A Master Plan for
The Erie JK Rail-Trail
Starke and Pulaski Counties, Indiana
A Fifth Year Comprehensive Project

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Spring 2005
This Comprehensive Project report is the culmination of 6 months of research from November 2004 to April 2005 to determine the feasibility of a rail-to-trail greenway along the right-of-way of the former Erie JK Line from North Judson, Indiana to Monterey, Indiana.

My sincere hope is that the completion of this project will generate more interest in the JK Line, both locally and across the state. The Master Plan demonstrates that this currently inactive railbed could quickly become a valuable asset for the region. As the plan recommends, it is imperative that agencies around the state, in the region, and locally be partnered with advocacy groups and concerned citizens to insure the support and success of the project.
ACKNOWLEDGEMENTS

This Comprehensive Project could not have been completed without the help and support of many groups and individuals. I would like to first thank my advisor and professor, Ms. Anne Hoover, for offering herself as an incredibly valuable resource for me as I became acquainted with the many idiosyncracies of greenway design. I would also like to thank Mr. Richard Vonnegut of the Indiana Trails Fund for introducing me to the JK Line and providing a great deal of information about the project. While conducting field research, I was able to converse with several local experts, and I would like to thank them for enriching my research and design development: Lisa Malchow (Pulaski County Community Development Commission); Tom Sutton (Tippecanoe River State Park); Jim Shilling (Starke County Historical Society); Jim Carr (Pulaski County resident); and Jack Kraamer (Pulaski County resident).

Additional thanks go to my classmates and faculty in the Landscape Architecture program at Ball State, for all the guidance, cameraderie and support they have given me over the past five years.
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INTRODUCTION
Chapter 1:
Introduction

“To create a greenway is to make a community.”
-Charles Little

In the last one hundred years, the United States quickly moved from a heavy dependence on railroads to its love affair with the automobile. During this time, many of our nation’s rails were abandoned. As communities realize the alternative values of these corridors (recreation, non-vehicular transportation, and land conservation), old rail lines around the country are being converted into greenways.

In the past 20 years, these rail-to-trail projects have become increasingly common and popular throughout the American landscape. According to the Rails-to-Trails Conservancy, over 13,000 miles of rail lines have been converted already. The appeal of these greenways is undeniable: by converting abandoned and unused rail corridors into trail, users reap the benefits of recreation, alternate modes of transportation, conservation of both historic and natural resources, and economic revitalization. All of these benefits result in community growth and a much healthier level of interaction between neighbors.

The linear nature of these greenways often makes for monotonous trail conditions and less-than-inspiring landscape views. The challenge posed by this study is, “can rail-to-trail greenways be designed to offer an engaging spatial experience in both rural and urban settings?” This project will show how a rail-trail can make an essential network of links for the community, as well as provide an interpretive experience for a full range of users: cyclists, pedestrians, equestrians, commuters, joggers, students, business owners, and even wildlife.

TRAILS IN INDIANA

Establishing off-road trails here in the Hoosier State has proven to be quite challenging over the years: the State of Indiana has the unfortunate reputation of being one of the most “anti-trail” states in the nation. There are several factors that contribute to this designation: one key is the role that many farmers have played in opposing trail development. Historically, rural areas have voiced concerns about trails that are adjacent to private property. Political roadblocks have also occurred through prohibitive Indiana laws and strong lobbying from the Farm Bureau in Washington.

Despite the monumental challenges in place, several successful rail-to-trail projects have been launched in Indiana, most notably the Monon Trail in Indianapolis and the Cardinal Greenway from Marion to
Richmond. In all, the state is home to over 100 miles of trail; however this total is rather modest compared to other states in the Midwest. For example, Ohio boasts over 500 miles of trails, and Michigan has over 1,300! With over 13,000 miles of trail nationwide, it’s immediately apparent that Indiana does not have its fair share of trail opportunities.

The good news is that Indiana does have a myriad of natural and cultural and natural opportunities to explore for trail development. Several of these, such as the Ohio River, Wabash River, White River, Kankakee River, and Lake Michigan, provide great possibilities for intra- and inter-state links. Indiana is also home to many major railroads that are no longer active, several of which are excellent candidates for rail-to-trail developments. One of these rail lines is the Indiana portion of the Erie Railroad, which ran through the northern part of the state.

THE ERIE RAILROAD

In 1851, the great Erie Railroad became the first railroad to link the Eastern Seaboard with the Great Lakes. At 447 Miles, it was the longest continuous railroad in the world. Eventually, the Erie was extended even further west, snaking from Chicago to New York City. As Figure 1-1
indicates, the Erie Railroad commanded a dominating presence through both the Midwest and Northeast. It was shortly before the turn of the 20th century that this extension to Chicago introduced the Erie Railroad to Indiana. When the Railroad was finally completed, 160 Miles of track lay in the Hoosier State.

For approximately 80 years, the Erie Railroad actively operated in Indiana. In 1910, the entire line west of Marion, Ohio became double tracked as a split level railroad. In addition, several local feeder lines were constructed throughout the state for both passenger trains and industrial uses. In 1960, the Erie merged with the Delaware, Lackawanna, and Western to become the Erie-Lackawanna (EL) Railroad. During the line’s final 7 years, the Norfolk and Western Railway operated the EL line. In 1976, the national Erie-Lackawanna line was dissolved. The Indiana segment continued to operate under two different owners for four more years. By the mid 1980s, however, the entire line was abandoned, except for a 16 mile segment from North Judson to Monterey.

THE JK LINE

This North Judson to Monterey segment primarily moved corn, soybeans, and fertilizer to and from the Buckeye Feed and Supply Company grain elevator in Monterey. In 1980, the Tippecanoe Railroad began operating the line, using the old depot at Monterey as its main office. During this time, the Fulton County Railroad operated another
16 mile segment of track from Monterey, east to Rochester. Eventually, the traffic was turned westward to the CSX line at North Judson and this eastern section was abandoned.

In 1990, Daniel R. Frick purchased the North Judson to Monterey segment from the Tippecanoe Railroad and renamed it the JK Line, after his daughters Jordyn and Katie. The JK Line ran for another 13 years, with the final train from Monterey to North Judson running in December of that year. During the summer and fall of 2004, the tracks and railroad ties were removed from the line.

RAILBANKING

After service on the JK Line was discontinued, the Hoosier Valley Railroad Museum, located in North Judson, successfully railbanked the entire 16 mile segment. This process of railbanking, created through the provisions of the National Trails System Act adopted by Congress in 1983, is defined as a voluntary agreement between a railroad company and trail agency to use an out-of-service rail corridor as a trail until a railroad would need the corridor again for active rail service. Because a railbanked corridor is not considered abandoned, it can be sold, leased, or donated to a trail manager without reverting to adjacent landowners.

This provision has preserved almost 4,000 miles of rail corridors in 26 states that would otherwise have likely been abandoned. The successful railbanking of the JK Line is a significant development, as...
the Indiana Trails Fund has expressed interest in working to convert the corridor into a multi-use trail. The railbanking designation is an extremely convenient circumstance for this project, because it will simplify several of the land acquisition issues that have plagued so many other previous rail-to-trail projects have experienced. It should also be mentioned that the JK Line’s wide right-of-way is also a unique feature for a potential trail corridor. After the line was double tracked in 1910, the right-of-way expanded to 100 feet. This wide space increases the multi-use potential of the corridor, a luxury that most rail-to-trail projects do not have.

REGIONAL CONTEXT

To reiterate, Indiana is rich with potential for trail development. As Figure 1-4 illustrates, these opportunities are spread throughout the state. The JK Rail-Trail project fits nicely in this context, located only miles away from the current route of the American Discovery Trail (ADT). Some trail advocates around the state wish to strengthen off-road trail facilities along the ADT route - the ADT utilizes the Cardinal Greenway from Marion to Richmond, and if proposed projects like the Nickel Plate Trail and JK Trail were successfully completed, the entire Indiana segment of the ADT could be off-road.

The key to any successful trail project is connectivity, and the Erie JK Trail would not be an exception. Connections are essential because they allow for the greatest number of people to easily access the trail network. Increasing access will help to gain momentum for public support and increase the likelihood of getting funding. This point is emphasized in the 2000-2004 Statewide Comprehensive Outdoor Recreation Plan (SCORP) for Indiana. Three of the major goals outlined by that document include:

- Acquire more land and waterways for trail use
- Develop more intra-state and inter-state trail opportunities
- Encourage trail-friendly legislation

On the statewide level, a greater effort to educate lawmakers and citizens about the benefits of trails will be an important step toward improving the regional outlook on trail development.

LOCAL CONTEXT

Despite the distinct rural character of the JK Line, there is still a definite richness in the local context. Figure 1-5 is a composite of United States Geological Survey (USGS) maps that show the JK Line from North Judson to Monterey, with many of the trail-related opportunities in the area. Besides the towns of North Judson, Aldine, Bass Station, Ora, and Monterey, all of which are located on the line, Tippecanoe River State Park and Bass Lake are also a short distance away. In the next chapter, we will take a closer look at this local, exploring many of the unique opportunities and constraints offered by the JK Line, and considering connections that could be made throughout Starke and Pulaski Counties.
Figure 1-4. Trail opportunities in the State of Indiana, with the JK Line shown in context.
Figure 1-5. The Erie JK Line shown with its local context, highlighted in red.
Chapter 2:
Inventory and Analysis

“Small opportunities are often the beginning of great enterprises.”
-Demosthenes

Between the North Judson Depot at Mile 199.4 and the Monterey Depot at Mile 183.4, there are 16 miles worth of unique landscape character, small towns, and linkages. Today, the JK Line essentially exists as a rough trail. With the railroad ties and tracks removed, all the remains is the grading and gravel, and many residents have already been spotted using the right-of-way for jogging and walking dogs. After the railroad was discontinued, several road crossings in Starke County were bulldozed by the transportation department to improve sight distances for drivers. This development was unfortunate because more grading will now have to be done to make these crossings safe for trail users.

LAND USE

As Figure 2-1 indicates, the lands adjacent to the JK Line are almost exclusively zoned for agricultural use. This becomes apparent when observing the line in person or viewing photographs of the line. Besides agriculture, other land uses near the line include Residential (particularly

Figure 2-1. A Land Use diagram, indicating how land parcels near the JK Line are zoned.
Figure 2-2. Map of soil associations for Starke and Pulaski Counties. (Starke County Soil Survey and Pulaski County Soil Survey)

SOIL SURVEY

The JK Line comes in contact with six soil associations in its 16 mile span. In Starke County, the line crosses three associations (Prochaska-Adrian, Maumee-Gilford-Watseka, and Plainfield-Brems-Morocco) that are described as being very poorly drained. In Pulaski County, however, the line features three associations (Plainfield-Chelsea-Berrien, Miami-Metea-Celina, and Oshtemo-Bronson) that are well drained. See Figure 2-2 for a composite of the county soil maps.

