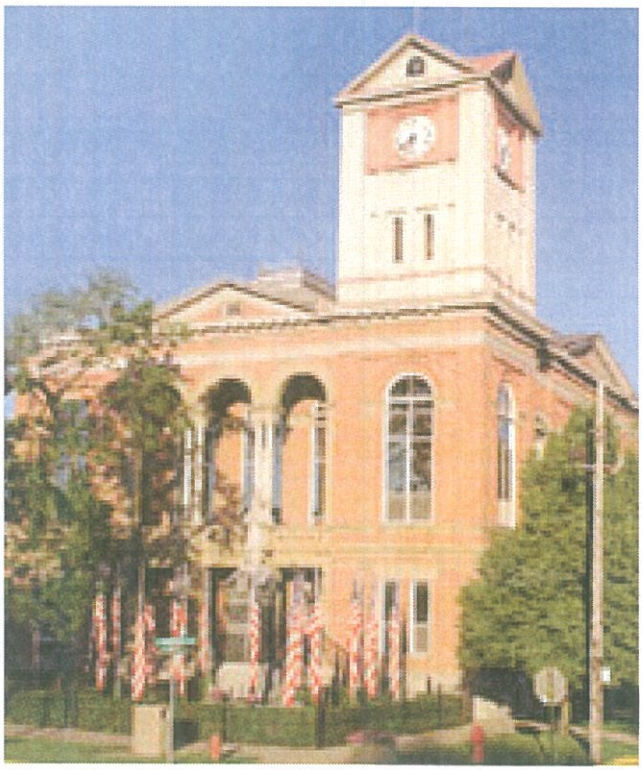

Schuyler County Greenways and Trails Plan

This Greenways and Trails Plan
is a joint effort of the people of Schuyler County and
The Illinois Department of Natural Resources

This plan was developed and produced with funding from the
Illinois Department of Natural Resources
for the people of Schuyler County and the Schuyler County Board

May, 2008

Schuyler Board Chair:

Rushville Mayor: Scott Thompson

Project Manager: Bill Kuhn

We wish to thank the many people who contributed their precious time and effort in the making of this plan.

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The Schuyler County Board
The Rushville City Council
The La Moines River Ecosystem Partnership
The many volunteers who contributed ideas and efforts

DEPARTMENT OF
NATURAL RESOURCES
MAY 27 2008
ORLP

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Executive Summary

Schuyler County is a beautiful and scenic rural area filled with the charm of central Illinois. Although some might say that "nothing changes here", it is worthwhile to look forward and attempt to positively influence our future. Developing a **regional vision** that promotes a sound economy and **attracts private investment** is essential, and creating a plan to **take advantage of the opportunities** that will arise over time will help keep Schuyler County beautiful with a high quality of life for its residents and visitors. This Greenways and Trails Plan supports these concepts.

Schuyler County is blessed with incredibly good soil, allowing for a consistent economy of exporting agricultural products. There is some manufacturing and trade industry, and a large services sector. Although nearby Fulton County is experiencing a renewed interest in coal mining, it is less likely to return to Schuyler County due to higher extraction costs and lower yields.

But what changes may occur? Will increasing international demand for pork result in mega-hog farms, more processing plants and immigration of workers? Will ethanol prove to be a viable fuel and bring a local plant or affect agriculture practices and production? Does Schuyler County seek to become a retirement, tourist, or bedroom community? Can Schuyler County create cottage industries that promote quality in-migration of retirees, families and tourists? What are the consequences and challenges of doing do?

These are important questions with no clear answer, but some background information may assist this discussion and identify opportunities. Census data indicates the population of Schuyler County has steadily decreased from 16,249 in 1880 to about 7,000 today. Approximately 70% are over 25 years of age, with reasonable parity among males and females. This evidence predicts that there will likely be fewer youth and more elderly, indicating a long term "dependency drift" toward a retirement community. Elderly sometimes have the capacity to infuse considerable assets into a community, including volunteerism, donations and investments; but tend to increase the demand for health care, assisted living and transportation; and can dominate community ambiance. One area for economic growth and stimulus may be in the areas of attracting higher income retirees. It is estimated in the next few decades over 1 million people with annual disposable incomes over $60,000 will retire each year. If Schuyler County could attract 10 of these retirees each year it would make a significant difference in the local economy over time, as houses are built, cars and goods purchased, and real estate tax assessment valuations increased. This Greenways and Trails Plan supports attracting an aging population.

The large service sector in the local economy indicates a capacity for service related tourism if demand exists or is created. Hunting and fishing is an established local past time with potential for greater visitor exploitation. Also, the demand for other outdoor recreation like hiking, biking, boating and bird watching could grow. These various and sometimes conflicting demands for recreation often require some management in order to optimize local and visiting demands on limited lands. This Greenways and Trails Plan

supports addressing these potential conflicts with a cooperative and opportunistic approach, and strives to increase the supply of recreational opportunities.

Household incomes in Schuyler County match statistically with rural Illinois. A regional vision of continuing with the current agriculture-service-manufacturing economy appears reasonable. If the lower numbers of youth predicted in the census data occurs, perhaps families with school-age children might be attracted to the area. Schuyler County's existing academic infrastructure may create the opportunity to supply a quality education to families willing to move into a low-cost area with good schools. Additionally, a national priority is brewing to promote children walking to school. This Greenways and Trails Plan supports safe routes to schools.

In summary, an opportunity exists, here and now, to begin making Schuyler County an even better place to live by adding Greenways and Trails to our Regional Vision, creating construction jobs, nice facilities and an attractive environment. Greenways and Trails can attract new affluent citizens to improve our tax base and economy, help retain our treasured sense of community, and further enhance our quality of life.

This Greenways and Trails Plan promotes walking, biking and other compatible uses for recreation and alternative transportation. The plan also introduces additional community development opportunities such as "History Trails (Genealogy/Cemetery/Country Church/Old School)", "Auto Trails", "Water Trails", "Birding Trails" and "Nature Trails". Future concepts could also include wild flowers, native plants, wildlife viewing and other eco-tourism opportunities.

