



CHAPTER 5: TRANSPORTATION



State highways serve as the major connections within Harrison County

Introduction

The transportation network and a community's land use are inextricably linked. In many ways, the transportation network determines the type and quality of development in a community. Sometimes, a specific land use, such as a hospital or retail center can drive the need for a transportation system that provides adequate access and mobility to the region. Thus, it is important for the comprehensive plan to assess the current transportation network within Harrison County and reflect the needs of future land uses served by this system. This chapter defines the county's goals, objectives, and the functional classification associated with the transportation system. The chapter also outlines future planned and proposed improvements to the transportation network.

Goals and Objectives

Goal 1: Develop a safe and efficient transportation system to serve the needs of all residents, businesses, and visitors to Harrison County.

Objectives

1. Support and coordinate with the most recently adopted Harrison County Long-Range Transportation Plan; this plan will be considered an addendum of the Comprehensive Plan.
2. Provide non-motorized transportation alternatives for residents and visitors of Harrison County.
3. Provide for the transportation needs of Harrison County's growing population of elderly and disabled residents.



4. Incorporate new transportation improvements into the most recently adopted Harrison County Long-Range Transportation Plan.
5. Actively participate in regional transportation initiatives.

Existing Functional Classification

The roads shown in Figure 5-1 are color coded according to their existing functional classification, as recognized by the Indiana Department of Transportation. The functional classification of a roadway describes how it balances the two primary functions of all roads: (1) carrying through traffic and (2) providing access to adjacent property. Roads that are primarily used for through traffic service (typically for longer trips) are referred to as arterials. Those used primarily for access to abutting land use are local streets. Collector roads link local streets with arterials and often serve balanced demands for travel and access to property.

The functional classification of a road guides decisions including lane requirements, appropriate design standards, cross section elements, right of way, and access management components. The functional classification also has implications for the funding of roadway improvements, as most types of federal funding are not available for roads that are classified as “local.”

Functional classification should be defined in the context of the overall roadway network to provide a balanced system that meets both travel and access requirements. Failure to provide a well-planned network of streets in a variety of functional classifications can result in congested streets that were not designed for high traffic volumes, cut-through traffic on neighborhood streets, high crash rates and other problems.

The following paragraphs provide summary descriptions of the various roadway functional classifications. These descriptions have been adapted from the Federal Highway Administration and the Indiana Department of Transportation.

Freeways

Freeways accommodate the highest operating speeds, greatest traffic volumes and longest trips. Freeways are divided highways with a minimum of two travel lanes in each direction. They are intended solely for mobility and provide no direct access to adjacent land uses. I-64 is the only freeway that traverses Harrison County.



Other Principal Arterials

Principal Arterials carry high traffic volumes and are intended primarily for through traffic movement rather than land access. Partial control of access is desirable on these facilities. In rural areas, these facilities serve substantial statewide or interstate travel. Within urbanized areas, these facilities serve both through trips and longer intra-city trips. They serve major through movements between important activity centers of activity in a metropolitan area and a substantial portion of trips entering and leaving the metropolitan area.

Minor Arterials

Minor arterials are intended to serve a mobility function, with some access to land. They connect with and supplement the principle arterial system. In rural areas, these facilities serve both interstate and inter-regional travel. In urban areas, they provide major intra-community connections. Minor arterials may carry local bus routes, but they should not penetrate neighborhoods. Minor arterials provide lower travel speeds and accommodate shorter trips than principal arterials, while providing some limited access to property.

Major Collectors

Collectors provide a balance of both mobility and access. Major collectors are rural roads that serve the larger towns not directly served by arterials and other traffic generators of equivalent intra-county importance like consolidated schools, shipping points, county parks and important agricultural areas. Major collectors link these places with nearby larger towns or cities, or with routes of higher classification. Major collectors serve as important intra-county travel corridors.

Minor Collectors

Minor collectors are rural routes that are spaced at intervals consistent with population density in order to collect traffic from local roads and assure that all developed areas are within a reasonable distance of a collector road. Minor collectors provide service to smaller communities and locally important traffic generators that are not served by roads of higher classification.

Urban Collectors

Urban collectors provide both land access and traffic circulation within residential, commercial and industrial areas. Urban collectors may penetrate residential neighborhoods, providing a connection between the neighborhoods and higher volume arterials.

Local Roads and Streets

All public roads and streets not classified as arterials or collectors are classified as local roads and streets. They provide direct access to abutting properties and are intended to



serve only local traffic movement. Traffic speeds and volumes are generally low, and through traffic is discouraged.

Existing Transportation Network

The following section provides a brief inventory of the current transportation network and its relationship to the existing land use, growth trends, and emerging development patterns of Harrison County. Information on existing land use and planned future development can be found in Chapter 4 and Chapter 7 of this plan.

Existing Roads

Long distance vehicular travel through Harrison County is primarily served by the state and federal highway system. These roadways serve as the backbone of the transportation system within Harrison County and are designed to carry a large number of vehicles and commercial goods through the county. I-64 serves as the primary east/west travel route through Harrison County. SR 135 serves as the primary north/south arterial through the county, providing access to a network of collector and local roads. SR 135 is also the only roadway which crosses the Ohio River from Harrison County.

