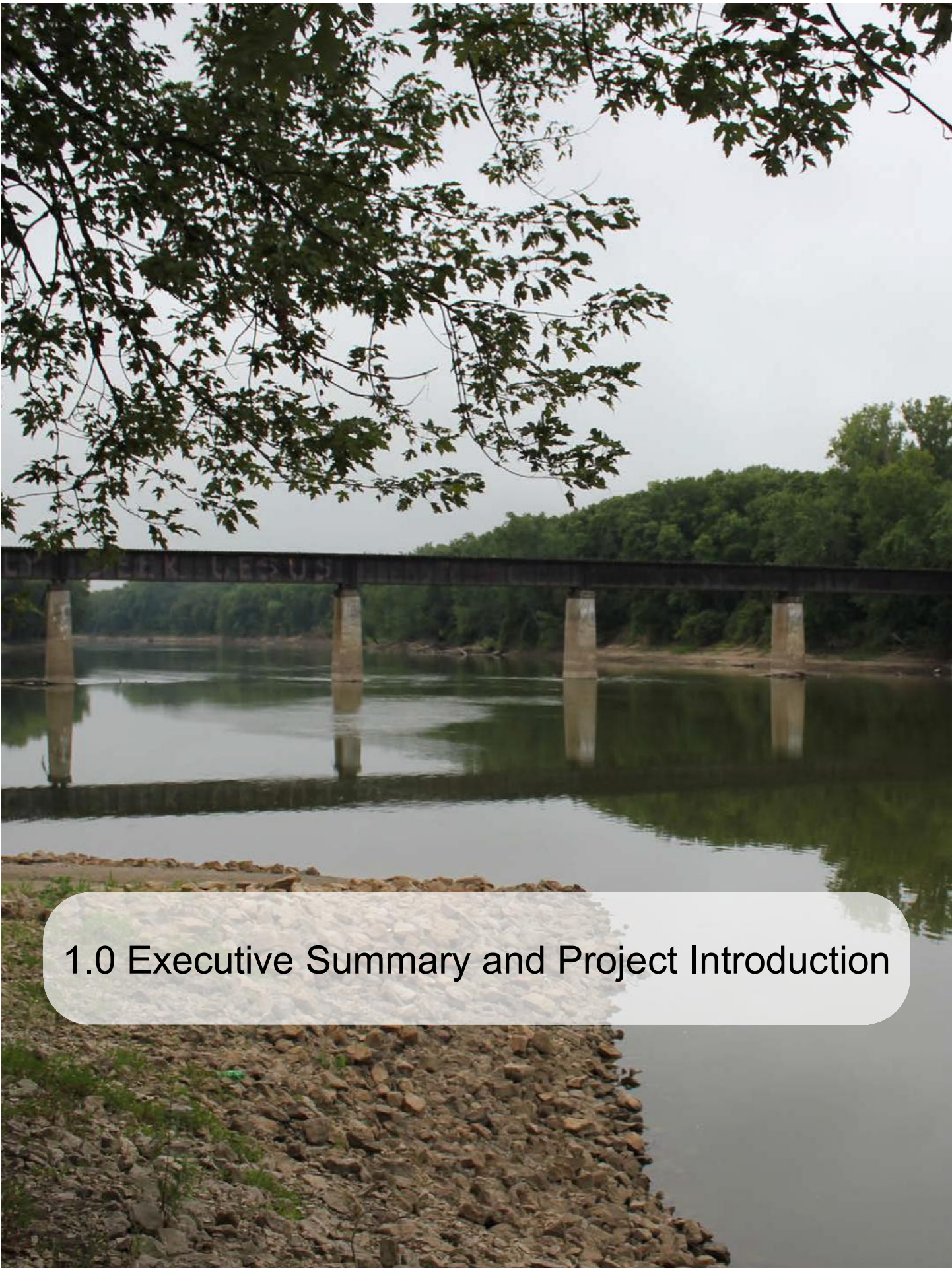




# WABASH RIVER BLUEWAY MASTER PLAN 2024

FOUNTAIN COUNTY | VERMILLION COUNTY | WARREN COUNTY

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## 1.0 Executive Summary and Project Introduction

## Prepared for

FOUNTAIN COUNTY | VERMILLION COUNTY | WARREN COUNTY

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Wabash River in Montezuma

## Area Overview

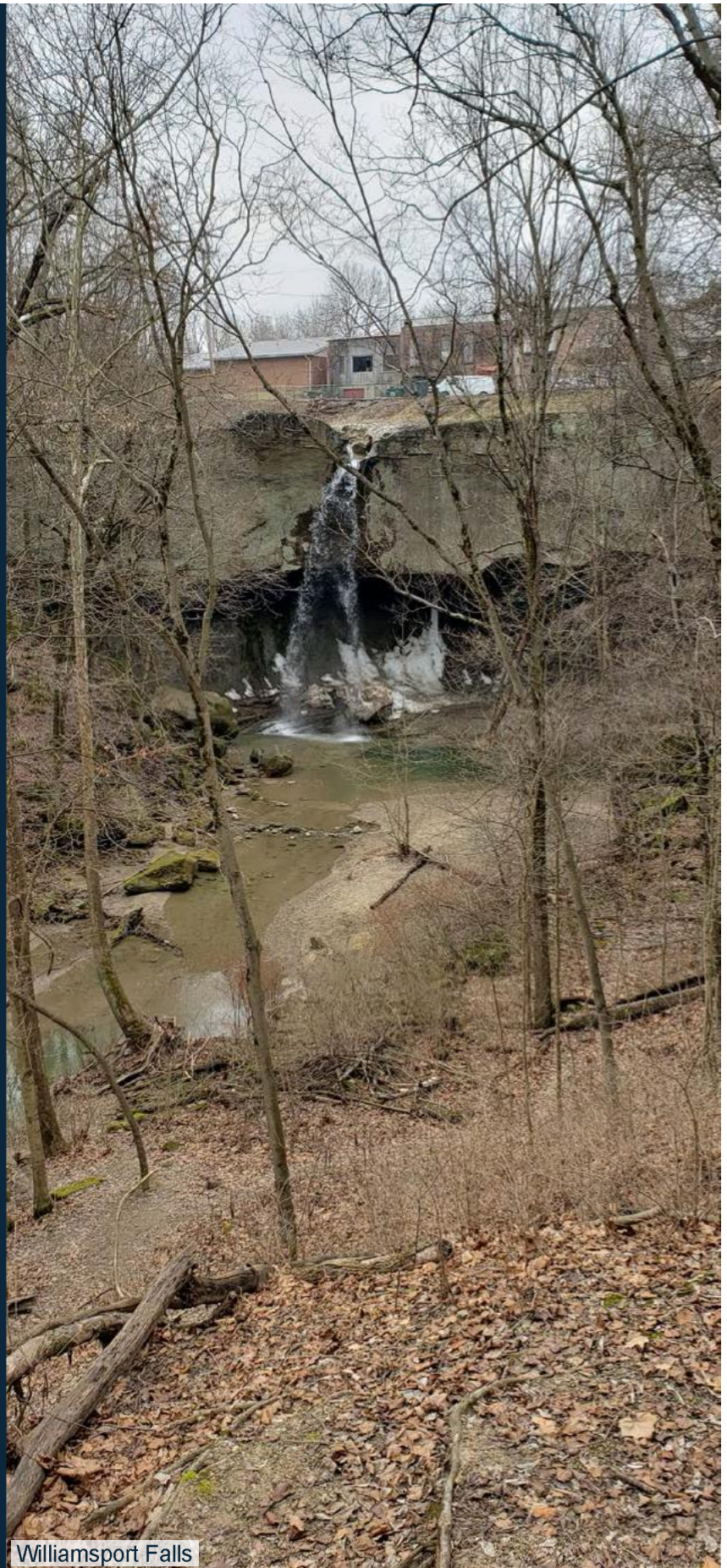
Fountain County, Vermillion County and Warren County are located in western Indiana and are connected by the Wabash River which borders all three jurisdictions.

Warren County, northwest of Indianapolis, was established in 1827. The county's eastern border is defined by the Wabash River, the western border is shared with the State of Illinois. Warren County is the northernmost county in the project area.

Fountain County was established in 1826 and is the central region of the project corridor. The county boundary is defined by Warren County to the north, Vermillion and Parke Counties to the south, the Wabash River to the west, and Montgomery and Tippecanoe Counties to the east.

Vermillion County, the southernmost county in the project area, was established in 1824. It is defined by the Illinois state line to the west and the Wabash River to the east.

Cities and towns found in the Warren, Fountain and Vermillion Counties include: Independence, Attica, Williamsport, West Lebanon, Covington, Veedersburg, Perrysville, Cayuga, Newport, Montezuma, and Clinton.



Williamsport Falls

## Project Overview & Process

The Wabash River Blueway Master Plan was conceived to develop recommendations for activating the Wabash River through Warren, Fountain and Vermillion Counties. This plan studies the use of the Wabash River as a water trail through the use of existing and proposed river access sites and ties these assets to the towns within the corridor.

The overall goals of this master plan are to promote an increased quality of life within these three counties and attract new residents from within Indiana and Illinois through outdoor recreation on the Wabash River.

The Wabash River Blueway Master Plan has been developed through the following steps:

- Project Initiation and Review of Existing Conditions
- Stakeholder Meetings and Public Outreach
- Blueway Visioning and Design Recommendations



Eugene Covered Bridge

## Blueway Benefits

A blueway can be defined as: A designated water trail designed for non-motorized watercraft such as kayaks, canoes, and paddleboards within a corridor that promotes conservation, recreation, education and economic development along a waterway. The developed system often includes access points, signage, amenities, and maps for recreational navigation and enjoyment of the waterway.

Blueway's have gained popularity in recent years as communities seek to utilize their water resources. The concept draws inspiration from greenways but focuses on water-based activities and conservation efforts. The Wabash River Blueway, while influenced by other blueways, is tailored to the unique characteristics of the Wabash River in Warren, Fountain, and Vermillion County. Common benefits can be seen in the following categories:

### Economic Development

Blueway systems thrive on attracting tourists, resulting in increased spending on accommodations, dining, and local businesses. This can stimulate the local economy and create new job opportunities. Additionally, the development and maintenance of blueway infrastructure can generate employment and business opportunities in the construction and outdoor recreation sectors, further contributing to economic growth.

### Quality of Life Improvements

Blueway water trail systems provide significant health and quality of life improvements. Engaging in outdoor activities like kayaking and canoeing promotes physical fitness and mental well-being. Regular exercise can improve cardiovascular health, increase muscle strength, and reduce stress levels. Accessible blueway trails also provide opportunities for people of all ages and abilities to recognize the same benefits. while promoting a sense of community.

### Education

Blueway trails provide a unique platform for communities to learn about and promote educational opportunities. These opportunities can include conservation methods, water quality improvements, habitat restoration, public education, river ecology and cultural heritage. Through educational methods such as interpretive signage, after-school programming, and guided tours, users will gain a better understanding for environmental stewardship, economic impact and history through Warren, Fountain, and Vermillion Counties.





## 2.0 Analysis



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# Demographic Analysis

As part of this report, a demographic analysis was completed for Fountain, Vermillion, and Warren Counties. The most recent data sets from 2022 were used for the following comparisons.

## Commuter Data



The study area pulls 922 daily commuters across the Illinois state line with most coming from Vermillion and Edgar Counties as shown in the accompanying graphic. The proposed river corridor enhancements and improved trail network recommendations could entice these drivers to move to the study area and increase the area’s economic revenue.

## Fountain



### Population Characteristics

---

Total Population

**16,468**  
in 2022

---

Median Age

**43.1**

---

**13.5%**

of residents over age 25 have received a Bachelor's degree or higher

### Economic Characteristics

---

**6,820**

households in 2022

---

**7,752**

people age 16 and older are employed

---

Largest Industry

**Manufacturing**

## Vermillion



### Population Characteristics

---

Total Population

**15,488**  
in 2022

---

Median Age

**42.4**

---

**17.9%**

of residents over age 25 have received a Bachelor's degree or higher

### Economic Characteristics

---

**6,506**

households in 2022

---

**6,817**

people age 16 and older are employed

---

Largest Industry

**Manufacturing**

## Warren



### Population Characteristics

---

Total Population

**8,454**  
in 2022

---

Median Age

**43.7**

---

**19.2%**

of residents over age 25 have received a Bachelor's degree or higher

### Economic Characteristics

---

**3,312**

households in 2022

---

**4,074**

people age 16 and older are employed

---

Largest Industry

**Manufacturing**

## Tapestry Segmentation

Environmental Systems Research Institute, Inc. (ESRI) Tapestry Segmentation divides regions into market segments based on both socioeconomic and demographic data. This approach takes standard data sets such as age and household income and factors in social and lifestyle attributes to provide a more accurate summary of consumer behavior. The study area's top tapestry groups are Salt of the Earth and Heartland Communities.

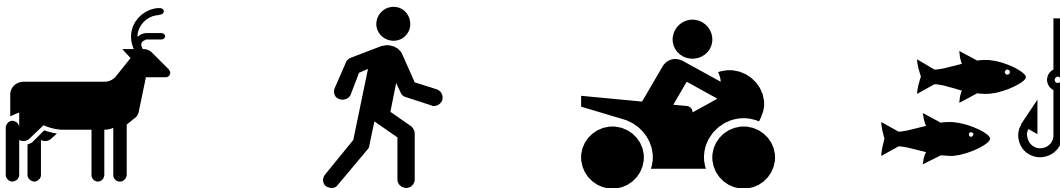
### Salt of the Earth

- Rural
- Older, empty nesters
- Cost-conscious consumers
- Prioritize health
- Enjoy outdoor activities such as fishing, boating, hunting, and camping
- Spending time with family is a priority
- Enjoy outdoor sports and activities



### Heartland Communities

- Semi-rural
- Semi-retired
- Enjoy outdoor activities such as motorcycling, hunting, and fishing
- Actively participate in community events
- Walking is main form of exercise



### Tapestry Summary

Both groups are actively engaged in their communities and would value enhanced boat launches and improved multi-use trails as part of their outdoor recreation routine with their friends and family.