To be truly successful, any of these efforts will need the grass roots support of the community. It is recommended the Schuyler County Greenways and Trails Plan be supported by multiple entities, including the county, city, park district, school district, and other local entities to broaden support and share responsibility for its implementation. A tax exempt (501c3) Greenways and Trails organization for private donations and volunteer coordination is advisable, as is updating the plan every 3 years to incorporate progress made, identify new opportunity's, and adapt to the evolving vision of the community.

This plan is designed to be compatible with other local initiatives including "Energize Rushville" and Rushville Downtown Redevelopment. Further, it does not create any major shift in funding priorities, or any increase in taxes. Rather, it relies on a cooperative, steady approach as one part of the community's vision.

Valuable information is available in Appendix C. Grant writers and designers will gain valuable insight by referring to this.

Chapter 1: Introduction and Plan Philosophy

The primary mission of this Greenways and Trails Plan is to provide a comprehensive technical planning and management tool for Schuyler County, local entities, and its citizens. It is a valuable starting point to supplement current efforts to make Schuyler County an even better place to live. This primary mission is to:

- Preserve and enhance cultural, historic and natural features while supporting recreation, conservation and the economic welfare of the area
- Enhance the quality of life for residents and visitors by providing pleasurable, healthy, and educational experiences
- Provide a framework for coordination of local and regional efforts
- Seek opportunity for walking, hiking, biking and other compatible uses
- Bring community resources to bear based on cooperation, efficiency and agreed upon vision

This primary mission has resulted in a proposed urban walking trail in Rushville and Scripps Park, proposed biking loops throughout the County on local roads, and several areas identified for further study.

A secondary mission is to provide additional assistance for local efforts related to but not traditional Greenways and Trails but have resonance in the community. This is an effort to seek additional trail concepts for:

- Cemeteries, country churches and genealogy
- Waterways
- Bird watching
- Native grasses
- Historic sites (old schools, Abe Lincoln)
- Auto trails

This secondary mission has resulted in some preliminary findings and ideas for further study and development. As these concepts are developed, each can be incorporated into future updates of this first Greenways and Trails Plan.

Chapter 2: The History, Culture and Natural Resources of Schuyler County

History

By reason of its accessibility by the great water courses of the inland lakes and the rivers that form its southern and western boundaries, Illinois was destined to play an important part in the history of the nation. To get a clear understanding of the history of Schuyler County and its evolution from the earliest time, it is eminently important that we should know of the historic events in their natural sequence.

Illinois was first claimed by Spain, by reason of discovery by Ferdinand De Soto, in 1541, who laid claim to all the country drained by the great Father of Waters. Spain, however, made no attempt to explore the vast area. The written history of Illinois begins in 1763 when Louis Joliet and Jacques Marquette paddled up the Illinois and Des Plaines Rivers. To them fell the honor of adding this princely domain to the mother country under the name 'New France'.

The ancient struggle for supremacy between France and Spain subjected Illinois to the fickle fortunes of war. On the thirteenth of September, 1759, Wolfe won his victory on the Plains of Abraham, and the country, of which Illinois would be a part, moved from under French to English dominion.

British dominion in the Mississippi Valley was, however, destined to be short lived. In the midst of the Revolutionary War, which began in 1776, Gen. George Rogers Clark, of Kentucky, planned an invasion of Illinois, and his conquest of Kaskaskia, on July 4, 1778 and subsequent capture of Fort Vincennes, is one bright chapter in the whole of American history, and eventually resulted in shaping the destiny of the new nation.

The conquest of the Illinois country in 1778 by General Clark was the beginning of the American occupation, but it was not until 1787, by congressional action, that it came under control of the General Government of the United States. Gen. Clark took possession of the country under the authority of the governor of Virginia, and the period immediately following is known as the 'Virginia Occupation'.

'An Ordinance for the Government of the Territory of the United States, North-West of the River Ohio', more commonly called the Northwest Ordinance, began the next period of the history of Illinois and Schuyler County. The Ordinance established the precedent by which the United States would expand west by the admission of new states rather than by the expansion of existing states. It also dedicated the State to freedom and gave to Illinois the proud prestige which removed it from the influence of Southern domination. The Ordinance banned slavery in the territory.

In 1800 the Territory was divided: the Ohio Territory to the east and, to the west, the Indiana Territory, including the present states of Indiana, Illinois, Wisconsin, and part of Minnesota. In 1809 an additional division established the Illinois Territory; this included the present state of Wisconsin and a portion of eastern Minnesota.

In 1812 Congress set aside Bounty Lands to be used as payment to those who fought in the War of1812. Initially 120 acres were offered to each soldier, later it was increased to 320 acres. The Illinois Military Tract was about 5,360,000 acres.

Many of the 1812 veterans did not choose to claim the land to which they were entitled, but instead sold or traded their titles to land speculators. After it became a State, Illinois began to sell the Military Tract lands for the taxes due. For a considerable period the principal revenue of the State was derived from this source. As a consequence, many of the first settlers in the future Schuyler County had great difficulty in ascertaining the legal status of the land they had staked out. They did not know whether it was "Congress Land", which they were entitled to preempt, or "Patent Land", which belonged to some absentee soldier who had probably sold it. Often, a 'land shark' would suddenly turn up as the rightful owner and demand an exorbitant price for the land which the settler had cleared, improved, cultivated and on which he had built a home.

The growth of this section of Illinois was significantly slowed by the contest over titles.

An Act of Congress in April of1818 enabled the Illinois Territory to become a state; in December of that year it was formally admitted to the Union.

Pike County was the first to be organized in the Military Tract, set apart from Madison County in 1821. It included the whole of the Country north and west of the Ill. River including what are now the counties of Cook and Will.

