

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 proposed trail corridor. The symbols that were developed show the location of various NRHT corridor conditions within Henry County. Specific Henry 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 that were developed for observing the corridor, and which are used on the trail alignment maps found at the end of this Henry County NRHT document.

- 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 use
- Existing railroad bridges
- Previous location of railroad bridges

Land-use along both sides of the NRHT proposed alignment in Henry County is predominantly rural and agricultural. On occasion, the former railroad corridor crosses a county road, stream or river. The proposed trail alignment also runs through several small towns. Views from the corridor often look out across countryside and woods.

As the trail moves across Henry County from west to east, it is proposed to pass either through or in close proximity to the communities of Knightstown, Raysville, Ogden, Dunreith, Lewisville and Straughn. Topography in this part of Henry County is relatively flat, although the railroad corridor was constructed on an elevated bed in Knightstown, Raysville and Lewisville to minimize conflicts between trains and vehicular traffic. The elevated corridor in Henry County with its series of bridges allowed trains to pass over the streets below.

The trail segment between the former Knightstown Spring Rest Stop and the community of Ogden is proposed to be in very close proximity to U. S. 40 – less than 200-feet of distance separate them. This particular piece of the former railroad corridor is recessed below the adjacent grade.

Construction improvements were conducted to the railroad

corridor in the early 1900's. From 1908 to 1910, bridges were constructed over rivers, creeks and streets. Many of the Henry County bridges constructed in that era remain, although a few have been removed.

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

- In western Henry County between the Hancock County line and Knightstown (a distance of approximately three miles), the NRHT is proposed to be separated from the National Road by a distance of approximately 2,000-feet to 2,500-feet. In the remaining portion of Henry County however, a significant amount of the corridor lies within the Historic National Road 1000-foot Zone of Influence. When the corridors are in close proximity, there may be an opportunity for trail users to learn about the Historic National Road and the history of Henry County.
- An Historic National Road Interpretive sign is proposed to be located at the Jonathan Knight statue in Knightstown. The proposed NRHT may offer the public an opportunity to use an alternative form of transportation to access the site other than by automobile.

Linkage

- The NRHT is proposed to link the following Henry County corridor communities of Knightstown, Raysville, Ogden, Dunreith, Lewisville and Straughn.

Destinations

- Several points of interest in Henry County are located adjacent or near to the proposed alignment of the NRHT. It may be possible that the public is afforded opportunities to access these sites by means other than by automobile. These sites include: the Historic National Road, Knightstown Historic District, Knightstown Spring Rest Park, Sunset Park, Lewisville Park, CKS Train Depot, Jonathan Knight Statue, Trump's Texaco Museum, Knightstown High School and Garr Nursery.
- A unique opportunity may be available for trail users to take advantage of the CKS Scenic Railroad. The NRHT alignment is proposed to bridge over the railroad corridor in Knightstown. The existing railroad is privately owned and offers the public a leisurely, scenic ride between the communities of Carthage and Knightstown. A depot/boarding area is located in Knightstown, approximately ½ mile north of the NRHT proposed alignment. The NRHT may offer Henry County residents an alternative way to access the train depot.

- The area along the U.S. 40 corridor in Henry County is known as Antique Alley. A number of shops exist in the communities along the highway. Many of those have frontage on the National Road. The NRHT may provide an alternative route for the public to reach the antique shops.

Bridges

- Several railroad bridges remain in place along the NRHT proposed alignment in Henry County. These occur at river and stream crossings and at street crossings in Knightstown, Raysville and Lewisville. These bridges will benefit trail users by providing the means for effectively crossing these sites.
- A unique opportunity awaits at the crossing of the Big Blue River at the edge of Knightstown. At this site an historic, multi-arch Historic National Road concrete bridge spans the river. The picturesque bridge could provide an opportunity for trail users to view over the Big Blue River and learn about the history of the National Road and the area.

Views

- The elevated bridges along the trail will visibly signify the location of the NRHT to the public and hopefully in-turn, invite them up onto the corridor. From the bridges, the public will have an opportunity to see the adjacent area from a unique perspective.
- As noted above, the bridge spanning the Big Blue River could provide for scenic views of the corridor below.

Potential Trailheads

- Public access to the NRHT will be important. The proposed location of trail entry and exit points will help support the use of the trail. In Henry County, trailheads may be developed at County Line Road-south of Knightstown High School, bridge crossing of Historic National Road-Raysville, two locations in Dunreith (see note below), at C. R. 25 W, at 1st Street-Lewisville and at Main Street-Straughn.
- The Indiana Department of Transportation (INDOT) has been investigating the realignment of S. R. 3 and its intersection with the National Road in the vicinity of Dunreith. The realignment should provide room for the development of a trailhead on the southwest corner of the intersection. The potential trailhead site may be available to be developed after the removal of the bridge over the NRHT route scheduled in 2007.



Existing bridges in Henry County currently limit access to adjacent communities. Source: Storrow Kinsella Associates Inc

Constraints

As the NRHT is proposed to cross Henry County, there are physical conditions and situations which may impact the development of the trail, and which must be addressed for its implementation. Often, the approach for addressing the situation can turn a negative situation into an opportunity. The following are conditions to be addressed for the proposed implementation of the NRHT in Henry County.

Removed Bridges

Henry County is fortunate in that only a few railroad bridges have been removed along the NRHT proposed alignment. Railroad bridges were originally constructed for trains to safely and efficiently cross roads. For the trail to become operational where the bridges were removed, it is proposed that either these bridges will need to be replaced, or provisions will need to be made to provide an opportunity for trail users to make an at-grade road crossing. The location of removed bridges includes:

- Removed bridge over S. R. 140 in Knightstown
- Removed bridge over Franklin Street in Knightstown
- Removed bridge over Williams Street in Lewisville

Competing Uses

There are several sites where competing use impacts the trail's proposed alignment. These include:

- Structures located on the corridor between Rush County C. R. 565 W and Henry County C. R. 775 W
- Structures located on the corridor in the community of Dunreith including a post office, firehouse and church
- Current use of the corridor for vehicular access to a business located east of C. R. 225 W
- The sewer treatment plant in Lewisville (Note: An agreement is in place that will allow the proposed trail to be constructed immediately south and adjacent to the treatment plant)
- A structure between C. R. 350 E and C. R. 425 E
- A business using the former railroad corridor to store equipment just west of Main Street in Straughn
- A house located on the former railroad corridor just east of Main Street in Straughn
- Storage of equipment/vehicles between C. R. 600 E and C. R. 675 E
- Equipment storage on the former railroad corridor between C. R. 675 E and South Bentonville Road

Henry County Statistics

2000 Census – Total Henry County Population	48,508
Percentage of Indiana's overall 2000 Census	0.8%
Miles of NRHT	20.34
At-grade road crossings	17
At-grade railroad crossings	0
Existing railroad bridges	16
Railroad bridge removed/trail opportunity	3
Trail crossings of U.S. 40/National Road	2
Locations of competing use	10

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

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