This considerable shift in soil characteristics results in noticeable changes in the landscape. As the JK Line moves from North Judson to Monterey, the soils become less sandy and more loamy, which contributes to a heavier presence of agriculture to the east and more woodlots and other undeveloped lots to the west.

RAILROAD REMNANTS

Fortunately, several original features of the Erie Railroad still exist. Visitors to the line will notice that the original concrete mile markers are still in place, as are many of the “W” whistle signs. Despite the age of these signs, most are still in good condition and add an important and distinct character to the line. Also in place are the bridges and culverts that cross several rivers, streams, and agricultural ditches.

Figure 2-3. Mile Marker 186, just east of the Tippecanoe River Bridge.
These structural pieces often serve as platforms, offering views into the rural landscape. To insure the safety of future trail users, all structural elements on the JK Line would need to undergo a series of structural stability tests to determine if they can be used safely in the future.

OPPORTUNITIES AND CONSTRAINTS

After multiple visits to the JK Line and extensive research on the area, 12 points of importance were identified as being significant to the potential development of a rail-trail. Figure 2-4 may be used to locate each point in relation to the entire JK Line.

• **1: North Judson (Mile Marker 199.4)** - This town of 1,675 people was the west terminus of the Erie JK Line. North Judson was highly influenced by the railroads, as several major lines (Erie, Chesapeake & Ohio, Pennsylvania, and New York Central) intersected here. Today, North Judson is home to the Hoosier Valley Railroad Museum, the organization that railbanked the JK Line. The museum is currently housed inside a depot alongside the railroad that was built to reflect the architecture of the original depot (see Figure 2-5 and Figure 2-6). Within two blocks of the Museum is North Judson’s Main Street, which was recently enhanced with new paving and sidewalks. Several shops and offices line the street, and several more bicycle/pedestrian-oriented shops could potentially be added. A strong pedestrian link between Main Street and the depot should be established.

• **2: Active Rail (Mile Marker 199.4 to 197.4)** - The railroad museum opted not to have the entire 16 miles of tracks removed; instead, they reserved the two miles closest to North Judson to operate trains in the future. This segment of the JK Line would be designated as “rail-with-trail” as a result.

• **3: Rail-with-Trail Junction (Mile Marker 197.9)** - Near the end of the active rail segment, 1.5 Miles east of North Judson, is a triangle-shaped wedge of land created by the JK Line, State Road 10 and County Road 250 West (see Figure 2-7). This small parcel of land could potentially be developed as a trailhead that could accommodate both the trail and the Railroad Museum’s developments. For example, a platform could be built where a train car could be parked, and the public could have access to tour the car. This parcel of land could also serve as an eastern landmark and gateway for North Judson.

• **4: Literary Linkage Trailhead (Mile Marker 195.2)** - Despite Starke County’s rural character, it has ties to two famous and significant pieces of literature. L. Frank Baum is believed to have written part of his beloved novel “The Wizard of Oz” while vacationing on Bass Lake. After the success of the book, a small
town west of Bass Lake renamed itself Toto. It is also believed that part of “Ben-Hur” was written while General Lew Wallace was visiting English Lake. These interesting local ties could be incorporated into a local “literary spur”. The JK Line’s crossing at Range Road is only 4 miles south of Toto (see Figure 2-9), so this could be the location of an interpretive stop and trailhead.

- **5: Fell Ditch Bridge (Mile Marker 191.5)** - This small bridge offers an interesting spatial change along the corridor, opening up wider views (see Figure 2-10). The bridge itself could be the focus of an interpretive stop. A rest area/fishing area could also be programmed into the bridge’s new use. If equestrian use was allowed on the trail, this bridge could provide a unique opportunity for pedestrians to view the horses at a close distance. A structural check and refit is necessary (see Figure 2-11) to insure it could safely accommodate pedestrians.

- **6: Bass Station (Mile Marker 190.0)** - It was at this location, adjacent to U.S. 35, where a connector spur ran from Bass Station to Bass Lake (see Figure 2-12). The connector transported tourists to the lake during the summer and ice to the main line during the winter. Though the spur no longer exists, this location would be an excellent site for a historical interpretive stop. Safety issues will also need to be addressed with the crossing of the busy U.S. 35 traffic. Sight distances are good for both directions, but appropriate signage and traffic calming measures should be added.

- **7: Bass Lake Spur (Mile Marker 188.9)** - Bass Lake was a popular tourist attraction for the Calumet region in the early 20th century. Although the feeder line was discontinued in 1928, the lake still attracted seasonal crowds, and today there are many homes around the lake, with a State beach facility and campground available (see Figure 2-13). A side trail connecting the JK Line to the beach would represent a link between two regional recreational opportunities. County Road 600 East is a rural road that experiences much lighter traffic than U.S. 35, making it the preferred route. This spur would be approximately 3 miles in length.

- **8: Bartee Ditch Bridge (Mile Marker 188.8)** - Like the Fell Ditch Bridge, this bridge could serve nicely as an interpretive stop, rest area, and fishing area (see Figure 2-14). With its close proximity (1/10 mile) to County Road 600 East, this bridge could accommodate those who use the Bass Lake Spur. A structural check and refit is necessary to insure it could safely accommodate pedestrians.

- **9: Ora (Mile Marker 187.3)** - This small town has potential for becoming a quaint destination (see Figure 2-15). Its setting
could encourage development along the trail, such as a bed-and-breakfast. Also, a 1917 Railroad Evaluation Map indicates that a large property north of the railroad was acquired, and could be developed as a rest stop or access point.

- **10: Tippecanoe River Bridge (Mile Marker 186.3)** - This Bridge is an extremely important landmark for the JK Line. Built in 1912 by the Fred R. Jones Company, this 336 foot, double-track span could potentially be added to the Historic Register. A wide variety of uses can potentially be programmed for the site: rest stop; interpretive area, outdoor classroom; fishing; and bicycle/pedestrian crossing. A structural check would need to be made on the existing structure, and extensive work is necessary to make the bridge decking safe for pedestrians (see Figure 2-17). In addition to being a trailhead, the bridge site could potentially serve as the northern terminus for a trail running along the Tippecanoe River (see Figure 2-18).

- **11: Tippecanoe River Spur (Mile Marker 186.3)** - Tippecanoe River State Park is located just 3.5 miles downstream from the bridge (see Figure 2-19). This facility includes a road that stretches to the northern edge of the park, where an additional access point from the river could be added. Once inside the park, visitors can bike, hike, canoe, camp, and ride a series of equestrian trails. Land would need to be acquired along the river from the park’s boundary to the JK Line’s right-of-way. From the State Park, the trail could potentially be extended further south to Riparian Farms, a regional equestrian facility (Figure 2-20). In addition to offering trail rides, stables and paddocks, Riparian Farms also features a bed-and-breakfast on its grounds. One important constraint to allowing equestrian traffic on the river’s floodplain is the concern that severe erosion could occur. Also, land would need to be acquired from the Farm to the State Park’s southern boundary.

- **12: Monterey Depot (Mile Marker 183.4)** - The Monterey Depot, built in 1883, would be an excellent eastern terminus for the JK Line (Figure 2-21). The depot, after remodeling and renovation, could serve as an information center for recreational opportunities in the area. The land parcel on which the depot sits is large enough to accommodate a fully developed trailhead (see Figure 2-22). Also, Monterey’s Main Street is within a minute’s walk of the depot, allowing trail users to access supplies and food. Monterey is a node from which other regional recreational connections could be made to places like Bruce Lake (south) and Culver (northeast).
Figure 2-4. Opportunities and constraints along the Erie JK Line.
Figure 2-5. Then...: a photo of the old North Judson Depot, around 1915. (Starke County Historical Society)

Figure 2-6. ...and now: The reconstructed Depot today, home of the Hoosier Valley Railroad Museum.

Figure 2-7. A panoramic shot of the triangular-shaped land parcel at the JK Line, State Road 10, and County Road 250 West.

Figure 2-8. A view of the existing rail, looking toward North Judson.
Figure 2-9. 1895 Map of Starke County, showing the Erie Railroad, North Judson, Aldine, Ora, Monterey, Toto, and English Lake. (1895 United States Atlas)

Figure 2-10. Fell Ditch Bridge at Mile 191.5 provides views of the water and agricultural context.

Figure 2-11. Fell Ditch Bridge. Note that only one side has railing, and extensive decking and structural testing must be done before pedestrians are allowed access.

Figure 2-12. JK Line crossing at U.S. 35, Mile Marker 190.0. The Bass Lake connector spur once sat at this location.

Figure 2-13. Facility at Bass Lake Beach, approximately 3 miles north of the JK Line’s crossing at County Road 600 East.
Figure 2-14. Bartee Ditch Bridge, at Mile 188.8. Potential location for fishing and equestrian viewing.

Figure 2-15. Post Office at Ora, Mile 187.3.

Figure 2-16. Historic photo of the Ora Depot, around 1915. The depot has since been removed. (Starke County Historical Society)

Figure 2-17. A view on the Tippecanoe River Bridge, Mile 186.3.

Figure 2-18. A panoramic view of the Tippecanoe River, with the JK Line’s 1912 double-track truss bridge to the right.
Figure 2-19. Main Entry to Tippecanoe River State Park. Park visitors have access to jogging, cycling, canoeing, camping, and equestrian facilities.

Figure 2-20. Paddock at Riparian Farms. The facility offers trail rides throughout the year.

Figure 2-21. The original railroad depot at Monterey, built in 1883. The Buckeye Feed and Supply grain elevator is in the background.

Figure 2-22. A panoramic view of the large land parcel available for trailhead development at the Monterey depot.
Chapter 3: 
A Vision for the Trail

“High expectations are the key to everything.”
-Sam Walton

VISION STATEMENT

The Erie JK Rail-Trail will value not only getting from North Judson to Monterey, but to engage in the experience. The trail users will be able to enjoy the rural landscape through a series of resting areas, side trips, local linkages, and learning opportunities. Local classrooms will use the trail to explore nature and environmental issues. Residents of Starke and Pulaski Counties will get the opportunity to learn about the natural and cultural history of their home. Outdoorsmen will have access to walking, cycling, horseback riding, canoeing, rollerblading, hiking, and camping. The trail will not only provide a needed and valuable recreational opportunity: it will enhance the quality of life for both counties. Nearby communities will benefit economically from the influx of trail users who will need goods and services. In the future, stronger regional linkages into the area will be accomplished because of the Erie JK Rail-Trail.