By an Act of the Legislature in 1823 Fulton Co. was formed out of a portion of Pike Co. By a Legislative Act on January 10, 1825, Calhoun County was formed in its present limits, from the southern portion of Pike County. On January 13, 1825, the organization of 8 new counties from the northern portion of Pike Co. was authorized: these included the current counties of Adams, Hancock, Warren, Mercer, and Knox. Additionally, parts of Henry and Putnam Counties were within the Tract.

Calvin Hobart and Orris McCartney were the first white settlers in what would become Schuyler County. They came from New Hampshire having heard from the soldiers who had camped along the Mississippi River of the rich prairie without stones in the soil, of grass which grew as high as a man's shoulders, and of the abundance of trees and water.

In 1823 they crossed the river at Downing's Landing, now Beardstown, and came by Indian Trail to settle in Section 16 northeast of present day Rushville. On the second day after their arrival they were visited by about one hundred Natives who were returning from hunting to the South. The roving bands of natives in this area were mostly of the Kickapoo Tribe. They were mainly villaged near where the Spoon River flows into the Illinois, The accounts of the early settlers relate that the natives were friendly towards them.

From the time of the arrival of the Hobart and McCartney parties until the original occupants departed to the West in 1826 there were no reported serious confrontations.

1824 witnessed a fairly rapid increase in population and by the end of the year there were enough settlers in the prairie region northwest of Beard's Ferry to bring about the formation of a new county. At the time the law required 350 legal voters had to be living in a region before it could be organized into a county. After enough signatures were obtained the petition was presented to the State Legislature at Vandalia which acted favorably and Schuyler County came into existence on January 13, 1825. Schuyler County was named for a Revolutionary War General, and later Senator, from New York.

Three commissioners were appointed to select a site for the seat of justice. A site a mile west of Pleasant View was selected and the new county seat was named Beardstown. The first term on the circuit court was held at that site November 4, 1825.

The residents of Schuyler County did not like the first chosen site and in 1826 the county seat was moved to its present location. As with the location, the name first chosen was changed in short order. The original name, Rushton, was chosen to honor a Philadelphia physician and Declaration of Independence signer, Benjamin Rush. Before the end of 1826 the name was changed to Rushville.

In 1839 Brown County was set off from Schuyler because Crooked Creek (now the La Moines River) occasionally made getting to Rushville difficult.

Aside from its present status as a leading Illinois agricultural county, Schuyler County is of note for its early Abe Lincoln associations and as the birthplace and boyhood home of the celebrated American newspaper publisher, E. W. Scripps.

Edward Wyllis Scripps was born in a modest farmhouse just west of Rushville in 1854. He became one of America's foremost newspaper publishers as well as founder of the United Press, an international news gathering agency. At 18 E. W. Scripps went to Detroit and joined the staff of the Detroit Tribune, then being published by his brother James. In 1875 the Tribune was destroyed by fire; James Scripps founded a new paper, the Detroit Evening News and appointed E. W. as the city editor.

Later in that year, E. W. entered the publishing business on his own establishing the Cleveland Penny Press, later renamed the Cleveland Press. The newspaper was successful from the start. He then acquired other newspapers in Ohio and, in 1896, formed an agency with Milton A. McRae to supply cable news to his papers; the Scripps-McRea Press Association.

In 1901 Scripps formed the Newspaper Enterprise Association for the providing of feature stories to local newspapers. Later he became associated with Roy W. Howard to form the Scripps –Howard Newspaper Alliance, the parent body of the United Press.

At one time E. W. Scripps owned 30 newspapers. He was deeply interested in science and founded Science Service, a news bureau for spreading scientific knowledge.

He also established the Scripps Foundation for Population Research at Miami University, Oxford, Ohio, and the Scripps Institution for Oceanographic Research at the University of California. He retired in1920 and died off the coast of West Africa in 1926.

All of the material in this accumulation comes quite directly from the sources listed. This direct quote from the History of Schuyler and Brown Counties, Illinois will suffice as a conclusion:

"No county in the State is blessed with a more intelligent and industrious husbandry than Schuyler County, and as a natural sequence it is growing in popularity and wealth; Very little indebtedness of any kind exists in the county. The people, as a class, are careful and frugal, and live within their means, and are not given to outside show and vain display."

Bibliography of History

Compiler's note: All of the material contained in this compilation taken from the following sources , all of which are to be found at the Schuyler Jail Museum & Genealogical Center, 299 South Congress, Rushville, Illinois.

Combined History of Schuyler and Brown Counties, Illinois. Reprinted by Stevens Publishing Co., Astoria, Illinois

This is Schuyler County, Illinois, by John Drury, published by the Loree Company, Chicago, Illinois, 1955

Schuyler County, Illinois History, compiled in1983 by the Schuyler County Jail Museum, printed by Taylor Publishing Co., Dallas, Texas

Historical Encyclopedia of Illinois and History of Schuyler County, edited by Howard F. Dyson, originally printed in 1908, reprinted by Stevens Publishing Co., Astoria, Illinois, 1970

Schuyler County Culture and Natural Resources

When Euro-Americans came to Schuyler County, agriculture dominated, as the primary natural resource of the area was its excellent soil. In addition, the extraction harvesting of other natural resources was a paramount activity. From the mid1800s through the early to mid1900s these industries included wild bee honey, wood products, pottery, shipping barrels, and coal mining.

An outstanding discussion of Schuyler County's natural resources can be found in "The La Moine River Ecosystem Partnership Plan" and other information funded by Conservation 2000. The La Moine River Plan is referred to here as an adequate summary of this topic.