## Previous Engagement

### Wabash River Greenway Corridor Master Plan

This plan is in alignment with the goals of the Wabash River Greenway Corridor Master Plan performed in 2019 which received positive feedback from public engagement efforts in Warren and Fountain Counties. At the time, Vermillion County was not included in the Wabash River Greenway study area.

The public had consensus that bike and canoe rentals, increased pedestrian trail safety measures, and paved boat access to the Wabash are the most important infrastructure improvements they would like to see along the river corridor. Other notable amenities include:

- Trailheads
- Water Fountains
- Waste Receptacles
- Restrooms
- Picnic Areas
- Signage

Methods for public engagement during the Wabash River Greenway Master Plan included:

- 7 pop-up planning workshops in Logansport, Delphi, West Lafayette, Tippecanoe County, Williamsport, Attica, and Covington
- Virtual Public Surveys and project website
- Press releases



## Previous Engagement

### Attica Community Redevelopment Course

The community of Attica, in partnership with the Indiana Office of Community and Rural affairs, conducted a community development course in which participants experienced 7 core sessions over 2.5 days. These sessions aimed to better inform officials on the importance of community development and adaptation. In addition, attendees were taught methods for better engaging residents and encouraging feedback on future planning efforts

### Attica Downtown Revitalization Plan

Attica officials conducted a series of public engagement events to gain community feedback regarding the activation and future development of the cities downtown. These engagement methods included the following:

- Public Open House
- Sector specific focus groups
- Pop-up promotional events
- Online Public Survey

### Vermillion County Comprehensive Plan

In 2022, Vermillion County officials hosted public engagement events for the Vermillion County Comprehensive Plan to strategize how to attract new residents and visitors to the region. These engagement techniques included: two steering committee meetings, one area plan commission workshop, multiple stakeholder interviews and a public survey which garnered responses from 647 residents in Vermillion County.

### Warren County Comprehensive Plan

The Warren County Comprehensive Plan's primary goal was to promote relocation and increase in population throughout the county. Throughout the planning process, Warren County officials conducted: 3 public workshops, 5 stakeholder workshops, 1 youth / local school workshop, 1 online survey, and 1 public presentation. Participants in these exercises included: county residents, business leaders, high school students / faculty and local leaders.



## Stakeholder Engagement

Throughout the course of the project, 1 in-person and 2 virtual stakeholder meetings were held to discuss project progress, discuss stakeholder desires or constraints, advocate for project buy-in and to help guide future planning efforts and development.



Project Stakeholders were identified through the following groups:

- County Commissioners and City / Town elected officials
- County, City and Town Planning and Engineering Departments
- County, City and Town Parks Departments
- Economic Development officials
- Chamber of Commerce leaders
- Community Foundation leaders
- NICHES Land Trust
- Attica Main Street
- Vermillion County Parks
- Covington Parks Board
- Vermillion County Trails Alliance

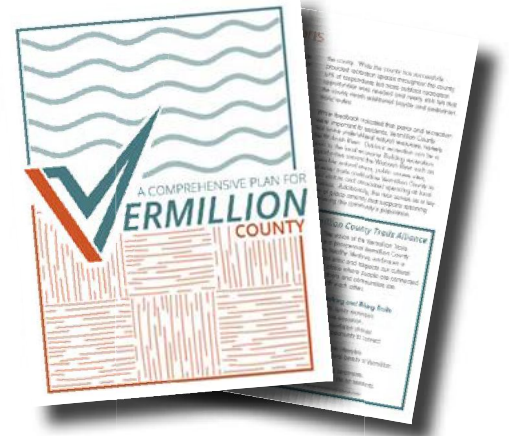


## Plan Review

The following master plans and studies have been reviewed for compatible policies, relevant connections and similar planning efforts. Through this review process, the subsequent goals have been identified for their alignment with the Wabash River Blueway Master Plan.

### Vermillion County Comprehensive Plan

- Utilize the shared resources of the Wabash River as a connecting element throughout the county
- Support the preservation of woodland and natural resources throughout the county
- Expand the county-wide parks system to increase access to outdoor recreation



### Warren County Comprehensive Plan

- Protect natural assets and conservation areas from adverse development
- Invest in Quality of Place initiatives to support workforce retention and attraction, and to retain youth in the community
- Promote the use of public waterways In Warren County
- Expand and incentivize business offerings to support natural recreational activities
- Develop additional multi-use trails beyond those in the Wabash River Greenway plan
- Support and promote community festivals, events, and activities

### Downtown Attica Revitalization Plan

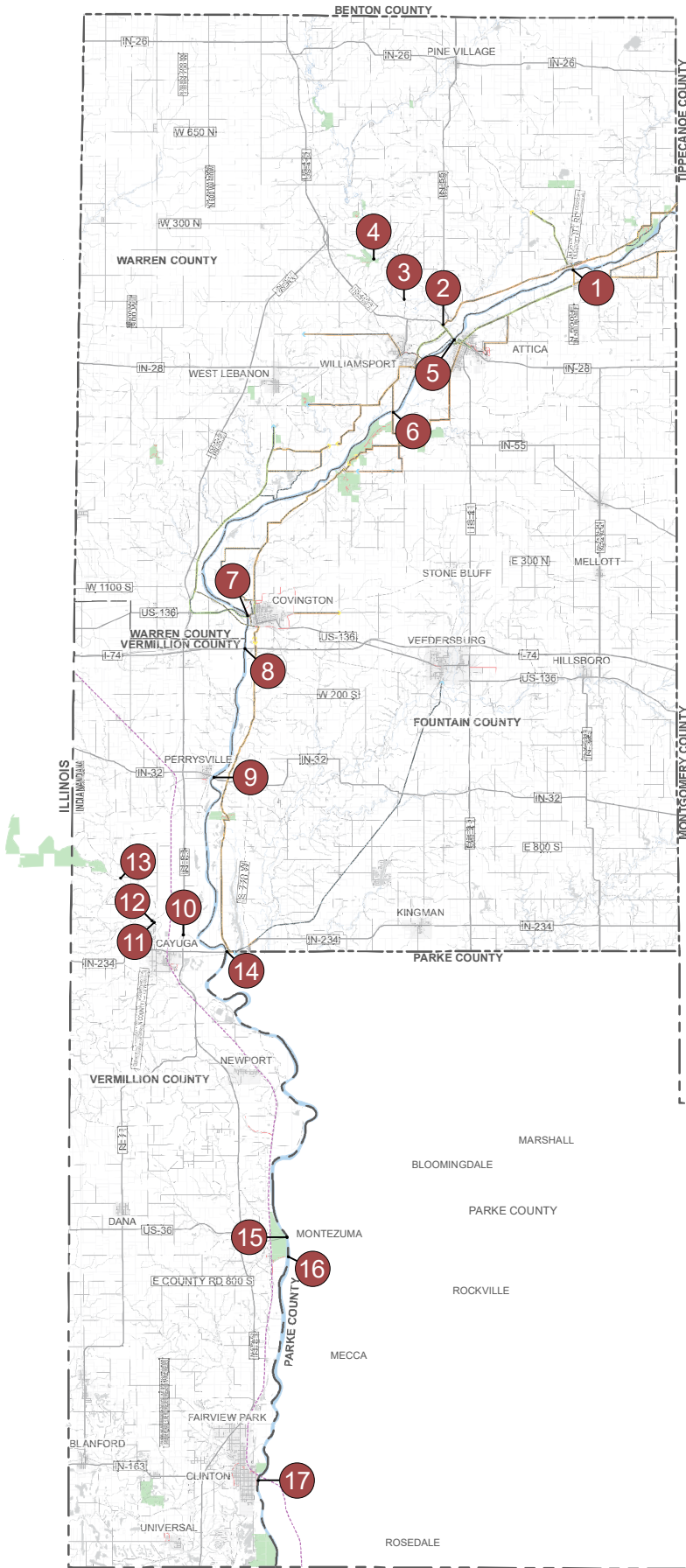
- Increase walkability
- Encourage waterfront connection and development
- Establish Recreation & Waterfront District

### Fountain County Comprehensive Plan

- Fountain County and it's partners are in the process of finalizing their 2024 comprehensive plan. Compatible policies are being coordinated with county representatives on the stakeholder committee.

Repeated goals from these previous plans include to expand multi-use trail networks, support trail-related businesses to increase access to outdoor recreation opportunities, promote public waterways as a recreational and educational asset, and to invest in workforce retention through Quality of Place initiatives. Through recommendations such as enhanced launch sites, educational, art, and event programming, and trail extensions this plan provides the framework for regional land and water trail connectivity in a way that supports the above goals.

# River Crossings



River crossings play an essential role in blueways because they create connection and access for users. There are 10 bridges which fall within the three counties that are key to the Wabash River Blueway. There are additional bridges which cross the Big Pine Creek and Vermillion River. The river crossings are depicted on the map to the left using the red dots.



- RIVER CROSSINGS
- 1 - N CICOTT ROAD
- 2 - IN-55
- 3 - N MOORES HILL ROAD
- 4 - E HOGBACK HILL ROAD
- 5 - WABASH RIVER BRIDGE / US-41
- 6 - OLD WILLIAMSPORT BRIDGE / COUNTY RD 200 W
- 7 - US-136
- 8 - I-74
- 9 - IN-32
- 10 - IN-63
- 11 - N MAIN STREET
- 12 - EUGENE COVERED BRIDGE
- 13 - FOREST GLEN ROAD
- 14 - IN-234
- 15 - MONTEZUMA BRIDGE / US-36
- 16 - MONTEZUMA B&O WALKING BRIDGE
- 17 - IN-163

# LEGEND

- CSX RAILROAD
- WABASH RIVER GREENWAY**
- PROPOSED SIDEPATH
- PROPOSED SIDEPATH ALONG SCENIC BYWAY
- PROPOSED SIDEPATH ALONG BIKE ROUTE
- PROPOSED SHARED USE/SIGNED ROUTE ALONG SCENIC ROUTE
- PROPOSED SHARED USE/SIGNED ROUTE ALONG BIKE ROUTE
- PROPOSED SHARED USE/SIGNED ROUTE ALONG GRAVEL TO ASPHALT PAVING
- PROPOSED SHARED USE/SIGNED ROUTE
- PROPOSED TRAIL
- EXISTING TRAIL UPGRADED TO ASPHALT
- PRIMARY ROUTE
- ALTERNATE ROUTE
- WABASH RIVER GREENWAY**
- OFF ROAD RECREATIONAL TRAILS
- VERMILLION TRAIL ALLIANCE**
- PROPOSED ALIGNMENT

## PARKS

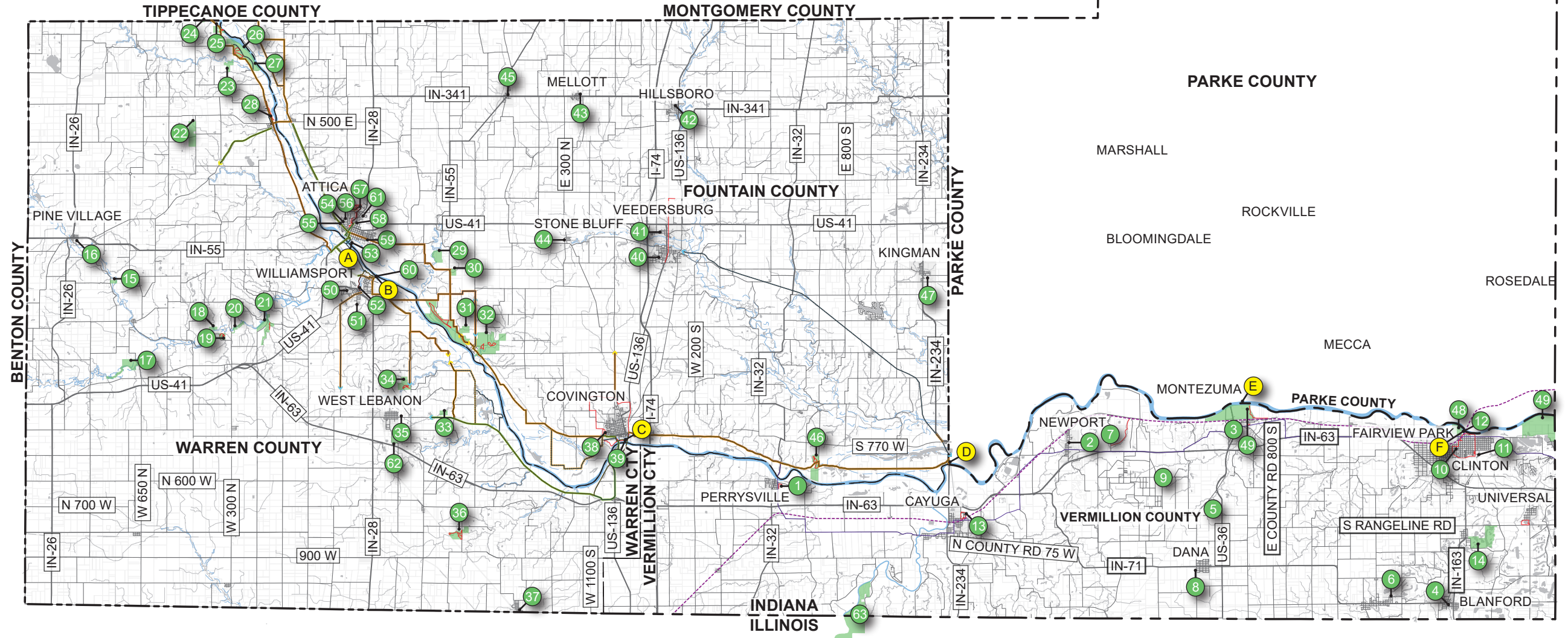
- 1 - PERRYVILLE PARK
- 2 - NEWPORT PARK
- 3 - HILLSDALE PARK
- 4 - BLANFORD PARK
- 5 - ERNIE PYLE REST PARK
- 6 - MILLER PARK
- 7 - TRAILHEAD PARK
- 8 - DANA TOWN PARK
- 9 - VERMILLION RISE PARK
- 10 - VETERANS PARK
- 11 - SPORTLAND PARK AND DOG PARK
- 12 - RIVERSIDE PARK
- 13 - CAYUGA PARK
- 14 - RANGELINE CONSERVATION CLUB
- 15 - RHUS RADICANS
- 16 - PINE VILLAGE TOWN PARK

