



# *Schuy-Rush Hike and Bike Trail*

## *Comprehensive Plan*

*Master Plan for the proposed Schuy-Rush Hike and Bike Trail connecting the city of Rushville to Schuy-Rush Park*

*June 2015*

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Rushville Central Park Gazebo

*Prepared for*  
**Grow Rushville – Goal 1, Parks and Recreation Committee**

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## Mission Statement

The mission of the Goal 1 committee is to identify potential trail corridors for a bike and hike trail and provide guidance for future decision making by offering detailed information related to the planning process. The vision related to this plan places an emphasis on featuring the natural and cultural characteristics of the area without damaging them. The plan is oriented towards providing a healthy and refreshing experience while utilizing the trail. The trail will blend the need for logical connectivity between green spaces while providing a desirable scenic route. The overarching goal is to create a trail that will increase the quality of life in the area and emphasize the beauty of the surrounding landscape and the need to preserve it for future generations.

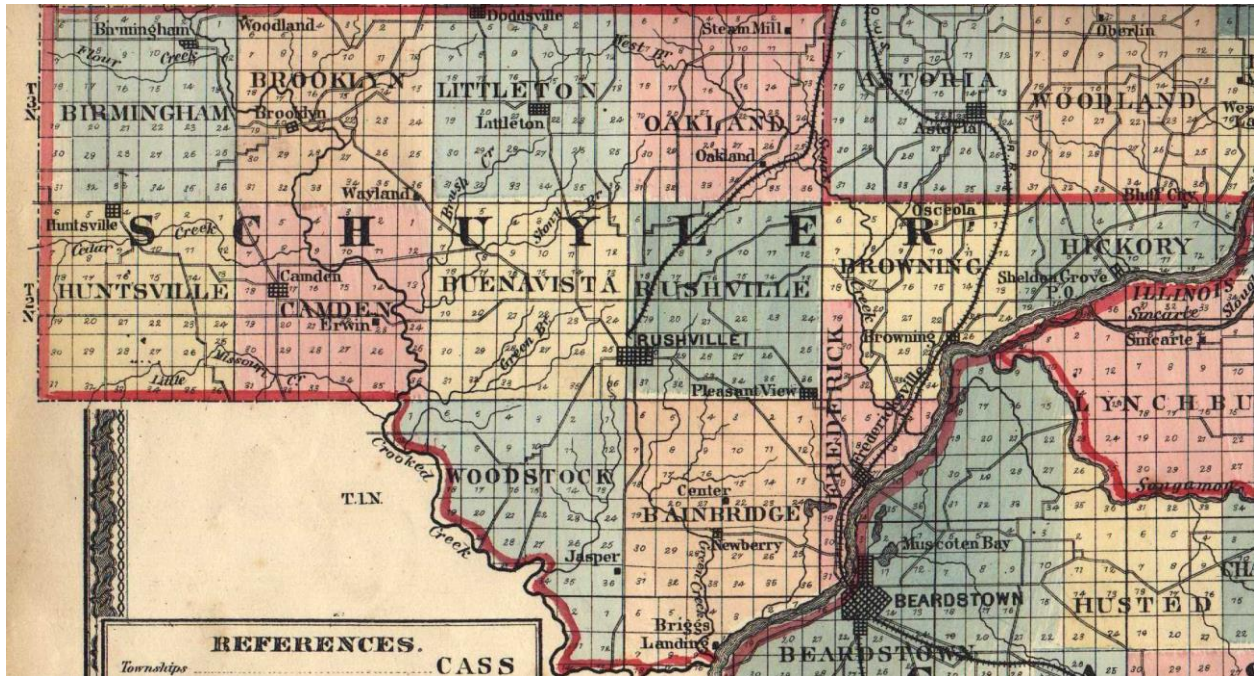
## Grow Rushville

Grow Rushville came out of a participant driven strategic visioning and planning process whereby local leaders and citizen volunteers created a long-range vision for the future of the Rushville community and a plan of action for achieving it. The process began with the MAPPING [Management and Planning Programs Involving Nonmetropolitan Groups] administered through the Illinois Institute of Rural Affairs at Western Illinois University.

Grow Rushville is divided into groups based on different focus areas relating to community and economic development. The Parks and Recreation Committee is part of the Goal 1 Committee focusing on recreational improvements.







Historic Map of Schuyler County, 1875

## Background

During the past few years, residents of the city of Rushville and Schuyler County have shown increasing interest in the development of biking and hiking trails. Driven by recent trail initiatives beginning with the parks and recreation committee within the Grow Rushville Goal 1 group, it was decided that a master plan was needed for a trail that would connect the city of Rushville to Schuy-Rush Park, a city-owned 150-acre park. The plan would identify potential routes and opportunities for trail development and serve as a guide for future decision making. This plan also identifies four other potential biking and hiking trail routes, which could be constructed at a future date.

## Plan Preparation

The plan was prepared by Prairie Hills Resource Conservation & Development, Inc. headquartered in Macomb, IL, in conjunction with Western Illinois University, and the Grow Rushville Group 1 Committee. The planning process started in the fall of 2014 and was completed in spring 2015. During this time, the committee

held open meetings and a public open house, that many interested citizens attended [see page 27], to solicit public opinion which were incorporated into the plan. Informational sessions were held at Rushville City Council and Schuyler County Board meetings.

## Wildlife

The diversity of environments in the county provides habitats for many native animal species. Game species include: deer, turkey, rabbits, geese, ducks, squirrel, and quail. Raccoon, opossum, and skunk are common too. Numerous species of birds are common including hawks, owls, and songbirds. The mix of woodlands, agricultural fields, and water sources create a blend of generally high quality habitat that provides opportunities for wildlife viewing.

