

Rock Island Line Corridor

INFORMATION





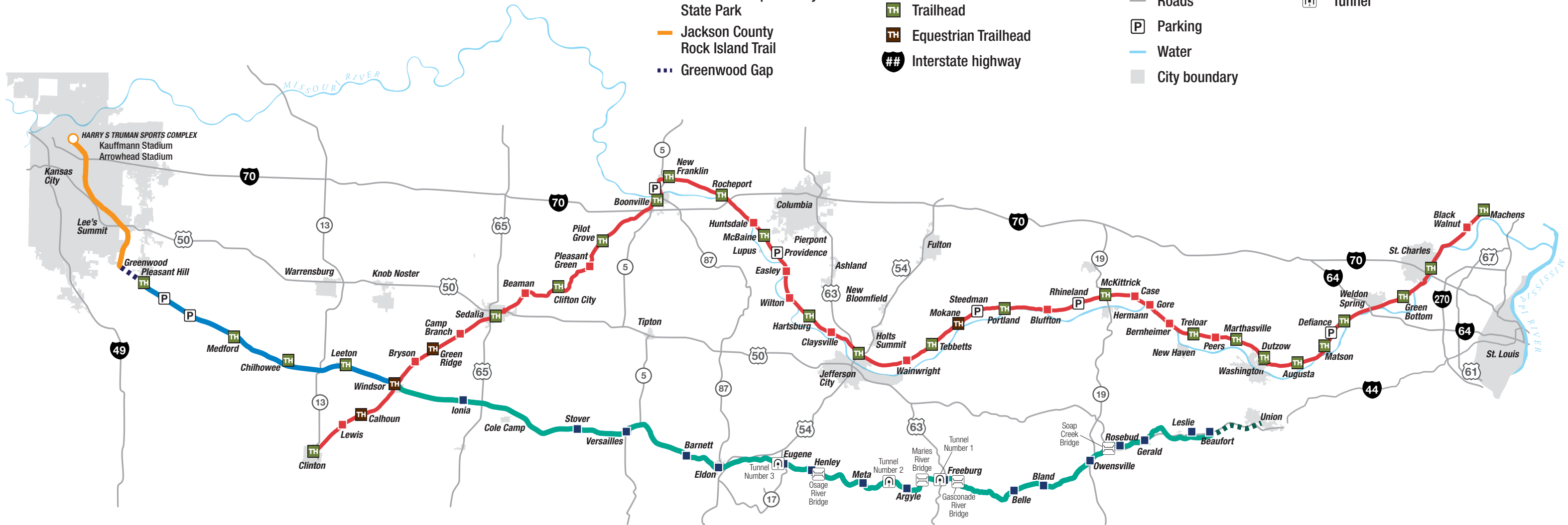
Paid for by Missouri Parks Association.

Rock Island Line Corridor



LEGEND

- Rock Island Corridor
- Katy Trail State Park
- Rock Island Spur - Katy Trail State Park
- Jackson County Rock Island Trail
- - - Greenwood Gap
- City locations along Rock Island Corridor
- City locations along Katy Trail
- TH Trailhead
- TH Equestrian Trailhead
- ## Interstate highway
- ## U.S. highway
- ## State route
- Roads
- P Parking
- Water
- City boundary
- - - Rail with trail
- Bridge
- Tunnel



— Katy Trail State Park

— Rock Island Spur - Katy Trail State Park

— Rock Island Corridor

Potential Cost of Development

ROCK ISLAND ESTIMATED DEVELOPMENT COSTS BY SECTION IN 2023

Section	Miles	Contract Construction	Real Estate	Engineering	Preliminary Study	Contingency	Total/Section
Windsor to Versailles	38	\$17,769,216	\$144,478	\$1,954,614	\$321,061	\$2,665,382	\$22,854,750
Versailles to Eugene	28	\$11,442,621	\$106,457	\$1,258,688	\$236,571	\$1,716,393	\$14,760,730
Eugene to Gasconade River	35	\$39,577,719	\$133,071	\$4,353,549	\$295,714	\$5,936,658	\$50,296,711
Gasconade River to Beaufort	43	\$14,660,667	\$163,488	\$1,612,673	\$363,306	\$2,199,100	\$18,999,235
TOTALS	144	\$83,450,223	\$547,494	\$9,179,524	\$1,216,653	\$12,517,533	\$106,911,427 2023 ESTIMATED COST

BREAKDOWN OF ROCK ISLAND ESTIMATED CONTRACT CONSTRUCTION COSTS IN 2023

Section	Miles	Trail Surface Cost per Mile	Trail Surface Cost	Major Bridge in Feet	Major Bridge Cost per Foot	Major Bridge Costs	Major Culverts	Major Culvert Cost (each)	Major Culvert Cost	Trailhead Costs	Other Issues	Construction Cost Subtotal	Section Cost per Mile
Windsor to Versailles	38	\$243,331	\$9,246,562	1,081	\$6,083	\$6,576,009	7	\$121,665	\$851,657	\$486,661	\$608,326	\$17,769,216	\$467,611
Versailles to Eugene	28	\$243,331	\$6,813,256	231	\$6,083	\$1,405,234	3	\$121,665	\$364,996	\$729,992	\$2,129,143	\$11,442,621	\$408,665
Eugene to Gasconade River	35	\$243,331	\$8,516,570	4,626	\$6,083	\$28,141,182	5	\$121,665	\$608,326	\$486,661	\$1,824,979	\$39,577,719	\$1,130,792
Gasconade River to Beaufort	43	\$243,331	\$10,463,215	270	\$6,083	\$1,642,481	2	\$121,665	\$243,331	\$973,322	\$1,338,318	\$14,660,667	\$340,946
TOTALS	144		\$35,039,604	6,208		\$37,764,906	17		\$2,068,310	\$2,676,636	\$5,900,767**	\$83,450,223	

* Above costs based on 2018 CDG study inflated at 4%/year for 5 years (2018 to 2023)

** Tunnels, road crossings, etc.

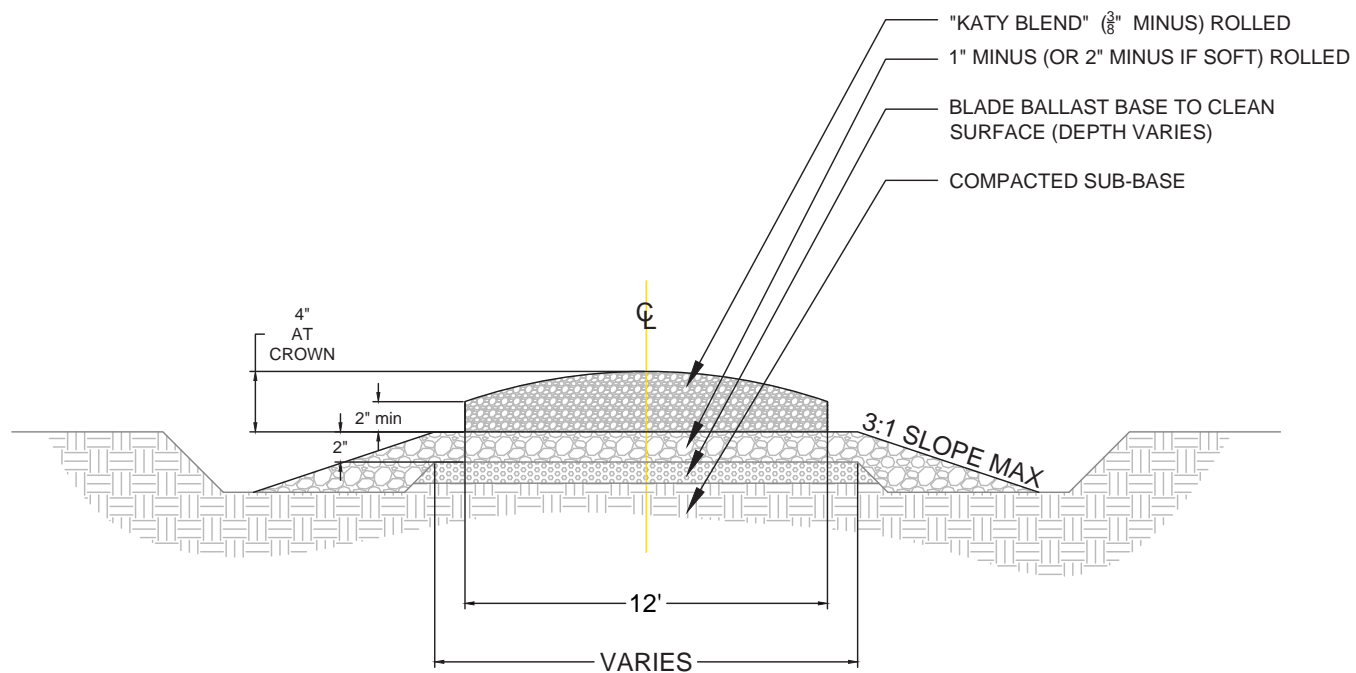
TRAILHEAD AND TRAILBED INFORMATION

TRAILBED

The trailbed of the Rock Island Corridor will be developed consistently across the corridor using the specifications that are currently used on Katy Trail State Park or on the Rock Island Spur.



