





White Lick Creek.



SEGMENT PROFILE

white lick creek greenway



The White Lick Creek Greenway lies on the extreme western edge of Marion County along the border of Hendricks County in Wayne Township. The greenway identified in this plan is 15.2 miles long and connects the far southwestern corner of the city with the Eagle Creek Greenway and Eagle Creek Park on the northwest side. The greenway will be the major west-side trail connecting Southwestway Park to Eagle Creek Park.

The White Lick Creek Greenway will provide a quiet, more natural trail experience for users. Much of the route follows the meandering White Lick Creek through the countryside, under historic bridges, and through restored natural habitat areas. Along its route, users will see several different pieces of historic railroad architecture as the route passes under several turn-of-the-century railroad bridges and elevated trestles.

Beginning at the south end, the greenway begins where White Lick Creek meets East County Road 600 South/Reeves Road, the terminus of the Southwest Trail, in Hendricks County. The route runs to the north towards Interstate 70 in the natural area between South County Road 1050 East and the creek. It will pass under Interstate 70 using the existing bridges and will continue north across the interstate and under the Ronald Reagan Parkway. Once across the parkway, the route will turn north and follow Ronald Reagan Parkway north to Stafford Road.

Over the last several years, the Indianapolis International Airport has bought much of the property along White Lick Creek since it's at the end of their runways. Much of the area bordered by Stafford, US 40, the Ronald Reagan Parkway, and the airport perimeter is now owned by the airport and the former residential buildings have been removed. Much of the natural creek corridor has also been restored in this area. There are two options for extending the greenway through this two-mile section.

The preferred alignment turns east along Stafford Road and runs 0.3 miles to White Lick Creek and then turns north and follows the creek north to the proposed Vandalia Trail corridor. The last .3 miles of this stretch could utilize an existing overhead utility corridor. The alternative route in this area would have the route using the existing shared-use path along the Ronald Reagan Parkway up to US 40. This route could easily become part of the designated greenway by signing and marking the route.

To cross US 40, the route would turn east and follow US 40 west to its intersection with Ronald Reagan Parkway, cross at the signalized intersection, then follow the US 40 alignment east to White Lick Creek. An alternative crossing may be feasible using the US 40 bridge over White Lick Creek or constructing a new pedestrian crossing over US 40.

Once north of US 40, the route again follows the overhead utility easement and White Lick Creek for 1.5 miles north to West Morris Street/County Road 100 South. This section includes a crossing of Bridgeport Road and will require coordination with the utility company on use of their easements and the requirements for placing the route near their substation. A mid-block crossing may be possible at this location or the trail may be routed to the near-by intersection.

North of West Morris Street/County Road South, the trail again follows a combination of the creek and the overhead utility easement for another 0.75 miles until it meets the elevated railroad grade just south of US 36. The route will pass under the existing railroad bridges (two total) and follow the creek to US 36/Rockville Road where it again meets up with the overhead utility easement. The route then uses the US 36 bridge to cross the street and continues to follow the creek and overhead utility easement for another .6 miles. A crossing of Country Club Road will be required in this section. At this point, the route follows the creek back to Country Club Road.

Two alternatives also exist moving north from this point. The preferred route will follow Country Club Road north 0.1 mile to West 10th Street. At this point the route will cross the street and then continue north on the west side of Country Club Road for another 1.5 miles to the elevated railroad crossing. In this stretch, the trail will connect to the proposed B&O Trail as well as several residential neighborhoods along the way. Before the route passes under the railroad, a connection should branch off to the northwest to connect up to Robey Park, Robey Elementary School, and the Clermont Lions Club Park. Once under the rail line, the preferred route continues to follow Country Club Road/Dandy Trail another mile to where it will connect to the Eagle Creek Greenway.



Total Miles Planned
15.2

Anticipated Cost to Complete
19 Million

3 parks

Robey Park
Clermont Lions Club Park
Cloverleaf Conservation Area

5 neighborhoods

Ameriplex
Bridgeport
Chapel Hill-Ben Davis
Key Meadows
Clermont
Eagle Creek

1 landmark

Indianapolis International Airport

4 connections

Southwest Trail
Vandalia Trail
B & O Trail
Eagle Creek Greenway



Site-Specific Recommendations

- ① Coordinate with officials in Hendricks County and Plainfield to plan and construct the portions of the greenway outside of Marion County. Coordinate with County officials on use of the Ronald Reagan Parkway corridor.
- ② Coordinate with officials from the Indianapolis International Airport on use of airport-controlled land along the creek.
- ③ Coordinate with IPL on the use of overhead utility easements. Identify requirements and establish the necessary protocols for greenway development in the easements.
- ④ Work with INDOT to construct a safe crossing of Interstate-70 and the Ronald Reagan Parkway.
- ⑤ Coordinate with property owners along Country Club Road.