## Climate

The climate of Schuyler County is typical of central United States with extremes of hot and cold temperatures. High humidity, storms, strong winds, and insects are the primary deterrents to outdoor recreational activity in this area. Snow fall is common in the winter months and often creates a beautiful environment.



Whitetail Deer



Red-tailed Hawk

# Schuyler County Land Cover and Vegetation (IL Dept. of Natural Resources)

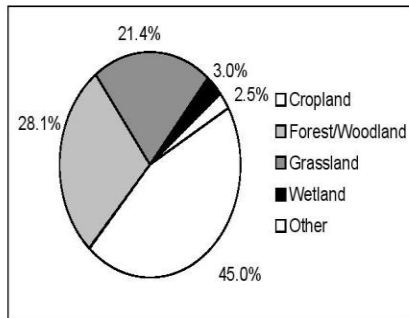
## SCHUYLER COUNTY

**Distinctive Features:**

- ☒ Located in west-central part of state along the Illinois River.
- ☒ Eleventh in total forest/woodland acres (79,409) and 10th in portion of county covered by forest/woodland (28.1%).
- ☒ Eighth in deciduous forest/woodland acres (72,209) and 10th in percent of county in deciduous forest (25.5%); ranks 17th in acres of open canopy woodland (7,117) and 13th in percent of county in open woods (2.5%).
- ☒ Ranks 31st in percentage of county devoted to small grains (7.9%) and 34th in rural grassland (21.2%).
- ☒ Ranks 97th in percentage of urban/built-up land (0.7%).



**Land Cover Acreage**



Note: Other includes each landcover type amounting to less than 2 percent of the county area.

**Land Cover Acreage and Rankings**

	ACRES		PERCENT		PERCENT	
		RANK	OF COUNTY	RANK	OF STATE	
<b>CROPLAND</b>	<b>127,309</b>	<b>78</b>	<b>45.0%</b>	<b>82</b>	<b>0.6%</b>	
Row Crops	105,052	79	37.1%	84	0.5%	
Small Grains	22,257	39	7.9%	31	1.1%	
Orchards/Nurseries	0	--	0.0%	--	0.0%	
<b>GRASSLAND</b>	<b>60,590</b>	<b>54</b>	<b>21.4%</b>	<b>37</b>	<b>0.9%</b>	
Urban	575	92	0.2%	95	<0.1%	
Rural	60,015	48	21.2%	34	1.0%	
<b>FOREST/WOODLAND</b>	<b>79,409</b>	<b>11</b>	<b>28.1%</b>	<b>10</b>	<b>1.9%</b>	
Deciduous	72,209	8	25.5%	10	2.0%	
Open Woods	7,117	17	2.5%	13	1.7%	
Coniferous	83	47	<0.1%	44	0.1%	
<b>WETLAND</b>	<b>8,422</b>	<b>55</b>	<b>3.0%</b>	<b>49</b>	<b>0.7%</b>	
Shallow Marsh/Wet Meadow	535	64	0.2%	59	0.4%	
Deep Marsh	100	52	<0.1%	49	0.3%	
Bottomland Forest	6,333	47	2.2%	41	0.8%	
Swamp	0	--	0.0%	--	0.0%	
Shallow Water	1,454	31	0.5%	26	0.8%	
<b>URBAN/BUILT-UP LAND</b>	<b>2,082</b>	<b>93</b>	<b>0.7%</b>	<b>97</b>	<b>0.1%</b>	
High Density	123	97	<0.1%	99	<0.1%	
Medium Density	138	94	<0.1%	94	<0.1%	
Low Density	397	55	0.1%	51	0.2%	
Transportation	1,424	82	0.5%	84	0.5%	
<b>OPEN WATER</b>	<b>5,089</b>	<b>63</b>	<b>1.8%</b>	<b>53</b>	<b>0.7%</b>	
Lakes and Rivers	2,369	62	0.8%	55	0.5%	
Streams	2,720	50	1.0%	27	0.9%	
<b>BARREN/EXPOSED LAND</b>	<b>0</b>	<b>--</b>	<b>0.0%</b>	<b>--</b>	<b>0.0%</b>	
<b>TOTAL ACRES</b>	<b>282,901</b>	<b>66</b>	<b>100.0%</b>			

Note: Percent of county may not add to 100% due to rounding.

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The majority of Schuyler County is part of the Illinois Western Forest Prairie Division as classified by the Illinois Department of Natural Resources (IDNR). The area historically was covered with prairie and intermittent deep, forested ravines. An oak/prairie savannah was probably typical of the transitional areas between the forest and prairie.

Today, 99.99% of the prairie has been converted to agricultural fields for crop production, except for some scattered remnants found along railways and cemeteries. Some restored prairie exists on private lands enrolled in the Conservation Reserve Enhancement Program (CREP), but cropland still covers a majority of Schuyler County's total land area with woodlands and grassland making up a significant amount of acreage.



## Parks in and around Rushville and Schuyler County

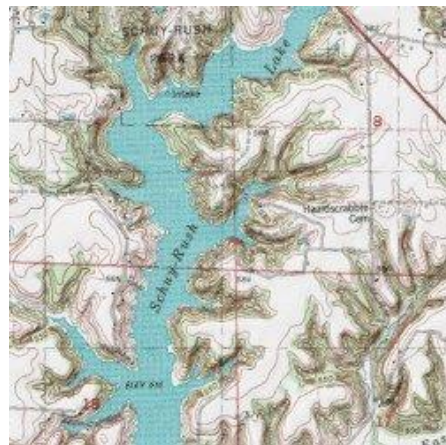
Several parks and a charming museum highlight a visit to Schuyler County. Central Park in the middle of Rushville is centered by an attractive gazebo and is used often as a venue for community events.