TRAIL SURFACE DETAIL



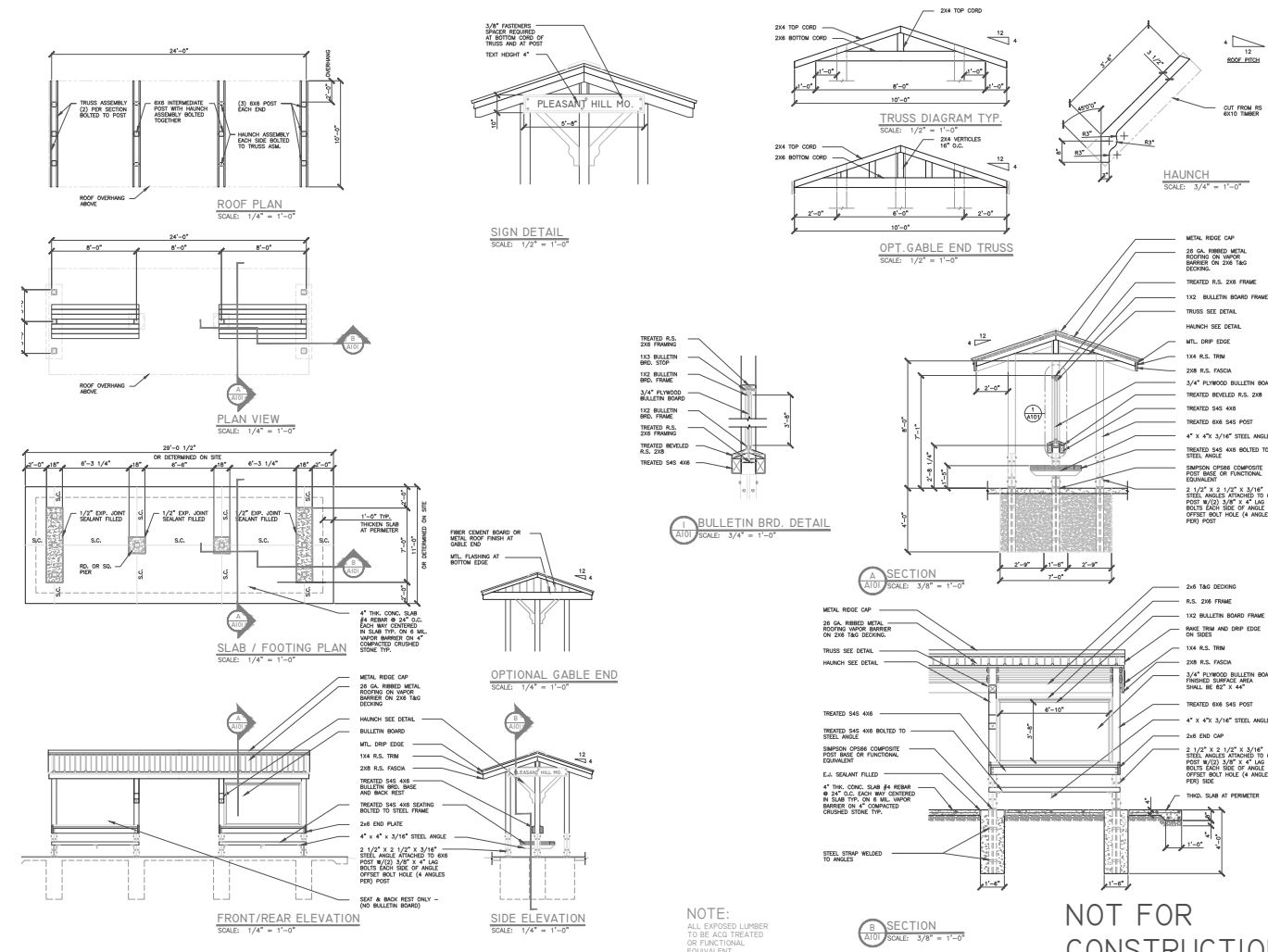
NOT TO SCALE

For more information, please visit our webpage at <https://mostateparks.com/rockislandlinecorridor>.

TRAILHEAD AND TRAILBED INFORMATION

TRAILHEAD

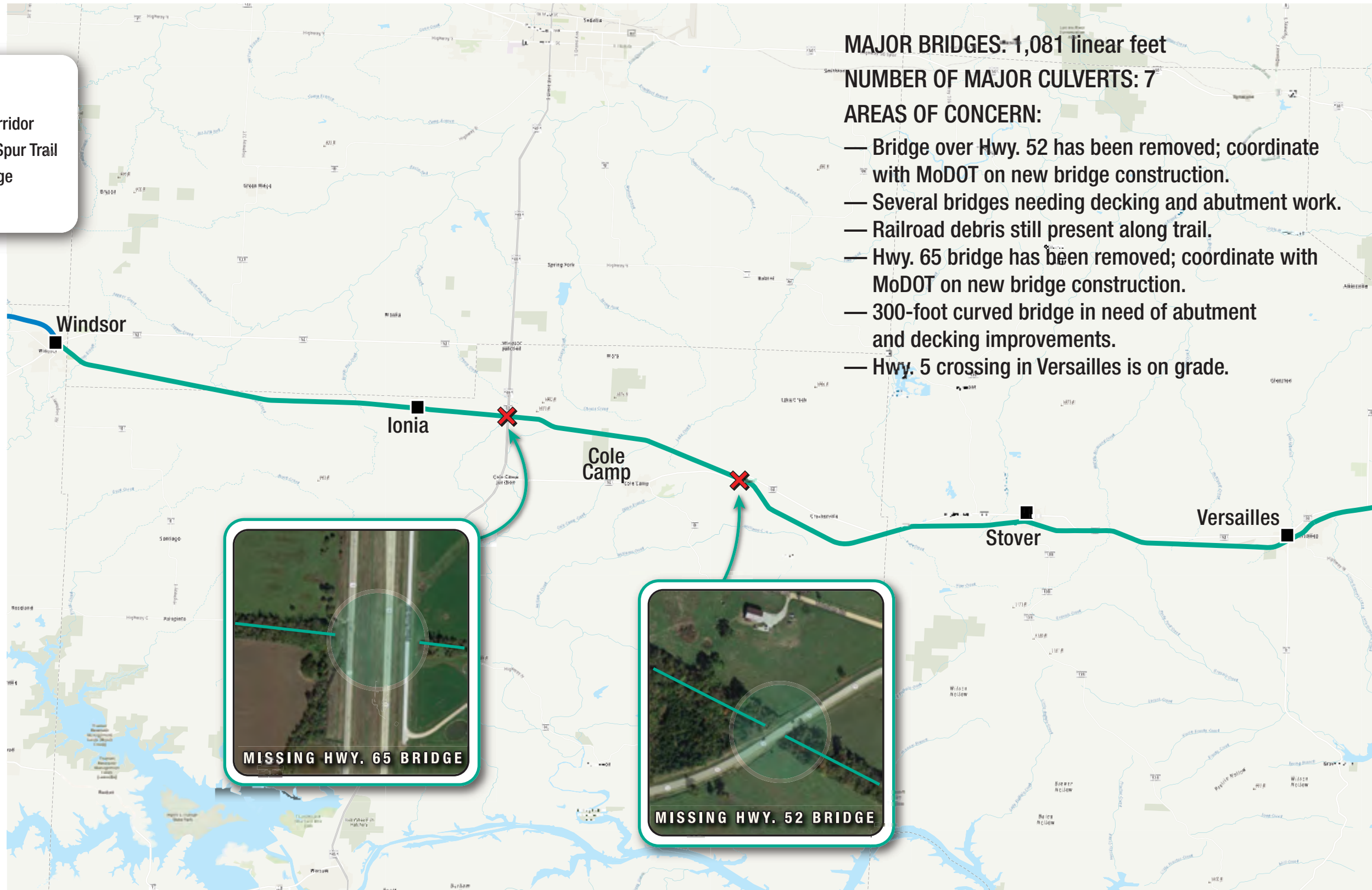
Trailheads will be developed consistently across the corridor using the specifications that are currently used on the Rock Island Spur of Katy Trail State Park.



