Adjacent to Marina Site. This is one of the nicer wooded areas, as was pointed out, and should be carefully designed from the standpoint of picnic load.

Some of the meadow adjacent to the picnic grove should be saved for general open area play meadows. We find these highly desirable all over our park holdings, and this is particularly true in the Forest Preserve District of Cook County, where one may find comparable areas. Even though people go to picnics they still want to carry on activities on open meadows. In this case, some of the area west of the picnic grove should be saved for general play. At the edge of this area, a concentrated use area should be established, such as picnic shelters and toilets. In this respect, toilets and general shelters should not be incorporated in one building. Usually the toilet serves the entire picnic area plus the shelter area. If the two uses are combined, you are asking people from all over the picnic groves to come to the shelter for toilet use, and it is rather an embarrassing situation when a group is using the shelter. The two buildings should be separated, yet in the same general use. In composition, this would give a parking area and shelter between the play meadow and main grove. Throughout the woods, there could be small areas selected for parking and individual picnics.

9. Resort Development. The east approach from the new Highway 29 will be the one that should likely be developed for the resort, which will place the lodge directly across from the Marina. If the road is placed north of the dam connecting the Marina with the lodge area, people could still visit the Marina for boating activity and then return to the lodge without being in the congested area itself. If possible, the land should be acquired somewhere in this area for a golf course near the lodge. This need not be a large course, although it would probably be best if it were a standard 18 or a standard 9 since people will be coming from a long distance and will be expecting good standard facilities. There is some doubt that a trek around to the south end of the lake or golf would be as popular.
10. Public Camp Site. A camp site run by the City of Taylorville could be a paying proposition. One entrance with separate tent and trailer sites is desirable. A view of water on some inlet is possible. Since the boaters in such camp sites should launch their boats at the marina, shoreline without protection from prevailing winds could be chose. Such a site could be reached from the new Rt. 29 just south of the resort area.

11. Reforestation. Reviewing the photographs of the Lake area, one notes very little tree growth extending beyond the shoreline, due to farming up to the valley edge. A very intensive program of reforestation should be started at the earliest possible date to prevent erosion and to provide future wooded areas for recreational use.
12. Residential Areas. Great care should be used in selecting residential areas which are now envisioned. Ways and means of financing the entire project must be found. Selling off portions of desirable acreage might be justified in this light, since the City of Taylorville is small. The residential aspect of this project should be held off until the very last, since once an area is taken by residential development it is irretrievable. All means of revenue should be explored first.
13. Shoreline Treatment. Very little intrusion facing on the actual shoreline should be allowed. Buildings should be carefully screened facing on the inlets so that the users of the lake would not be conscious of a large population build-up at various points of use. Some charming building sites facing on the inlet water could be developed.
14. Hunting Area. The shallow water to the extreme south end of the lake would make an ideal hunting development. This water is shallow and can be easily zoned off. No private hunting privileges should be granted. Again, a charge for the permit would help provide supervision and maintenance.
15. Public Marina Sites. Additional marina sites should be on the west protected shoreline—one to the extreme south near the highway and one midway.
16. Picnic Sites. Since picnic groups do not need shoreline protection from prevailing winds, another site or two should be developed on the east shore, just south of the public camp and trailer site. A fishing pier could be established here.
17. Residence Camps. The City of Taylorville should run such a camp. Thus, they will be able to schedule many groups rather than have one exclusive group. This too may best be located on the eastern shore.

Submitted By:

- Edward H. Storey – Chief, Field Services - Department of Recreation and Municipal Park Administration - University of Illinois
- Rhodell E. Owens – Director of Parks & Recreation - Peoria, Illinois

## APPENDIX C

## REPORT # 2 - LAKE TAYLORVILLE

To: Mayor Thomas Sweeney

By: Carl P. Munson; Elmer L. Sauer; and Edward H. Storey

Date: April, 1964

### Introduction

This report is submitted as a supplement to the Storey-Owens report of July, 1962, which recommended the employment of a planning firm to prepare a development plan for Lake Taylorville and its shoreline areas, and recommended a number of considerations for inclusion in such a plan.

The firm of Scruggs & Hammond of Peoria, IL, was subsequently employed to prepare a development plan for the area. This plan, in map form, (*see Exhibit 3*) has been reviewed by the undersigned persons at the request of Mayor Sweeney and Chairman Spurling of the Lake Committee. In our opinion, this plan is well conceived and provides a sound guide for continuing development of the lake.

The future of Lake Taylorville as both a recreational resource and as an economic stimulus and support for Taylorville and Christian County now depends upon a course of development that adheres to the principles and guidelines in the development plan, and to the careful control of the quality of the total development. This aspect of development was emphasized in the Storey-Owens report of 1962.