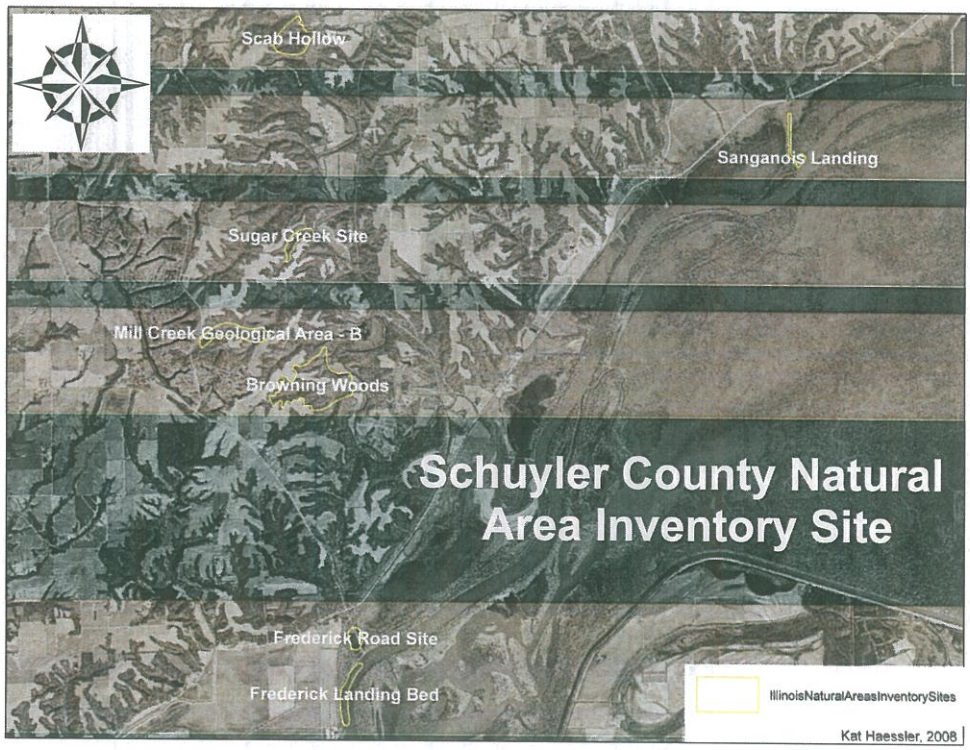
There are several Illinois Natural Areas Inventory Sites in addition to Weinberg King State Park, all located in the southeast portion of Schuyler County. These all have particular relevance to greenways and trails, and each is a unique and attractive asset.

There are also many website that describe this information, such as the following:

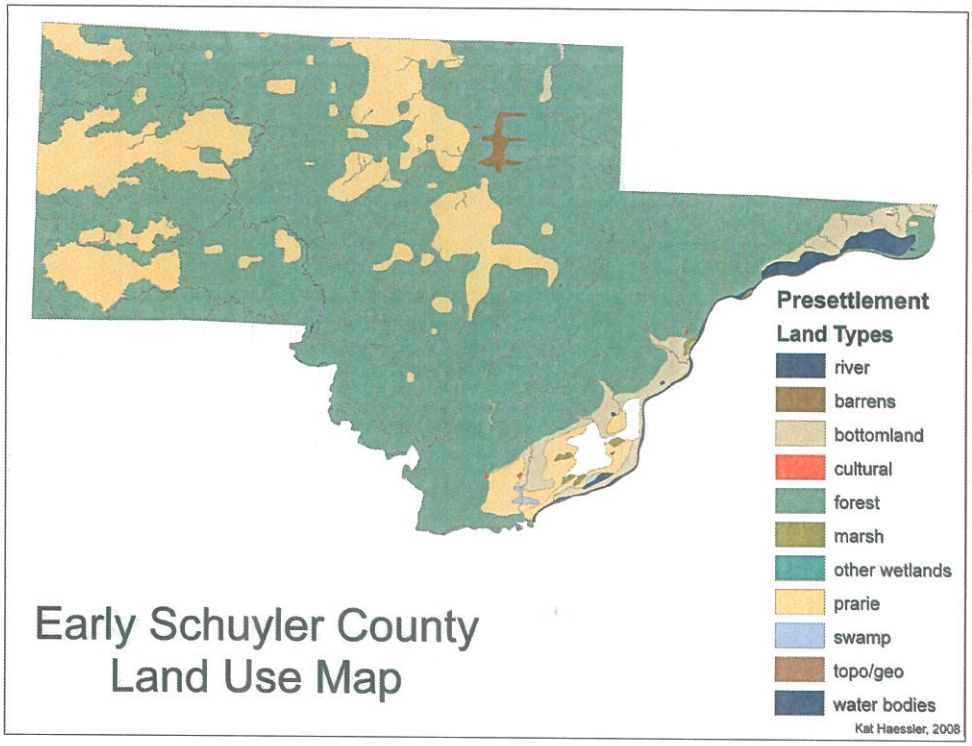
1. www.schuylercountyillinois.com
2. www.lamoineriver.org
3. www.dnr.state.il.us
4. www.factfinder.census.gov
5. www.genealogytrails.com/ill/schuyler
6. www.wikipedia.org/wiki/schuyler_county
7. www.outfitters.com/illinois/schuyler

Schuyler County has an excellent visitors' guide and other information that can be used to update visitors on existing and new opportunities. Any useful information in this document is available for other uses.