NOT FOR CONSTRUCTION

Windsor to Versailles, 38 Miles

- ↑ North Arrow
- Proposed Corridor
- Rock Island Spur Trail
- Missing Bridge
- Water



MAJOR BRIDGES: 1,081 linear feet

NUMBER OF MAJOR CULVERTS: 7

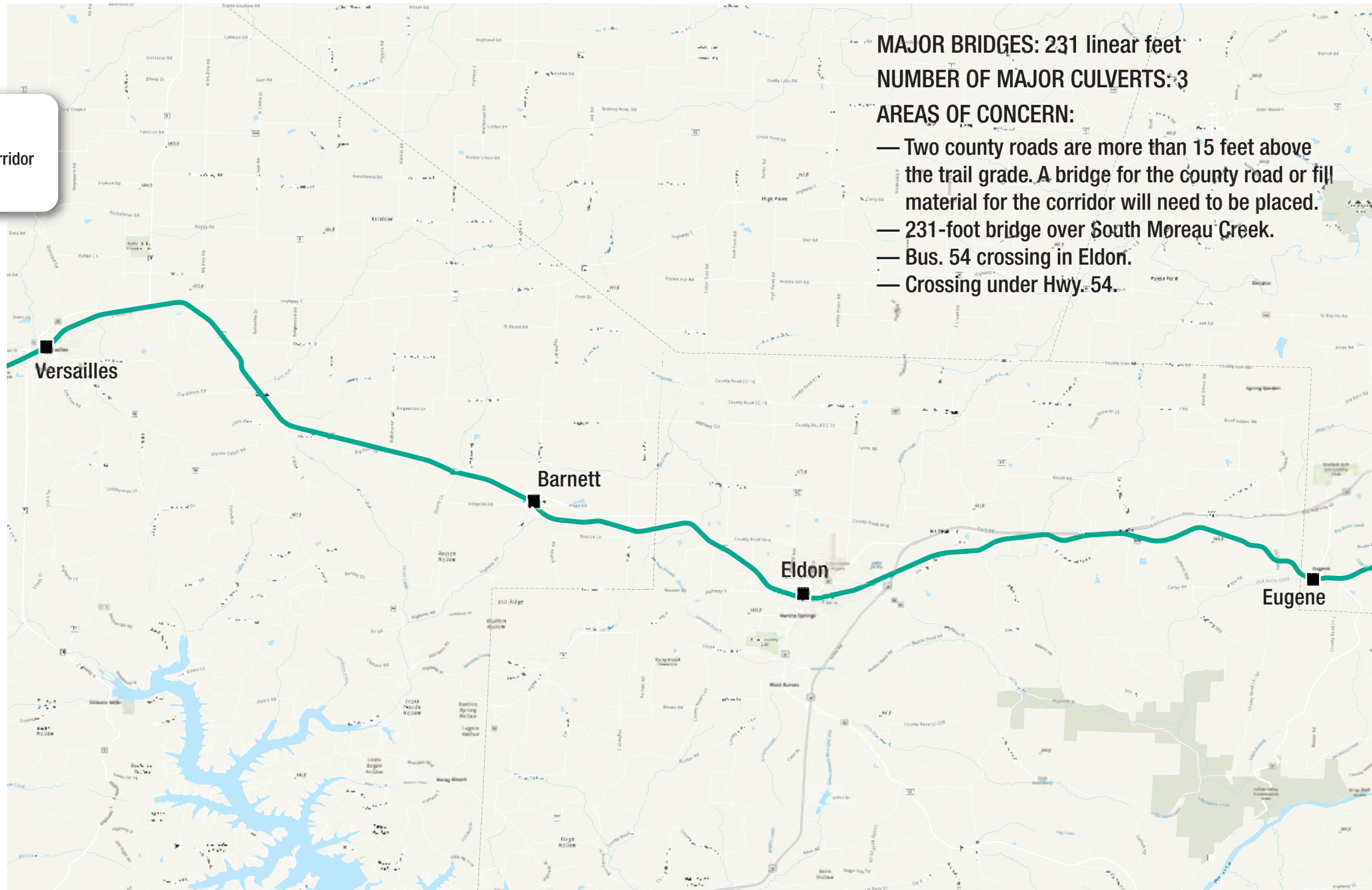
AREAS OF CONCERN:

- Bridge over Hwy. 52 has been removed; coordinate with MoDOT on new bridge construction.
- Several bridges needing decking and abutment work.
- Railroad debris still present along trail.
- Hwy. 65 bridge has been removed; coordinate with MoDOT on new bridge construction.
- 300-foot curved bridge in need of abutment and decking improvements.
- Hwy. 5 crossing in Versailles is on grade.

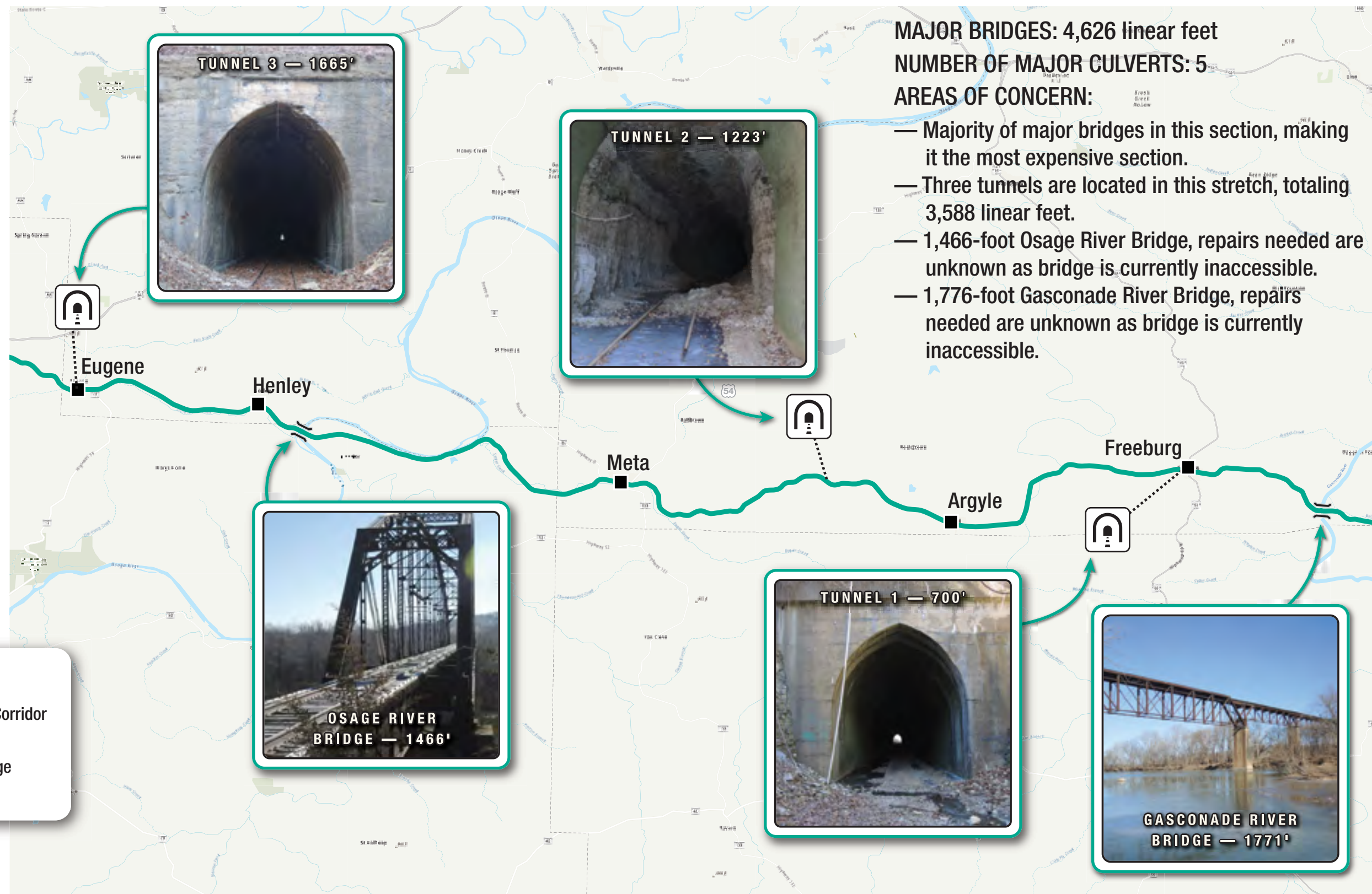
Versailles to Eugene, 28 Miles



Proposed Corridor
Water



Eugene to Gasconade River, 35 Miles



MAJOR BRIDGES: 4,626 linear feet

NUMBER OF MAJOR CULVERTS: 5

AREAS OF CONCERN:

- Majority of major bridges in this section, making it the most expensive section.
- Three tunnels are located in this stretch, totaling 3,588 linear feet.
- 1,466-foot Osage River Bridge, repairs needed are unknown as bridge is currently inaccessible.
- 1,776-foot Gasconade River Bridge, repairs needed are unknown as bridge is currently inaccessible.