- 17 - HEWITT ESTATE
- 18 - HONEY BRANCH BLUFF
- 19 - CROW'S GROVE
- 20 - SWANSON'S BLUFF
- 21 - FALL CREEK GORGE
- 22 - ROGER MCCLELLAN GAMEBIRD HABITAT AREA
- 23 - KHONKE'S LITTLE PINE VALLEY
- 24 - POTAWATOMI TRAIL
- 25 - BLACK ROCK BARRENS NATURE PRESERVE
- 26 - CARR ISLAND
- 27 - WEILER-LEOPOLD NATURE PRESERVE
- 28 - CICOTT PARK
- 29 - WHISTLER-HARE WOODS
- 30 - SNYDER-MARSHALL WOODS
- 31 - SHAWNEE BOTTOMS
- 32 - PORTLAND ARCH NATURE PRESERVE

- 33 - DRY BRANCH BLUFF
- 34 - GLADYS AND AL WRIGHT ROCK CREEK NATURE PRESERVE
- 35 - WEST LEBANON TOWN PARK
- 36 - WILLIAMS WOODS
- 37 - STATE LINE TOWN PARK
- 38 - COVINGTON CITY PARK
- 39 - FIVE CROSSINGS PARK
- 40 - HUB PARK
- 41 - STERLING PARK
- 42 - CENTER PARK
- 43 - MELLOTT PARK
- 44 - RODNEY CARVER PARK
- 45 - NEWTOWN PARK
- 46 - PECAN BASIN - CATES / CLAWSON RESERVE
- 47 - KINGMAN TOWN PARK
- 48 - HRI WABASH RIVER
- 49 - WABASH RIVER / CONSERVATION AREA

- 50 - WILLIAMSPORT TOWN PARK
- 51 - HARRISON PARK
- 52 - FALLS BRANCH PARK
- 53 - OUABACHE PARK
- 54 - WEST STREET PARK
- 55 - TRIANGLE PARK
- 56 - RILEY PARK
- 57 - RAVINE PARK
- 58 - MCDONALD PARK
- 59 - HAPPY WALTER FIELD
- 60 - OLD TOWN PARK AND BOAT RAMP
- 61 - CIRCLE PARK
- 62 - FLEMING WOODS
- 63 - FOREST GLEN PRESERVE

- ### EXISTING RIVER ACCESS
- A - OUABACHE PARK
  - B - WATER STREET PUBLIC ACCESS
  - C - FIVE CROSSINGS PARK
  - D - WATERMAN PUBLIC ACCESS
  - E - REEDER PARK PUBLIC ACCESS
  - F - RIVERFRONT PARK



WARREN COUNTY INDIANA  
VERMILLION COUNTY INDIANA  
**WABASH RIVER BLUEWAY BASEMAP**  
MARCH 31, 2024

Kimley»Horn  
0' 12,000' 24,000' 48,000' N  
2.5 Site Investigation and Mapping Analysis **16**

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## Existing Launch Sites

During the site investigation, existing blueway sites were studied. These studies focused on the following: existing conditions, location / distribution, proximity to adjacent communities and best practices for implementation.

In total, there are 6 river access locations between Oubache Park in Attica, IN and Riverfront Park in Clinton, IN. These 6 are classified as public boat access. Additionally, 1 of these sites fall within the Parke County jurisdiction, but plays a vital role in the overall Wabash River Blueway.

Below are 6 key existing launch sites studied during the site investigation process:

- Oubache Park - Attica
- Water Street Public Access - Williamsport
- Five Crossings Park - Covington
- Waterman Public Access - Lodi
- Reeder Park Public Access - Montezuma
- Riverfront Park - Clinton



### Oubache Park

Attica, Indiana  
Fountain County

Oubache Park is located at the end of W. Washington St. and E. Monroe St. The park and associated launch is managed by the City of Attica.

The launch site includes an ADA accessible boat ramp, trash receptacles, gravel parking lot, tables, and a shade shelter.

## Water Street Public Access

Williamsport, Indiana  
Warren County

Old Town Park is located on the East end of E. Washington Street in Williamsport, IN. The park is managed by the Town of Williamsport.

The park features a paved boat ramp, picnic area, covered pavilion and a paved parking lot.



## Five Crossings Park

Covington, Indiana  
Fountain County

Five Crossings Park is located on the west end of Washington Street in Covington, IN. The launch is managed by the Fountain County Parks Board.

The launch site includes a paved boat ramp, access to the Covington Circle Trail, gravel parking and picnic areas.





## Waterman Public Access

Lodi, Indiana  
Fountain County

Waterman Public Access is located on the west end of Old State Road 234, adjacent to the St. Rd. 234 bridge in Lodi, IN. The launch is managed by the Indiana Department of Natural Resources.

The access site features an ADA accessible paved boat ramp, and gravel parking.



## Reeder Park Public Access

Montezuma, Indiana  
Parke County

The Montezuma public launch is located on the west end of C street at Reeder Park in Montezuma, IN. The launch is managed by the Town of Montezuma.

This site features a paved boat ramp, playground, picnic area, gravel parking, connection to the Montezuma Walking Bridge and the Montezuma commercial district.

## Riverfront Park

Clinton, Indiana  
Vermillion County

The Riverfront Park public access is located on the east end of Blackman Street in Clinton, IN. The site is managed by the Town of Clinton.

Riverfront Park features an ADA accessible paved boat ramp, parking lot, picnic areas, covered pavilion, and a floating dock. The site is within two blocks of Clinton's commercial assets.

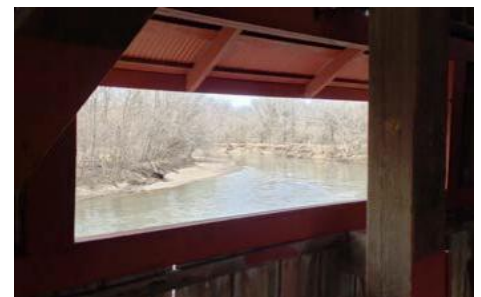


## Eugene Covered Bridge

Eugene, Indiana  
Vermillion County

The Eugene Covered Bridge is a historic structure which is listed in the National Register of Historic Places.

It is located west of the Wabash River and crosses the Vermillion River providing the township of Eugene access to area north of the Vermillion River.







**3.0 Master Plan Recommendations**

## Programming and Activation

Blueway systems thrive on the buy-in from their communities. Planning for the programming and activation of the trail system help to maximize its potential. These methods help engage and attract users, creating a sense of community involvement.

By offering a variety of programming options such as guided tours, educational programs, connection to trail systems, and lodging the blueway system becomes a hub of activity that appeals to a wide range of interests and abilities.

Programming and activation for the Wabash River Blueway have been organized in 3 categories:



### Economic Development

- Encourages new businesses to the communities adjacent to the Wabash River Blueway
- Promotes increased spending from visitors to the blueway
- Attracts residents from the surrounding region to relocate to Fountain, Warren and Vermillion Counties



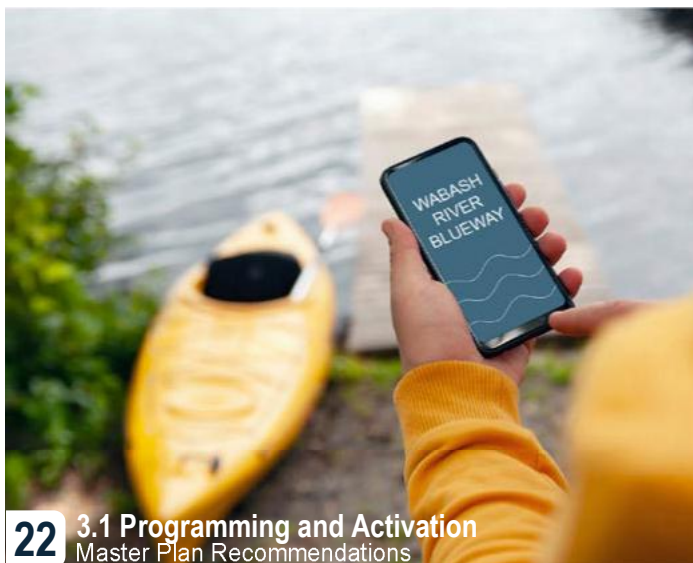
### Outdoor Recreation

- Promotes physical activity and mental health through outdoor activity
- Connects Wabash River Blueway to existing recreation assets like trails and parks
- Targets user groups beyond paddlecraft enthusiasts to the corridor such as biking, hiking and birding



### Culture

- Promotes a sense of community by connecting towns, organizations and counties
- Highlights historical and cultural significance of the area through methods like interpretive signage.
- Offers educational opportunities for youth groups and local organizations



## Blueway App



A blueway app should be developed to assist users with their experience. The app will be downloadable on people's phone so they can easily access necessary information about the Wabash River while they are out. The app could feature current water conditions, launch location information, trip distances, rental options, points of interest, history, and lodging options. It could also post local events that are occurring and promote local businesses to attract more customers. River safety tips, water hazards, and rapids classes listed on the app could support safe and responsible blueway usage.



## Local Events



There are several events within the three counties, such as Clinton Little Italy festival, that could take advantage of the Wabash River by incorporating the river into the activities. An example could be having temporary kayak and canoe rental to get more people out enjoying the water. Businesses could also host events on the river which could promote their goods and services. Informational booths at community events could raise awareness on all the river has to offer, including the blueway app. New blueway promotional events could be created such as clean-up days, or community paddle events.



## Sport and Leisure



There are many activities that can take place on or near the river including: fishing, boating, hiking, cycling, picnicking, swimming, bird watching, camping, and more. Programming will attract more than just paddle enthusiasts to the river. In order to promote outdoor recreation, site improvements need to be made and amenities need to be installed. Also, campsites and other forms of lodging need to be opened to host the people who travel for these reasons.



## Guided Tours



Organizing guided tours on the Wabash River could highlight the landmarks located within the three counties. Tours could take place on motorized or paddle boats. An organization such as a historical society could host the tours. Tours could identify other places for tourists to visit and spend money. Points of interests such as historical sites need to be identified. Self-guided tours could also be created and made accessible online, such as an art tour or geocaching tour.



## Peddle Paddle Connection



In order to facilitate access to the Wabash River, the blueway trail should be clearly connected to existing trails and greenspaces. Connection could be established by posting informational signage at other recreational spots so that people can learn about it. Also, it would be beneficial to extend existing or create new trails that reach the river.



## Wayfinding and Signage



Signage should be distributed throughout areas people will visit. Signs should contain information about directions to commercial districts, downtowns, or businesses to encourage visitors to spend their money in the community. The can also highlight points of interest and amenities along the blueway trail in addition to teaching people about the history of these sites. Signs can also educate people on water hazards and river safety. The signs can feature Blueway Trail System branding and identification.



## Youth Programs



Appreciation for the river can be fostered starting at a young age by educating youth groups such as schools, 4-H clubs, and Scouts. There are existing programs in other places that offer river education to children such as the Wonders on the Wabash in Tippecanoe County. Classes and camps can be developed to increase children's knowledge on the Wabash River as well. There is an opportunity to develop parks and recreation events targeted towards youth programs.



## Camping and Lodging



Increased tourism at the Wabash River creates a need for additional lodging. New campsites, hotels, RV parking, and other types of short-term rental could be opened. The new lodging would be an excellent opportunity for economic development.



## Art Installations



River-themed art installations along the Wabash River would make for a more attractive and engaging blueway. There could be murals painted under the bridges, such as the image feature on the left. Additionally, sculptures could be placed on land along the water which could be seen both while floating or by foot. The artwork could be gathered from a design competition to increase interest of the local people.

- Installations from local students and youth groups
- Blueway system branding and identification



## Site Enhancements



Improving conditions of the launch sites is important for user experience and attracting new visitors. Activities other than just boating should be addressed in the site enhancements. Improvements can include: picnicking sites, an amphitheater, lookout points, lighting, benches, tables, trash receptacles, temporary paddlecraft storage, bike racks, paths, parking, and shade shelters. In order to not only enhance the appearance of the site, but also improve the environmental quality, the riverfront conditions could be restored with new aquatic plantings.

## Launch Location Best Practices

# 01

### Spacing & Distribution

Launch sites should aim to be evenly spaced, offering fair access to all residents, reduce congestion amongst locations and to offer varying trip distances for all user groups. Launch sites should ideally be spaced every 3 to 5 miles.

# 02

### River Flow Orientation

The ideal location for river access sites is on the inside bend of the river, outside the flow of current to avoid silt deposition and minimize maintenance needs.

# 03

### Constructability & Accessibility

Launch sites should be constructed appropriately for their locale. Sites should consider cost efficiency, proximity to population centers, and whether they are a put in / take out site.

# 04

### Property Ownership or Partnerships

Property ownership should be considered when choosing the location of a launch site. Publicly owned parcels, corporate partners and sites allowing easement rights are ideal locations.

# 05

### Water Features & Water Hazards

When choosing the location of a site, it is important to avoid water hazards such as debris or unsafe currents. Additionally, rapids can be targeted to attract advanced paddle-craft users.