GOALS AND OBJECTIVES

After considering the vision crafted for the Erie JK Rail-Trail and the specific opportunities and constraints that apply, seven unique goals were crafted for the project. The goals listed below are common with almost any other rail-to-trail project, but many of the objectives listed are specific to this particular trail.

- **USEABILITY:** the trail will accommodate a variety of users, including walkers, joggers, cyclists, rollerbladers, and equestrians. Multiple treads and signage will be available for the safety and comfort of all user groups.

- **SAFETY:** the trail will be used by many age and skill groups, and all facilities will be designed with safety in mind. High visibility, signage, path markings, and railings will help reduce potential points of conflict.

- **CONSISTENCY:** to insure that the trail is user-friendly, a series of well-developed design standards will help users to interpret appropriate behavior while using the trail.

- **ACCESSIBILITY:** to insure its success, especially in a rural setting, a high number of access points will be essential. In addition to trailheads, side loops, and towns, access points will also include county roads.
• **COMMUNITY ASSET:** The trail’s success will be viewed not only as it’s effectiveness as a recreational tool, but also in the social, economic, and environmental benefits it provides. Projects that revitalize residential and commercial areas near the trail will be especially effective, as well as progress made with improving adjacent ecological corridors.

• **CATALYST:** This trail should strive to become part of larger regional, state-wide, and national recreation networks. This includes other opportunities (existing and future) with Starke and Pulaski Counties, Indiana DNR, and the American Discovery Trail.

• **INFORM AND EDUCATE:** The trail will include a well-developed interpretive program that will help inform users of their surroundings and the rich history of the area.

**PLANNING CONSIDERATIONS**

In order for a long-term, highly developed project like the Erie JK Rail-Trail to get off the ground, a number of key considerations and assumptions about the planning process must be established.

**A “Friends of the Erie JK Rail-Trail” group must be developed.**

In order to generate support for the trail, many groups affected by the development should be united in a collective effort. The two most active groups, the Hoosier Trails Fund and Hoosier Valley Railroad Museum, would certainly be instrumental in helping form the group and “recruit” additional supporters. The Friends of the Erie JK Rail-Trail would also include several local interests, such as the towns of Monterey, Ora, North Judson, and the Winamac Chamber of Commerce. The support of the Pulaski and Starke County Commissioners, as well as each county’s Soil Conservation Service offices would be essential as well. On a statewide level, the Department of Natural Resources’ offices of Forestry; Fish and Wildlife; Outdoor Recreation; and Rivers and Reservoirs would all be included. This advocacy group would serve to develop a more clear vision of the trail, as well as generate a stronger voice for public support of the trail’s development and construction. Without the organization of a

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**Figure 3-1.** The Monon Rail-Trail in Indianapolis is a good example of a trail that effectively accomplishes goals of safety, recreation, and economic growth simultaneously. (Indy Greenways)
united group, it would be very difficult to build momentum for the trail’s development.

**Linkages are essential to the success of the trail.**

The Erie JK Rail-Trail is located in a highly rural setting, and the corridor is not directly accessible by a large population. In order to maximize both its marketability as a trail and its ease of use to the largest population possible, side loops and themed spur trails must accompany the primary rail corridor. These side trails will cater to a wide range of interests (history, literature, ecology), which will generate more interest than if the trail were simply promoted as a recreational resource. Creating linkages will also encourage efforts to make the rail-trail part of a larger network within the region.

**All motorized traffic on the rail-trail is strictly prohibited.**

While the Erie JK Rail-Trail is fortunate enough to have a wide right-of-way, the use of motorized vehicles like ATVs and snowmobiles
must not be allowed. The main concern regarding the use of these vehicles is that of liability. The risk associated with ATVs and snowmobiles can be extremely high, and inappropriate use can quickly bring serious injury to people and damage to property. Also, allowing this traffic on the trails could quickly compromise the safety of other trail users. As a result, it must be a priority to take all reasonable measures to keep the trails free of motorized traffic. This includes structural elements that physically limit ATVs and snowmobiles from entering the trail at access points, as well as regular monitoring of activities on the trail, especially at night and during the winter months.

**Equestrian use on the rail-trail is desired.**

Unfortunately, the state of Indiana lacks an amount of equestrian facilities that meets demand. Tippecanoe River State Park is an example of one state facility that includes horse trails, but the 2000-2004 Statewide Comprehensive Outdoor Recreation Plan (SCORP) states that expanded facilities are desired. The greatest deterrent to these facilities is their costly maintenance, as equestrian trails frequently suffer from erosion and overuse. Because of this, additional funding from an entity separate from the “Friends of” group would be needed to support the development and consistent maintenance of an equestrian facility on the Erie JK Rail-Trail. A potential solution to this issue could be an agreement made with the state, which would subsequently manage an endowment fund for the equestrian trail.

**Planting buffers should be installed in the wide right-of-way.**

The Erie JK Rail-Trail benefits from a 100’ right-of-way, but several segments of trail lack adequate buffer plantings to serve as windbreaks. With the rural, agricultural nature of the trail’s surrounding context, trail users could be subject to severe wind gusts (especially in winter) that would serve as a detriment to the trail experience. Introducing native plant species to help establish or improve windbreaks will make the Erie JK Rail-Trail more user-friendly and safe.
THE ERIE JK RAIL-TRAIL

THE DESIGN PROGRAM
Chapter 4:
The Design Program

“Arrange whatever pieces come your way.”
- Virginia Woolf

Planning for a 16 mile linear corridor is a rather difficult undertaking - trying to account for all the variety and information becomes too much to digest as one unit. It becomes increasingly important, therefore, to contemplate the linear corridor experience and give consideration to various landmarks, highlights, and landscape characteristics that help to distinguish segments of trail. The six segments highlighted in Figure 4-1 have been identified after inventorying the existing conditions, developing a program of amenities, and considering the needs of the trail. The trail’s program will be presented segment by segment, with this breakdown:

- SEGMENT A: North Judson to Rail-with-Trail Junction (RED)
- SEGMENT B: Rail-with-Trail Junction to Range Road (ORANGE)
- SEGMENT C: Range Road to Fell Ditch Bridge (YELLOW)
- SEGMENT D: Fell Ditch Bridge to U.S. 35 (GREEN)
- SEGMENT E: U.S. 35 to Ora town (BLUE)
- SEGMENT F: Ora town to Monterey town (VIOLET)

SEGMENT A: NORTH JUDSON DEPOT to CR 250W (see Figure 4-2)
LENGTH: 1.5 MILES (MILE 199.4 to MILE 197.9) - STARKE COUNTY

Highlights:
- Hoosier Valley Railroad Museum (Cultural)
- North Judson Cincinnati Street (Cultural)
- Future Active Railroad (Cultural)

Amenities:
- Developed Trailhead at Railroad Museum (restrooms, seating, local and regional maps, information kiosk, parking, historic interpretive station)
- Culvert over Pine Creek (Mile 198.1)
- Future linkage to LaCrosse/Malden with Conrail Rail-with-trail
- Resting area, train turnaround, interpretive station at State Road 10 / CR 250W

Access points:
- Railroad Museum
- North Judson via Mulberry Street, Franklin Street, Main Street
- State Road 10
- County Road 250 West

Landscape Character:
- North Judson: Industry/Residential
- Ag/Ag with mature vegetation as screen, highway to
Needs:
- Expand Railroad Museum property for amenities
- Link Museum to Cincinnati Street (main commercial area)
- Add business that cater to trail users (i.e. bicycle shops, runner’s outlet)
- Safety measures for crossings at Main Street, SR 10 (severe angle), CR 250 W
- Add handrails to Pine Creek culvert
- Develop eastern node for Museum rail activities (platform, restrooms, seating, parking)
- Establish safe buffer between active railway and trail

SIDE TRAIL: North Judson to LaCrosse, Malden
LENGTH: APPROXIMATELY 18 MILES
- This potential rail-with-trail could be developed if the Hoosier Valley Railroad Museum pursues an opportunity to railbank the Conrail line from North Judson to Malden. A multimodal path could be developed in the right-of-way. The Railroad Museum would maintain this as an active line, with trains running through Malden, LaCrosse, and North Judson.

SEGMENT B: CR 250 W to RANGE ROAD (see Figure 4-3)
LENGTH: 2.7 MILES (MILE 197.9 to MILE 195.2) - STARKE COUNTY

Highlights:
- Several sizable pockets of woodland, including conifers (Natural)
- Notable topography change near mile 197 (Natural)

Amenities:
- Bridge and interpretive station at Bogus Run (Mile 197.2)
- Resting stop/interpretive station at mile 196.0
- Trailhead at Range Road (parking, information about county literary loop, regional map)

Access points:
- County Road 250 West
- County Road 100 West
- Range Road

Landscape Character:
- Woodland/Woodland
- Ag/Woodland with mature vegetation as screen
- Ag/Ag with mature vegetation as screen
- Ag/Ag with negligible screening

Needs:
- Safety measures for crossings at CR 250 W, CR 100 W, Range Road
- Reinforce planks/add decking on Bogus Run Bridge, add handrail and seating area
- Develop interpretive station at mile 196.0
- Acquire land for parking, trailhead at Range Road
SEGMENT C: RANGE ROAD to FELL DITCH BRIDGE (see Figure 4-3)
LENGTH: 3.7 MILES (MILE 195.2 to 191.5) - STARKE COUNTY

Highlights:
- Abbreviated segments of mature woodland (Natural)
- Town of Aldine: potential development (Cultural)

Amenities:
- Rest area and interpretive station at Fell Ditch Bridge

Access points:
- Range Road
- County Road 125 East
- County Road 700 South
- County Road 200 East
- County Road 300 East

Landscape Character:
- Ag/Woodland with mature vegetation as screen
- Ag/Ag with mature vegetation as screen
- Ag/Ag with negligible screening

Needs:
- Improve handrails and add decking on Fell Ditch Bridge
- Safety measures for crossings at Range Road, CR 135 E, CR 700 S (severe angle), CR 200 E, CR 300 E

SEGMENT D: FELL DITCH BRIDGE to U.S. 35 (see Figure 4-4)
LENGTH: 1.5 MILES (MILE 191.5 to MILE 190.0) - STARKE COUNTY

Highlights:
- Nice mature wooded buffer (Mile 190.5)

Amenities:
- Resting area and interpretive station at Bass Station
- Potential access area/trailhead at trail intersection with CR 400 E / CR 800 S