The other state highways located in Harrison County are collector roads and provide access to the rural areas of the county. These routes connect the small towns and other important locations within the county. Important locations include; North and South Harrison schools, state and county recreation areas, Horseshoe Southern Indiana Hotel and Casino and other significant commercial and industrial sites found within the county.

Currently, state highways providing the majority of east/west travel through the county are SR 11, SR 62, and SR 64. Highway SR 337 bisects the county from northwest to southeast and serves downtown Corydon. SR 111 and SR 211 also provides access to the southeast portion of the county and Horseshoe Casino. Examples of collector routes in the planning area include SR 335, SR 462, Corydon-New Middleton Rd., New Middleton-Elizabeth Rd., Crandall-Lanesville Rd., St. Johns Church Rd., Old Forest Rd. and Shiloh Rd. Future transportation improvements are focused on enhancing the safety, capacity and mobility of these roadways.

Interstate Interchanges

Though two interchanges exist in Harrison County, the Lanesville I-64 interchange located at the intersection of I-64 and Crandall-Lanesville Rd. is the only interchange located in the Harrison County planning area. With its location in eastern Harrison



FIGURE 5-1
INSERT 11 x 17 FUNCTIONAL CLASSIFICATION MAP



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County, the Lanesville interchange serves as the primary entry point into the county from Louisville and is the principal gateway. Currently, little development exists at the interchange though a few local businesses are located south of I-64. Development of this interchange represents an important economic development opportunity for the county and is further discussed in Chapter 7.

Transit and Demand Management

Though a few demand-responsive transit services exist in Harrison County, there is no scheduled transit service available. Like most rural counties, transportation alternatives are generally restricted to the use of private automobiles. Currently, Blue River Services, Inc. operates the Southern Indiana Transportation System which is a regional demand-response transportation service serving Harrison, Scott, Crawford, and Washington Counties. This system provides transportation to elderly, medically disabled, low-income, and others suffering transportation barriers by arranging appointments for travel within the service area. LifeSpan Resources also provides transportation to hospitals, doctor's offices, nutrition sites, banks, grocery stores, etc. for the elderly and persons with disabilities in Harrison County. The Department of Veteran Affairs provides a similar transportation service to military veterans residing in southern Indiana.

Pedestrian and Bicycle Transportation

Pedestrian and bicycle facilities located within the planning area are limited to those used for recreational purposes and located in the various state and county recreation areas. At this time, the county transportation network does not include multiuse paths, bicycle lanes, nor do county roads or state highways generally include sidewalks in unincorporated areas. Corydon and several other small towns within the county do maintain sidewalks in their respective incorporated boundaries.



Future Transportation Network

The following section outlines planned and proposed transportation improvements with respect to the roadways, interchanges, transit, pedestrian, and bicycle facilities of Harrison County. As a part of the comprehensive plan, a Future Transportation Map has been developed which highlights the planned and proposed improvements to the transportation network. The county's current Long Range Transportation Plan should serve as the official county policy concerning transportation improvements, operation, and maintenance within Harrison County. In the future, this plan should address the multi-modal needs of the county.

Roadway Improvement Projects

The Harrison County Long Range Transportation Plan adopted in 2003 serves as the official guide to transportation improvements located within Harrison County. These projects seek to improve the safety, capacity and mobility of selected roadways and intend to accommodate the needs of existing and future land uses. The Long Range Transportation Plan identifies ten projects that are proposed to be constructed using federal transportation funding. These projects are summarized in Table 5-1 below in no particular order.

Table 5-1: Proposed Federally Funded Transportation Improvements

PROJECT NAME	PROJECT PURPOSE
Crandall-Lanesville Rd.	Develop north-south corridor from S.R. 64 to I-64 to open land development at interchange.
Corydon-Ramsey Road	Increase capacity to rapidly developing areas.
I-64 and Gethsemane Road/S.R. 337 Interchange	Provide direct access to I-64, improve traffic flow within local and regional transportation system and improve Level of Service of S.R. 135 interchange
New Connector Between S.R. 337 and Corydon- Ramsey Road	Improve traffic flow to commercial/industrial areas.
Heidelberg Road	Improve access to southwestern portion of Corydon. Provide safer access to schools.



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East-West Road in Southern part of county

(select one project):

1. Watson Road Extension Project

2. Lake Road/Buck Valley Creek Road Project

Improve east-west transportation system in southern portion of county. Develop east-west corridor between S.R. 135 and S.R. 11. Develop east-west corridor between S.R. 135 and New-Middletown-Elizabeth Rd.

Shiloh Road/Fogel Road

Improve access to southeastern portion of Corydon and land uses in the area.

New Connector Between S.R. 135 and Big Indian Road

Improve access to eastern portion of Corydon and land uses in the area.

Corydon-New Middletown Road & New Middletown-Elizabeth Road

Improve north-south and east-west transportation system in southeastern portion of county and land uses in the area. Improve safety and access to rural communities.

Quarry Road

Improve access to commercial/industrial areas.