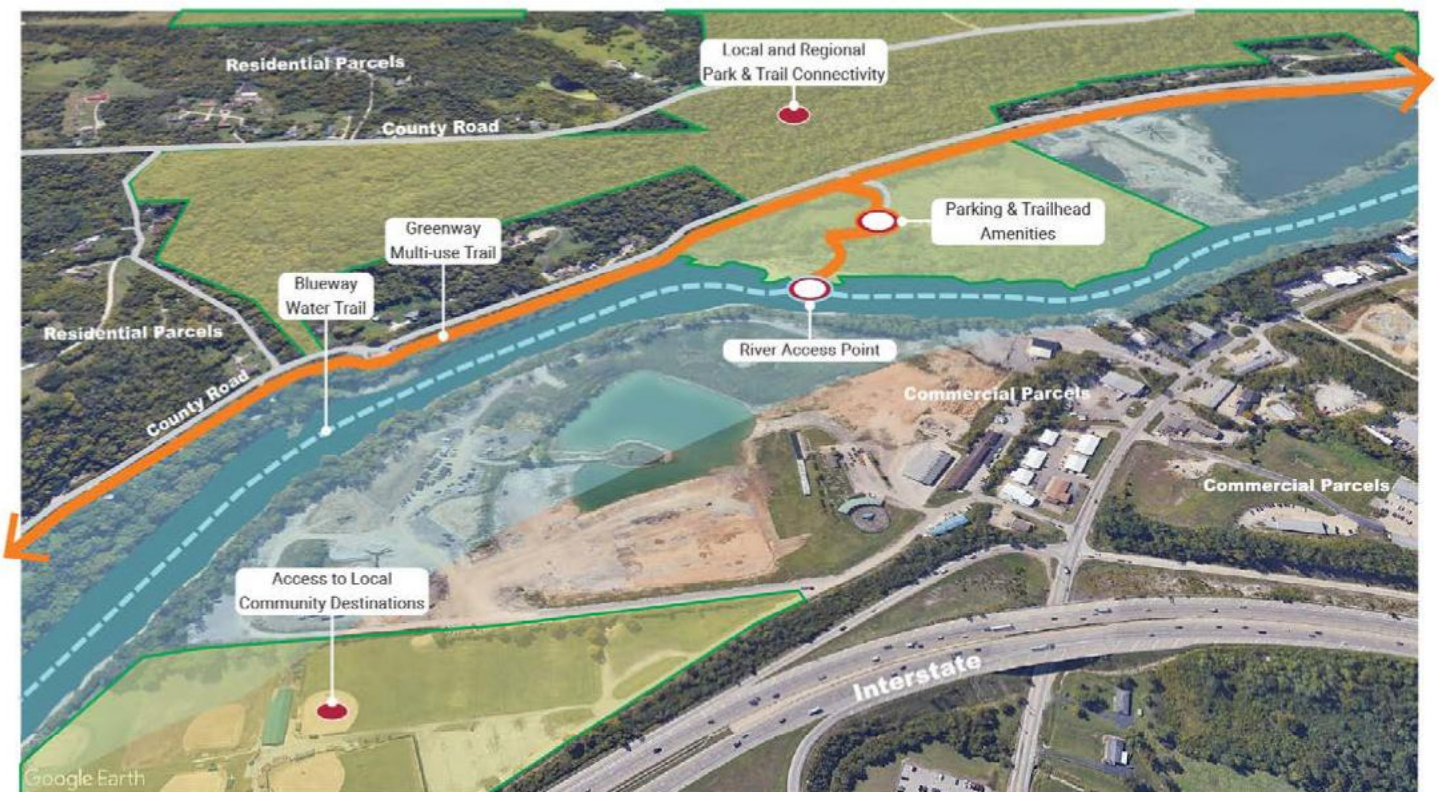
## Peddle Paddle Connection

The integration of a blueway system with land based trails, parks and assets, existing and proposed, is critical in ensuring the systems success. By connecting the blueway system to local, regional, and proposed trails or parks, the system can expect to recognize a variety of benefits. Included in these potential benefits are the following:

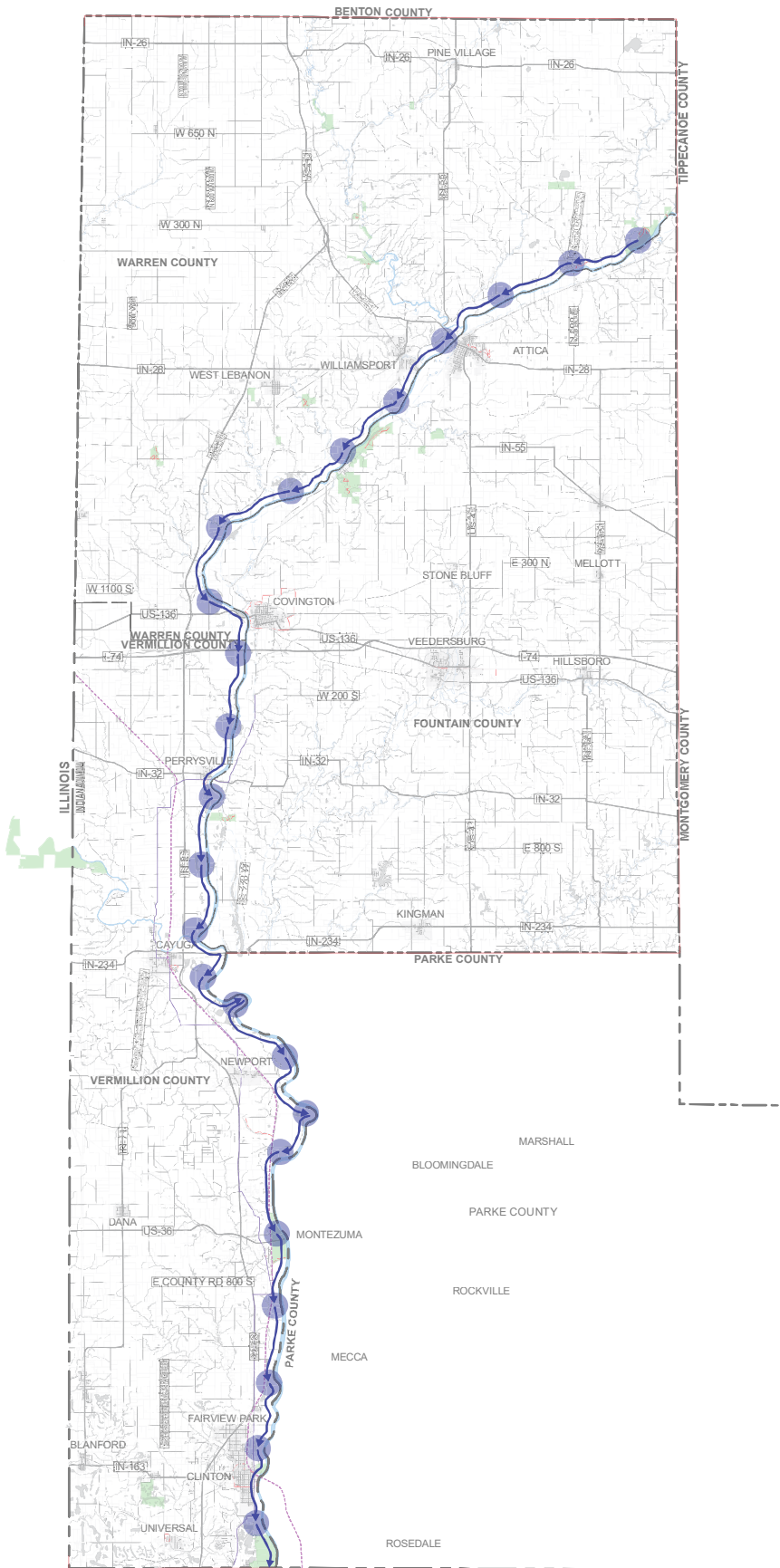
- Multi-modal experience for recreational enthusiasts (Pedal/Paddle Trips)
- Improved accessibility throughout the blueway system for all user types and locales
- Attraction of blueway users to commercial assets in local communities
- Expansion of the target audience beyond paddle craft enthusiasts
- Joint funding opportunities with regional and locally proposed trails or parks
- Increase in sustainable transportation methods throughout local communities

The Wabash River Blueway is situated in close proximity to numerous assets that should be considered for pedal paddle connection:

- Wabash River Greenway multi-use trail
- Perrysville Park Trail
- Cayuga Park Trail
- B&O Rail Trail
- Covington Circle Trail
- NICHE Property
- Badlands Off Road Park
- Forest Glen Preserve
- Covington City Park
- Portland Arch Nature Preserve
- Ravine Park
- Falls Branch Park



# Spacing and Distribution Recommendations



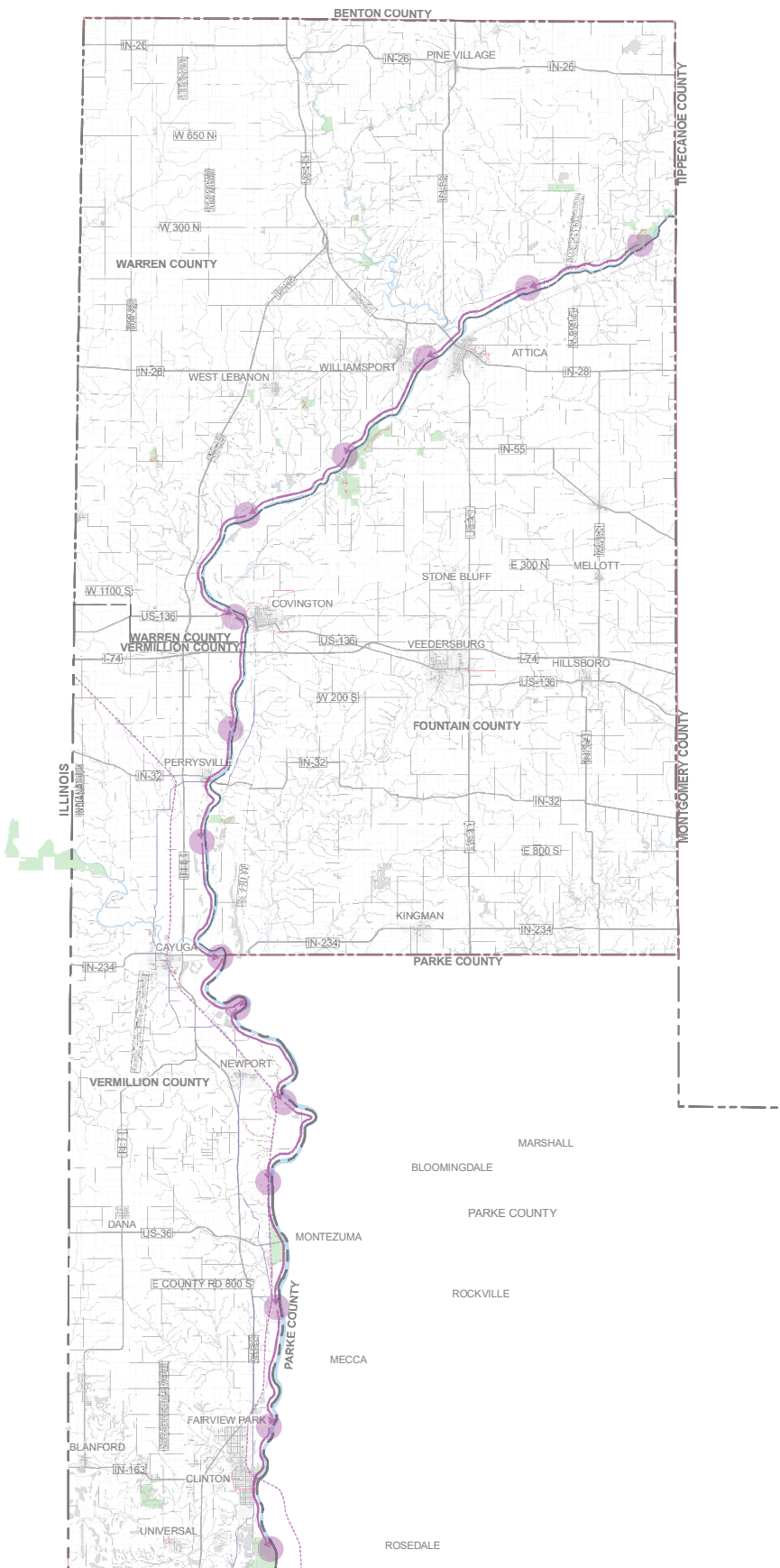
**3 Mile Site Distribution**  
 Overlaying 3 mile intervals on the Wabash River, as seen to the left, aims to better visualize an even distribution of sites from north to south.

By mapping these locations prior to considering other factors such as existing launches, population centers, modes of transportation or site suitability - we can begin to understand the frequency of sites we look to achieve with the Wabash River Blueway System.

In total, a 3 mile distribution provides 24 potential locations between Cicott Park in Independence, IN and Riverfront Park in Clinton, IN.