### Schuy-Rush Lake Park

This 150-acre park with a 225-acre lake is owned by the city of Rushville. The ground was purchased for this park in 1965 and the park opened in 1967. The park offers fishing and canoeing, hiking trails through a hardwood forest, camping and picnicking, youth group camping area, pavilions, boat dock and baseball/softball diamond. The campground facilities consist of 77 spaces with electrical hookups. All spaces have water and there is a modern shower house. Schuy-Rush Lake offers a well maintained boat ramp. There is a generous supply of slips for docking boats overnight or for the entire camping season. Fishing is by pole and line only and the lake has a large variety of fish.



Schuy-Rush Lake Entrance Sign



Schuy-Rush Lake Topographic Map

### Siloam Springs State Park – Scripps Unit

The Scripps Unit is about 800 acres of cropland and forests laying three miles west of Rushville that lends itself to outdoor activities and hunting opportunities. It does not have any developed amenities for users.

### Scripps Park

Scripps Park, found on the west side of Rushville, was bequeathed by the famous Scripps publishing family. It offers picnic areas, a children’s playground, swimming pool, softball and tennis areas, and a large community building for special events, two beautifully renovated historic cottages for overnight visits, and an 18-hole golf course open to the public.

### **Weinberg-King State Park**

Weinberg-King State Park in the northwest corner of the county features over 700 acres perfect for camping, horseback riding, nature appreciation, hunting, and fishing.

### **Anderson Lake**

Anderson Lake, a floodplain lake of the Illinois River, was once a famous private shooting ground. It is now a state-owned hunting and fishing area as is the Sanganois State Fish and Wildlife Area, accessible only by boat, which is shared by Schuyler, Cass, and Mason counties.

## **Tourist Attractions in and around Rushville and Schuyler County**



Schuyler Jail Museum



Scripps Park Golf Course



Phoenix Opera House



Schuyler Co. Court House

## Benefits of the Trail

Trails are known to provide recreational opportunities for area residents and increase the quality of life. Having a trail in place will also draw tourists to the area and may increase their length of stay thereby boosting the local economy.

The multiple trail options that the committee considered were selected because they provide a logical connection between the City of Rushville and Schuy-Rush Park while also being a scenic route that winds its way through a rural landscape.



View of Trail Corridor along Sugar Grove Road



Potential Trail head area entrance

The trail option that was selected will offer an enjoyable travel route that connects users to the historic town of Rushville with a trailhead beginning at Scripps Park as well as all the recreational amenities offered at Schuy-Rush Park.

## Conservation and the Environment

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



## Economic Revitalization

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

## Historic Preservation and the Community Identity

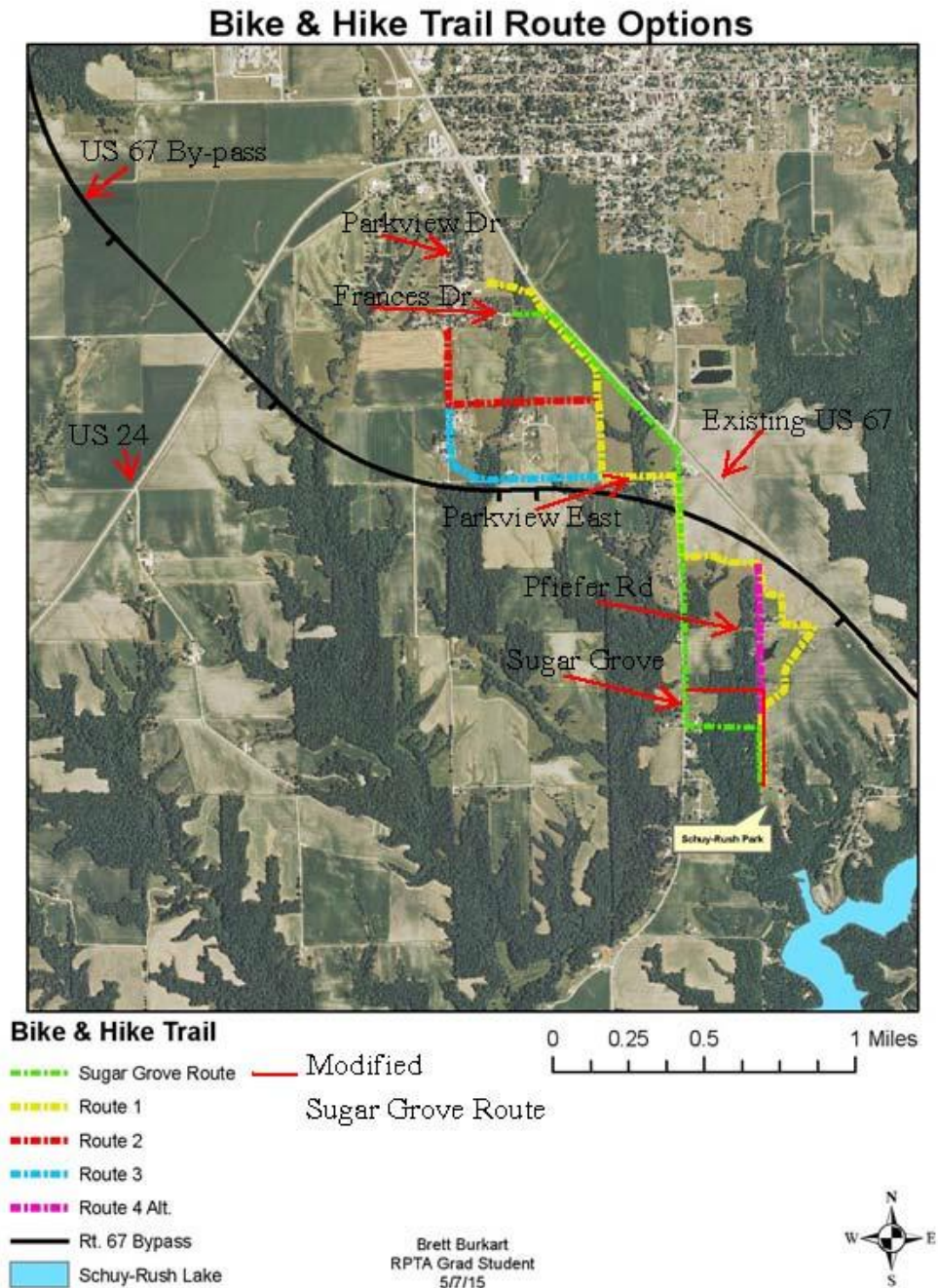
Many community leaders have been surprised at how trails have become sources of community identity and pride. These effects are magnified when communities use trails and greenways to highlight and provide access to historic and cultural resources. Many trails and greenways themselves preserve historically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



