



OVERALL CORRIDOR CHARACTERISTICS

Corridor Inventory

A graphic system was developed specifically for the NRHT Development Guide to document in a concise and organized fashion, the physical conditions the consulting team observed along the Hendricks County portion of the corridor. The symbols that were developed show the location of various NRHT corridor conditions within Hendricks County. Specific Hendricks County trail alignment maps at the end of this section utilize the graphic system.

The following is a brief overview of the legend and symbol headings developed for observing the corridor and used on the trail alignment maps:

- Existing and proposed NRHT trail alignment
- Alternative NRHT trail alignment
- Other trails, both existing and future trails intersecting with the NRHT
- Historic National Road 1000' Zone of Influence
- At-grade road crossings
- Railroad crossings
- Waterway crossings
- Points of interest
- Existing and potential trailheads
- Competing uses
- Existing railroad bridges
- Previous location of railroad bridges

The visual character in Hendricks County changes dramatically as the trail is proposed to travel from the rural open space of the western part of the county to the developed and rapidly growing area near the eastern edge of the county.

This dynamic growth presents an opportunity in which the NRHT can play an important role. Residential communities being developed near the NRHT corridor can benefit as residents will be provided with opportunities for self-directed recreation. The corridor may also be able to link neighborhoods with schools, commercial areas and amenities such as parks. The NRHT can also be an important economic development tool by providing opportunities for individuals to improve their quality of life. A workforce that is provided recreation opportunities may in turn positively influence companies to maintain their local business as well as help the local community attract new business.

Opportunities

The following opportunities are listed to show how the NRHT may serve the communities through which it passes. These have been organized into types of opportunities such as relationships, linkage, views and physical conditions.

Relationship with the Historic National Road

- The trail alignment in Hendricks County only provides for a few hundred feet of the NRHT to be located within the Historic National Road 1000' Zone of Influence. This occurs as the trail approaches the Marion County line.
- An Historic National Road Interpretive sign is proposed to be located at the historic diner in eastern Hendricks County. The NRHT may offer the public an opportunity to use an alternative form of transportation to visit the site other than by automobile.

Linkage

- The NRHT is proposed to link the following Hendricks County corridor communities of Coatesville, Pecksburg, Clayton, Cartersburg and Plainfield.
- The City of Plainfield has been actively developing a network of city trails. The NRHT is proposed to utilize the alignment of the former Pennsylvania/Vandalia Railroad corridor in Plainfield. It is within this corridor that the city has constructed what is known as the Vandalia Trail. More implementation of the Vandalia Trail is expected to take place over the next couple of years. When fully completed, the Vandalia Trail will link with other city trails to provide Plainfield with a network of bicycle/pedestrian trails that will reach various areas of the city. These other city trails include: White Lick Creek Trail, Saratoga Parkway, Perry Road and Pump Road. The implementation of the NRHT is proposed to link the Plainfield network with Marion County and the Indy Greenways system to the east and western Hendricks County and beyond to the west.
- A potential trail connection may be made from the NRHT south to Cascade Junior High and beyond. The possible connection is located between the communities of Amo and Clayton.

Destinations

- There are a number of points of interest in Hendricks County which will be located alongside or near to the NRHT. The proximity of the trail to these sites will provide the public with opportunities to access them by means other than by automobile. These sites include: The Historic National Road, Lambert Park, Franklin Park, Interurban Station – Amo, Van Buren Elm Marker, T.H., I. & E. Interurban Station – Plainfield, Plainfield Historic District, Plainfield Diner, Hobbs Toll House.

Bridges

- Many of the Pennsylvania/Vandalia Railroad bridges constructed to cross stream and creek corridors in Hendricks County remain in place today. These bridges may provide an opportunity for the NRHT to cross these corridors. Unlike the concrete and steel bridges constructed for the Pennsylvania Railroad in eastern Indiana, Hendricks County has steel trestle bridges, such as found at the crossings of Crittenden Creek and Mill Creek.

Views

- The elevated trestle bridge over Crittenden Creek may provide trail users with an opportunity to have a unique view of the creek corridor from 30 feet above.

Potential Trailheads

- Public access to the NRHT will be important. The location of convenient trail entry/exit points will also be essential. In Hendricks County, several potential trailhead locations have been identified. These trailheads may possibly occur on the west side of Coatesville, at the sewer treatment plant east of Coatesville, at the Interurban depot in Amo, at a site on the east side of Reeves Road in Pecksburg, at Franklin Park in Clayton, on the east side of Cartersburg Road in Cartersburg and possibly at the Hendricks/Marion County line.



Lambert Park in Clayton. Source: Storrow Kinsella Associates Inc



Constraints

In Hendricks County, there are sites where physical conditions and situations may impact the development of the NRHT. These sites need to be addressed for the trail to be successfully implemented. The approach for addressing these situations can often turn a negative situation into an opportunity. The following are conditions that will require attention.

Removed Bridges

- Hendricks County is fortunate that many railroad bridges remain in place. However, a couple have been removed including one just east of the community of Pecksburg and the other over the West Fork of White Lick Creek, east of Cartersburg. A bridge built for the Interurban line remains in place adjacent to the site of the removed bridge over the West Fork of White Lick Creek. It may be possible that the intact bridge may serve as the creek crossing for the NRHT.

Competing Uses

There are several locations in Hendricks County of competing use on the proposed alignment for the trail. These sites may offer an opportunity for negotiations with the property owners to seek a workable solution for the implementation of the proposed trail. Possible outcomes of the negotiations may include the removal of the competing use or the possible routing of the proposed trail around the site. The competing use sites in Hendricks County include:

- A physical structure and vehicle/equipment storage on the corridor west of Milton Street in Coatesville.
- The sanitary treatment plant east of Coatesville.
- Four sites between Amo and Clayton where the railbed has been removed for farming or other proposed use.
- Two sites in Clayton where equipment and vehicles are parked on the corridor.
- A site where equipment and vehicles are parked on the corridor in Cartersburg.
- The Adesa Auto facility located on the corridor west of Six Points Road.
- Vehicles and equipment located on the corridor at the Hendricks/Marion County line.

Hendricks County Statistics

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| 2000 Census – Total Hendricks County Population | 104,093 |
| Percentage of Indiana’s overall 2000 Census | 1.7% |
| Number of NRHT Miles | 18.87 |
| At-grade road crossings | 19 |
| At-grade railroad crossings | 0 |
| Existing railroad bridges | 5 |
| Railroad bridge removed – trail opportunity | 3 |
| Trail crossing of U.S. 40/National Road | 1 |
| Locations of competing use | 8 |

Table listing quick facts about the proposed NRHT in Hendricks County. Source: Storrow Kinsella Associates Inc

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