● **3 MI DISTRIBUTION**  
 (STARTING AT WEILER-LEOPOLD NATURE PRESERVE)





### 5 Mile Site Distribution

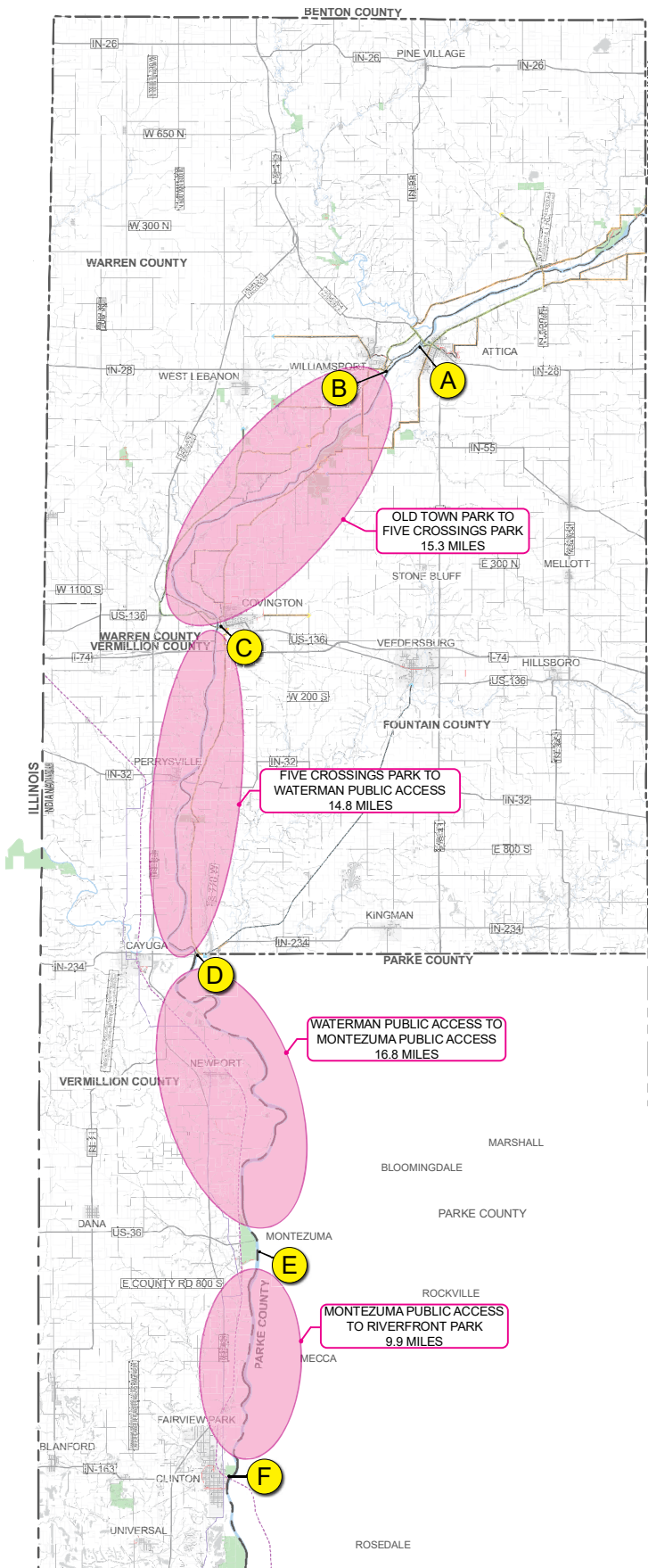
Given the spread in population centers along the corridor and the rural nature of the project area, a 5 miles distribution is most suitable for the Wabash River Blueway.

Benefits for offering this distribution interval include:

- Reduced congestion at existing launches
- Ease of maintenance due to less frequency of sites
- Sites are more closely located to townships and assets along the corridor
- A paddle trip distance that allows for users to experience longer stretches of the corridor in 3-5 hours

● 5 MI DISTRIBUTION  
(STARTING AT WEILER-LEOPOLD  
NATURE PRESERVE)

# Identified Launch Zones



## LEGEND

CSX RAILROAD

### WABASH RIVER GREENWAY

PROPOSED SIDEPATH

PROPOSED SIDEPATH  
ALONG SCENIC BYWAY

PROPOSED SIDEPATH  
ALONG BIKE ROUTE

PROPOSED SHARED USE/SIGNED  
ROUTE ALONG SCENIC ROUTE

PROPOSED SHARED USE/SIGNED  
ROUTE ALONG BIKE ROUTE

PROPOSED SHARED  
USE/SIGNED ROUTE ALONG  
GRAVEL TO ASPHALT PAVING

PROPOSED SHARED  
USE/SIGNED ROUTE

PROPOSED TRAIL

EXISTING TRAIL  
UPGRADED TO ASPHALT

PRIMARY ROUTE

ALTERNATE ROUTE

### VERMILLION TRAIL ALLIANCE

PROPOSED ALIGNMENT

### EXISTING TRAILS

OFF ROAD  
RECREATIONAL TRAILS

### EXISTING RIVER ACCESS

● PUBLIC BOAT RIVER ACCESS

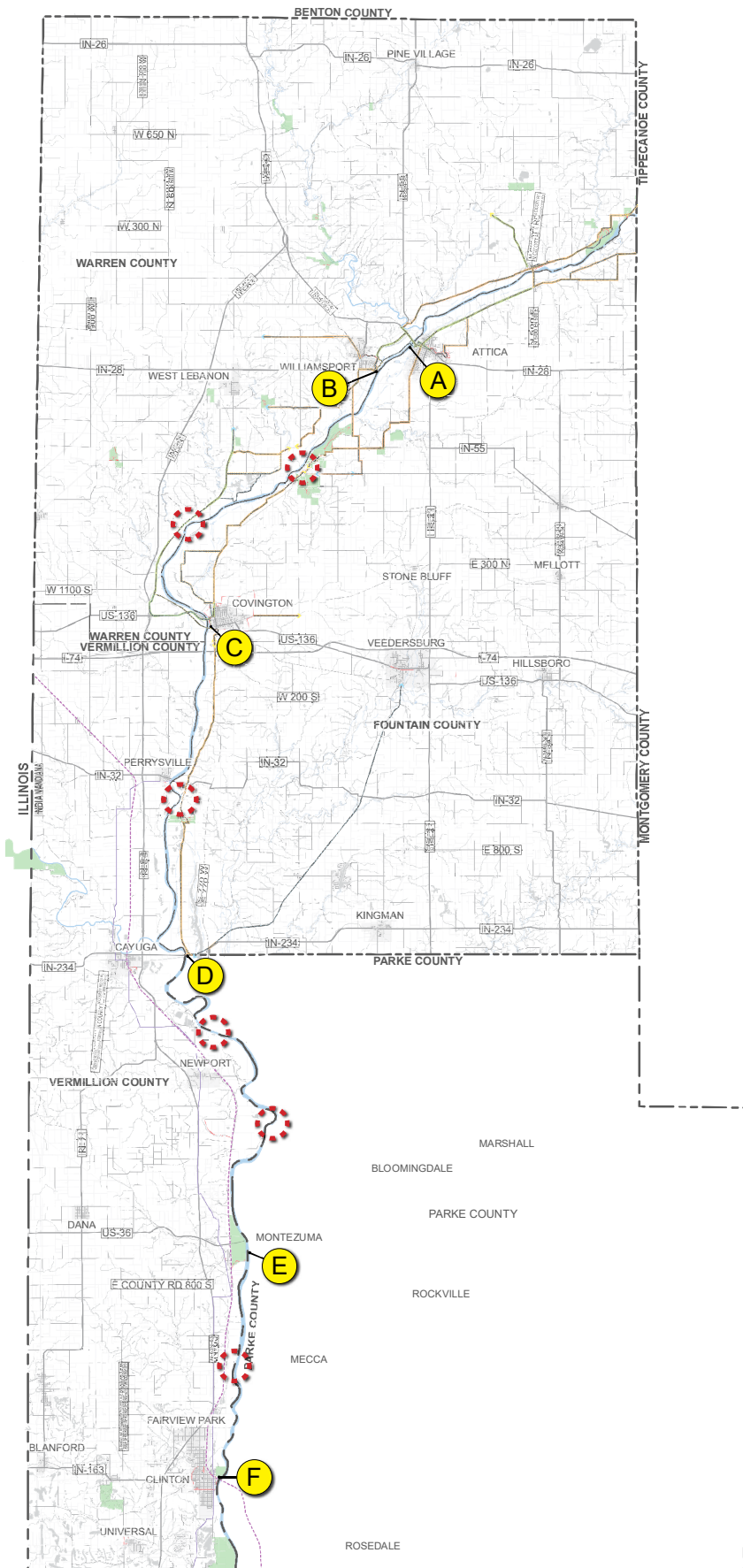
- A - OUABACHE PARK
- C - WATER STREET PUBLIC ACCESS
- D - FIVE CROSSINGS PARK
- E - WATERMAN PUBLIC ACCESS
- F - REEDER PARK PUBLIC ACCESS
- G - RIVERFRONT PARK

Knowing that the ideal launch distribution is 3 to 5 miles apart, the pink zones shown on this map identify segments of the Wabash River Blueway that exceed a 5 mile paddle distance. These zones serve as the starting point for identifying parcels suitable for a proposed launch.

The number of ideal launches needed per segment are as follows:

- Old Town Park to Five Crossings = 2
- Five Crossings to Waterman Access = 1
- Waterman Access to Montezuma Public Access = 2
- Montezuma Public Access to Riverfront Park = 1

# Ideal Launch Locations



## LEGEND

CSX RAILROAD

MILE MARKER

### WABASH RIVER GREENWAY

PROPOSED SIDEPATH

PROPOSED SIDEPATH  
ALONG SCENIC BYWAY

PROPOSED SIDEPATH  
ALONG BIKE ROUTE

PROPOSED SHARED USE/SIGNED  
ROUTE ALONG SCENIC ROUTE

PROPOSED SHARED USE/SIGNED  
ROUTE ALONG BIKE ROUTE

PROPOSED SHARED  
USE/SIGNED ROUTE ALONG  
GRAVEL TO ASPHALT PAVING

PROPOSED SHARED  
USE/SIGNED ROUTE

PROPOSED TRAIL

EXISTING TRAIL  
UPGRADED TO ASPHALT

PRIMARY ROUTE

ALTERNATE ROUTE

### VERMILLION TRAIL ALLIANCE

PROPOSED ALIGNMENT

### EXISTING TRAILS

OFF ROAD

RECREATIONAL TRAILS

### EXISTING RIVER ACCESS

PUBLIC BOAT RIVER ACCESS

A - OUABACHE PARK

C - WATER STREET PUBLIC ACCESS

D - FIVE CROSSINGS PARK

E - WATERMAN PUBLIC ACCESS

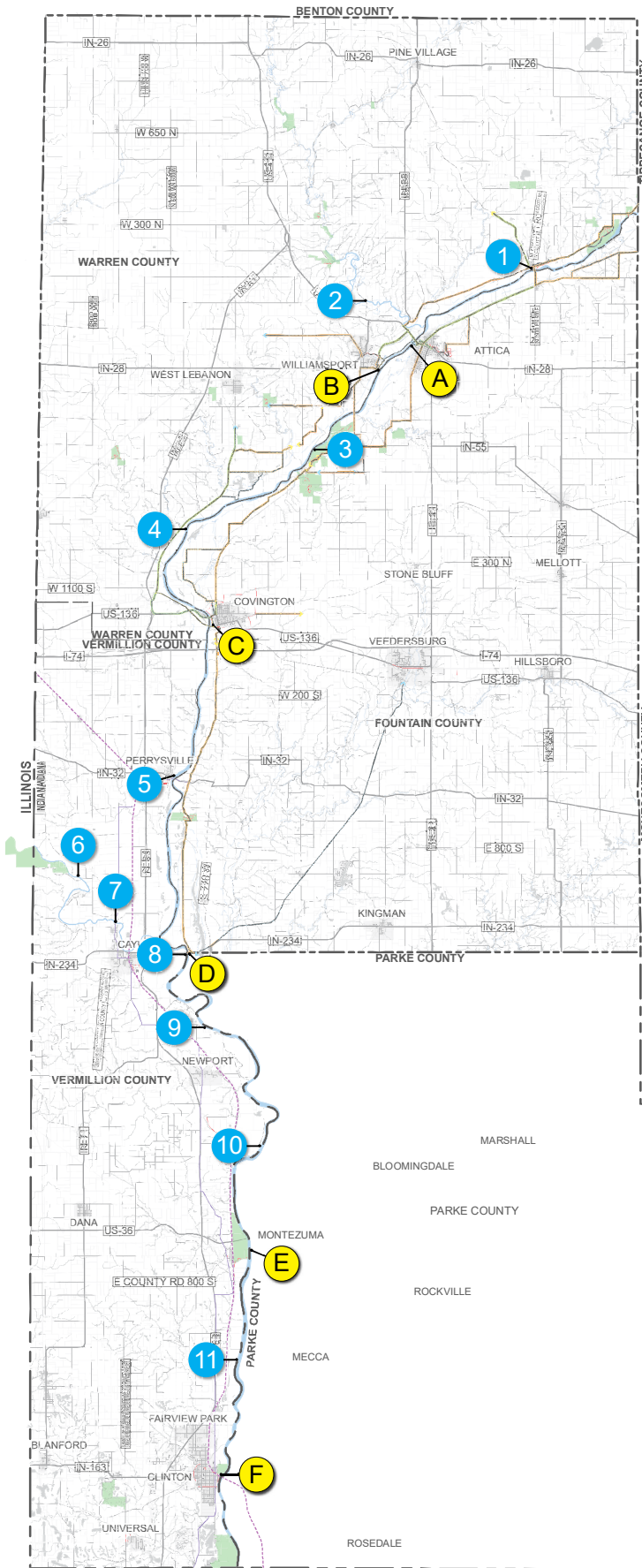
F - REEDER PARK PUBLIC ACCESS

G - RIVERFRONT PARK

The dashed ellipses seen on this map represent 5 mile distribution points from the nearest existing launch up-stream.

These ellipses help pinpoint ideal locations for proposed launches. By starting the investigation for a potential parcel at a given ellipse, it is ensuring that proper distribution is met.

# Proposed Launches



## LEGEND

CSX RAILROAD

### WABASH RIVER GREENWAY

PROPOSED SIDEPATH

PROPOSED SIDEPATH  
ALONG SCENIC BYWAY

PROPOSED SIDEPATH  
ALONG BIKE ROUTE

PROPOSED SHARED USE/SIGNED  
ROUTE ALONG SCENIC ROUTE

PROPOSED SHARED USE/SIGNED  
ROUTE ALONG BIKE ROUTE

PROPOSED SHARED  
USE/SIGNED ROUTE ALONG  
GRAVEL TO ASPHALT PAVING

PROPOSED SHARED  
USE/SIGNED ROUTE

PROPOSED TRAIL

EXISTING TRAIL  
UPGRADED TO ASPHALT

PRIMARY ROUTE

ALTERNATE ROUTE

### EXISTING RIVER ACCESS

● PUBLIC BOAT RIVER ACCESS

- A - OUABACHE PARK
- C - WATER STREET PUBLIC ACCESS
- D - FIVE CROSSINGS PARK
- E - WATERMAN PUBLIC ACCESS
- F - REEDER PARK PUBLIC ACCESS
- G - RIVERFRONT PARK

### PROPOSED RIVER ACCESS

● PROPOSED LAUNCH LOCATION

- 1 - CICOTT PARK
- 2 - S MOORES HILL ROAD
- 3 - SHAWNEE BOTTOMS
- 4 - COAL HOLLOW
- 5 - PERRYVILLE
- 6 - VERMILLION RIVER
- 7 - EUGENE COVERED BRIDGE
- 8 - DRY BRANCH
- 9 - DUKE ENERGY
- 10 - VERMILLION RISE MEGA PARK
- 11 - ELANCO

There were 11 sites identified as proposed launch locations. 1 of the sites is on Big Pine Creek and 2 of them are on the Vermillion River. A concept plan was developed for each of the potential sites and they are illustrated on the following pages.