Historic Rushville



## Map of Potential Trail Routes



Several trail routes were considered during the planning process by the committee because of their scenic beauty and ease or difficulty of walking and biking, however all but one were eliminated due to their impracticality of land acquisition or anticipated construction barriers.

The Sugar Grove Route was selected for several practical reasons with one being the fewer number of landowners that would need to have trail access through their property and also the least difficulty of trail construction. Another reason is that one of the landowners agreed in principal to allow the purchase of a 3 acre +/- tract at the beginning of the trail off of Frances Drive in addition to the trail corridor on their property. The trail head could contain various amenities such as bathroom facilities, information kiosks, shelters, or picnic tables.

The preferred trail route selection also has flat sections as well as hilly sections that would lend users different challenges. The proposed route also has scenic vistas of woodlands, farmland, rural homesteads, and streams with many opportunities to view native wildlife traversing the trail system.

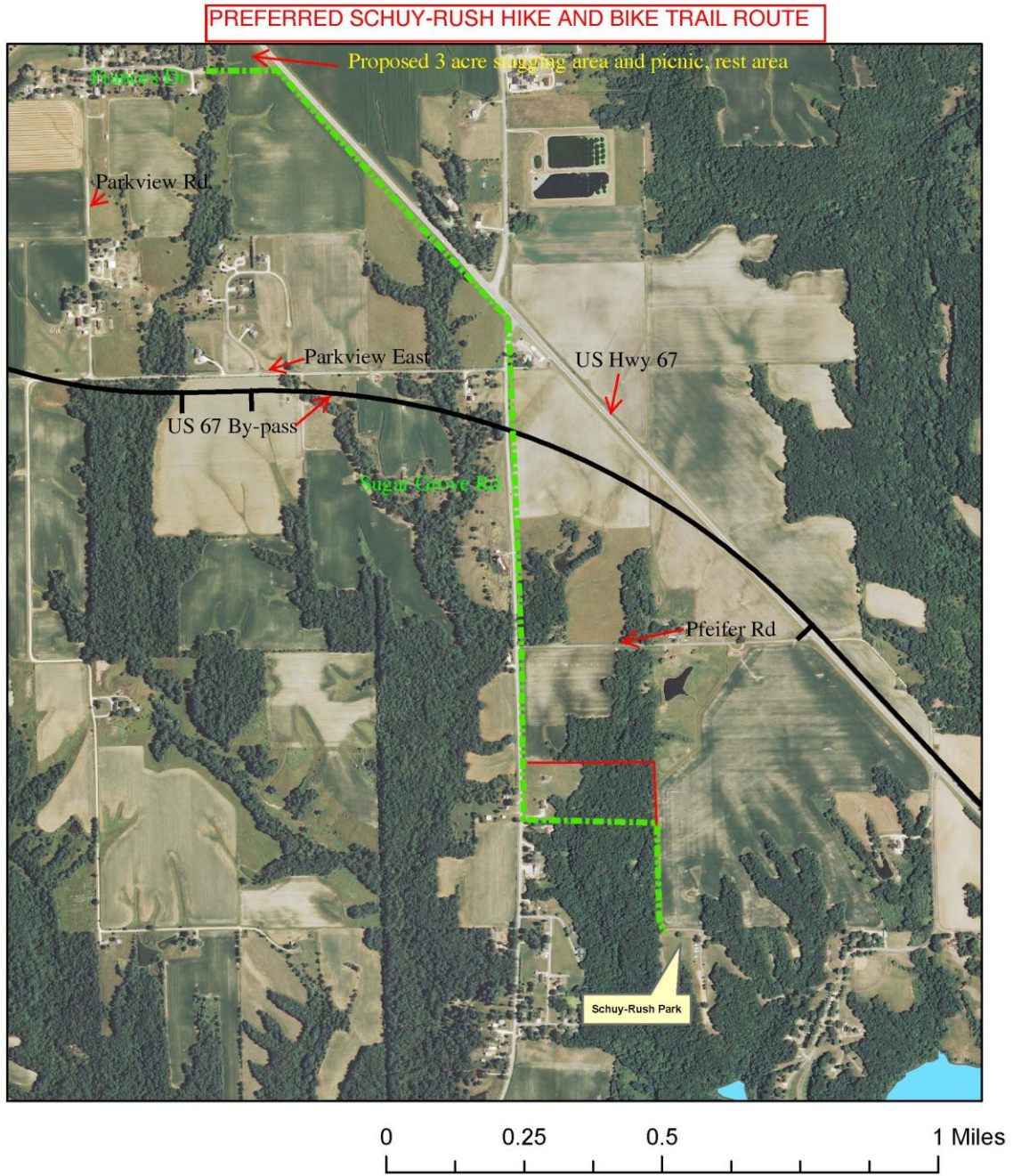
And finally, this route also is less intrusive on the landowners operation of their businesses, which is generally agriculture. By staying along existing fence lines and field edges, the trail would not interfere with large agriculture equipment, be safe from any livestock [new fencing would be installed], and have only two road intersections to cross. One is located at the intersection of Sugar Grove Rd. and Parkview Road East [900 N] and the other at the Sugar Grove and Pfeifer Rd. intersection.