Illinois DNR Inventory of Natural Areas

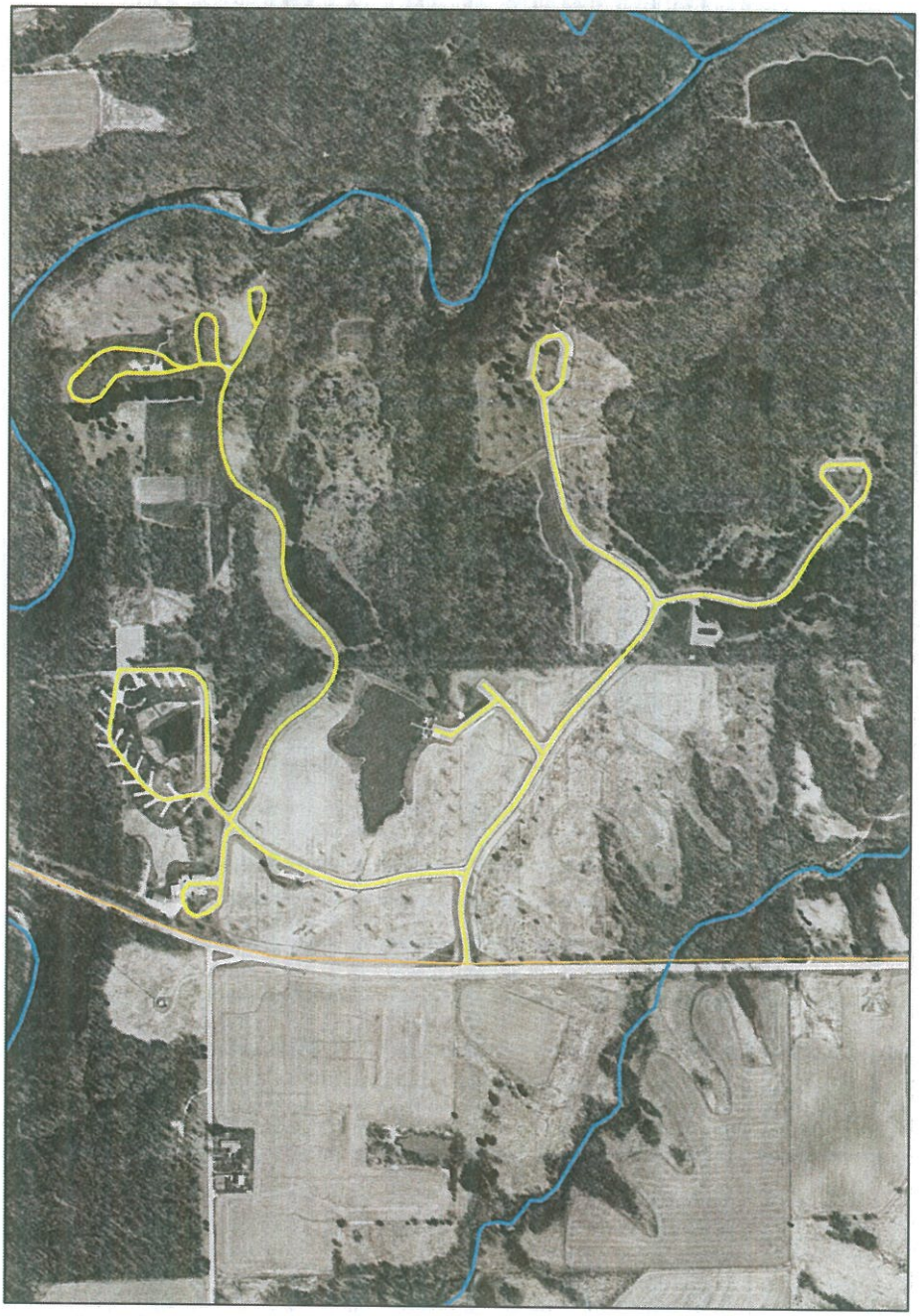


Early Schuyler County Land Use



Existing Weinberg King State Park: This park has miles of hiking trails, camping, allows horses and is a very scenic area. Additional improvements may be possible through a joint effort with IDNR.

Weinberg State Park



Chapter 3: Existing Conditions of Greenways and Trails

This is the first officially recognized Greenways and Trails Plan in Schuyler County, but considerable walking, hiking and biking is all ready prevalent. Other open space activity is also abundant, including boating, hunting, fishing, bird watching, visiting old cemeteries, old school sites and a multitude of other healthy and enjoyable recreational activities. In and around Rushville, people walk in existing parks and cemeteries, on existing sidewalks, and in the streets. Many bikers have their favorite local roads and loops. There are several existing assets of considerable value that create significant opportunity and can be seen as the foundation of a greenways and trails vision for the future.

Weinberg-King State Park is a beautiful treasure. Its scenic beauty, well maintained access, trails, camping, parking, and easy access make it a jewel. This is an Illinois Department of Natural Resources facility, and has the potential for an outstanding trail facility. It is beyond the scope of this plan, but local input and support to IDNR could lead to additional trails and uses.

Weinberg-King State Park, Scripps unit is an undeveloped site and may best remain so. There may be opportunity to promote additional uses, such as some hiking, wildlife viewing and bird watching. There is also an opportunity to promote wild flowers and native grasses on this site.

It is recommended that Schuyler County begin a dialogue with the Illinois Department of Natural Resources and the local site managers to seek means of mutual aid and support.

The local Scripps Park is a great facility and ideally located at the edge of Rushville. Improving biking and walking access would significantly enhance the community. A walking trail to and throughout this facility would significantly enhance a trail system, and is recommended.

Another beautiful jewel is the Rushville Downtown Park. This is an excellent focal point for the Corn Festival, Smiles Day, other community events, and is a historic Abraham Lincoln site. This is an ideal location to combine entertainment with walking and biking events. The Downtown redevelopment plan currently underway presents a great opportunity to begin implementing an energizing vision for Rushville and Schuyler County.

The Rushville Cemetery and County Fairgrounds are community assets with potential for greenways and trails. Area schools also provide an area for additional use if appropriate arrangements can be accomplished. It will be advantageous to have an ongoing dialogue with the cemetery, fairgrounds and school officials to seek opportunity for trail development and coordination. With all these concepts, there is a need for dialogue with the responsible parties, challenges to overcome, and potential benefit that can be achieved. It is a community effort, but a greenways and trails plan has great potential.

Chapter 4: Proposed Plan for Greenways and Trails

The Rushville Walking Trail

The primary recommendation of this Greenways and Trails Plan is the adoption of the following Rushville Walking Trail Plan, including the Scripps Park Walking Trail. This plan is an urban trail consisting of an 8 to 10 foot wide sidewalk. It is important to note the big advantage that exists due to the available right of way. This makes the plan very attractive.