Access points:
- County Road 400 East
- County Road 800 South
- U.S. 35

Landscape Character:
- Ag/Ag with mature vegetation as screen

Needs:
- Safety measures for crossings at CR 400 E, CR 800 South (severe angle), U.S. 35 (high speeds)
- Acquire land at CR 400 E / CR 800 S
- Acquire land at U.S. 35 for parking

SEGMENT E: U.S. 35 to ORA TOWN (see Figure 4-4)
LENGTH: 2.7 MILES (MILE 190.0 to MILE 187.3) - STARKE COUNTY

Highlights:
- Ora Main Street (Cultural)
- Rising Sun campground: south of Ora (Cultural)
- Small creek/ditch runs parallel south of trail for segment
near Mile 188 (Natural)

Amenities:
- Culvert over Taylor Ditch (Mile 189.9)
- Bridge and interpretive station at Bartee Ditch (Mile 188.8)
- Linkage to Bass Lake via CR 600 E - signage and limited parking at south edge
- Large undeveloped lot in Ora in right-of-way
- Resting area / interpretive station in Ora

Access points:
- U.S. 35
- County Road 600 East
- County Road 700 East
- County Road 750 East

Landscape Character:
- Ag/Woodland with mature vegetation as screen
- Ag/Ag with mature vegetation as screen
- Residential/Residential

Needs:
- Safety measures for crossings at U.S. 35 (high speeds), CR 600 E, CR 700 E, CR 750 E
- Develop Ora lot for trail users
- Add handrails at Taylor Ditch culvert
- Improve decking and add handrails for Bartee Ditch Bridge
- Acquire easements along CR 600 E for side trail to Bass Lake
- Acquire land near mile 188.9 for signage and parking
- Add business that cater to trail users (i.e. bicycle shops, runner’s outlet)

SIDE TRAIL:  ERIE JK RAIL-TRAIL TO BASS LAKE STATE BEACH
LENGTH:  APPROXIMATELY 3.1 MILES

This side trail would link two key recreational assets in Starke County. Using the quiet, rural County Road 600 East would provide a direct, low traffic route to Bass Lake State Beach.

SEGMENT F:  ORA TOWN to MONTEREY TOWN (see Figure 4-5)
LENGTH:  3.9 MILES (MILE 187.3 to 183.4) - STARKE AND PULASKI COUNTIES

Highlights:
- Tippecanoe River and Bridge (Cultural and Natural)
- Historic Monterey Depot (Cultural)
- Monterey Main Street (Cultural)

Amenities:
- Trailhead and interpretive station at Tippecanoe River Bridge
- Linkage to Tippecanoe River State Park and Riparian Farms by Tippecanoe River
• Resting area at CR 500 E
• Developed Trailhead at Monterey Depot (restrooms, seating, local and regional maps, information kiosk, parking, historic interpretive station)
• Potential linkage with Pulaski County road bicycle route

Access points:
• County Road 750 East (Starke County)
• County Line (County Road 900 S - Starke, County Road 800 N - Pulaski)
• Three Mile Road (Pulaski County)
• County Road 400 East (Pulaski County)
• County Road 500 East (Pulaski County)
• Monterey via Washington Street, Walnut Street, Bridge Street, Cross Street

Landscape Character:
• Woodland/Ag with mature vegetation as screen
• Woodland/Woodland in river corridor
• Ag/Ag with mature vegetation as screen
• Ag/Ag with negligible screening
• Monterey: Industry/Residential

Needs:
• Repair decking, add railing on Tippecanoe River bridge
• Acquire lands along Tippecanoe River
• Follow DNR process for adding entry point for Tippecanoe River State Park
• Rehabilitate, remodel Monterey depot
• Develop trailhead facilities at depot
• Provide linkage from depot to Monterey Main Street
• Add business that cater to trail users (i.e. bicycle shops, runner’s outlet)

SIDE TRAIL: TIPPECANOE RIVER BRIDGE TO TIPPECANOE RIVER STATE PARK AND RIPARIAN FARMS
LENGTH: APPROXIMATELY 11 MILES

• This side trail would follow the meandering Tippecanoe River south from the Erie J/K Trail to Tippecanoe River State Park, linking two regional recreational opportunities. A new entry point for the park could be added to accommodate trail users wanting to enter the park. The trail could move south along the river to Riparian Farms, a horse farm and bed and breakfast. This path could be possibly accommodate equestrian users, but issues of erosion control would need to be addressed.

INTERPRETIVE PROGRAM

A significant number of interpretive stops have been proposed along the Erie JK Rail-Trail. Despite the rural, seemingly blank context, there are many themes and narratives that could be explored through a well-developed interpretive program. Here is a suggestion of what
SEGMENT A: North Judson Depot to CR 250 West
Length: 1.5 Miles (Mile 199.4 to Mile 197.9)

SEGMENT B: CR 250 West to Range Road
Length: 2.7 Miles (Mile 197.9 to Mile 195.2)

SEGMENT C: Range Road to Fell Creek Ditch
Length: 3.7 Miles (Mile 195.2 to Mile 191.5)

SEGMENT D: Fell Creek Ditch to Bass Station (U.S. 35)
Length: 1.5 Miles (Mile 191.5 to Mile 190.0)

SEGMENT E: Bass Station (U.S. 35) to Ora (CR 750 East)
Length: 2.7 Miles (Mile 190.0 to Mile 187.3)

SEGMENT F: Ora (CR 750 East) to Monterey Depot
Length: 3.9 Miles (Mile 187.3 to Mile 183.4)

Figure 4-1. Color-coded breakdown of Segments A through F along the Erie JK Rail-Trail.
Figure 4-2. Segment A Master Plan (North Judson Depot to Rail-with-Trail Junction): 1.5 Miles.
Figure 4-3. Segments B and C Master Plan (Rail-with-Trail Junction to Range Road; Range Road to Fell Ditch Bridge): 2.7 Miles + 3.7 Miles = 6.4 Total Miles
Figure 4-4. Segments D and E Master Plan (Fell Ditch Bridge to U.S. 35; U.S. 35 to Ora town): 1.5 Miles + 2.7 Miles = 4.2 Total Miles
Figure 4-5. Segment F Master Plan (Ora town to Monterey town): 3.9 Miles.
Figure 4-6. Dense woodland both north and south of the right-of-way.

Figure 4-7. Dense woodland on one side, agriculture with a mature vegetative buffer on the other side.

Figure 4-8. Agricultural context both north and south of the right-of-way, with a mature vegetative buffer.

Figure 4-9. Agricultural context both north and south of the right-of-way, with negligible buffer vegetation.
Figure 4-10. This cross-section illustrates the conditions for the right-of-way in North Judson. The wide right-of-way still contains active tracks that lead to the depot. The land use on each side is primarily residential.

Figure 4-11. This cross-section shows the agricultural context of the right-of-way, east of North Judson. A dense, developed buffer of vegetation separates the right-of-way from the fields. State Road 10 is shown to the south.

Figure 4-12. This cross-section illustrates the residential context the trail encounters when in the town of Ora.

Figure 4-13. In this cross-section, the landform actually rises above the grade of the former railroad, creating a “canyonlike” feeling. Beyond the buffer plantings, agricultural fields sit both north and south of the trail.

Figure 4-14. In Monterey, the right-of-way is squeezed between the Buckey Grain and Feed site and residences on Erie Street.
THE ERIE JK RAIL-TRAIL

TRAIL DESIGN STANDARDS
Chapter 5:
Trail Design Standards

“The people’s safety is the highest law.”
-Roman maxim

A greenway’s design standards are a reflection of the greenway’s typical users. The design standards also are derived the various goals and objectives laid out for a trail project. In the case of the Erie JK Rail-Trail, several of the primary goals and planning considerations place an emphasis on usability and accommodation.

TREAD STANDARDS

From the beginning, the Erie JK Rail-Trail was viewed as potentially accommodating a diversity of uses, including jogging, cycling, and equestrian. This, coupled with the JK Line’s luxurious 100 foot right-of-way allows for a multiple tread configuration. As Figure 5.1 illustrates, a multi-use asphalt trail, jogging shoulder, single file equestrian path, and vegetative buffer can easily fit within the right-of-way. Producing these multiple treads “from scratch” could potentially be an extremely costly enterprise, but fortunately for the JK Line, the subgrade and subbase are essentially already in place. The existing grading in place for drainage will be more than sufficient for its new use.

Figure 5-1. Illustrative section of standard conditions on the Erie JK Rail-Trail.
Trail widths are not arbitrarily determined; the American Association of State Highway Transportation Officials (AASHTO) released national standards for bicycle trails in the 1970s. According to these standards, two-way bicycle travel, with dual lanes calls for a 10 foot minimum width. State standards for jogging paths (in this case, the gravel shoulder) call for a 4 foot to 5 foot minimum path; equestrian paths are recommended to have a 4 foot minimum tread. The 10 foot buffer between the equestrian path and asphalt path is partially the result of recommended standards for equestrians, and partially the result of the existing grade conditions on the trail. Currently, the former location of the northern track is approximately 12 to 18 inches higher than the former location of the southern track.

BASS LAKE SPUR

The proposed spur trail to Bass Lake would require the acquisition of a 25 foot easement along the west side of County Road 600 East (see Figure 5-2). Almost all of this land is currently used for agriculture. The proposed spur trail includes a 5 foot wide multi-use asphalt path and a 5 foot wide equestrian single file path, separated by a 5 foot vegetative buffer, and including an 8 foot buffer between the road and the asphalt path. The equestrian path is sited as far from the road as possible to minimize equestrian/vehicular conflict.

TIPPECANOE RIVER SPUR

The proposed spur trail for the Tippecanoe River would also require land acquisition, along the river corridor between the bridge and
the State Park. The State Park currently owns 7 miles of land along the river. Because the river is subject to frequent flooding, the trail has been placed 80 feet from the river’s banks (see Figure 5-3). This distance will make the trail less vulnerable to flooding events, cut down on erosion, and minimize the maintenance needed for flood-related damage. The trail itself is shown as a simple 5 foot wide gravel path. This material will have a minimal impact on the environment (see Figure 5-4).

ROAD CROSSINGS

The Erie JK Rail-Trail intersects with several county roads in Starke and Pulaski Counties. Because of the shallow angle of the rail corridor, crossings with east-west roads are especially severe (see Figure 5-5). Crossings with north-south roads, on the other hand, are almost perpendicular and much easier to negotiate. Both road crossing scenarios were designed with safety and ease of use in mind. For example, curves in the paths can safely be ridden by bikes. The vehicle gates are placed a safe distance from the road, working essentially as a traffic calming device for the trail.