Source: Harrison County 2003 Long Range Transportation Plan

The plan also identifies an additional twelve (12) transportation improvement projects proposed to be financed with local funds that would provide improved safety, capacity, and mobility to designated local roads. State funding may also be available for these projects through INDOT. These projects are listed in Table 5-2 below in no particular order.

Table 5-2: Proposed Locally Funded Transportation Improvements

PROJECT NAME

Cline Road from Quarry Road to Sheri Lane

Clover Valley Road

- a) Phase I – From S.R. 337 to Davis Mill Road
- b) Phase II – From Davis Mill Road to S.R. 64

Corydon-Ramsey Road from Quarry Road to S.R. 64

Corydon Ridge Road from Corydon to the Lanesville Interchange

Relocation of Corydon Ridge Road and Crandall-Lanesville Road south of Lanesville Interchange. (This should be completed prior to allowing significant development.)

Source: Lanesville Interchange Master Plan

Crandall-Lanesville Road from S.R. 62 to I-64

Heidelberg Road from Fairview Church Road to S.R. 135



New Amsterdam and Heth Washington Road from New Amsterdam to S.R. 135

Quarry Road from S.R. 337 to S.R. 135

River Road from New Amsterdam to Mauckport

West Bradford Road from S.R. 135 to North Bradford Road

Relocation of Georgetown-Lanesville Road (Wissman Dr.) and Crandall-Lanesville Road north of Lanesville Interchange

Source: Harrison County 2003 Long Range Transportation Plan

The plan identifies projects which will be important for Harrison County officials to consider beyond the study's 20 year planning horizon. For more information on these projects or details of proposed improvements, consult the Harrison County 2003 Long Range Transportation Plan.

Ohio River Scenic Byway

The Ohio River Scenic Byway is a large community asset and tourism resource that needs to be protected. This scenic byway is part of a larger 967-mile corridor that runs from Illinois to Ohio. As a designated National Scenic Byway, this resource preserves the past for future generations and serves as a tourism and economic development opportunity as well as a cultural asset.



SR 62 through Harrison County has been designated a portion of the Ohio River Scenic Byway

With this designation, the corridor is eligible to receive additional federal funding for such things as road improvements, roadside parks, conservation of viewsheds, interpretive areas, and visitor's centers. At this time however, there are no planned improvements for the scenic portion of SR 62 through Harrison County.

Interstate Interchanges

The INDOT 2001 Statewide Interchange Study identified the need for an additional I-64 interchange located west of Corydon to address congestion and design issues associated with the current SR 135 interchange. To further study the impacts of a new I-64 interchange, Harrison County completed two studies indicating the desired location, cost



estimates, potential environmental impacts, and traffic operations of a new interchange. The 2003 Long Range Transportation Plan incorporated the interchange into planned improvements for the county, and the 2005 New I-64 Interchange Master Plan studied the desired land use and development surrounding the interchange. In 2005, the new interchange was added to the Statewide Transportation Improvement Program and has obtained partial funding through INDOT. These plans should be considered the county's official policy concerning the location and development of a new I-64 interchange.

The proposed I-64 interchange location is approximately 2.3 miles west of the SR 135 interchange situated between the current SR 337 and Gethsemane Rd. bridges. The project consists of a new interchange composed of exit ramps, a new bridge over I-64, and the realignment of Quarry Rd. The project also calls for two connector spurs to be constructed, connecting SR 62 to the south and SR 337 and the realigned Quarry Rd. to the north. According to the Long Range Transportation Plan, the total distance of planned roadways and ramps are an estimated 23,410 ft. (4.44 miles) and will cost approximately 24.3 million dollars.

Though there are no specific projects proposed for the I-64 Lanesville interchange, several projects have been identified which seek to increase access to the state highway network via improvements to roadways north and south of the Lanesville interchange. These projects include a new roadway connecting the Lanesville interchange north to SR 64 in an effort to address current congestion in Georgetown and to improve access to future development at the Lanesville interchange. Improvements proposed by the Long Range Transportation Plan and the Lanesville Interchange Master Plan also include improvements to Crandall-Lanesville Rd. from I-64 to SR 62 and the relocation of Georgetown-Lanesville Rd., Wismann Dr., and Crandall-Lanesville Rd. Proposed development of the Lanesville interchange is further discussed in Chapter 7.

Pedestrian and Bicycle Transportation

Construction has begun on a trail which will connect the Hayswood Nature Preserve and the YMCA located in Corydon. Interest has also been shown in exploring additional trails and bike routes throughout the county.

Transit and Demand Management

There are no current plans to improve transit opportunities in Harrison County. Coordination with KIPDA and the Regional Transportation Council should be considered to further enhance transportation alternatives in Harrison County.



As fuel prices continue to increase and a significant portion of residents commute into the Louisville metropolitan area, ride sharing or carpooling is likely to become a more attractive option than single occupant vehicles. Carpooling is most successful where dedicated parking facilities for the storage of vehicles belonging to commuters are conveniently located near major arterials. Developing ride share or commuter parking lots in strategic locations near I-64 can encourage carpooling and decrease congestion within the region.



FIGURE 5-2
INSERT 11 x 17 FUTURE TRANSPORTATION MAP



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