Gasconade River to Beaufort, 43 Miles

↑
N
— Proposed Corridor
— Water



Law Enforcement

Missouri State Parks takes seriously the concerns of adjacent landowners, especially with respect to the potential for intrusion onto private property. Missouri statutes provide protections to landowners adjacent to recreational trails.

In addition to statutory protections, Missouri State Parks has worked cooperatively with landowners adjacent to Katy Trail State Park to help minimize the likelihood for trespassing from the trail onto adjoining property. This was accomplished primarily by marking the boundaries of state park property with signs placed at regular intervals, which also warn trail users not to trespass. This message is also provided via signage and brochures at all trailhead information depots.

When the corridor is developed, Missouri State Parks will develop similar measures.



Missouri State Park Rangers have primary law enforcement jurisdictional authority on state park property.

Being a Good Neighbor

REAL ESTATE INFORMATION

Missouri State Parks accepted ownership of the Rock Island Corridor pursuant to an Interim Trail Use Agreement.

Prior Due diligence included:

- Visual Inspection of the Rock Island Corridor
- Review of Environmental Assessment
- Preliminary Risk Assessment Evaluation

*Visit mostateparks.com/rockislandlinecorridor for more information

ADJACENT LANDOWNER INFORMATION

Missouri State Parks has entered into specific types of landowner agreements along the Katy Trail and will work with the landowners along the Rock Island Corridor to do the same.

– Road Crossings and Utility Licenses:

Missouri State Parks has entered into agreements to accommodate these types of requests along the Katy Trail and would do the same along the Rock Island Corridor.

– **Encroachments:** Missouri State Parks has an obligation to ensure the

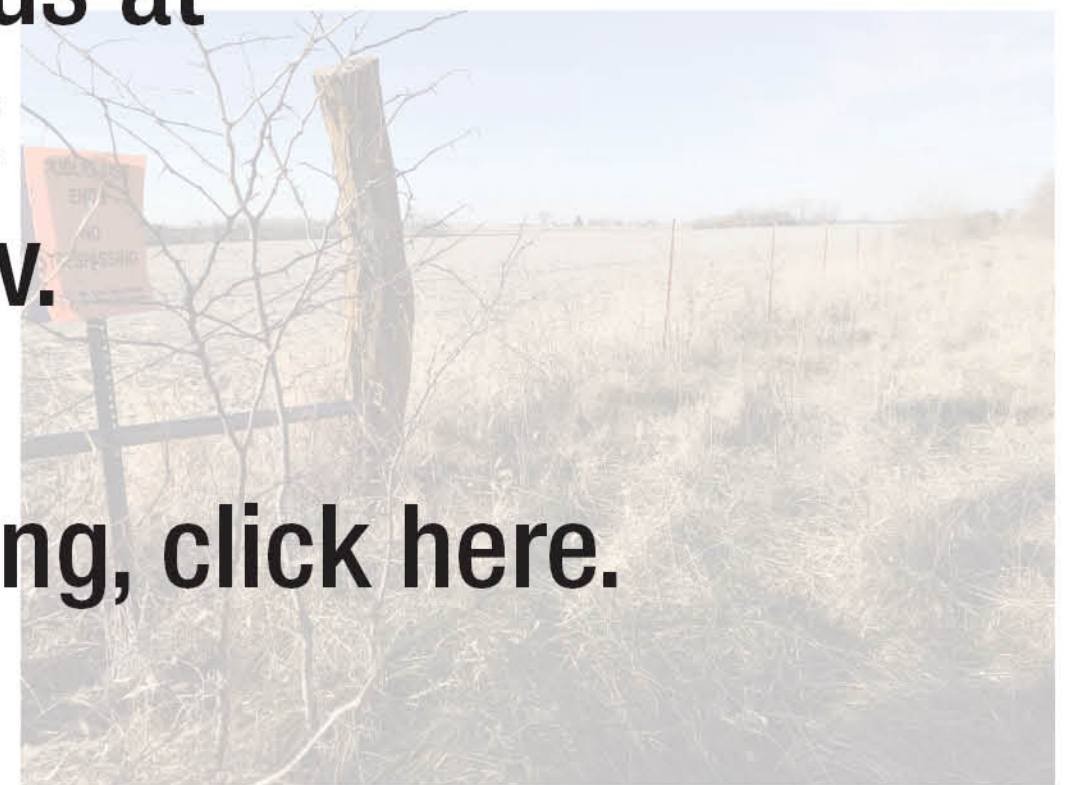
corridor is safe for recreational use and is preserved for future rail traffic, but will work to accommodate adjacent landowners as much as possible.

- **Fencing:** State regulation authorizes Missouri State Parks to participate in fencing state park boundaries by supplying fencing materials for landowners to install. State law requires Missouri State Parks to maintain any fencing coinciding with any portion of the boundary of the corridor, for which Missouri State Parks is the trail sponsor. This law does not require a landowner to locate a fence on his or her own property.

Fencing

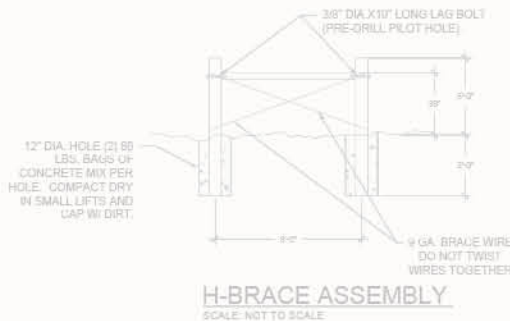
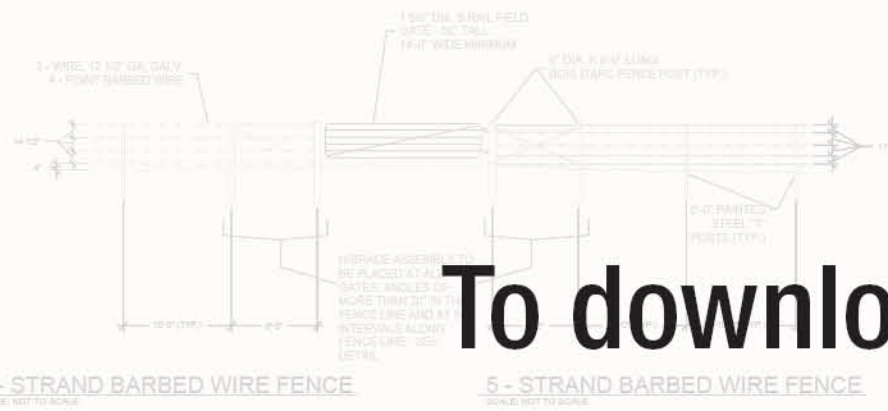
Missouri State Parks intends to work cooperatively with adjacent landowners. This includes a cooperative approach to the maintenance of all existing fencing coinciding with the boundary between individual landowner property and the corridor in accordance with Section 253.075, RSMo. Missouri State Parks provides fencing materials to adjacent landowners who wish to construct new fencing upon request.

**Fencing information has changed.
If you are an adjacent landowner and would like to discuss fencing options, please contact us at 573-449-7402 or at moparks@dnr.mo.gov.**



Fence

Gates



To download information on fencing, click here.

Photos from Rock Island Spur of Katy Trail State Park near Chilhowee, Mo.