Figure 5-3. Illustrative section of the connector spur trail along the Tippecanoe River.
Figure 5-4. The Tippecanoe River is subject to frequent flooding.

Figure 5-5. A severe crossing at County Road 800 South. Also note the rough grading done to lower the road.
Figure 5-6. Asphalt path and equestrian path crossing standards for a north/south road. Note the gradual angles and relative ease of approach. Because of the region’s lack of topography, all road crossings have excellent sight distances.

Figure 5-7. The standard crossing for east/west roads is a much more challenging design problem because of the severe angle. The paths do not have the luxury of gradually-sweeping curves, as seen in Figure 5-6, because of the constraints of working within the 100 foot right-of-way. Safety was a key issue in this particular configuration because the more severe angles require trail users well before the actual road crossing, which will discourage “blind crossings” that result in collisions with vehicular traffic.
THE ERIE JK RAIL-TRAIL

BRIDGES
Chapter 6:
Bridges

“People are lonely because they build walls instead of bridges.”
-Joseph Fort Newton

The bridges of the Erie JK Rail-Trail provided a wide range of uses: resting area; contemplation space; trailhead; equestrian viewing area; fishing space; interpretive station. Currently, the JK Line features 4 bridges: Bogus Run Bridge (Mile 197.2); Fell Ditch Bridge (Mile 191.5); Bartee Ditch Bridge (Mile 188.8); and Tippecanoe River Bridge (Mile 186.3). Of the three ditch bridges, Bartee is closest to to a county road (County Road 600 East), and thus easiest to access for this study. For the purposes of this chapter, the Bartee Bridge will therefore be used to represent the ditch bridges.

Both of these beautiful bridges will serve as excellent points of interest along the Erie JK Rail-Trail. Tippecanoe River Bridge not only has a commanding presence in the landscape of the trail, but it also will become an important recreational node in the county, with opportunities

Figure 6-1. Even from a distance, the Tippecanoe River Bridge commands a dominant presence in the landscape of the JK Line.
for cycling, jogging, ATV use, canoeing, hiking, and equestrian use all taking place in one location. It is highly recommended that an outfitter in Monterey be established to support canoeing from Monterey to the Tippecanoe River State Park, as well as maintain equipment for ATVs north of the bridge on the west bank of the river. It should be noted that ATVs must be strictly prohibited on the rail-trail, however. It is recommended that an interpretive stop highlighting the construction history of this 1912 double-track bridge is included as well, with views of the large span and partial concrete and masonry piers.

The Bartee Ditch Bridge is sited very close to County Road 600 East, the spur up to Bass Lake, making this bridge an excellent location for a resting area/interpretive station. On both bridges, attention to zones of use was carefully considered. Both bridges keep equestrian traffic physically separated with an 8’ wide lane and a 4’ tall wooden fence. This both protects equestrians and pedestrians, as well as makes the traverse over the bridge easier for horses, which can sometimes have difficulty crossing bridges. A 12’ wide zone is allotted for active through-users, minimizing the likelihood of a collision between a resting user and an active user, or between two active users going opposite directions. The resting zone gives views over the side of the bridge, as well as seating and fishing opportunities.

Figure 6-2. The Bartee Ditch Bridge, pictured here, closely resembles the Fell Ditch and Bogus Run Bridges in size, material, and design.
Figure 6-3. Illustrative section for the Tippecanoe River Bridge. The wide decking allows for a separated equestrian lane, a 12' through zone, and an 8' rest zone. The section shows the adapted bridge with wooden decking and a safety barrier for the equestrian lane.
Figure 6-4. An illustrative section of the ditch bridges on the JK Line. An 8’ equestrian lane with buffer is included, as well as a 12’ active through lane for pedestrians and an 8’ rest zone. The section shows wooden decking that extends across the entire structure.
Figure 6-5. This photograph of the Tippecanoe River Bridge emphasizes the need for adding decking to make the bridge safe for pedestrians. Testing is also recommended to check the structural stability of each bridge.
This photograph also indicates the need for continuous decking on JK Line’s bridges. The ditch bridges in particular need to be tested for structural stability. Just because a bridge was able to hold a railroad line for 100 years does not necessarily it can hold a greenway for the next 100 years.
Figure 6-7. The west bank of the Tippecanoe River at the bridge is already actively being used for ATV riding. The proposed plan recommends that this bank become a recreational node for canoeing, jogging (to the south), and ATV use (to the north). An interpretive stop about the bridge’s construction history could also be incorporated into the site. This photo documents the masonry/concrete center pier, an interesting visual clue to the bridge’s history.
Figure 6-8. A character sketch of the Tippecanoe River Bridge with its proposed new use. Separation of uses is clearly illustrated here.
Figure 6-9. A plan view of the adapted Tippecanoe River Bridge. Pedestrian access from the trail to both banks is made possible with crossings on each side of the river. The staging area for canoes and ATVs occurs on the west bank, with ATV use strictly prohibited to the south of the bridge, as well as on the Erie JK Rail-Trail itself. This rendering suggests that groups could canoe from Monterey town to the bridge, as well as canoe from the bridge south to the State Park.
Figure 6-10. A plan view of the Bartee Ditch Bridge. As with the Tippecanoe River Bridge, a separate lane for equestrians is provided, as is a separation between active and resting pedestrian lanes. Also included in this view are protective fences that will prevent users from misguiding themselves into the water. These fences also function as viewing points to lean against. Interpretive information can be seen from this view as well.
Figure 6-11. This character sketch depicts the ditch bridges’ multi-use capabilities. The bridges add a rich character to the trail experience.
Figure 6-12. A character sketch of the Bartee Ditch Bridge with its proposed new use. From this view, the change in material and protective fencing give the indication of an upcoming landmark.
THE ERIE JK RAIL-TRAIL

MONTEREY
Chapter 7:
Monterey

“People are lonely because they build walls instead of bridges.”
-Joseph Fort Newton

The eastern terminus of the JK Rail-Trail will not only utilize the large property surrounding the 1883 historic depot, but the trail will also encourage economic development within the town of Monterey. There is great potential for revitalizing this small town through mixed-use development, inviting pedestrian thoroughfares, improved streetscapes, and attention to small-scale detail. A list of possible uses includes:

- mixed-use retail/commercial with apartments on upper floors
- bed and breakfast
- recreation outfitter for trail (bike and equestrian) and Tippecanoe River
- civic offices (post office, town hall)

In this design, the trail becomes an integral part of the community. Short trips in town become easily accomplished by walking. Stronger interaction in the community will strengthen the quality of life, promote

Figure 7-1. Currently, Monterey’s downtown is rather modest, but the addition of a series of mixed-use buildings and improvement to Main Street could quickly revitalize the small town.
a healthier lifestyle, and make both the town of Monterey and the Erie JK Rail-Trail more marketable as a regional opportunity. The concept (see Figure 7-2) proposes that the downtown extend beyond Main Street to create a village feel, engaging in a direct dialogue with the trail.

The proposed depot plan (see Figure 7-3) illustrates the great potential that the existing depot has in enhancing the rail-trail experience. A unisex restroom facility has been added to serve trail users, as well as an interior seating room with a drinking fountain. The center room is shown as an office, potentially to house the business of the Erie JK Rail-Trail. The large luggage room has potential for many effective uses, including as a public meeting/gathering space, as shown, as well as an area to support a local farmers’ market that could be conducted at the depot.

The Monterey trailhead will be key for the success of the Erie JK Rail-Trail because it demonstrates the potential of a rural trail. In one space, cyclists, pedestrians, joggers, rollerbladers, and equestrians are all addressed. Because equestrian facilities by their nature require so much space and planning, it is certainly of an advantage that this site has such a wealth of resources and sheer area to develop. In order to accommodate all users, the following amenities have been offered:

- restored depot with restroom facility, meeting space, office space
- fully-functional barn with both day rental stables and permanent stables
- two paddocks for horses to turn out
- warm-up/cool-down oval for equestrian use
- a large-scale plaza located on the greenway for special occasions, ease of use
- an information kiosk with regional, historical, cultural and recreational information
- 25 parking spots on Erie Street (3 with handicapped designation)
- a large overflow lot for large trucks, RVs, and additional vehicles
- a deck with seating, interpretive information, and views of the trail and horses
- a children’s playground directly adjacent to the plaza and several other playfields
- access into the Monterey town center via the trail

The success of this depot/trailhead and the revitalization of Monterey’s downtown will generate momentum for the rest of the trail, particularly in the extremely rural areas of Starke County. When local citizens see the recreation, economic growth, and community building offered through this one opportunity, the trail will have more than enough public support to be fully implemented. Including equestrian usage as an integral part of the trail will add to its marketability and popularity. The future looks bright for the town of Monterey and the Erie JK Rail-Trail!
Figure 7-2. Concept plan of Monterey town development. After the Erie JK Rail-Trail reaches the Monterey Depot, the trail continues into town, providing pedestrian access to a series of mixed-use developments. Several shops along the trail could have hitching posts, allowing equestrian trail users to “park” their horses in front. Walkability has been prioritized in this concept.
Figure 7-3. Proposed depot floor plan. This plan suggests that a new restroom facility could be added, an office could be housed in the center room, and the former luggage room could be transformed into a community multi-purpose room, useful for meetings (as shown) or other public forums. The large sliding doors could be opened to the plaza during special events, such as farmer’s markets or rummage sales.
Figure 7-4. The Monterey Trailhead Master Plan.
Figure 7-5. Character sketch of Monterey Trailhead, with the restored depot and information kiosk.
Figure 7-6. Character sketch with the proposed horse barn and paddocks in the foreground.
CONCLUSION
Chapter 8:
Conclusion

“The best is yet to come.”
-Frank Sinatra

The conclusion of this comprehensive project represents an important crossroads in the life of the Erie JK Rail-Trail. This project has certainly shown that a rail-to-trail project has the potential to thrive in both rural and urban settings. Not only can these trails become a valued recreational asset, but they can also stimulate community revitalization. Building a trail along the JK Line from North Judson to Monterey could be a tremendously positive and important development for Starke and Pulaski Counties. This study is only a first step, however: organization is the next step. Residents, local and state agencies, and advocacy groups need to be made aware of this opportunity, and partnerships must be formed to fulfill a common goal of building the greenway. Once this partnership is formed, the complex issues of inventory and analysis; public support; fundraising; land acquisition; professional trail design; and maintenance can be addressed.
APPENDIX A - BIBLIOGRAPHY


During the course of the Spring Semester 2005, I produced a dozen 24” x 36” presentation boards to support my Comprehensive Project. The board themes are as follows:

BOARD ONE: Introduction

BOARD TWO: Photographic Inventory

BOARD THREE: Site Analysis

BOARD FOUR: Vision Statement, Goals and Objectives, Design Program

BOARD FIVE: Segment A Master Plan

BOARD SIX: Segments B and C Master Plan

BOARD SEVEN: Segments D and E Master Plan

BOARD EIGHT: Segment F Master Plan

BOARD NINE: Design Standards and Illustrative Trail Sections

BOARD TEN: Tippecanoe River Bridge and Bartee Ditch Bridge

BOARD ELEVEN: Monterey Downtown and Depot

BOARD TWELVE: Monterey Trailhead
CHALLENGE STATEMENT
In the last one hundred years, the United States quickly moved from a heavy dependence on railroads to its love affair with the automobile. During this time, many of our nation’s rails were abandoned. As communities began to realize the alternative values of these corridors (for recreation, non-vehicular transportation, and land conservation), old rail lines around the country are being converted into greenways.