# Trip Distances

|   | MILES |     |      |      |      |      |      |      |      |      |      |      |
|---|-------|-----|------|------|------|------|------|------|------|------|------|------|
| CICOTT PARK 1                           | 5.9   | 7.6 | 11.9 | 18.0 | 22.8 | 29.2 | 37.6 | 42.7 | 50.0 | 54.8 | 59.2 | 64.3 |
| OUABACHE PARK A                         |       | 1.7 | 6.0  | 12.1 | 16.9 | 23.3 | 31.7 | 36.8 | 44.1 | 48.9 | 53.3 | 58.4 |
| WATER STREET PUBLIC ACCESS B            |       |     | 4.3  | 10.4 | 15.2 | 21.6 | 30.0 | 35.1 | 42.4 | 47.2 | 51.6 | 56.7 |
| SHAWNEE BOTTOMS 3                       |       |     |      | 6.1  | 10.9 | 17.3 | 25.7 | 30.8 | 38.1 | 42.9 | 47.3 | 52.4 |
| COAL HOLLOW 4                           |       |     |      |      | 4.8  | 11.2 | 19.6 | 24.7 | 32.0 | 36.8 | 41.2 | 46.3 |
| FIVE CROSSINGS PARK C                   |       |     |      |      |      | 6.4  | 14.8 | 19.9 | 27.2 | 32.0 | 36.4 | 41.5 |
| PERRYSVILLE 5                           |       |     |      |      |      |      | 8.4  | 13.5 | 20.8 | 25.6 | 30.0 | 35.1 |
| WATERMAN PUBLIC ACCESS / DRY BRANCH D 8 |       |     |      |      |      |      |      | 5.1  | 12.4 | 17.2 | 21.6 | 26.7 |
| DUKE ENERGY 9                           |       |     |      |      |      |      |      |      | 7.3  | 12.1 | 16.5 | 21.6 |
| VERMILLION MEGA RISE PARK 10            |       |     |      |      |      |      |      |      |      | 4.8  | 9.2  | 14.3 |
| REEDER PARK PUBLIC ACCESS E             |       |     |      |      |      |      |      |      |      |      | 4.4  | 9.5  |
| ELANCO 11                               |       |     |      |      |      |      |      |      |      |      |      | 5.1  |

In total, 11 potential launch sites have been identified. These 11 sites in addition to the existing launches along the corridor make up the Wabash River Blueway system.

Key takeaways from the proposed blueway system include:

- The average distance between all launch sites is 5.4 miles.
- Site 2, 6, and 7 are located on Big Pine Creek and the Vermillion River, tributaries to the Wabash River. Providing sites on these tributaries offers regional connection to adjacent communities and the State of Illinois.

5 of the 11 proposed sites fall within close proximity to a major employer or township without an existing launch. Proposed launches at these locations directly impact a population group without access to outdoor recreation opportunities on the Wabash.

# Proposed Launches

The proposed launch sites for the Wabash River Blueway have been categorized by their level of constructibility: Easy, Medium, and Difficult. Levels of constructibility are determined by a variety of factors including: topography, parcel ownership, accessibility and proposed site enhancements.

The levels of constructibility ultimately influence phasing and implementation, and provide a base for refining site enhancements that are appropriate for a given location. The following descriptions can be referenced when reviewing a sites cost, phasing potential and constructibility:

## Constructibility: Easy \$

- Gradual or flat topography for trails, walks, and parking
- Minimal maintenance expected (flooding and deposition)
- Short distance from closest roadway or parking to the river
- Minimal clearing of existing landscape

## Constructibility: Medium \$\$

- Medium topography change (minimum intervention needed)
- Increase in maintenance for flooding and deposition (ex. may sit in current flowline)
- Longer distance from closest roadway or parking to the river

## Constructibility: Difficult \$\$\$

- Difficult terrain (mass grading, retaining walls, steep approach to river)
- Wetlands and other environmental protection triggers
- Long entrance drive or carry distance needed to reach the river
- Excess clearing needed of existing vegetation

### #1 - Cicott Park

|                      |   |
|----------------------|---|
| Ownership            | ✓ |
| Terrain              |   |
| Level of Development |   |
| Best Practices       | ✓ |

MEDIUM

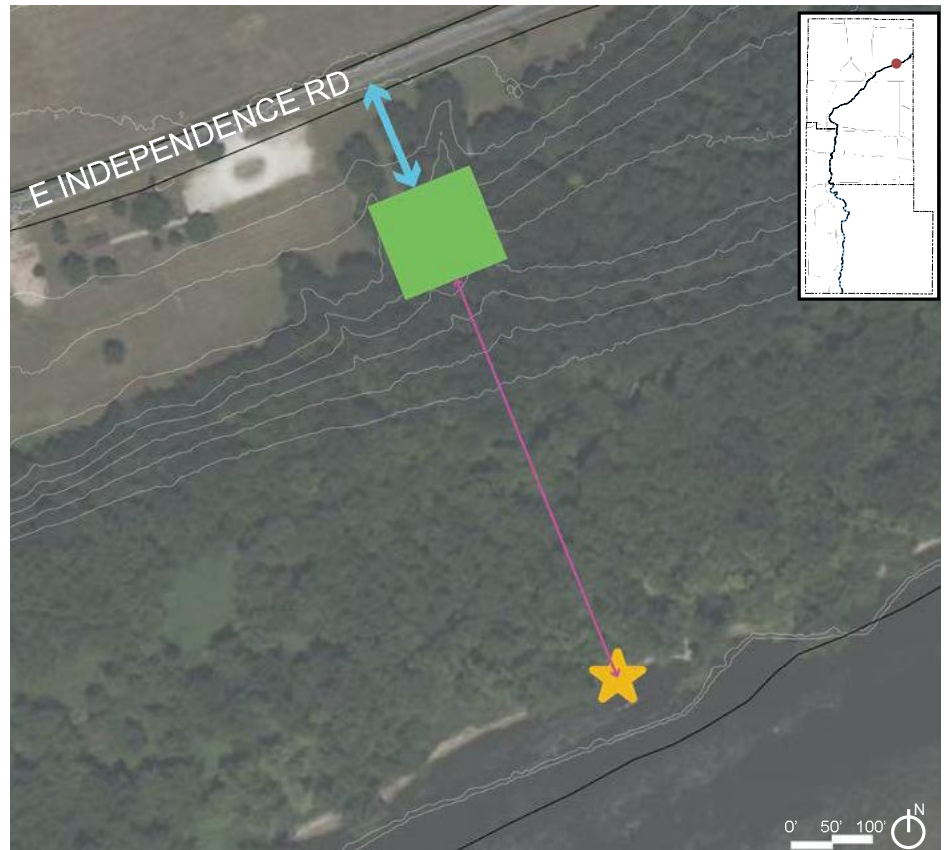
#### Legend

↔ Accessible Path

↔ Driveway

■ Parking Lot

★ Paddlecraft Launch



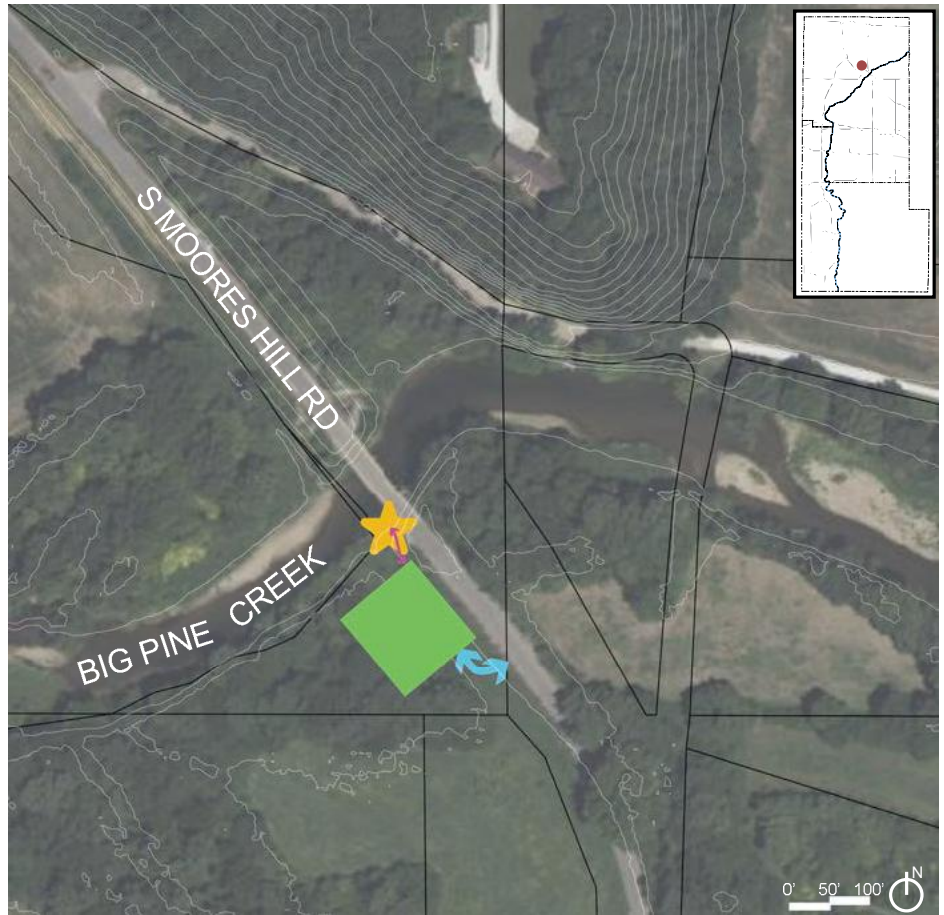
## #2 - S Moores Hill Road

|                      |   |
|----------------------|---|
| Ownership            | ✓ |
| Terrain              | ✓ |
| Level of Development | ✓ |
| Best Practices       | ✓ |

**EASY**

### Legend

-  Accessible Path
-  Driveway
-  Parking Lot
-  Paddlecraft Launch







## #3 - Shawnee Bottoms

|                      |   |
|----------------------|---|
| Ownership            | ✓ |
| Terrain              | ✓ |
| Level of Development | ✓ |
| Best Practices       | ✓ |

**DIFFICULT**

### Legend

-  Accessible Path
-  Driveway
-  Parking Lot
-  Paddlecraft Launch



## #4 - Coal Hollow

|                      |   |
|----------------------|---|
| Ownership            |   |
| Terrain              | ✓ |
| Level of Development |   |
| Best Practices       | ✓ |

**DIFFICULT**

### Legend

-  Accessible Path
-  Driveway
-  Parking Lot
-  Paddlecraft Launch





## #5 - Perrysville

|                      |   |
|----------------------|---|
| Ownership            | ✓ |
| Terrain              |   |
| Level of Development | ✓ |
| Best Practices       | ✓ |

**MEDIUM**

### Legend

-  Accessible Path
-  Driveway
-  Parking Lot
-  Paddlecraft Launch





## #6 - Vermillion River

|                      |   |
|----------------------|---|
| Ownership            | ✓ |
| Terrain              |   |
| Level of Development | ✓ |
| Best Practices       | ✓ |

MEDIUM

### Legend

- Accessible Path
- Driveway
- Parking Lot
- Paddlecraft Launch



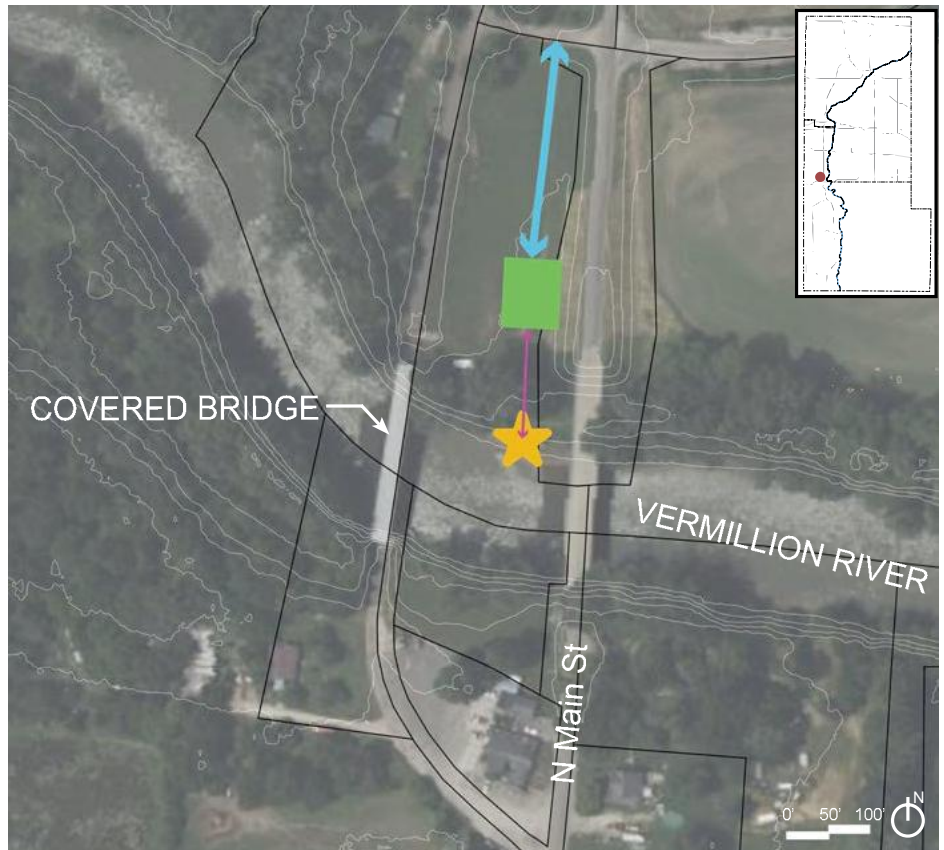
## #7 - Eugene Covered Bridge

|                      |   |
|----------------------|---|
| Ownership            |   |
| Terrain              | ✓ |
| Level of Development | ✓ |
| Best Practices       | ✓ |