Trailheads

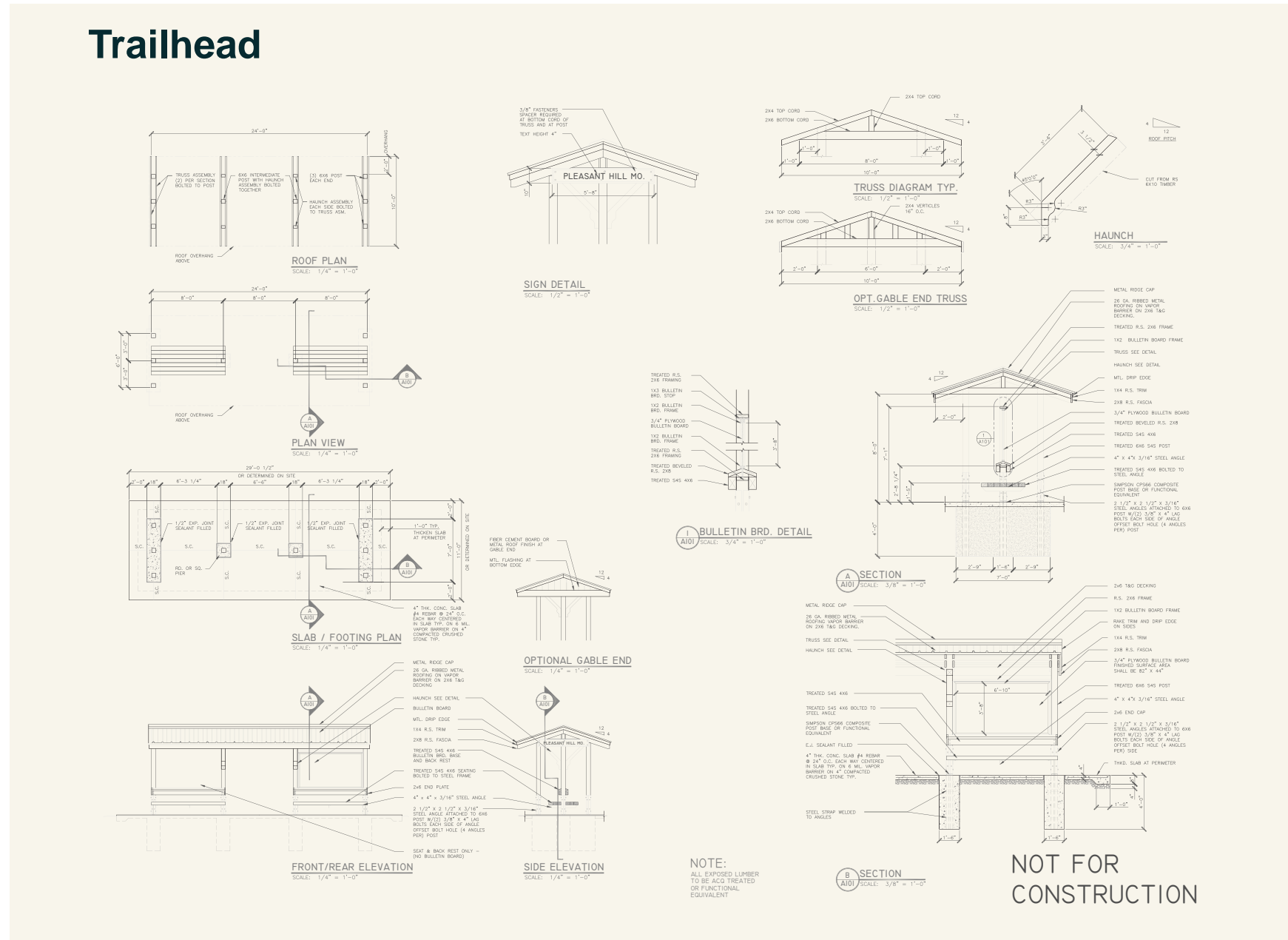


Trailhead on the Rock Island Spur of Katy Trail State Park at Pleasant Hill, Mo.

Trailheads will be developed consistently across the Rock Island Corridor using the specifications that are currently used on the Rock Island Spur of Katy Trail State Park. Official trailheads consist of:

- parking
- restrooms
- info depots

Missouri State Parks can provide plans for these amenities.



Grants

For communities interested in assisting with trail development on the Rock Island Corridor, the Recreational Trails Program (RTP) offers a funding source for trail and trailhead construction. The RTP is a federal pass-through grant that is administered by Missouri State Parks. Missouri receives between \$1 million and \$1.5 million in RTP funds each year and distributes those funds to communities through a competitive application process.

The maximum amount that can be awarded per project is \$250,000 and the minimum is \$25,000. Grant applicants are required to provide a minimum 20% match, either as cash or as in-kind contributions. Before submitting a grant application, communities must enter into a license agreement with DNR authorizing them to construct, maintain, and operate a section of the trail. Eligible projects include:

- Construction of new recreational trails, trailhead facilities, trailside amenities and trail connectors.
- Acquisition or lease of land or right-of-way easements for recreational trails.
- Rehabilitation, restoration and repair of existing recreational trails, trailside amenities, trailhead facilities and trail connectors.
- Assessment of trail conditions for accessibility and maintenance.

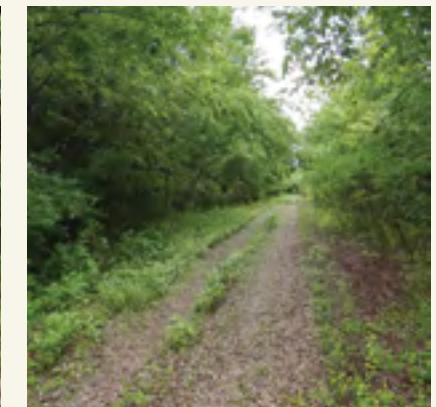
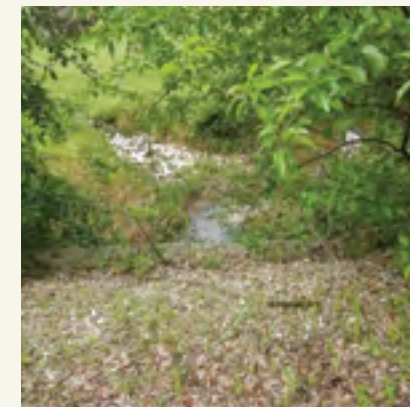
RTP can work for you!



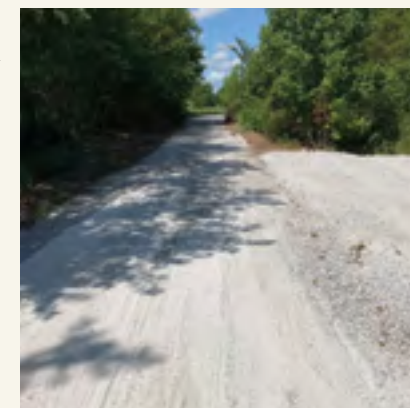
The 2022 RTP grant round is currently open, with a submission deadline of Feb. 16, 2022. For more information about this grant opportunity, contact the Grants Management Section at 573-522-8773 or mspgrants@dnr.mo.gov.

The photos below are before and after photos of the Ruby Jack Trail in Joplin, which was funded with an RTP grant.

BEFORE



AFTER



Recreation

Recreational opportunities will abound on the Rock Island Corridor, from hiking and biking to special events such as long-distance bicycle rides, fun runs and tram tours. Third party recreation providers will be able to sponsor special events along the trail by completing a special event permit.

In addition, there is quite a spectrum of recreational amenities that may be incorporated along the trail, to enhance visitors' experiences. Recreational amenities that are especially popular with trail users include bike work stations, trailhead shelters and wayside benches.



Recreational amenities and special events could be part of the development of the Rock Island Corridor.


Interpretation

A trip along the Rock Island Corridor will be more than just a bike ride or a hike. Visitors to the trail will have the opportunity to learn about railroad history, as well as important stories and chronicles from the communities along the route. Interpretive and educational signs, such as the ones on the Katy Trail, will be installed at each trailhead and at various locations along the trail. If you have old photos, documents or stories that you'd like to share with us about the Rock Island and the towns along the railroad, we'd love to hear from you!

History of Treloar

1895.....

New Holstein
When a railroad passed through town, the community often adapted. Sometimes entire towns moved closer to the tracks or new towns grew around depots. At the railroad depot in the river bottoms south of Holstein, area residents platted New Holstein. The town's name was changed to Treloar in 1896.



The 1895 New Holstein plat map shows many current streets, but the town was never developed to this extent. Courtesy of the Warren County Historical Society.