The plan allows for a gradual build-out, based on a community vision, by

1. Establishment of an 8 foot to 12 foot wide "future clear zone", as needed, in the existing right of way, whereby trail needs are cleared as trees die or are removed, utility poles are relocated during routine maintenance, and other obstructions are not re-permitted by the city on the trail location. It appears there is adequate right of way for utilities, provided they are underground or replaced adjacent to the proposed trail. If the City Council adopts this strategy, informs the right of way users, and issues permits conforming accordingly, significant reductions in cost are possible, with little or no inconvenience to other needs.
2. Construction of portions of the proposed trail with other projects such as waterlines, regulatory actions, zoning and building permits, or utility permits can be another part of the City strategy of implementation. In essence, build the trail when an area of the "clear zone" is affected, as opportunity occurs.
3. Coordinating a walking and biking trail that continues through the High School and terminates at The County Fairgrounds (further study project).
4. Coordinating with Scripps Park a walking trail around its perimeter.
5. Coordinating a walking and biking trail around the lake at Schuy-Rush Park (further study project)
6. Seeking annual budgeting for the Rushville Walking Trail Plan from several agencies, including Schuyler County, City of Rushville, Park District, and School District. In this way, intergovernmental cooperation is enhanced, funding is diversified, and entities with priorities can implement favored projects.
7. Developing incentives for private parties to invest in trails, such as matching funds for property owners, and creation of a private organization (501c3).
8. Seeking grants, earmarks and exploring new funding sources (further study project).

The Rushville Area Bike Loops

The second recommendation of this plan is to allow and promote bicycling on local and state roads. Areas of further study recommended are to investigate the potential for bike trails in areas such as Weinberg-King State Park, a loop around Schuy-Rush Park and other possibilities that may arise. An evaluation of "designated users" is advised with the Illinois Department of Transportation Local Roads Division in conjunction with individual highway authorities (County and Townships and Municipalities) that are affected. Any appropriate signage and notice on roads will require the highway authority's approval. The routes identified as favorites of local riders include, beginning at the downtown park:

1. US Route 24 (or the Rushville Walking Trail) to Scripps Park, take Parkview south and east to County Highway 1, south to Pfeifer Rd, east to US Route67, southeast to Schuy-Rush Park Road into the park (5miles).
2. Liberty Street north to US Route 24, to Old Airport Road,
    a. Continue south on Old Airport Road to Lower Beardstown Road (5 miles).
    b. Continue east and south S.B.I 3 to Pleasant View, returning to Rushville on W. Pleasant View Road, northwest on Lower Beardstown Road, and north on Liberty Street on Lower Beardstown Road (6 miles).
    c. Continue southeast on Lower Beardstown Road Gillette Cemetery Road, to west on Hatfield Road to north back to Rushville on County Highway 1/Liberty Street (? Miles)
3. Liberty and US Route 24 north to County Highway 2 to Vermont in Fulton County, south to Astoria, south to Bader, County Highway 8 to Browning,
4. southwest on State Route 100 to Frederick, and northwest on Lower Beardstown Road to Liberty Street and Rushville.
5. Old Macomb Road north, then west on County Highway 5, north on State Route 99 through Camden or north on County Highway 11 through Huntsville, then west on State Route 101 to Weinberg King State Park, and return to Rushville.
6. US Route 24 (or the Rushville Walking Trail) to Scripps Park, continue on Route 24 to County Highway 16 into Brown County to Silam Springs State Park.

Other Recreational Activities and Opportunities
A third recommendation of this greenways and trails plan is to advance recreational activities unique to Schuyler County residents and visitors.

Genealogy is a popular local activity, so Appendix B is dedicated to information in support of this activity, including considerable information on local cemeteries. The local museum is an outstanding historical and genealogy resource. There is additional opportunity to consider a tour of the many beautiful churches in Rushville and rural Schuyler County. Perhaps a celebration near a religious spring holiday like Easter would provide an opportunity to showcase these cultural treasures and fund raising for worthwhile causes. A tour of old school sites also has potential.