Historic Rushville Square



# Preferred Route Map



## Bike & Hike Trail

- - - Sugar Grove Route
- Modified Sugar Grove Route
- Rt. 67 Bypass
- Schuy-Rush Lake

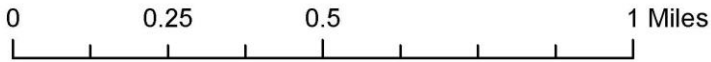
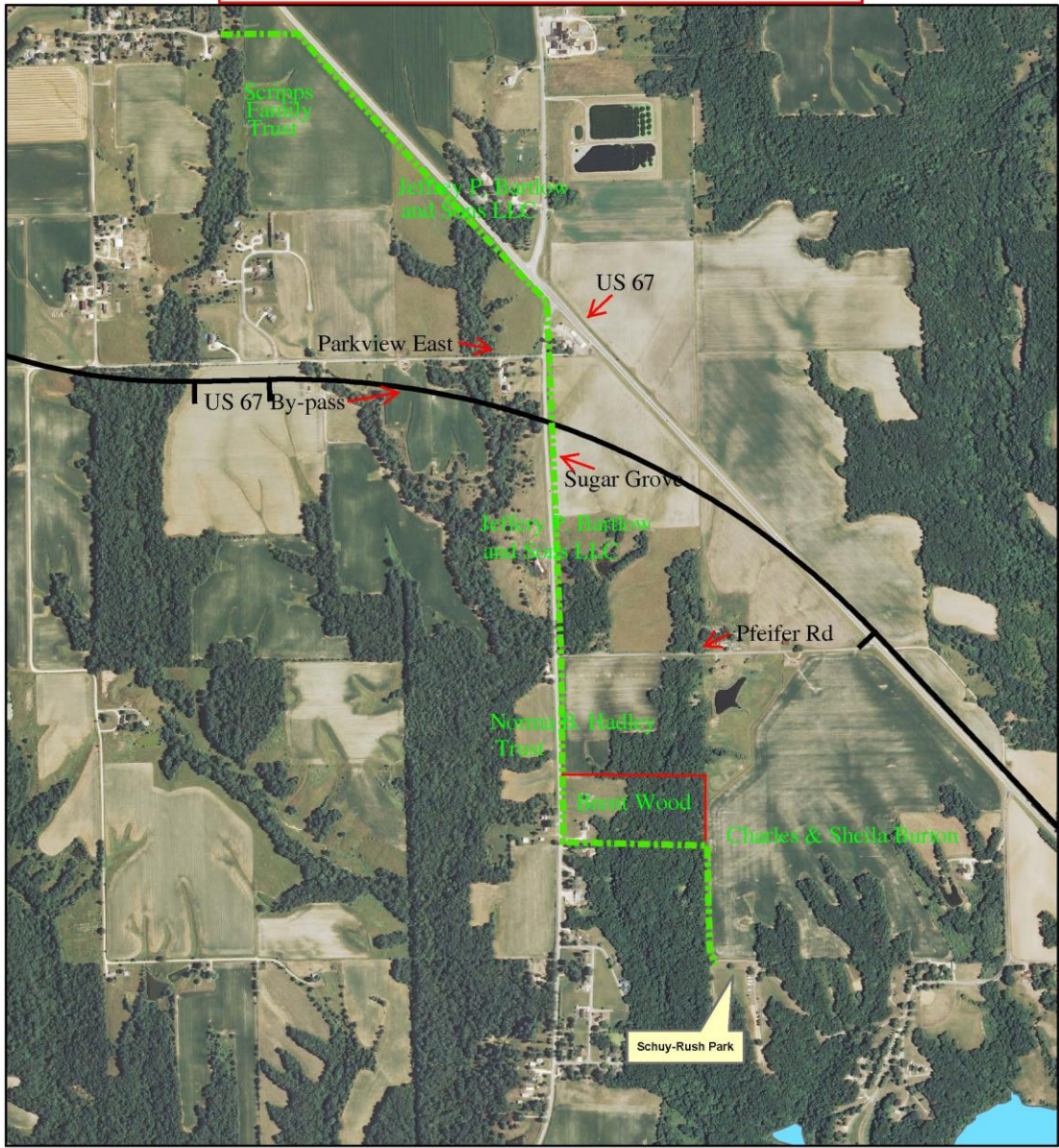
Brett Burkart  
 RPTA Grad Student  
 3/30/15





# Landowner Map along Preferred Route

LANDOWNERS ALONG PREFERRED ROUTE



## Bike & Hike Trail

- - - - - Sugar Grove Route
- Modified Trail Route
- Rt. 67 Bypass
- Schuy-Rush Lake

Brett Burkart  
RPTA Grad Student  
3/30/15





## Preferred Trail Route Location Description

The preferred route begins in Scripps Park then turns onto Frances Drive moving eastward across the Lynn Smith property. From there the trail heads east to the US 67 right-of-way and runs parallel along US 67 on the Scripps Family Trust property. It continues along this path onto the Jeffrey P. Bartlow & Sons property then turns south to align with Sugar Grove Road.