Corridor-Wide Recommendations

- Complete a comprehensive project report for the White Lick Creek Greenway corridor.

indyGREENWAYS • fullCIRCLE

white lick creek greenway overview:

- PROVIDES NORTH-SOUTH CONNECTION BETWEEN EAGLE CREEK PARK AND SOUTHWAY PARK IN WESTERN TOWNSHIPS

MILES: 15.2

DESTINATIONS:

- AMERIPLEX
- INDIANAPOLIS INTERNATIONAL AIRPORT
- RONALD REAGAN PARKWAY TRAIL (HENDRICKS COUNTY)
- CLERMONT

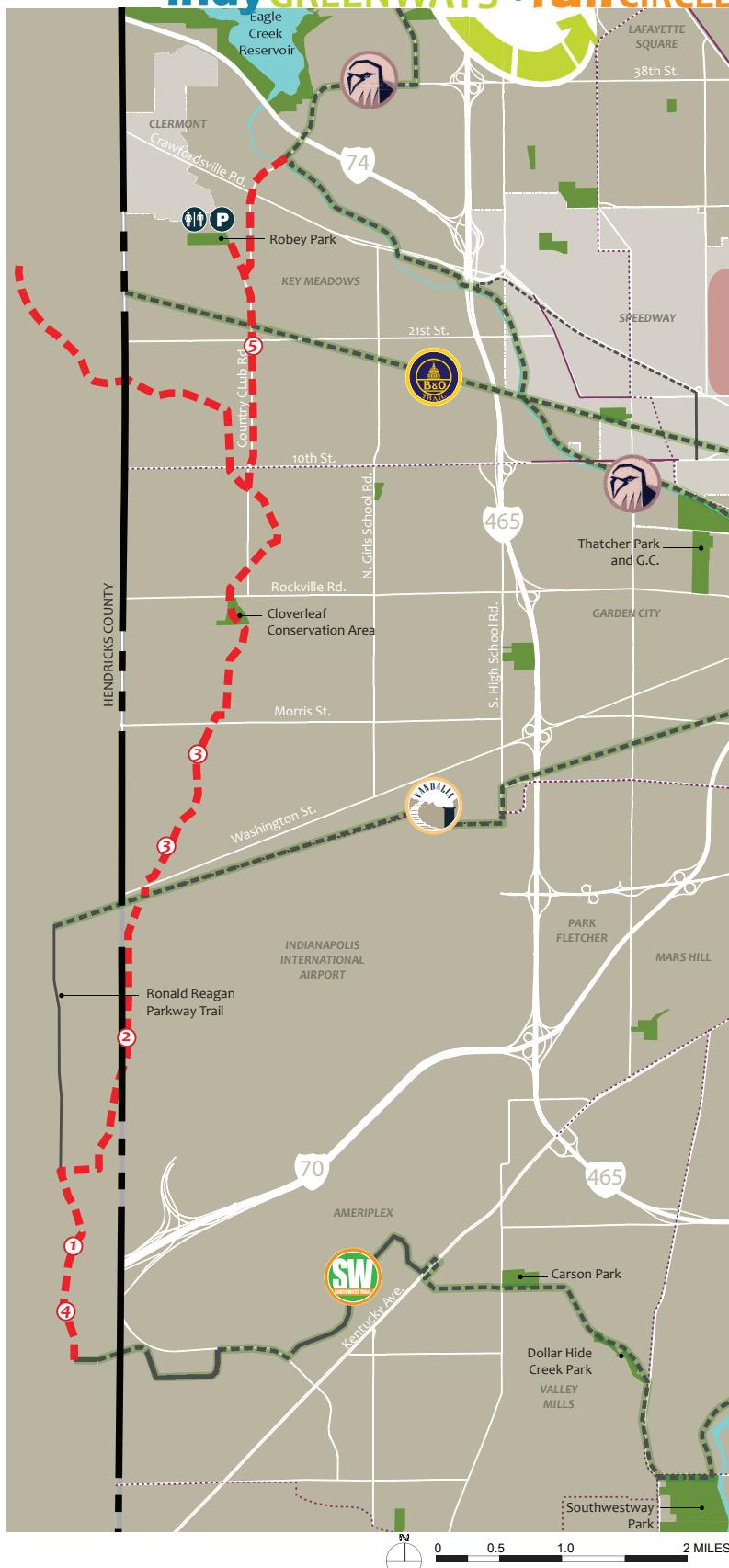
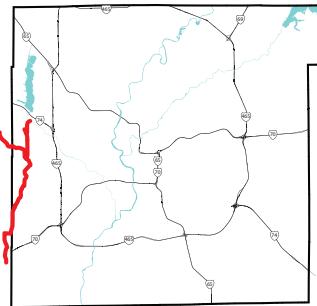
CONNECTIONS:

- SOUTHWEST TRAIL
- VANDALIA TRAIL
- B & O TRAIL
- EAGLE CREEK GREENWAY

legend

-  PARKING AREAS
-  RESTROOMS
-  PROPOSED WHITE LICK CREEK GREENWAY
-  BUILT OTHER GREENWAYS
-  PROPOSED EXISTING SHARED-USE PATHS
-  PLANNED SHARED-USE PATHS
-  EXISTING BIKE LANES
-  PLANNED BIKE LANES
-  LANDMARKS
-  PARKS
-  OTHER INCORPORATED AREAS

key map



white lick creek greenway



Indy
GREENWAYS
MASTER PLAN 2022



TAYLOR
SIEFFER
WILLIAMS
design group





Bridge along White Lick Creek.



Existing railroad bridge along White Lick Creek.



Overhead utility easement along White Lick Creek.

The alternative to the preferred route has the trail continuing to follow the creek west into Hendricks County eventually connecting up to the B&O rail corridor.

The White Lick Creek Greenway is a key segment of the overall master plan in that it provides the north-south connection on the west side and creates regional connections into Hendricks County. But the location of this greenway creates many challenges that will need to be coordinated as the greenway is developed:

- **County coordination**- Nearly a third of the route (2.3 miles) is in Hendricks County and another 2 miles of the route will be in Hendricks County if the Ronald Reagan corridor is used between Stafford and US 40. This is likely given that the airport has several pieces of runway-related infrastructure in place near the creek in this area. Coordination will be needed with officials in Hendricks County and Plainfield to complete the portions of the greenway outside of Marion County.
- **Airport coordination**- Coordination will be needed with the Indianapolis International Airport Authority to determine whether the greenway can be routed through land they control.