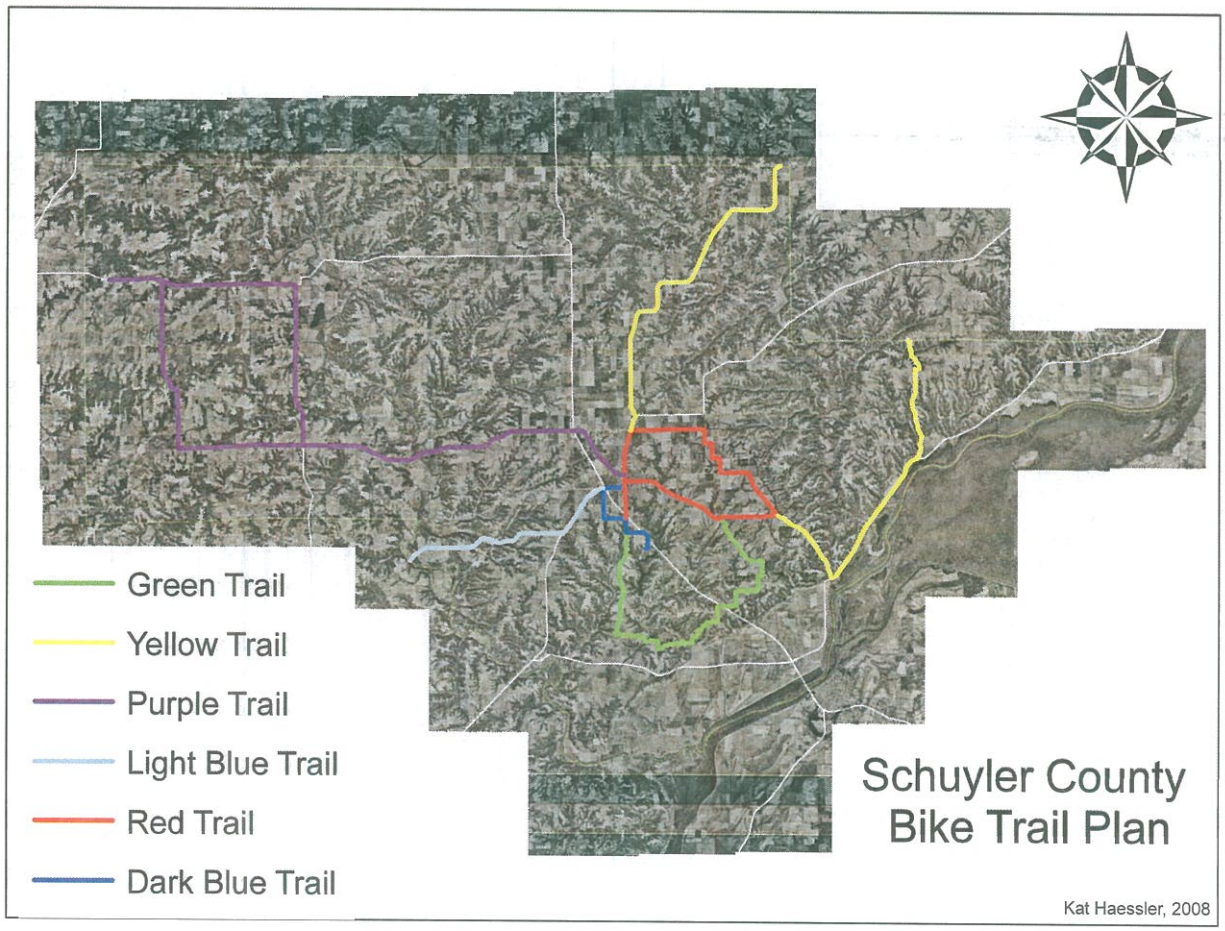
Several local waterways can be improved. Schuy-Rush Park boat ramp could benefit from improvement to parking and the ramp, and the lake would benefit from dredging. The Illinois River has available access. The La Moine River is considered by some to merely be a deep ditch, but canoeing and kayaking could be enjoyable if a quality ingress and egress point could be established.

Several existing identified IDNR Natural Areas, open spaces and public lands provide additional recreational opportunities. Bird watching is considered a fast growing activity that, with minimal plantings and availability of water, could be considerably enhanced. These same areas could be improved with plantings of native grasses and wild flowers. An auto trail is another opportunity to showcase the scenic areas of Schuyler County.

Maps of the recommended plans follow.

The Rushville Walking Trail Plan

The Scripps Park Walking Trail


Green Trail
Yellow Trail
Purple Trail
Light Blue Trail
Red Trail
Dark Blue Trail
Schuyler County
Bike Trail Plan
Kat Haessler, 2008

Area of further study:
High School and Fairgrounds

Area of Further Study
Schuy-Rush Park and possible
loop trail

Chapter 5: Funding and Implementation

The three recommendations made in this report are a Rushville Walking Trail Plan, including the Scripps Park Walking Trail, a Schuyler County Biking Trail Plan, and advancing unique recreational activities.

The cost estimate of the Rushville Walking Trail is based on an 8 foot concrete sidewalk. It assumes right of way can be cleared and utilities relocated separately.

Trail location	Estimated lineal feet	Cost per lineal foot	Total cost
Red	9000	$30	$270,000
Purple (City)	12200	$30	$366,000
Yellow	3400	$30	$102,000
Purple (Scripps)	6000	$30	$180,000
Total			**$918,000**

The cost estimate of the Schuyler County Biking Trails on local roads is based on signage along the roads. There are likely additional improvements desired that can be identified and prioritized over time. The cost of signs is approximately $2000. The cost of additional improvements such as shoulder paving, a loop around Schuy-Rush Park and others of substantial magnitude require detailed engineering, right of way and other costs that preclude a reasonable estimate at this time.

The cost estimate for the unique trail opportunities is estimated as follows:

Cemetery trail	Signs and maps	$1000
Bird watching	Signs and maps	$1000
Native Grasses and other	Plot dependent	Unknown
Auto trails	Signs and maps	$1000
Recommended Budget	**Non waterway**	**$10,000**
Waterways	**Boat ramps (2)**	**$100,000 each**

The funding of these facilities can be optimized by taking advantage of opportunity. Grants are worthwhile endeavors, including the Illinois Transportation Enhancement Program, Safe Routes to Schools, Open Space and Land Acquisition and Development, private grants, and special earmarks by legislation.

Applications for utility permits, zoning actions, building permits and other actions in the "clear zone" are opportunities to move toward the vision. Public and private projects in the clear zone can be an opportunity to require applicants to install trail components or to create joint venture opportunities to reduce implementation costs.

It is recommended that some public funding be considered through annual budgets. If several entities such as the County, City of Rushville, school district, park district, fair grounds, and others dedicate a few percent of their budgets to this vision and cooperate, this vision can create substantial community development results without placing a financial burden or noticeably affecting current funding prioritizes. A broadly supported initiative demonstrated with annual budget support is a significant and powerful force in a community and can energize other opportunities.

Appendix A: Design Information Intended to Assist Local efforts in Design of Trails, Grants Applications, and Related Activity.

Trails can positively impact and improve Rushville and Schuyler County, increasing property values and the tax base, stimulating economic development, and generating revenue in the area. Additional benefits can be improved community health and safety and community pride.

Federal initiatives consistently support trails. The 1991 the US Congress passed ISTEA legislation initiating new flexibility for state transportation, followed in 1994 when the Federal Highway Administration and National Highway traffic Safety Administration published a *National Walking and Biking Study*. In 1998 The Transportation Equity Act encouraged non-motorized transport, followed in 2005 by the Safe, Accountable Flexible, Efficient Transportation Equity Act (SAFETY-LU), which required states to address bicycle, pedestrian and disabled interests in transportation. The National Park Service has The River, Trails and Conservation Assistance Program (RTCA) gives technical assistance to communities.