In the past 20 years, these rail-to-trail projects have become increasingly common and popular throughout the American landscape. According to the Rails-to-Trails Conservancy, over 13,000 miles of rail lines have been converted already. The appeal of these greenways is undeniable: by converting abandoned and unused rail corridors into trails, users reap the benefits of recreation, alternate modes of transportation, conservation of both historic and natural resources, and revitalization of communities along the trail.

The linear nature of these greenways often makes for monotonous trail conditions and less-than-inspiring landscape views. The challenge posed by this study is, “can rail-to-trail greenways be designed to offer an engaging spatial experience in both rural and urban settings?” This project will show how a rail-trail can make an essential network of links for the community, as well as provide an interpretive experience for a full range of users: cyclists, pedestrians, equestrians, commuters, joggers, students, business owners, and even wildlife.

THE ERIE RAILROAD
The focus of this comprehensive project will be a 16 mile segment of the former Erie Railroad, which spans from North Judson in Starke County, Indiana to Monterey in Pulaski County, Indiana. One of the largest railroads in the United States, this 16 mile line was once part of the Erie’s 160 mile presence in Indiana. Below is a brief history of the line and significant developments in the history of the North Judson-to-Monterey segment.

• 1851 - The Erie Railroad becomes the first railroad to link the Eastern Seaboard with the Great Lakes. At 447 Miles, it is the world’s longest railroad with 160 miles in Indiana.
• 1898 - A feeder line is built to Bass Lake that carried tourists in summer and ice in winter.
• 1910 - The Erie Line west of Marion, Ohio becomes doubletracked as a split level railroad.
• 1928 - The Bass Lake feeder line is discontinued.
• 1960 - Erie merges with the Delaware, Lackawanna, and Western to become the Erie-Lackawanna Railroad.
• 1968 to 1975 - Norfolk and Western Railway controls the EL Line.
• 1976 - The EL Railroad is dissolved after the newly-formed Conrail excludes it. Shortly before this time, 21 daily freight trains were scheduled in Indiana. Two successive short lines, Erie Western and Chicago and Indiana, attempted to operate the Indiana section, but were unsuccessful.
• 1980 - The entire EL except for 16 miles from North Judson to Monterey is abandoned. The Tippcanoe Railroad operates the line from North Judson to Monterey. The Buckeye Feed and Supply Company at Monterey owned the road.
• 1990 - Daniel R. Frick purchases the Tippecanoe Railroad and renames it The JK Line for his daughters Jordyn and Katie. The line begins operation from North Judson to Monterey in April, with corn and soybeans moving outbound and dry fertilizer moving inbound.
• 2003 - Final train from Monterey to North Judson runs in December.
• 2004 - Railbanking of 16 miles is finalized in spring. Indiana Trails Fund signs letter of intent in summer. Ties and tracks removed in summer.

STARKE AND PULASKI COUNTIES
The JK Line is split between two counties, with the northern Starke County claiming 12 miles of the line, and the southern Pulaski having 4 miles. Starke County’s population is 23,189, and its county seat, Knox, is located northeast of North Judson. Pulaski County’s population is 13,835, and it’s county seat, Winamac, is located southwest of Monterey. Both counties are dominated by a rural landscape, and a majority of the trail is adjacent to agricultural fields. The region was originally inhabited by Potawatomi Indians: early explorers came by way of local waterways such as the Tippecanoe River for fur trading. By the 1830s, clearing, draining, and farming had begun and both counties were officially formed in 1835. Two of the nearby natural areas, Bass Lake and Tippcanoe River State Park, both have a rich history. In the early 20th century, Bass Lake was a popular tourist spot for the region, and a spa was added to the Erie to transport people in the summer and ice in winter. Tippcanoe River State Park and Winamac Fish and Wildlife Area were originally preserved by the National Park Service in the 1930s, and the area became a state park in 1943. Today, the park consists of 2,761 acres with seven miles that borders the Tippcanoe River.

Erie JK Rail-Trail
INTRODUCTION: SITE NARRATIVE

RYAN LENTS LA 404 COMPREHENSIVE PROJECT_SPRING 2005
INTRODUCTION: PHOTOGRAPHIC INVENTORY
RYAN LENTS_LA 404 COMPREHENSIVE PROJECT_SPRING 2005

This town of 1,675 was the west terminus of the Erie JK Line. Today, North Judson is home to the Hoosier Valley Railroad Museum, the organization that railbanked the JK Line. The museum is currently housed inside a depot that they reconstructed alongside the railroad.

NORTH JUDSON

The Hoosier Valley Railroad Museum intends to maintain a one mile segment of the JK Line nearest to North Judson. The end of this segment is nearby a triangle-shaped wedge of land that is adjacent to State Road 10 and CR 250W. This land could potentially be developed as a trailhead that accommodates both the trail and the railroad museum’s developments.

RAIL-WITH-TRAIL JUNCTION

At mile post 191.5, a small double track bridge spans the Fell Ditch. This bridge is much smaller and more isolated than the Tippecanoe River bridge, but could serve well as an interpretive stop or rest area.

FELL DITCH BRIDGE

Unfortunately, the original mile markers for the Erie Railroad still exist along the JK Line. These markers are in remarkably good shape for their age and help establish a rich character for the line.

HISTORIC MILE MARKERS

This small town is four miles west of Monterey. Located on the Starke County/Pulaski County line, Monterey is a short walk to Main Street, where a series of shops and restaurants are located.

ORA

Ormond Historic Photo of the original North Judson Depot, around 1915 - this depot has since been removed (Starke County Historical Society)

Tippecanoe River Bridge

Located at mile post 186.5, the Tippecanoe River bridge is a dramatic landmark on the JK Line. Built in 1912 by the Fred R. Jones Company, the double track truss bridge spans a total length of 336 feet. With its substantial deck and excellent views of the river, the bridge could be programmed for a variety of uses, including interpretive stops, fishing, or as a potential starting point for a spur that links the rail-trail to the Tippecanoe River State Park.

TIPPECANOE RIVER BRIDGE

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MONTEREY

This small town of 230 people was the eastern terminus of the JK Line. A combination depot from 1883 still stands adjacent to the right-of-way, as does a Buckeye Feed and Supply Grain Elevator. The depot site is a short walk to Main Street, where a series of shops and restaurants are located.

MONTEREY

Panoramic of large lot with depot and potential development into trailhead with parking access

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SOIL SURVEY

The JK Line comes in contact with six soil associations in its 16 mile span. In Pulaski County, the line features three associations (Oshtemo-Bronson, Miami-Metea-Celina, and Plainfield-Chelsea-Berrien) that are well drained. In Starke County, however, the line crosses three associations (Plainfield-Brems-Morocco, Maumee-Gilford-Watseka, and Prochaska-Adrian) that are described as being very poorly drained.

This considerable shift in soil characteristics results in noticeable changes in the landscape. As the JK Line moves from North Judson toward Monterey, the soils become less sandy and more loamy, which contributes to a heavier presence of agriculture to the east and more woodlots and other undeveloped lots to the west.

BASS LAKE

It was at this location next to U.S. 35, where a connector spur ran from Bass Station to Bass Lake. The connector transported tourists in the summer and ice in the winter. This location would be an excellent location for a historical interpretive stop. Safety issues will also need to be addressed with crossing the busy highway.

TIPPECANOE RIVER BRIDGE (MILE 186.3)

This bridge is an extremely important landmark for the JK Rail-Trail. A wide variety of uses can potentially be programmed for this site: rest stop; interpretive area; equestrian facilities; riparian farms and workshops; and bicycle/pedestrian/equestrian crossing. A structural check would have to be made, and extensive work needs to be done with making the deck safe. In addition to becoming a trailhead for the JK Rail-Trail, the bridge could potentially serve as the northern terminus for a trail running along the Tippecanoe River.

TIPPECANOE RIVER STATE PARK

This 2,761-acre park is located just 3.5 miles downstream from the Tippecanoe River bridge on the JK line. The facility includes a road that stretches to the northern edge of the park. This section of the park could potentially be developed to allow for an additional access point along the river, allowing trail users to enter the park more directly. Once inside the park, visitors can bike, hike, camp, and ride a series of equestrian trails. Land would need to be acquired from the park's boundary to the JK right-of-way.

RIPARIAN FARMS

This farm could serve as the southern terminus for a potential Tippecanoe River trail. In addition to having equestrian facilities, Riparian Farms also features a bed and breakfast on its grounds. One important constraint to allowing equestrian traffic on the flood plain is the concern that severe erosion could occur. Also, land would need to be acquired from the farm to the park's southern boundary.

LAND USE

- Agriculture
- Park/recreation
- Residential
- Commercial
- Industry

Erie JK Rail-Trail

SITE ANALYSIS

RYAN LENTS LA 404 COMPREHENSIVE PROJECT_SPRING 2005
VISION STATEMENT

The Erie JK Rail-Trail will value not only getting from North Judson to Monterey, but to engage in the experience. The trail users will be able to enjoy the rural landscape through a series of resting areas, side trips, local linkages, and learning opportunities. Local classrooms will use the trail to explore nature and environmental issues. Residents of Starke and Pulaski Counties will get the opportunity to learn about the natural and cultural history of their home. Outdoorsmen will have access to walking, cycling, horseback riding, canoeing, rollerblading, hiking, and camping. The trail will not only provide a needed and valuable recreational opportunity; it will enhance the quality of life for both counties. Nearby communities will benefit economically from the influx of trail users who will need goods and services. In the future, stronger regional linkages into the area will be accomplished because of the Erie JK Rail-Trail.

PLANNING CONSIDERATIONS

In order for a long-term, highly developed project like the Erie JK Rail-Trail to get off the ground, a number of key considerations and assumptions about the planning process must be established.