The trail follows Sugar Grove Road south on the Jeffrey P. Bartlow & Sons property, crosses on a diagonal from northwest to southeast at the Parkview East and Sugar Grove Rd. intersection continuing on the Bartlow property to the Norma B. Hadley property for some distance and then turns left [east] at the Brent Wood property line and continues east through the Norma B. Hadley property. The trail spills out of the Hadley woods onto the property of Charles and Sheila Burton.

The trail then continues southward along the fence line where it funnels users into the northwest corner of Schuy-Rush Park. Once inside the park boundary, the trail would generally head east and south to an existing road leading to the camping and boat dock areas.

## Other Future Trail Additions

There are four other trail additions that should be considered for future planning and implementation that would benefit the hiking and biking enjoyment for the citizens of Rushville and Schuyler County. A hiking and biking trail system can be constructed within the US 67 by-pass right-of-way extending south until connecting with the preferred hiking/biking trail at the Sugar Grove Road location. This new trail route would have connections at three intersections along the by-pass corridor. The other trail system connects Rushville to the Scripps Unit of Siloam Springs Park west of the city.

The W. Lafayette Street trail begins in the city of Rushville continuing west to County Farm Rd. Then it connects to the proposed US 67 by-pass and County Farm Road intersection. From this intersection the trail heads south to the US 24 and US 67 by-pass intersection where users can either get off or get on the trail. From this connection point, users can continue south until reaching the Parkview

Rd. intersection with the by-pass, again enabling them to get on or off the trail. Then from this intersection the trail links up the preferred trail route at Sugar Grove Rd.

Another route begins at Scripps Park along the Old Hwy 24 Rd heading west and connecting to US 24, then following US 24 to Scotts Mill Rd. for about one mile. Following Scotts Mill Rd. until it reaches the Scripps Unit of the Siloam Springs Park. Widening the right-of-way to install a ten foot path along US 24 and working with landowners along Scotts Mill Rd., would provide another alternative biking and hiking opportunity to residents and tourists.

### Bike & Hike Trail Additions



## Trail Surface Considerations

There are four basic types of trail surfaces; gravel, asphalt, concrete, and oil and chip. The following is a discussion on the pros and cons of each.

### *GRAVEL PROS*

- Considered by some to be more natural looking.
- Good for flat areas out of flood plains.
- Softer on joints (running).
- Cheaper initial installation cost.

### *GRAVEL CONS*

- High ongoing maintenance costs.
- Difficult to maintain consistent surface quality.
- Environmental damage caused by gravel erosion.
- More difficult to use in winter due to soft, wet, and dirty conditions.
- Gravel migrates on steep trail slopes.
- Difficult to ride bikes on steep slopes and in loose gravel.
- Difficult to remove silt deposits after heavy rains.
- A dirty surface during and many days after rains.
- Very difficult to meet ADA surface standards.
- Less stability for running and walking in loose gravel.

### *ASPHALT PROS*

- Best initial surface (smooth, no cracks).
- Slightly cheaper than concrete in initial cost.

### *ASPHALT CONS*

- Edges crack with vegetation. If you want a 10' wide trail, you have to install a 12' wide asphalt trail.
- Constant maintenance of crack filling and sealing with our clay soils.
- Must be completely overlaid approximately every 8-10 years.
- Little structural strength to span over soil problems below.
- Requires greater initial excavation (harming trees) to provide the required rock base depth.
- Impervious surface.

### *CONCRETE PROS*

- Best ADA surface long term.
- Best longevity and should last 20+ years.
- Best consistency of surface. Does not wash or break apart.
- Does not wash away in flood areas or on steep slopes.
- Steel in concrete keeps it from deflecting preventing tripping hazards or barriers for wheel chairs.
- Cleaner surface during and after rains. Keeps users clean as well as less wear and tear on bikes.
- Does not require gravel base rock so impact on trees is less than asphalt.
- Does not put tons of gravel in creeks and natural areas every time it rains.

### *OIL AND CHIP PROS*

- Cheaper alternative to asphalt and concrete.
- More stable than gravel.

### *CONCRETE CONS*

- More expensive (initial installation).
- Harder on joints (running).
- Less natural looking than gravel.
- Impervious surface.

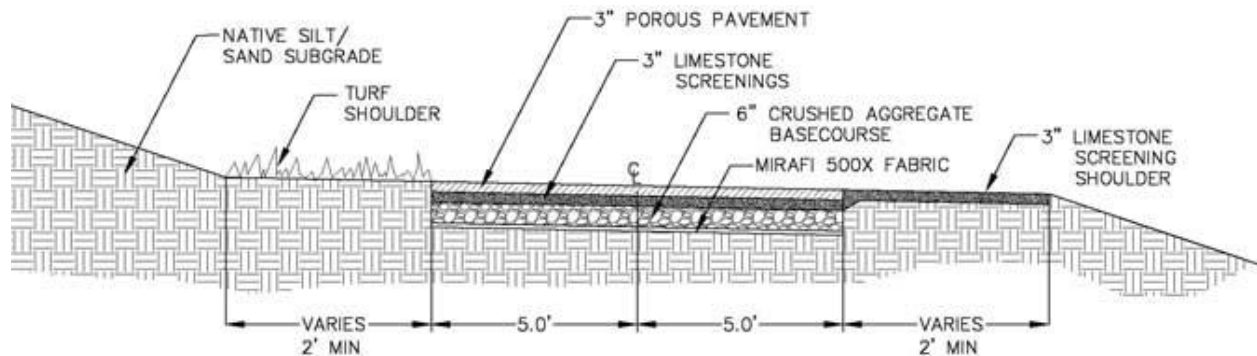
### *OIL AND CHIP CONS*

- Oil pools on very hot days which may damage shoes, clothing and exercise equipment.
- Tail surfaces are too rough to roller blade; skate board or push a stroller.