MEDIUM

### Legend

- Accessible Path
- Driveway
- Parking Lot
- Paddlecraft Launch

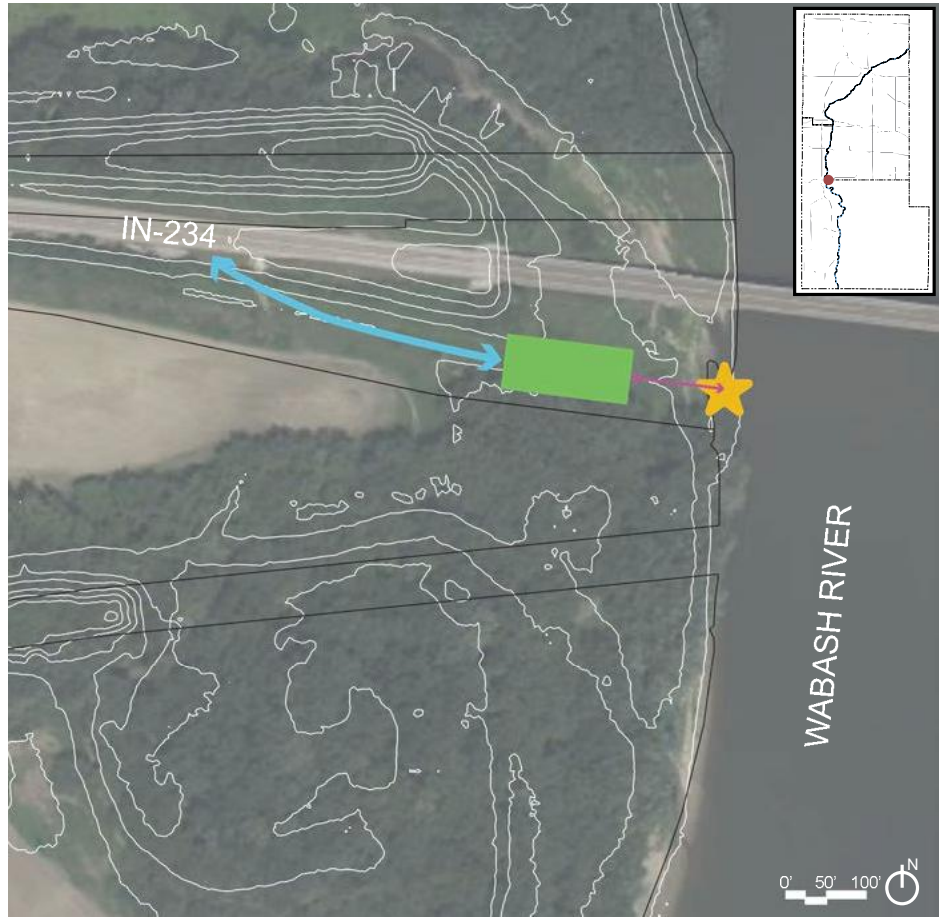


### #8 - Dry Branch

|                      |   |
|----------------------|---|
| Ownership            | ✓ |
| Terrain              |   |
| Level of Development | ✓ |
| Best Practices       | ✓ |

#### Legend MEDIUM

- Accessible Path
- Driveway
- Parking Lot
- Paddlecraft Launch



### #9 - Duke Energy

|                      |   |
|----------------------|---|
| Ownership            |   |
| Terrain              |   |
| Level of Development | ✓ |
| Best Practices       | ✓ |

#### Legend MEDIUM

- Accessible Path
- Driveway
- Parking Lot
- Paddlecraft Launch



## #10 - VERMILLION RISE MEGA PARK

|                      |   |
|----------------------|---|
| Ownership            |   |
| Terrain              | ✓ |
| Level of Development | ✓ |
| Best Practices       | ✓ |

### Legend DIFFICULT

- Accessible Path
- Driveway
- Parking Lot
- Paddlecraft Launch



## #11 - Elanco

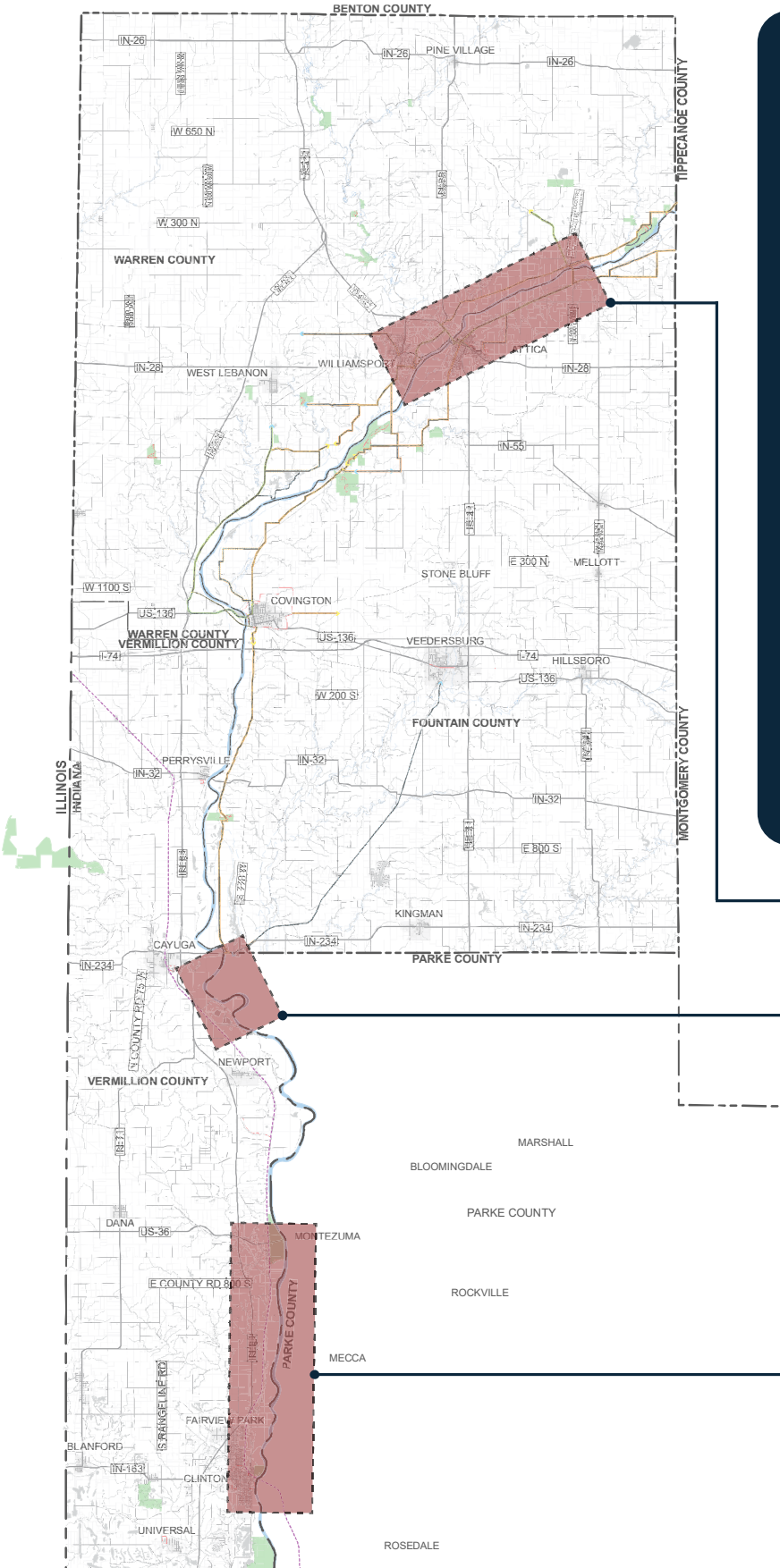
|                      |   |
|----------------------|---|
| Ownership            |   |
| Terrain              | ✓ |
| Level of Development | ✓ |
| Best Practices       | ✓ |

### Legend MEDIUM

- Accessible Path
- Driveway
- Parking Lot
- Paddlecraft Launch



# Blueway Key Segments



The key segments described on pages 41-43 have been identified as areas of significance when referring to the Wabash River Blueway system.

Key segments are identified because they encompass notable aspects of the blueway system and offer opportunities for programming that closely parallel the goals of this project. Included in the criteria for key segment identification are the following:

- Proximity to population centers or modes of transportation
- Natural resources, recreation opportunities or scenic routes
- Potential for partnerships with local organizations and businesses.
- Connection to existing assets such as parks & trails

**Key Segment 1**  
Independence to Williamsport

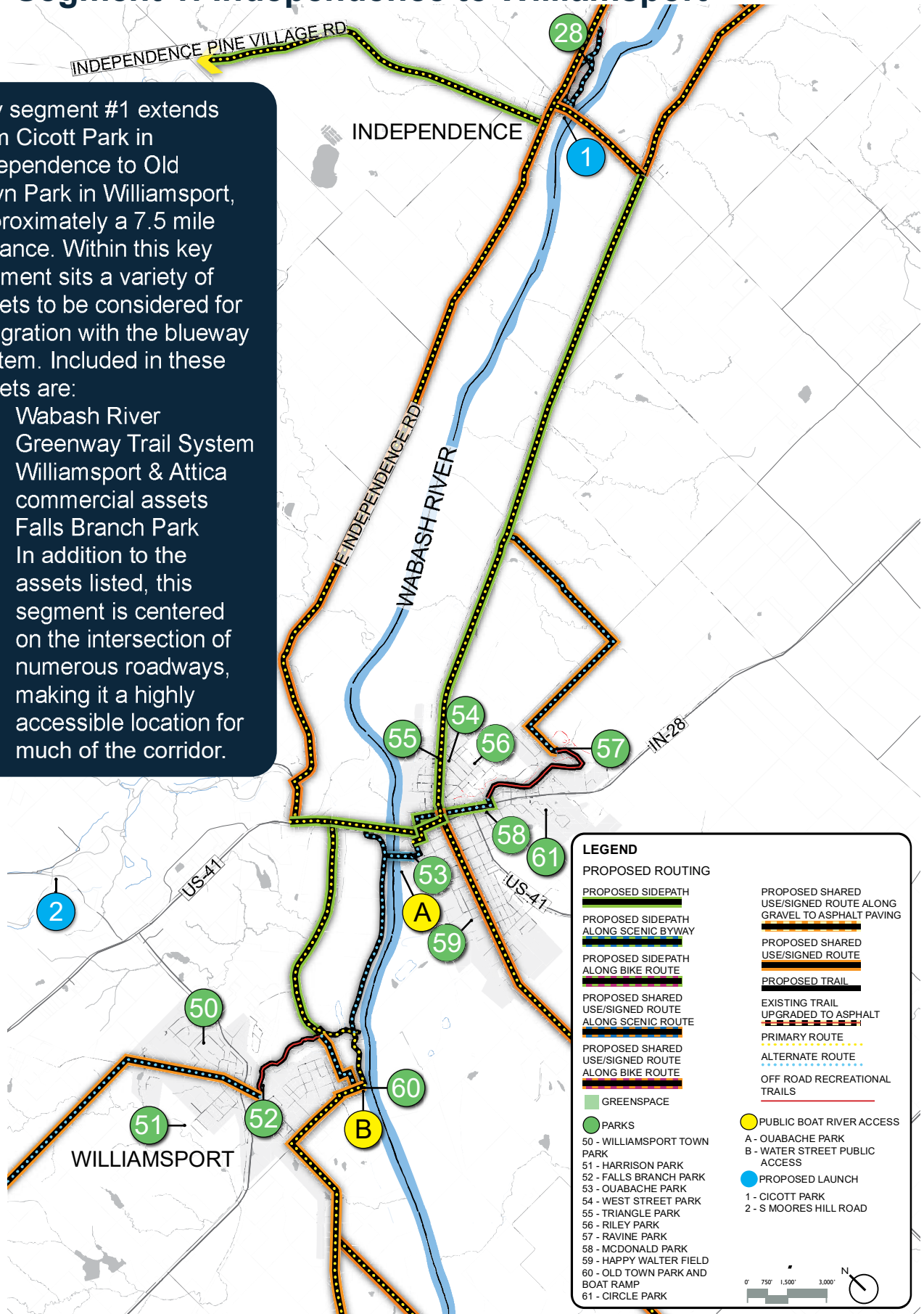
**Key Segment 2**  
Cayuga to Newport

**Key Segment 3**  
Montezuma to Clinton

# Key Segment 1: Independence to Williamsport

Key segment #1 extends from Cicott Park in Independence to Old Town Park in Williamsport, approximately a 7.5 mile distance. Within this key segment sits a variety of assets to be considered for integration with the blueway system. Included in these assets are:

- Wabash River Greenway Trail System
- Williamsport & Attica commercial assets
- Falls Branch Park
- In addition to the assets listed, this segment is centered on the intersection of numerous roadways, making it a highly accessible location for much of the corridor.