A “Friends of the Erie JK Rail-Trail” group must be developed.

In order to generate support for the trail, many groups affected by the development should be united in a collective effort. The two most active groups, the Hoosier Trails Fund and Hoosier Valley Railroad Museum, would certainly be instrumental in helping form the group and “recruit” additional supporters. The Friends of the Erie JK Rail-Trail would also include several local interests, such as the towns of Monterey, Ora, North Judson, and the Winamac Chamber of Commerce. The support of the Pulaski and Starke County Commissioners, as well as each county’s Soil Conservation Service offices of Forestry; Fish and Wildlife; Outdoor Recreation; and Rivers and Reservoirs would all be included. This advocacy group would serve to develop a more clear vision of the trail, as well as generate a stronger voice for public support for the trail’s development and construction. Without the organization of a united group, it would be very difficult to build momentum for the trail’s development.

Linkages are essential to the success of the trail.

The Erie JK Rail-Trail is located in a highly rural setting, and the corridor is not directly accessible by a large population. In order to maximize both its marketability as a trail and its ease of use to the largest population possible, side loops and themed spur trails must accompany the primary rail corridor. These side trails will cater to a wide range of interests (history, literature, ecology), which will generate more interest than if the trail were simply promoted as a recreational resource. Creating linkages will also encourage efforts to make the rail-trail part of a larger network within the region.

All motorized traffic on the rail-trail is strictly prohibited.

While the Erie JK Rail-Trail is fortunate enough to have a wide right-of-way, the use of motorized vehicles like ATVs and snowmobiles must not be allowed. The main concern regarding the use of these vehicles is that of liability. The associated with ATVs and snowmobiles can be extremely high, and inappropriate use can quickly bring serious injury to people and damage to property. Also, allowing this traffic on the trails could quickly compromise the safety of other trail users. As a result, it must be a priority to take all reasonable measures to keep the trails free of motorized traffic. This includes structural elements that physically limit ATVs and snowmobiles from entering the trail at access points, as well as regular monitoring of activities on the trail, especially at night and during the winter months.

Equestrian use on the rail-trail is desired.

Unfortunately, the state of Indiana lacks an amount of equestrian facilities that meets demand. Tippecanoe River State Park is an example of a state facility that includes horse trails, but the 2000-2004 Statewide Comprehensive Outdoor Recreation Plan (SCORP) states that expanded facilities are desired. The greatest deterrent to these facilities is their costly maintenance, as equestrian trails frequently suffer from erosion and oversaturation. Because of this, additional funding from an entity separate from the “Friends of” group would be needed to support the development and consistent maintenance of an equestrian facility on the Erie JK Rail-Trail. A potential solution to this issue could be an agreement made with the state, which would subsequently manage an endowment fund for the equestrian trail.

Planting buffers should be installed in the wide right-of-way.

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DESIGN PROGRAM

In order to effectively analyze the Erie JK Rail-Trail, it becomes increasingly important to consider the potential user experience and give consideration to various landmarks, highlights, and landscape characteristics that help to distinguish segments of trail. The segments highlighted to the left have been identified after inventorying the existing conditions, developing a program of amenities, and considering the needs of the trail.

GOALS AND OBJECTIVES

USEABILITY: the trail will accommodate a variety of users, including walkers, joggers, cyclists, rollerbladers, and equestrians. Multiple treads and signage will be available for the safety and comfort of all user groups.

SAFETY: the trail will be used by many age and skill groups, and all facilities will be designed with safety in mind. High visibility, signage, path markings, and railings will help reduce potential points of conflict.

CONSISTENCY: to insure that the trail is user-friendly, a series of well-developed design standards will help users interpret appropriate behavior while using the trail.

ACCESSIBILITY: to insure its success, especially in a rural setting, a high number of access points will be essential. In addition to trailheads, side loops, and towns, access points will also include county roads.

COMMUNITY ASSET: the trail’s success will be viewed not only as it’s effectiveness as a recreational tool, but also in the social, economic, and environmental benefits it provides. Projects that revitalize residential and commercial areas near the trail will be especially effective, as well as progress made with improving adjacent ecological corridors.

CATALYST: this trail should strive to become part of larger regional, state-wide, and national recreation networks. This includes other opportunities (existing and future) with Starke and Pulaski Counties, Indiana DNR, and the American Discovery Trail.

INFORM AND EDUCATE: the trail will include a well-developed interpretive program that will help inform users of their surroundings and the rich history of the area.

GREAT RIVER RAIL-TRAIL
VISON STATEMENT, GOALS & OBJECTIVES, PLANNING CONSIDERATIONS

RYAN LENTS LA 404 COMPREHENSIVE PROJECT SPRING 2005
**CONTEXT MAP**

**DESIGN PROGRAM**

**SEGMENT A: NORTH JUDSON DEPOT to CR 250W**

**LENGTH:** 1.5 MILES (MILE 199.4 to MILE 197.9) - STARKE COUNTY

**HIGHLIGHTS:**
- Hoosier Valley Railroad Museum (Cultural)
- North Judson Cincinnati Street (Cultural)
- Future Active Railroad (Cultural)

**AMENITIES:**
- Developed Trailhead at Railroad Museum (restrooms, seating, local and regional maps, information kiosk, parking, historic interpretive station)
- Culvert over Pine Creek (Mile 198.1)
- Future linkage to LaCrosse/Malden with Conrail Rail-with-trail
- Resting area, train turnaround, interpretive station at State Road 10 / CR 250W

**ACCESS POINTS:**
- Railroad Museum
- North Judson via Mulberry Street, Franklin Street, Main Street
- State Road 10
- County Road 250 West

**LANDSCAPE CHARACTER:**
- North Judson: Industry/Residential
- Ag/Ag with mature vegetation as screen, highway to south

**NEEDS:**
- Expand Railroad Museum property for amenities
- Link Museum to Cincinnati Street (main commercial area)
- Add business that caters to trail users (e.g., bicycle shops, runner’s outlet)
- Safety measures for crossings at Main Street, SR 10 (severe angle), CR 250 W
- Add handicaps to Pine Creek culvert
- Develop eastern mode for Museum (platform, restrooms, seating, parking)
- Establish safe buffer between active railway and trail

**SIDE TRAIL:**
- North Judson to LaCrosse, Malden

**LENGTH:** APPROXIMATELY 18 MILES

- This potential rail-with-trail could be developed if the Hoosier Valley Railroad Museum pursues an opportunity to railbank the Conrail line from North Judson to Malden. A multimodal path could be developed in the right-of-way. The Railroad Museum would maintain this as an active line, with trains running through Malden, LaCrosse, and North Judson.
**CONTEXT MAP**

**DESIGN PROGRAM**

**SEGMENT B: CR 250 W to RANGE ROAD**
**LENGTH:** 2.7 MILES (MILE 197.9 to MILE 195.2) - STARKE COUNTY

- **Highlights:**
  - Several sizable pockets of woodland, including conifers (Natural)
  - Notable topography change near mile 197 (Natural)

- **Amenities:**
  - Bridge and interpretive station at Bogus Run (Mile 197.2)
  - Resting stop/interpretive station at mile 196.0
  - Trailhead at Range Road (parking, information about county literary loop, regional map)

- **Access points:**
  - County Road 250 West
  - County Road 100 West
  - Range Road

- **Landscape Character:**
  - Woodland/Woodland
  - Ag/Woodland with mature vegetation as screen
  - Ag/Ag with mature vegetation as screen
  - Ag/Ag with negligible screening

- **Needs:**
  - Safety measures for crossings at CR 250 W, CR 100 W, Range Road
  - Reinforce planks/add decking on Bogus Run Bridge, add handrail and seating area
  - Develop interpretive station at mile 196.0
  - Acquire land for parking, trailhead at Range Road

**SEGMENT C: RANGE ROAD to FELL DITCH BRIDGE**
**LENGTH:** 3.7 MILES (MILE 195.2 to 191.5) - STARKE COUNTY

- **Highlights:**
  - Abbreviated segments of mature woodland (Natural)
  - Town of Aldine: potential development (Cultural)

- **Amenities:**
  - Rest area and interpretive station at Fell Ditch Bridge

- **Access points:**
  - Range Road
  - County Road 125 East
  - County Road 700 South
  - County Road 200 East
  - County Road 300 East

- **Landscape Character:**
  - Ag/Woodland with mature vegetation as screen
  - Ag/Ag with mature vegetation as screen
  - Ag/Ag with negligible screening

- **Needs:**
  - Improve handrails and add decking on Fell Ditch Bridge
  - Safety measures for crossings at Range Road, CR 135 E, CR 700 S (severe angle), CR 200 E, CR 300 E
CONTEXT MAP

DESIGN PROGRAM

SEGMENT D: FELL DITCH BRIDGE to BASS STATION (U.S. 35)

LENGTH: 1.5 MILES (MILE 191.5 to MILE 190.0) – STARKE COUNTY

Highlights:
- Nice mature wooded buffer (Mile 190.5)

Amenities:
- Resting area and interpretive station at Bass Station
- Potential access areas/trailhead at trail intersection with CR 400 E / CR 800 S

Access points:
- County Road 400 East
- County Road 800 South
- U.S. 35

Landscape Character:
- Ag/Ag with mature vegetation as screen

Needs:
- Safety measures for crossings at CR 400 E, CR 800 South (severe angle), U.S. 35 (high speeds)
- Acquire land at CR 400 E / CR 800 S
- Acquire land at U.S. 35 for parking

SEGMENT E: BASS STATION (U.S. 35) to ORA (CR 750E)

LENGTH: 2.7 MILES (MILE 190.0 to MILE 187.3) – STARKE COUNTY

Highlights:
- Ora Main Street (Cultural)
- Rising Sun campground: south of Ora (Cultural)
- Small creek/ditch runs parallel south of trail for segment near Mile 188 (Natural)

Amenities:
- Culvert over Taylor Ditch (Mile 189.9)
- Bridge and interpretive station at Bartee Ditch (Mile 188.8)
- Linkage to Bass Lake via CR 600 E - signage and limited parking at south edge
- Large undeveloped lot in Ora in right-of-way
- Resting area / interpretive station in Ora

Access points:
- U.S. 35
- County Road 600 East
- County Road 700 East
- County Road 750 East

Landscape Character:
- Ag/Woodland with mature vegetation as screen
- Ag/Ag with mature vegetation as screen
- Residential/Residential

Needs:
- Safety measures for crossings at U.S. 35 (high speeds), CR 600 E, CR 700 E, CR 750 E
- Develop Ora lot for trail users
- Add hardwarks at Taylor Ditch culvert
- Improve decking and add hardwarks for Bartee Ditch Bridge
- Acquire easements along CR 800 E for side trail to Bass Lake
- Acquire land near mile 188.9 for signage and parking
- Add business that cater to trail users (i.e. bicycle shops, runner’s outlet)