Treloar's Overture
The town was named after William Mitchellson Treloar. A Wisconsin native, Treloar moved to Missouri in 1872. He was professor of music at Hardin College in Mexico, Mo., and was a U.S. Congressman from Missouri for one term from 1895 to 1897. Treloar was the first Republican ever elected in the Ninth Congressional District, but lost his bid for re-election to Democrat Champ Clark in 1896. Treloar never actually lived in the town named for him.


Busy Little Railroad Town
By 1914, Treloar had developed into a thriving railroad town of 100 people with a successful shipping business of grain and stock. In December of that year, the *Warrenton Banner* praised Robert Muench for being one of the first Treloar businessmen to have a large, well-stocked general store. The first bank in town was organized in 1904. The *Warrenton Banner* described it as being "one of the strong banks of the county."



Passengers wait to ride the "Katy" at the New Holstein depot prior to the town's name change. Photo courtesy of the Warren County Historical Society.



The Treloar general store was known for being well-stocked with items residents needed. Photo courtesy of the Warren County Historical Society.



The Treloar train depot served a thriving community in 1907. Photo courtesy of Mike Murphy.


1918.....

The Farm Club Movement
On a stormy Thanksgiving Day, Nov. 28, 1918, several members of the New Haven Farm Club braved the Big Muddy's rough waters in hopes of convincing the farmers of Treloar of the benefits of establishing their own farm club.


"We must light up the School Houses far and near, and make the hills and vales echo with the Farm Club Slogan: Production Cost with a Reasonable Profit for the Fruits of the Farmer's Sweat and Toil."

This was the message these men carried with them at a time when the farm club movement was spreading like wildfire across the state. The Missouri Farmers Association (MFA) traditionally designates their founding as May 10, 1914 when several farmers in Missouri formed the first organized farm club. In January 1916, a convention was held to form the MFA, a statewide farmers' organization. William Hirth, father of the MFA, believed the agricultural interests of Missourians were fundamentally important and deserved reward and recognition.

Warren County Farm Clubs
Warren County was the first county in the state to establish a county farm club. Smaller individual clubs combined to form the Warren County Farmers Association in 1915. The Treloar Farm Club was instrumental in the formation of clubs in Peers and Marthasville, and the Tri-County Farmers Association composed of Warren, St. Charles and Montgomery counties. The values of the Treloar Farm Club extended beyond farming to the enrichment of their community. Quality education was of utmost importance to the Treloar Farm Club, whose members envisioned a rural high school that would "grace our hills, giving our boys and girls an equal chance with the city youth in the great battle of life."



Edward and Charlie Schwirker owned this ferry that crossed the Missouri River between New Haven and Treloar. Photo courtesy of the Warren County Historical Society.



Treloar threshing crews worked to prepare wheat fields for winnowing. Photo courtesy of the Warren County Historical Society.



Olinda Stegen (left) and Gertrude Hasenjaeger (right) celebrated the Treloar Women's Progressive Farmers Association's 40th anniversary in 1965. Photo courtesy of the Warren County Historical Society.

1937.....

A Busting Beginning
Residents of Treloar developed a variety of businesses including elevators, banks, general stores, a post office, a blacksmith shop, a butcher shop, and a hotel with a dance hall and livery. Many of these businesses have vanished from the streets of Treloar, but one that still thrives is the local saloon, opened in 1904.

Hasenjaeger's Tavern Timeline

- 1904: Henry Hasenjaeger opened the Treloar tavern
- 1937: Raymond Hasenjaeger inherited the family business
- 1939: Garrett Hasenjaeger took over operation of the tavern
- 1951: Virgil and Helen Engemann became the owners
- 1954: Wesley and Helen Hasenjaeger operated the tavern

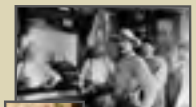
Subsequent owners changed the tavern's name periodically. Names included His and Hers (1970), Our Place (1976), Treloar Bar and Grill (1999) and Murphs (closed in 2012).

Triumphant Treloar
The advent of the automobile brought garages and filling stations to Treloar. The Luckes, a family full of boys, owned the town garage. Another Treloar family, the Bungees, had several girls. This set the stage for a match made in heaven ending in the marriage of three Lucke boys to three Bunge girls.


This once bustling railroad town is now busy with cars, motorcycles and bicycles. Descendants of many of the town's original families still live in Treloar.




The townspeople of Treloar paused for a photo circa 1920. Photo courtesy of the Warren County Historical Society.



Above: Henry Hasenjaeger served Treloar residents from behind his bar with a pipe in his mouth. Left: Sammie White, owner from 1970-1973, flashed a smile while ringing up a purchase on the tavern's original cash register from 1904. Photo courtesy of Mike Murphy.



Richard Meyer and parents Otto and Amanda posed in front of a bank that has since been torn down. Note the reflection of the additional grain elevator in the window that also no longer exists. Photo courtesy of Sandy Cockell.



Apartment were rented above the Lucke Brothers garage before it was rebuilt in 1974. Today known as Carl's, the garage is still a local gathering place. Photo courtesy of the Warren County Historical Society.

The Iron Horse Cultivates America

Farm to Market
Today's modern shopper can walk through a grocery store and have every type of commodity they want within arm's reach, thanks in part to the railroad. We have come a long way since the frontier days when produce such as fruits, vegetables and dairy products were not easily available to everyone.

The growth of the American population throughout the 19th century paralleled the demand for transportation of goods, people and commercial products across the country. Railroad tracks paved the way for today's market and distribution of goods and people.

The Wheels of Change Begin to Turn
The steady rattle of the open range, the rickety wagons traveling west along the Santa Fe and Oregon trails and even the steamboats traversing the mighty waters of the Missouri could not compete with the "iron horse" and its ability to satisfy the needs of the booming population.

As late as 1892, steamboats still dominated the transportation scene. By 1890, however, railroads were crossing the nation because the dominant form of transportation for goods. Railroads produced a greater profit on shipments than river boats by decreasing time in transit and reducing loss of cargo. Reduced transportation costs lowered retail prices. Expanding markets encouraged farmers to produce more cash crops like corn, wheat and sorghum. Farmers also supplemented their income by harvesting timber to make railroad ties.

Refrigerated Cars and the Urban Diet
Producers of perishable commodities especially benefited from the railroad. Prior to the advent of railroads, some American cities had become so congested that it was nearly impossible to import fresh milk. To compensate for this lack in dairy products, urban dairies were created. In these unsanitary facilities, cows were fed whatever was readily available including distillery and brewery slop supplemented with kitchen garbage.

Implementation of new health regulations and refrigerated train cars increased the delivery of milk to urban areas. This put an end to urban dairies. From 1820 to 1862, 750,000 gallons of milk were delivered to New York City. Wisconsin's rail connection to Chicago earned the state its claim to fame as a prominent dairy provider.

The advance of railroads into the South and the West also meant cities could import a steady supply of fresh fruits and vegetables. Highly perishable products, such as strawberries, became readily available to urban residents.



When the invention of the railroad came, steam engines became more used to haul heavy loads and were given in the field. Photo courtesy of the Warren County Historical Society.



As grain elevators of the railroad and grain elevators, the only way to transport the grain to the city. The grain elevators of the railroad were built in the late 1800s and early 1900s. Photo courtesy of the Warren County Historical Society.



Background: People gathered in the streets of Treloar to see the arrival of the first train. The train and other goods had come to town. Photo courtesy of the Warren County Historical Society.



During high traffic on the Rock Island line, the bridge was a common sight for the railroad. Photo courtesy of the Warren County Historical Society.

Mysteries of Standing Rock

Standing Rock looks like an isolated boulder that fell from above. But it is actually a remnant of the bluff that has eroded away. The rock is a fine-grained sandstone that may have formed when sand filled in a sinkhole or "rock of these river bluffs. But like similar "mystery sandstones" in the Ozarks, its origin is unclear. Geology is not the only mystery those who marked flood levels throughout the previous century on its face is also unknown.

Standing Rock records water levels for at least seven floods: 1903, 1925, 1935, 1943, 1944, 1947 and 1953. The earliest record in 1903 marks a major June flood, one of Kansas City's greatest natural disasters. Other notations on the rock more than a mile and a half from the river, it is still in the floodplain and vulnerable to the general Missouri.

Why would the Missouri-Kansas-Texas Railroad (known as the M&T or Katy) change a routine by its line that was so prone to flooding? A line railed perfection, and the Katy's 165-mile-long stretch to Boonville section approaches that One account said "ballast was washed away like sand. The decision was risky, as flooding was


a constant threat. During a flood, railroad workers were mobilized for near-continuous hard duty to save the tracks.