## Trail Cross Section

### *Cross Section of a Typical Trail*



This view represents a typical cross section of a trail showing that allowance should be made for drainage and landscaping. The slope of the trail should be minimal to the downward slope so that water does not pond, which during freezing weather could pose a hazardous situation for trail users.

Adequate width when purchasing the trail route corridor should be considered to allow for maintenance, landscaping, emergency vehicles and construction.

## Land Acquisition

It is the recommendation of the committee to have the city of Rushville purchase in fee simple title or bargain sale [landowner donation option is always viable] the trail corridor from the affected landowners. The process would begin by contacting the landowners as to the trail planning progress and keep them apprised of the steps involved to acquire the needed land.

The process could take the following steps:

1. Letter of intent to purchase the trail corridor with appropriate buyer and seller signatures.
2. Licensed property appraiser retained by Rushville to determine value of trail corridor.
3. Rushville officials meet with landowner to negotiate land price and finalize date of sale with signed purchase offer agreement.
4. Appropriate attorneys prepare deed of sale and close on property.

The following table illustrates various land acquisition strategies that have been used.

## Land Acquisition Strategies

<b>Strategies</b>	<b>Explanation</b>	<b>Advantages</b>	<b>Disadvantages</b>
Conservation Easements	A partial interest in property generally for expressed purpose of protecting natural resources. Public access not always a component.	Inexpensive method for protection of natural resources. Landowner retains all other property rights, land remains on tax rolls.	Public access is usually restricted. Easements must be enforced. Easement may lower resale value.
Fee Simple Purchase	Outright purchase of full title of land and all rights associated with its use.	New landowner has full control of land. Allows for permanent protection and public access.	Cost of purchase may be outside local ability. May remove land from tax roll.
Donations and Gifts	A donation by the landowner of all or partial interest in the property.	Provides permanent protection without public expenditures. Tax benefits to seller as a charitable gift.	Receiving agency must be able to accept donation and capable of managing land.
Bargain Sale	Part donation, part sale, property is sold at less than fair market value.	Tax benefits to seller, difference in sale price is considered charitable gift.	Seller must be agreeable to terms of sale. Bargain price may be inflated.

## Cost Estimate

The trail surface should be at least ten feet [10'] wide with at least five foot [5'] shoulders to accommodate drainage, landscaping needs, and maintenance or emergency vehicles. Thus the minimum land acquisition should be twenty feet wide [20']. However, during the design phase of trail segments, more or less property may need to be purchased.

Oil and chip surface could be placed around \$27.00 per foot or about \$142,560 per mile. Both asphalt and concrete would be about \$52.00 per foot or \$275,000 per mile. These examples do not include grading, shaping, drainage or landscaping.

Other costs to consider are grading for drainage, culverts, prevailing wages, fencing, landscaping, and bridges to cross deep ravines, and perhaps concrete ingress/egress for future commercial development or current agricultural enterprises where the trail meanders through private property. While cost estimates for these items are hard to estimate and would not be known until actually designed, one could guess that it would be at least double the surface trail cost.



Trail Construction

## Improvement Ideas and Amenities

Possible amenities along the trail route would be restrooms, drinking fountains, and other trail conveniences. Specifically, a picnic area, bike repair station, or a shelter could be constructed at the proposed 3 acre acquisition on the Scripps Family Trust Property to act as a staging area for users.



Restroom options



Drinking Fountain Option



Staging Area Option

### *Potential Amenities*

- Information kiosks at all trailheads
- Trail system map/brochure
- Trail rules and regulations
- Distance markers between rest areas
- Interpretive information



## Funding Collaboration between Federal, State & Local Agencies



### **Illinois Department of Natural Resources**

**Illinois Bicycle Path Grant Program** is a state grant program providing financial assistance to local units of government for land acquisition and construction. In general, the program provides up to a maximum of 50% funding on approved projects with a \$200,000 annual limit for development. There is no maximum limit for land acquisition.



### **Illinois Department of Transportation**

#### **Illinois Transportation Enhancement Program (ITEP)**

ITEP funding is available by application. The funds are usually available every other year. ITEP funds can be used in conjunction with IDNR funding.

**Recreation Trails Program** is federally funded and administered through the Illinois Department of Natural Resources in cooperation with the Illinois Department of Transportation and the Federal Highway Administration. This program provides funding assistance for acquisition and development for motorized and non-motorized recreation trails.

**City of Rushville** resources would entail technical assistance in order to participate in the grant writing process to apply for federal and state funding for trail acquisition and construction. Landowner negotiations to purchase the trail corridor would involve the city council, mayor as well as the city attorney.

**Schuyler County** government resources would include the technical assistance of the county engineer to provide guidance and oversight of any trail corridor crossing county highways or interacting with county right-of-ways.

## Ownership and Maintenance

**City of Rushville** has a unique role in that they will have ownership of the trail system and assist in the land acquisition process as well as approve any design, layout and construction of the trail. Trail maintenance would be coordinated through the city.

**Schuyler County government** also has a role in the trail system in that the trail would cross several county roads and run adjacent to them, but usually not on the road right-of-way. The respective Road and Bridge Committee as well as the County Highway Engineer would be involved in the decision making process where the trail interacts with county highways.

**Friends of the Trail** is a volunteer group of citizens recently organized and interested in working with the trail owner to provide overall planning, maintenance and guidance of trail management in order to ensure an enjoyable experience for all trail users. Contact Prairie Hills for further information.



### “Friends of the Trail”

Join us as a "Friend of the Trail." We are an all-volunteer group of citizens who plan to contribute our time and/or money to help develop and maintain a hiking/bike trail in the Rushville community. This trail will link Scripps Park and Schuy-Rush Park and will be approximately 2.3 miles long. Volunteers are needed to assist in cleaning and upkeep of the route.