SIDE TRAIL: ERIE JK RAIL-TRAIL TO BASS LAKE STATE BEACH

LENGTH: APPROXIMATELY 3.1 MILES

- This side trail would link two key recreational assets in Starke County. Using the quiet, rural County Road 600 East would provide a direct, low traffic route to Bass Lake State Beach.
**Context Map**

**Design Program**

Segment F: ORA (CR 750 E) to Monterey Depot

**Length:** 3.9 miles (Mile 187.3 to 183.4) – Starke and Pulaski Counties

**Highlights:**
- Tippecanoe River and Bridge (Cultural and Natural)
- Historic Monterey Depot (Cultural)
- Monterey Main Street (Cultural)

**Amenities:**
- Trailhead and interpretive station at Tippecanoe River Bridge
- Linkage to Tippecanoe River State Park and Riparian Farms by Tippecanoe River
- Resting area at CR 500 E
- Developed Trailhead at Monterey Depot (restrooms, seating, local and regional maps, information kiosk, parking, historic interpretive station)
- Potential linkage with Pulaski County road bicycle route

**Access Points:**
- County Road 750 East (Starke County)
- County Line (County Road 900 S – Starke, County Road 800 N – Pulaski)
- Three Mile Road (Pulaski County)
- County Road 400 East (Pulaski County)
- County Road 500 East (Pulaski County)
- Monterey via Washington Street, Walnut Street, Bridge Street, Cross Street

**Landscape Character:**
- Woodland/Woodland in river corridor
- Ag/Ag with mature vegetation as screen
- Ag/Ag with negligible screening
- Monterey: Industry/Residential

**Needs:**
- Repair decking, add railing on Tippecanoe River bridge
- Acquire lands along Tippecanoe River
- Follow DNR process for adding entry point for Tippecanoe River State Park
- Rehabilitate, remodel Monterey depot
- Develop trailhead facilities at depot
- Provide linkage from depot to Monterey Main Street
- Add business that cater to trail users (i.e. bicycle shops, runner’s outlet)

**Side Trail: Tippecanoe River Bridge to Tippecanoe River State Park and Riparian Farms**

**Length:** Approximately 11 miles

This side trail would follow the meandering Tippecanoe River south from the Erie J/K Trail to Tippecanoe River State Park, linking two regional recreational opportunities. A new entry point for the park could be added to accommodate trail users wanting to enter the park. The trail could curve south along the river to Riparian Farms, a horse farm and bed and breakfast. This path could be possibly accommodate equestrian users, but issues of erosion control would need to be addressed.
ILLUSTRATIVE SECTION - MAIN SECTION

With the Erie JK Line’s 100’ wide right-of-way, the main segment of trail can experience the benefit of accommodating several users rather comfortably. The cross-section to the left shows the standard conditions for the main trail:

- a 5’ wide crushed gravel equestrian path
- a 10’ wide paved path between the equestrian path and asphalt path
- a 4’ tall wooden fence and dense grasses to safely separate the horses from the pedestrians
- a 10’ wide paved asphalt path for walking, jogging, cycling, and rollerblading
- a 5’ wide crushed gravel shoulder specially reserved for joggers

IMPROVED BRIDGES

The JK Line is very fortunate to feature several bridges over local rivers, creeks, and ditches. These bridges provide unique opportunities for resting areas, scenic viewpoints, and interpretive stations to exist in a single location. A more thorough inventory of each bridge, as well as tests on their structural stability, will be essential for the project’s success. The two bridge sections illustrated here show improvements suggested for the Fell Ditch Bridge at Mile 191.5 and the Tippecanoe River Bridge at Mile 186.3:

- well-defined 8’ wide equestrian zone on each bridge, with a 4’ tall fence separating equestrian and pedestrian uses
- a 12’ wide zone of active trail through-use on each bridge, allowing users who choose not to stop a safe corridor to continue through
- a 6’ to 8’ wide resting zone, equipped with benches, railings, and access to scenic views and interpretive information

TIPPECANOE RIVER SPUR TRAIL

The connecting trail from Tippecanoe River State Park to the Erie JK Line’s bridge over the Tippecanoe will be a 5’ wide gravel path situated 80’ from the river’s banks. The Tippecanoe River is subject to frequent flooding, putting the connector trail (pictured below) at risk for washing out during a severe rain event.

BASS LAKE SPUR TRAIL

The connecting spur up to Bass Lake will utilize County Road 600 East in Starke County. This quiet county road will be enhanced with a 8’ wide buffer between road and asphalt path. The 5’ wide asphalt path will be available for cyclists and pedestrians. A 3’ wide fence and grass buffer will separate equestrian path from asphalt path, and the 5’ wide gravel path will accommodate equestrian users.
TIPPECANOE RIVER BRIDGE AND BARTEE DITCH BRIDGE

Both of these beautiful bridges will serve as excellent points of interest along the Erie JK Rail-Trail. Tippecanoe Bridge not only has a commanding presence in the landscape of the trail, but it also will become an important recreational node in the county, with opportunities for cycling, jogging, ATV use, canoeing, hiking, and equestrian use all taking place in one location. It is highly recommended that an outfitter in Monterey be established to support canoeing from Monterey to the Tippecanoe River State Park, as well as maintain equipment for ATVs north of the bridge on the west bank of the river. It should be noted that ATVs must be strictly prohibited on the rail-trail, however. It is recommended that an interpretive stop highlighting the construction history of this 1912 double-track bridge is included as well, with views of the large span and partial concrete and masonry piers.

The Bartee Ditch Bridge is sited very close to County Road 600 East, the spur up to Bass Lake, making this bridge an excellent location for a resting area/interpretive station. On both bridges, attention to zones of use was carefully considered. Both bridges keep equestrian traffic physically separated with an 8’ wide lane and a 4’ tall wooden fence. This both protects equestrians and pedestrians, as well as makes the traverse over the bridge easier for horses, which can sometimes have difficulty crossing bridges. A 12’ wide zone is allotted for active through-users, minimizing the likelihood of a collision between a resting user and an active user, or between two active users going opposite directions. The resting zone gives views over the side of the bridge, as well as seating and fishing opportunities.
MONTEREY TRAILHEAD

The eastern terminus of the JK Rail-Trail will not only utilize the large property surrounding the 1883 historic depot, but the trail will also encourage economic development within the town of Monterey. There is great potential for revitalizing this small town through mixed-use development, inviting pedestrian throughfares, improved streetscapes, and attention to small-scale detail. A list of possible uses include:

- mixed-use retail/commercial with apartments on upper floors
- bed and breakfast
- recreation outfitter for trail (bike and equestrian) and Tippecanoe River
- civic offices (post office, town hall)

In this design, the trail becomes an integral part of the community. Short trips in town become easily accomplished by walking. Stronger interaction in the community will strengthen the quality of life, promote a more healthy lifestyle, and make both the town of Monterey and the Erie JK Rail-Trail more marketable as a regional opportunity.

COMBINATION DEPOT

The plan to the left illustrates the great potential that the existing depot has in enhancing the rail-trail experience. A vaulted restroom facility has been added to serve trail users, as well as an interior seating room with a drinking fountain. The center room is shown as an office, potentially to house the business of the Erie JK Rail-Trail. The large luggage room has potential for many effective uses, including as a public meeting/gathering space, as shown, as well as an area to support a local farmers’ market that could be conducted at the depot.
The Monterey trailhead will be key for the success of the Erie JK Rail-Trail because it demonstrates the potential of a rural trail. In one space, cyclists, pedestrians, joggers, roller-bladers, and equestrians are all addressed. Because equestrian facilities by their nature require so much space and planning, it is certainly an advantage that this site has such a wealth of resources and sheer area to develop. In order to accommodate all users, the following amenities have been offered:

- restored depot with restroom facility, meeting space, office space
- fully-functional barn with both day rental stables and permanent stables
- two paddocks for horses to turn out
- warm-up/cool-down oval for equestrian use
- a large-scale plaza located on the greenway for special occasions, ease of use
- an information kiosk with regional, historical, cultural and recreational information
- 25 parking spots on Erie Street (3 with handicapped designation)
- a large overflow lot for large trucks, RVs, and additional vehicles
- a deck with seating, interpretive information, and views of the trail and horses
- a children’s playground directly adjacent to the plaza and several other playfields
- access into the Monterey town center via the trail

The success of this depot will generate momentum for the rest of the trail, particularly in the extremely rural areas of Stanislaus County. Having equestrian usage as an integral part of the trail will add to the Erie JK’s marketability and popularity. The future looks bright for the town of Monterey!
APPENDIX C - ERIE JK LINE TIMELINE

• 1851 - The Erie Railroad becomes the first railroad to link the Eastern Seaboard with the Great Lakes. At 447 Miles, it is the world’s longest railroad.

• 1890s - The Erie Railroad is extended 160 Miles through Indiana, ending in Chicago, Illinois.

• 1898 - A feeder line is built to Bass Lake that carried tourists in summer and ice in winter.

• 1910 - The Erie Line west of Marion, Ohio becomes doubletracked as a split level railroad.

• 1928 - The Bass Lake feeder line is discontinued.

• 1960 - Erie merges with the Delaware, Lackawanna, and Western to become the Erie-Lackawanna Railroad.

• 1968 to 1975 - Norfolk and Western Railway controls the EL line.

• 1976 - The EL Railroad is dissolved after the newly-formed Conrail excludes it. Shortly before this time, 21 daily freight trains were scheduled in Indiana. Two successive short lines, Erie Western and Chicago and Indiana, attempted to operate the Indiana section, but were unsuccessful.

• 1980: The entire EL except for 16 miles from North Judson to Monterey is abandoned. The Tippecanoe Railroad operates the line from North Judson to Monterey. The Buckeye Feed and Supply Company at Monterey owned the road.

• Mid-1980s - Fulton County Railroad operates the 16 mile segment from Monterey to Rochester. Eventually traffic was turned westward to CSX in North Judson and the eastern section was abandoned.

• 1990 - Daniel R. Frick purchases the Tippecanoe Railroad and renames it The JK Line for his daughters Jordyn and Katie. The line begins operation from North Judson to Monterey in April, with corn and soybeans moving outbound and dry fertilizer moving inbound.

• 2003 - Final train from Monterey to North Judson runs in December.

• 2004 - Railbanking of 16 miles is finalized in spring. Indiana Trails Fund signs letter of intent in summer. Ties and tracks removed in summer and fall.