Illinois initiatives Illinois Department of Transportation support, the Illinois Transportation Enhancement Program (ITEP), the Open Space Lands Acquisition and Development Program (OSLAD), Kand and Water Conservation Fund (LWCF), and other programs.

Design standards and assistance can be found from several places, such as

1. Illinois Department of Transportation Bureau of Design and Environment
2. American Association of State Highway and Transportation Officials
3. The United States Access Board and Illinois Accessibility Code
4. Manual for Uniform Traffic Control Devices
5. The Recreational Trails of Illinois Act
6. The Illinois Recreational Use of Land and Water Act (absolves owners from liability for injury to users)
7. The Local Government and Government Employees Tort Immunity Act
8. The Illinois Vehicle Code

Worthwhile websites include
http://ntl.bts.gov
http://www.fhwa
http://www.digsafely.com
http://www.transportation.org
http://dot.state.il.us
http://www.mutcd.fhwa.dot.gov
http://www.dnr.state.il.us
http://www.ilga.gov
http://www.railstotrails.org
http://www.nps.gov

Appendix B: Cemeteries

Genealogy is a growing past time. Schuyler County's rich heritage is evident in many cemeteries across the county, and very good research resources are available at the local museum. Two examples of this are included herein.

Bader Cemetery – Browning Township

Bader Cemetery is located just south of the village of Bader. The land for the cemetery was given to the township in 1884 by the family of Jeremiah Bader, the first person buried there. It previously was part of his farm and before he died he expressed his wishes to be buried there.

Jeremiah Bader (1797 – 1856) was born in Underhavin, Germany and was one of ten children. The Bader name comes from Baden-Baden, Germany. At age 18 he decided to come to America. After living in Pennsylvania and Ohio, he then traveled with his friend, Sam Fowler, to Browning Township and bought property there. The village of Bader, previously called Osceola, was later re-named after his son William.

Dr. Benjamin Walton (1810 – 1882) was born in Ohio and later married Mary John. In 1843 they traveled to Browning Township. Dr. Walton and his wife built and operated the first hospital in Schuyler County, an octagonal building near Bader. One of their direct descendants originated the World Communion Day.

Nancy Agnes Wakefield Venters Henderson (1792 – 1851) was born in North Carolina and was the daughter of a Revolution War veteran. She married Asa Venters and they moved to Illinois near St. Louis, which was just a village at that time. When Asa Venters died, she traveled with her three children on horseback back to Tennessee to be near her parents. She was expecting her fourth child. She named her fourth child Asa, after his father. She later married a Mr. Henderson in Tennessee and when he died, she relocated to Browning Township to live near her sons, Henry and Asa, who had moved there.

Hughes Cemetery
Buenavista Township
Schuyler County, Illinois

Hughes Cemetery is located on the Camden Road five miles west of route 67. It is down a short lane on the right side of the road. According to Hughes family history, this cemetery was established in the 1800's when James P. Hughes donated some of his land for a burial place for a gypsy baby who died when the gypsies passed through Buenavista Township. A listing of those buried at this cemetery can be found in the Buenavista Township Cemeteries book at the Schuyler Jail Museum.

There are some very interesting people interred in this cemetery, including Margaret Roth Eifert (1826-1916). She was born in Germany and later came to this country with her husband and small children. Soon after their arrival, her husband died and Margaret struggled to provide for her children. She spoke only German, but her strong determination saw her through the hard times and she became a successful farmer and business woman. She was able to build a new home for her children and was greatly respected in the community.

John Shaver (1848-1937) is buried here and his descendants live in the community. John built a lovely farm home for his young wife and they raised their 13 children there. He was devoted to the community and rose early on cold Sunday mornings to build the fire at his local country church. Dependable and respected, he was an upstanding member of the farming community.

Henry Green (1757-1835) was a good friend of the famous Reverend John Scripps of Rushville. He also was the father of Levin Green, a legendary circuit-rider preacher who wore buckskin and a coonskin cap. Levin Green was also involved in the founding of Rushville.

Appendix C: Additional Information

1. Sources for Funding and Technical Assistance

American Trails: http://www.americantrails.org.

Illinois Department of Natural Resources: http://www.dnr.state.il.us.

Illinois Transportation Enhancement Program: http://www.enhancements.org.

Professional Trailbuilders Association: http://www.trailbuilders.org.

River, Trails and Conservation Assistance Program:
http://www.nps.gov/ncrc/programs/rtca/index.htm.

2. Sources for Additional Background Information

Illinois Department of Transportation: http://www.dot.il.gov.

Intermodal Surface Transportation Efficiency Act of 1991:
http://ntl.bts.gov/DOCS/424MTP.html.

National Bicycling and Walking Study:
http://www.fhwa.dot.gov/environment/bikeped/study/index.htm.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users: http://www.fhwa.dot.gov/safetealu/index.htm.

Transportation Equity Act for the Twenty-First Century:
http://www.fhwa.dot.gov/tea21/index.htm.

U.S. Department of Health and Human Services (November 2000). Healthy People 2010: Understanding and improving health (2nd ed). Washington, DC: U.S. Government Printing Office.

3. Sources for Additional Design Information

2007 Excavation Safety Guide:
http://www.excavationsafetyguide.com/esg_view_2007.php.

American Association of State Highway and Transportation Officials:
http://www.transportation.org.

Bureau of Design and Environment, Illinois Department of Transportation (December 2002). Bicycle and Pedestrian Accommodations. Available at http://www.dot.state.il.us/desenv/bdemanual.html.

Capital Development Board, State of Illinois (April 24, 1997). Illinois Accessibility Code. http://www.cdb.state.il.us/forms/down

Dig Safely: http://www.digsafely.com.
Federal Highway Administration (September 2004). Characteristics of Emerging Road and Trail Users and Their Safety. Publication No. F
Available at http://www.tfhrc.gov/safety/pubs/04104/.

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