**LEGEND**

**PROPOSED ROUTING**

|   |   |
|---|---|
| PROPOSED SIDEPATH                                   | PROPOSED SHARED USE/SIGNED ROUTE ALONG GRAVEL TO ASPHALT PAVING |
| PROPOSED SIDEPATH ALONG SCENIC BYWAY                | PROPOSED SHARED USE/SIGNED ROUTE                                |
| PROPOSED SIDEPATH ALONG BIKE ROUTE                  | PROPOSED TRAIL  |
| PROPOSED SHARED USE/SIGNED ROUTE ALONG SCENIC ROUTE | EXISTING TRAIL UPGRADED TO ASPHALT                              |
| PROPOSED SHARED USE/SIGNED ROUTE ALONG BIKE ROUTE   | PRIMARY ROUTE   |
|   | ALTERNATE ROUTE   |
|   | OFF ROAD RECREATIONAL TRAILS                                    |

GREENSPACE

PARKS

PUBLIC BOAT RIVER ACCESS

A - OUABACHE PARK  
B - WATER STREET PUBLIC ACCESS

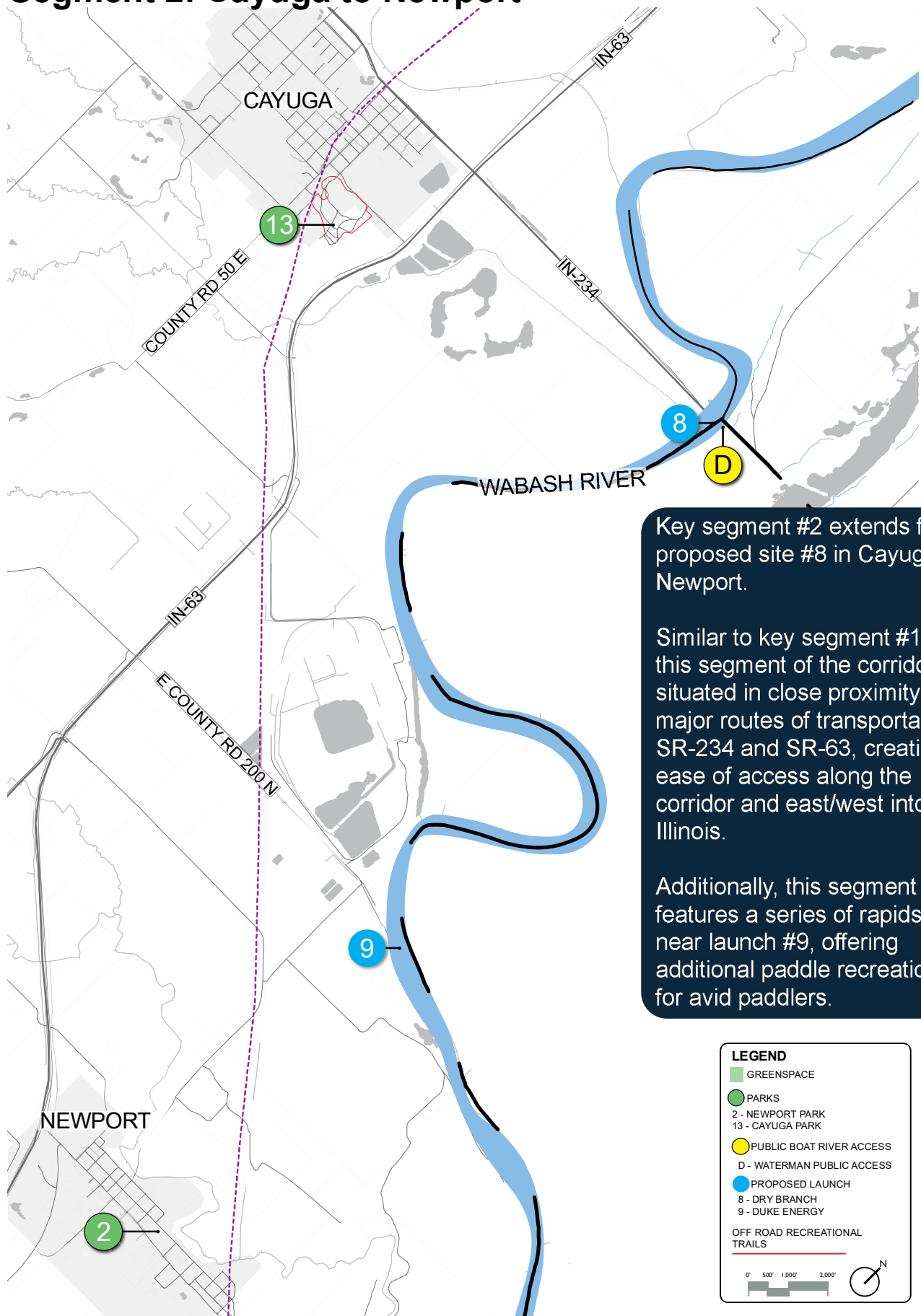
PROPOSED LAUNCH

1 - CICOTT PARK  
2 - S MOORES HILL ROAD

0' 750' 1,500' 3,000'

N

# Key Segment 2: Cayuga to Newport



Key segment #2 extends from proposed site #8 in Cayuga to Newport.

Similar to key segment #1, this segment of the corridor is situated in close proximity to major routes of transportation: SR-234 and SR-63, creating ease of access along the corridor and east/west into Illinois.

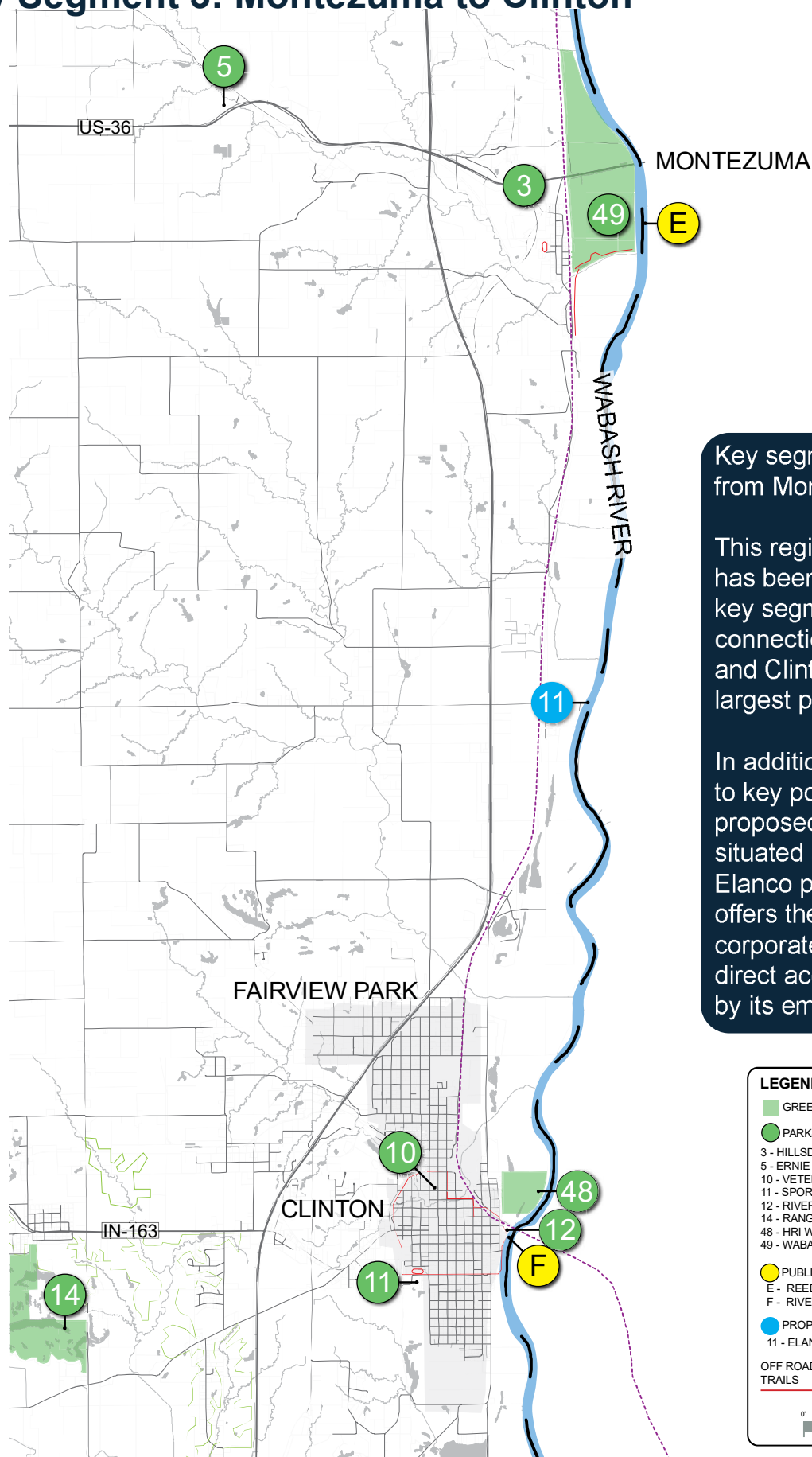
Additionally, this segment features a series of rapids near launch #9, offering additional paddle recreation for avid paddlers.

**LEGEND**

- GREENSPACE
- PARKS
  - 2 - NEWPORT PARK
  - 13 - CAYUGA PARK
- PUBLIC BOAT RIVER ACCESS
  - D - WATERMAN PUBLIC ACCESS
- PROPOSED LAUNCH
  - 8 - DRY BRANCH
  - 9 - DUKE ENERGY
- OFF ROAD RECREATIONAL TRAILS

0 500 1,000 2,000'

# Key Segment 3: Montezuma to Clinton



Key segment #3 extends from Montezuma to Clinton.

This region of the corridor has been identified as a key segment due to its connection to Parke County and Clinton, the corridor's largest population center.

In addition to the connection to key population centers, proposed launch #11 is situated adjacent to the Elanco plant. This location offers the opportunity for corporate partnership and direct access to the blueway by its employees.

**LEGEND**

- GREENSPACE
- PARKS
- 3 - HILLSDALE PARK
- 5 - ERNIE PYLE REST PARK
- 10 - VETERANS PARK
- 11 - SPORTLAND PARK AND DOG PARK
- 12 - RIVERSIDE PARK
- 14 - RANGELINE CONSERVATION CLUB
- 48 - HRI WABASH RIVER
- 49 - WABASH RIVER CONSERVATION AREA
- PUBLIC BOAT RIVER ACCESS
- E - REEDER PARK
- F - RIVERFRONT PARK
- PROPOSED LAUNCH
- 11 - ELANCO
- OFF ROAD RECREATIONAL TRAILS

0 1,000' 2,000' 4,000'

# Phasing and Cost Estimates

## Phasing

The phasing plan below considers population centers, trail and park connections, pedal/paddle opportunities, adjacent and proposed amenities, level of constructibility and adherence to best practices and property ownership.

## Phasing and Cost Factors

|                               | Ownership                              | Terrain              | Level of Development   |
|-------------------------------|--|----------------------|--|
| 1. Cicott Park                | Warren County                          | relatively flat      | paved drive, paved parking lot, long access path, natural launch                 |
| 2. S Moores Hill Road         | Warren County                          | relatively flat      | long access road, paved drive and lot, natural launch                            |
| 3. Shawnee Bottoms            | Niches Land Trust                      | relatively flat      | gravel drive, gravel parking lot, gravel path, and natural launch                |
| 4. Coal Hollow                | Private                                | relatively flat      | long access path, paved drive, gravel path, and natural launch                   |
| 5. Perrysville                | State of Indiana                       | unlevel              | paved drive, paved parking lot, gravel path, and natural launch                  |
| 6. Vermillion River           | Vermillion County                      | unlevel              | paved drive, paved parking lot, gravel path, and natural launch                  |
| 7. Eugene Covered Bridge      | Vermillion County and Private          | relatively flat      | paved drive, paved parking lot, gravel path, and natural launch                  |
| 8. Dry Branch                 | State of Indiana                       | relatively flat      | paved drive, paved parking lot, gravel path, and natural launch                  |
| 9. Duke Energy                | Duke Energy                            | steep slope to river | paved drive, paved parking lot, gravel path, and natural launch                  |
| 10. Vermillion Rise Mega Park | Newport Chemical Depot Reuse Authority | relatively flat      | gravel drive, gravel parking lot, gravel path, and natural launch                |
| 11. Elanco                    | Elanco                                 | relatively flat      | long access path, paved drive, paved parking lot, paved path, and natural launch |



### Cost Factors

Cost estimates below are built on the level of constructability identified for each location. Factors taken into consideration include: Topography, accessibility, property ownership, environmental impacts, anticipated maintenance and existing conditions of on site infrastructure.

\$ = \$0 - \$50,000

\$\$ = \$50,000 - \$500,000

\$\$\$ = \$500,000+

| Best Practices  | Constructability | Cost   |                               |
|---|------------------|--------|-------------------------------|
| good riverbend location, no water hazards, good distance from other launches                | medium           | \$\$   | 1. Cicott Park                |
| close to road, no water hazards, good distance from other launches                          | easy             | \$     | 2. S Moores Hill Road         |
| good riverbend location, no water hazards, good distance from other launches                | difficult        | \$\$\$ | 3. Shawnee Bottoms            |
| good riverbend location, no water hazards, good distance from other launches                | difficult        | \$\$\$ | 4. Coal Hollow                |
| good riverbend location, no water hazards, good distance from other launches                | medium           | \$\$   | 5. Perrysville                |
| good riverbend location, no water hazards   | medium           | \$\$   | 6. Vermillion River           |
| good riverbend location, no water hazards, good distance from other launches                | medium           | \$\$   | 7. Eugene Covered Bridge      |
| close to road, good riverbend location, no water hazards, good distance from other launches | medium           | \$\$   | 8. Dry Branch                 |
| good distance from other launches, near rapids  | medium           | \$\$   | 9. Duke Energy                |
| close to road, good distance from other launches, good riverbend location                   | medium           | \$\$   | 10. Vermillion Rise Mega Park |
| good distance from other launches, good riverbend location                                  | medium           | \$\$   | 11. Elanco                    |