Remarkably, the 1935 flood took place during a long drought on the Great Plains, known as the Dust Bowl. In 1935, heavy rain across the central Plains sent large volumes of water into the Missouri via the Kansas River. Between 6 inches and 8 feet of water covered virtually the entire M&T track along the river.

Written higher on Standing Rock is "1943." In that year, flooding hit after a sudden stormfront upped Katy trains derailed from St. Louis to Liberty to avoid flooded tracks. Fifty families were evacuated from Missouri with help from state gardeners and volunteers.

The flood of 1947 was stopped the shipment of all Kansas and probably homes flooded, and the townspeople were evacuated. One account said "ballast was washed away like sand. Flooded down the stream."

The economic impact of flooding was a leading cause of the demise of the M&T, which folded operations in 1980 when a large flood did extensive damage to the 20th century on Standing Rock continued. Someone returned to mark the last major flood in Missouri, the flood of 1993.



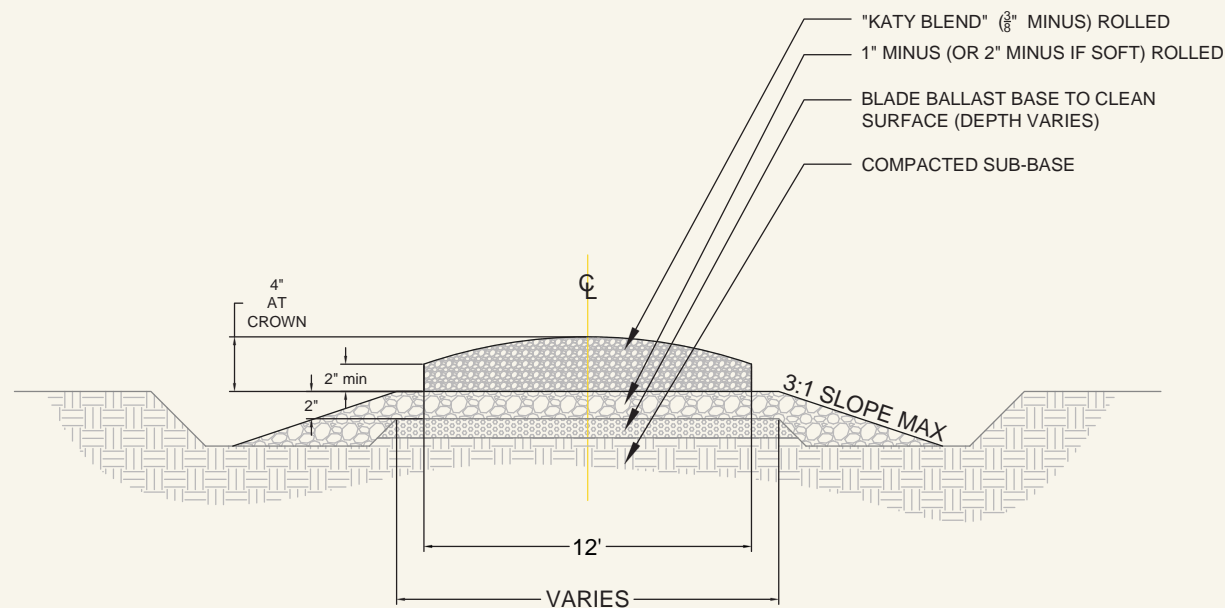
Katy workers pile sandbags at the edge of the tracks during the 1943 flood. Photo courtesy of a M&T employee, Magonis.

Go back in time while reading the interpretive panels that will be displayed at trailheads along the Rock Island Corridor.

Trailbed Specifications

The trailbed of the Rock Island Corridor will be developed consistently across the corridor using the specifications that are currently used on Katy Trail State Park or on the Rock Island Spur of Katy Trail State Park.

Trailbed Specs



NOT TO SCALE



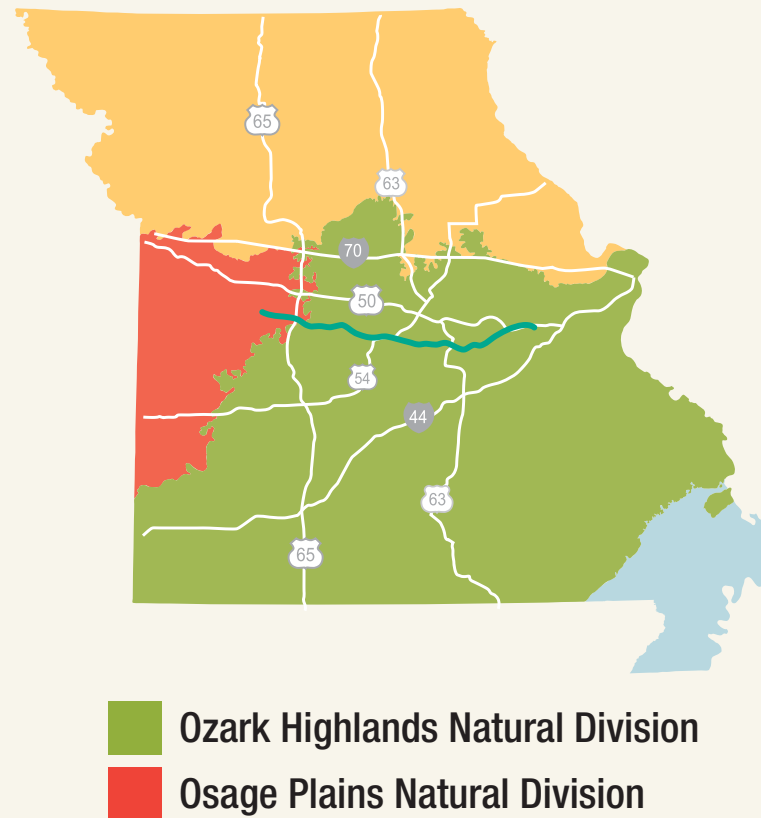
The Rock Island Spur of Katy Trail State Park near Medford, Mo.

Natural Resources

Missouri is divided into four natural divisions. The Rock Island Line Corridor falls in two of those divisions.

The Ozark Highlands Natural Division with a varied topography and elevation, allows for many natural communities. This results in a large variety of plants, animals and birds.

The Osage Plains Natural Division borders the vast expanse of the Great Plains to the west, and is characterized by deep soils and gently rolling topography decorated by seasonal wildflowers and grasses up to 10 feet tall.



POTENTIAL CONSIDERATIONS

- Wetlands
- Natural Habitats
- Federally endangered species may be found in the corridor, such as the Indiana bat, Northern long-eared bat and Niangua darter.

Cultural Resources

Did You Know?

— The Chicago, Rock Island and Pacific Railroad built the corridor between 1902 and 1904, and the engineering of the track bed, tunnels and bridges remains as built more than a century ago.

— At least ten of the bridges were designed by the firm A. J. Tullock, a bridge-building firm of national, and even international reputation. All are still in place and display all types and lengths of bridges required to span anything from a small stream to a major river.

— The corridor includes three railroad tunnels, three deck truss bridges, five through truss bridges, four I-Beam bridges and twenty deck plate girder bridges.

Outdoor Recreation Grants

RTP

Recreational Trail Program (RTP)

is a federal grant program administered by the Federal Highway Administration. The purpose of this program is to promote recreational trails of all types (motorized and non-motorized). Funding comes from the portion of the federal motor fuel excise tax attributed to non-highway recreational use. RTP has supported more than 23,000 projects documented nationwide, attracting and supporting significant trail-based economic activity in thousands of communities.

In Missouri, RTP is open to local and state governments, school districts, and non-profit organizations. Missouri receives between \$1 and \$1.5 million per fiscal year. The maximum amount awarded is \$250,000 for a trail project and the minimum amount is \$25,000 per project. Sponsors must have a minimum 20 percent match.

Eligible RTP projects include construction of new trails and trailheads, renovation of existing trails and trailheads and acquisition of land.

Benefits of RTP in Missouri:

- Trails enhance neighborhoods and provide connection to parks, schools, shopping and other recreational facilities.
- Trails support America's Great Outdoor Initiative by providing a great opportunity for Missourians to experience the outdoors and reconnect with nature by taking a hike through the woods, a jog along an urban waterway or biking along a rail to trail route.
- Trails are supported by numerous trail clubs, non-profit organizations and volunteers in partnership with federal, state, county and local agencies.
- Trails support an active, healthy lifestyle by providing affordable places to exercise.
- Trails have been identified as a high priority by Missourians in the Statewide Comprehensive Outdoor Recreation Plan (SCORP), which can be downloaded from <https://mostateparks.com/page/55072/facts-and-figures#scorp>.
- Trail-related tourism creates jobs and supports local economies.