If you are interested in becoming a "Friend of the Trail," please sign up by clicking on the button below. You will be contacted at a later date.  
Thank you for your support!



## Safety

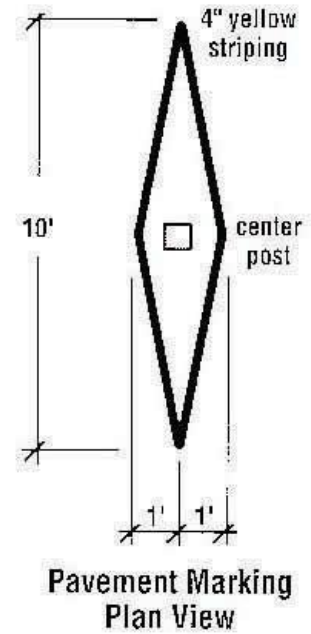
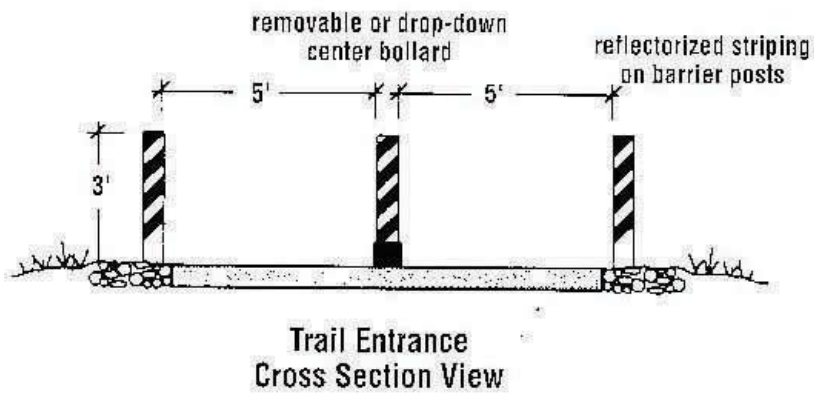
A wide variety of possible responses to addressing conflict exists. For example, rail-trail managers responding to a survey by the Rails-To-Trails Conservancy listed the following as techniques they use to overcome conflict-related problems on their trails (listed from most to least frequently reported):

- signage
- education
- meeting with user groups
- expanding facilities
- police or ranger patrols
- enforcement of regulations
- brochures articles in newsletters or local newspapers
- imposing speed limits
- volunteer trail patrols
- partial closings
- bicycle bell giveaways



## Removable Bollards

Bollards keep unwanted vehicles off trail, but allows for wheelchair accessibility. It can be removed to accommodate emergency vehicles and maintenance vehicles.



Source: APA PAS



This Bollard keeps unauthorized vehicles from entering the trail system.



# Public Open House

## Schuy-Rush Bike and Hike Trail Public Open House January 29, 2015



### Schuy-Rush Bike & Hike Trail

Connecting the City of Rushville to Schuy-Rush Lake













**Grow Rushville** is a participant driven strategic visioning and planning process whereby local leaders and citizen volunteers create a long-range vision for the future of our community and a plan of action for achieving it. The Rushville housing committee serves as the steering committee. The organization is divided into groups based on which goal they will focus on. The Bike Trail Planning Committee is part of the goal focusing on recreational improvements.



Prepared by  
Prairie Hills Resource Conservation and Development Inc.  
David King, Executive Director  
Brett Burkart, Department of Recreation, Park, and Tourism Administration, WIU Graduate Assistant

This trail will provide recreational opportunities for area residents and increase the quality of life. Having this trail in place will also draw tourists to the area and may increase the length of their visit boosting the local economy.

The location of this trail was selected because it provides a logical connection between the city of Rushville and Schuy-Rush Lake Park, while also being a scenic route that winds its way through a rural landscape.

Poster used to elicit feedback from the public

# Schuy-Rush Bike and Hike Trail Public Open House January 29, 2015

Thursday January 29<sup>th</sup>, 2015

## Sign-In Sheet

### Schuy-Rush Bike and Hike Trail Public Meeting

Name	Address	Phone Number	Email
1. Eonny Kruse	606 E Lafayette	217-248-7781	e.kruse20@Hotmail.com
2. Tim Wood	RR1 Box 70	217-322-4168	tim.wood@win.edu
3. Sean Park	35 Robinwood Dr	217-248-0079	sean.park@win.edu
4. Ken Fume	Road 125 Box 221	217-322-3085	kf@frontiernet.net
5. Tim Higgins	508 Maple Ave	309-333-4099	
6. Cheri Baker	8875 Morgan Lane	217-322-3044	
7. Almy Kunkle	14, 832 Hillcrest Ln		pd1701@rushville.org
8. Tiffany Williams	Cobleigh 333 S Liberty #2	570-637-3449	tnw106@win.edu
9. Ron Bush	RR2	322-3460	
10. Jack Windsor	217-248-0127	RUSHVILLE, IL	
11. Terry Milusable	565 W. Madison Ext. Rushville	217-322-2515	tmilusable@win.edu
12. Brent Wood	8185 Sugar Grove Rd Rushville	217-322-3311	woodbr@co3se.com
13. Bob Jones	8 Woodland Hills Rushville	217-322-6602	rajones@win.edu
14. Ellen Ehrgott	506 W. Washington	Rushville 322-3315	ehrgott@win.edu
15. Karen Decker	Glendale Dr	Rushville 217-440-4833	
16. Annie Skiles	RR2 Box 208	Rushville 217-322-4573	askiles@cascomm.com
17.			
18.			
19.			
20.			