### Scope of the Development

The high quality achieved and maintained through the project initiation to the present stage of development of Lake Taylorville represents a capital outlay of approximately two million dollars. The potential of the shoreline development suggests an eventual value on the total area of many times the initial outlay, and is of significant economic importance to the community. This potential value can only be fully realized if the development is administered with a combination of diligent and consistent control, energetic promotion, and sound business procedures. This will require careful, farsighted policy decisions implemented by competent administrative personnel.

The danger exists that as the demands grow upon the Lake area for increased use in a variety of ways, undue pressures may be brought to bear upon the City Council for development privileges or uses which do not conform to the guidelines established, and which could detract seriously from the ultimate Lake potential. The details of policy making and administration will increase rapidly from this point forward, and the many demands placed upon City County for its



time and policy decisions on matters other than Lake Taylorville may mitigate against adequate attention being given to the Lake Taylorville development and operation by Council. A logical approach to the problem of administering Lake Taylorville would be to provide a board of interested and representative citizens, appointed or elected, to whom the proper development and administration of Lake Taylorville is a primary concern, and in whom authority is vested that is commensurate with their responsibility.

## Recommendations

It is therefore recommended:

1. That a special commission (or board) be established by the Mayor and Council to administer Lake Taylorville and its public shoreline areas.
2. That the commission (or board) be composed of five commissioners, (board members), appointed by the Mayor with the approval of City Council.
3. That the commissioners be appointed for six year terms, and that the terms be staggered to provide continuity of policy making. Thus the first five commissioners appointed might be appointed as follows: two commissioners to serve four years; and one commissioner to serve two years. All subsequent appointments, on expiration of initial appointed terms, would be for full six year terms.
4. That the Commission (or Board) be established by ordinance, and vested with adequate authority and funding power to fulfill its responsibilities.
5. That the Commission (or Board) be authorized, by ordinance, to employ such officers and employees deemed necessary for the proper administration of the Lake development.
6. That the Lake Commission act upon the Scruggs & Hammond recommendation that "a lake master plan be prepared indicating lotting, location of roads, and detailed use of areas."<sup>1</sup>

Because of the great potential of the Lake Taylorville development, it is further recommended that other municipal developments regarded as high quality developments be visited by the Mayor and other officials.

Oglebay Park in Wheeling, West Virginia, is suggested as an operation which would give a visiting committee insight into the potential scope of Lake Taylorville. Contact with the Director of Oglebay Park has been made, and he is willing to meet a visiting committee at Oglebay Park, tour and describe his

operation, and answer questions which might help to clarify certain questions in the Lake Taylorville development program. At the request of Taylorville officials, we will be pleased to assist in arranging a visit to Oglebay Park for this purpose.

<sup>1</sup>*Future Land – Use Plan, City of Taylorville, Illinois. Scruggs & Hammond, Planning Consultants, Peoria, Illinois, February, 1964.*

Submitted By:

- Carl P. Munson – Cooperative Extension Service – College of Agriculture – University of Illinois
- Elmer L. Sauer - Cooperative Extension Service – College of Agriculture – University of Illinois
- Edward H. Storey – Chief, Field Services - Department of Recreation and Municipal Park Administration - University of Illinois

Appendix D

## Appendix E

# **City of Taylorville, IL**

## **2006 Comprehensive Plan**

Approved by the  
**Taylorville City Council**  
**December 2006**

### **City Council**

Mayor Frank Mathon  
Tom Bozarth  
Jeff Richey  
Jack Brown  
Don Williams  
Ernie Dorchinecz  
Bruce Jones  
Terry Wright  
John Podeschi

### **Executive Committee**

Mayor Frank Mathon  
Alderman John Podeschi  
Mary Renner  
Denny Macke  
Dr. Richard Zimmers

### **Infrastructure Subcommittee**

Denny Macke  
David Speagle  
Mary Renner  
Dan Raab  
Jack Brown  
Patrick Kretzer

### **Lake Subcommittee**

Mayor Frank Mathon  
Rocky Moore  
Francis Drnjevic / Myron Sims  
Joe Meeks  
Gary Spurling  
Alan Collebrusco  
Marie Bard  
Tony Hammond

### **Economic Development Subcommittee**

Mary Renner  
Carol Alexander  
Michelle Merker  
Linda Smith  
Fred Ronnow  
John Podeschi

### **Land Use & Zoning Subcommittee**

Dr. Richard Zimmers  
Patrick Kretzer  
Joe Meeks  
David Cowell  
Casey McClure  
Bill Harryman

Prepared by

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