FOR MORE INFORMATION

The RTP grant round typically opens between December and February of every year. Information about the next grant round, workshop schedules and the RTP application will be posted on our website:

mostateparks.com/page/55065/outdoor-recreation-grants

phone - 573-522-8773 or 573-751-0848

email - mspgrants@dnr.mo.gov

Grants administered through



Rock Island Line Corridor GRANTS

RESOURCES FOR TRAIL BUILDERS (planning, building, funding and maintaining)

- Missouri State Parks offers the Recreational Trails Program, which provides grant funding to rehabilitate and construct trails: mostateparks.com/page/61220/recreational-trails-program-rtp-grants.
- Missouri State Parks offers Land and Water Conservation Fund grants for trailhead facilities located within municipal parks (not for construction on the Rock Island itself): mostateparks.com/page/61215/land-and-water-conservation-fund-lwcf-grants.
- Missouri Department of Conservation has the Land Conservation Partnership Grant, Outdoor Recreation Infrastructure Program that provides grant funds for trail development (this is a new program): mdc.mo.gov/community-conservation/community-conservation-funding-opportunities.
- Rails to Trails Conservancy offers a trail building toolkit to assist you with a variety of trail building topics (including the basics of trail building, organizing/building community interest, funding, and maintenance): railstotrails.org/build-trails/trail-building-toolbox/. They also offer grant funds. Funding sources in the toolbox are available at: railstotrails.org/build-trails/trail-building-toolbox/funding/equitable-investment-in-trails-walking-and-biking/.
- Rivers, Trails, and Conservation Assistance Program provides resources to assist in trail planning: nps.gov/orgs/rtca/apply.htm.
- Permatrak posts grant resources for trail funding: permatrak.com/news-events/bid/99853/6-grants-for-trails-and-greenway-funding.
- The City Park Alliance provides guidance on local park and recreation funding: cityparksalliance.org/funding-hub/.
- American Trails provides a lot of resources for trail builders (including webinar trainings on a variety of topics): americantrails.org/.
- One currently open grant opportunity is the FY 2021 American Rescue Plan Act, Travel, Tourism, and Outdoor Recreation Funding. Federal grants can be found through a funding search on grants.gov.
- People for Bikes provides grant funding for bicycle infrastructure projects: peopleforbikes.org/grant-guidelines.
- The U.S. Department of Transportation offers RAISE grants that can be used for pedestrian/bicycle infrastructure: transportation.gov/RAISEgrants.

For more information, please visit our webpage at <https://mostateparks.com/rockislandlinecorridor>.

Missouri State Parks - a division of the Missouri Department of Natural Resources



Rock Island Line Corridor

ADJACENT LANDOWNER INFORMATION

FENCING

The Department intends to work cooperatively with adjacent landowners. This includes accepting responsibility for the maintenance of all existing fencing coinciding with the boundary between individual landowner property and the corridor in accordance with Section 253.175, RSMo. In the past, the Department has provided fencing materials to adjacent landowners who wish to construct new fencing upon request. The Department has also entered into agreements with adjacent landowners to accommodate requests for road and livestock crossings along the Katy Trail and will work with landowners along the Rock Island corridor as well. Additionally, the Department will honor any existing real estate agreements between landowners and MCRR and will work with landowners to develop new agreements to allow crossings, access, and occupations of the corridor where needed upon request.

LIABILITY

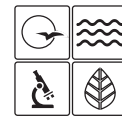
Sections 258.100, 537.346, and 537.351, RSMo protect landowners adjacent to recreational trails and parks from civil liability for injuries to trespassers. In addition to statutory protections, the Department has worked cooperatively with landowners adjacent to Katy Trail State Park to help minimize the likelihood for trespass from the trail onto adjoining property. This was accomplished primarily by marking the boundaries of state park property with signs placed at regular intervals, which also warn trail users not to trespass. This message is also provided via signage and brochures at all trailhead information depots. The Department will develop similar measures for the Rock Island Corridor as well.

LANDOWNER COMPENSATION

Federal courts have ruled that property owners whose land is taken as a result of a railbanking under the National Trails Act must be compensated. Landowners seeking that compensation must file a claim for compensation in the U.S. Court of Federal Claims in Washington D.C. Those lawsuits are filed against only the federal government and not against the railroad, the trail sponsor, or any other party. The funds for the compensation come from the "Judgment Fund" at the U.S. Department of the Treasury, which is appropriated every year by Congress to pay the liabilities of the United States. Landowners seeking to pursue compensation may wish to contact a private attorney to discuss potential options.

As of October 2021, a number of landowners along the Rock Island Corridor have already received compensation and others have pending claims that are awaiting resolution.

For more information, please visit our webpage at <https://mostateparks.com/rockislandlinecorridor>.



MISSOURI DEPARTMENT OF NATURAL RESOURCES
DIVISION OF STATE PARKS
REQUEST FOR FENCING

Have you ever served on active duty in the Armed Forces of the United States and separated from such service under conditions other than dishonorable? YES NO

CONTACT INFORMATION

LAST NAME		FIRST NAME		MIDDLE INITIAL	DATE REQUEST SUBMITTED
ADDRESS			CITY	STATE	ZIP
PHONE	EMAIL				

AREA DESCRIPTION, LENGTH AND TYPE OF FENCE, AND REASON(S) FOR FENCING

EXAMPLE: 9 – Rolls 47” Woven Wire, 3 – Rolls Barb Wire, 270 – T Post, 48 – Pipe, 2 – 16’ Gates, 2 – Cattle Panels

CONDITION AND RESPONSIBILITIES

- The landowner shall be responsible for fence construction and to utilize fence construction methods that do not damage trees; structures; soil; wetlands; habitat for sensitive species; geologic, cultural, historic or other resources that occur within the park or historic site boundary. The fence construction methods shall not employ modification of soil or debris elevations that drain wetlands or cause the impoundment of water on property owned by the Missouri Department of Natural Resources. The fence must be located on the precise boundary line to the extent that the line can be identified or verified.
- The department will provide to the landowner, at its own expense, all fence construction materials and shall monitor the construction activities to ensure compliance. The cost of fence material shall constitute the department's share of costs to provide an enclosure.
- The landowner and its successors are responsible for maintaining the fence, which shall include removing brush, vines, woody re-growth or re-sprouting of approved cut trees on state park property at no greater a distance than three feet inside the park boundary*. The landowner is not permitted to access park property with brush hogs, tractors, heavy equipment, ORVs, motorcycles, or any other vehicle of any kind without permission from the park or historic site facility manager. The landowner is not permitted to apply any herbicides for purpose of killing or controlling vegetation on the park side of the boundary, or which may drift onto park vegetation without permission of the park/site facility manager. The landowner is permitted to trim back overhanging branches at the point immediately above the park boundary line and to a height of eight feet above the ground.
* Any fencing coinciding with the boundary between individual landowner property and the portion of the historic Missouri Rock Island Railroad corridor owned, leased, or operated by the division of state parks shall be maintained by the division of state parks unless the individual landowner agrees to perform the maintenance, in accordance with 253.175, RSMo.
- No fencing constructed under this section shall be removed without the written consent of the department, except to temporarily make repairs to said fence.
- Landowner agrees to abide to all conditions and responsibilities set forth in 10 CSR 90-2.070.

REQUESTING LANDOWNER SIGNATURE	DATE REQUEST SUBMITTED
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SECTION BELOW TO BE FILLED OUT BY THE DEPARTMENT

FENCING REQUEST SITE		FENCING REQUEST NUMBER
<input type="checkbox"/> KATY TRAIL STATE PARK	<input type="checkbox"/> ROCK ISLAND LINE CORRIDOR	
MATERIAL LIST		COST
TOTAL COST		\$ 0.00
FENCING REQUEST	JUSTIFICATION	
<input type="checkbox"/> APPROVED <input type="checkbox"/> DENIED		

FENCING MATERIALS AND BOUNDARY LINE HAVE BEEN VERIFIED AND AGREED UPON BY BOTH PARTIES

LANDOWNER SIGNATURE	DATE
DEPARTMENT REPRESENTATIVE SIGNATURE	DATE

MO 780-2970 (01-22)

