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FISCAL IMPACT STATEMENT

LS 6740

BILL NUMBER: HB 1265

NOTE PREPARED: Jan 3, 2011

BILL AMENDED:

SUBJECT: River Ridge Commerce Corridor.

FIRST AUTHOR: Rep. Stemler

FIRST SPONSOR:

BILL STATUS: As Introduced

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 X FEDERAL

IMPACT: State

Summary of Legislation: The bill establishes the River Ridge Commerce Corridor for the area that is adjacent to the segment of State Road 62 between Interstate Highway 265 and State Road 3 or adjacent to the rail line that is parallel to that segment of State Road 62.

It assigns certain duties concerning the corridor to the Indiana Department of Transportation (INDOT), the Indiana Economic Development Corporation (IEDC), and the Office of Community and Rural Affairs (OCRA).

It also requires the INDOT to designate the segment of State Road 62 from Interstate Highway 265 to State Road 3 as an extra heavy duty highway before the East End Ohio River Bridge linking Charlestown, Indiana, to the eastern suburbs of Louisville, Kentucky, is completed and open to traffic.

Effective Date: July 1, 2011.

Explanation of State Expenditures: *Summary:* Signage along the corridor and for upgrading the route pavement as an extra heavy duty highway will add costs for INDOT. Traffic study costs and the requirements for IEDC and OCRA are expected to be included in current funding levels.

Sign Costs: The cost of signs will depend on the size and the number of signs used to identify the corridor, but should range between \$20 and \$28 for each sign.

Extra Heavy Duty Highway: Designating State Road 62 from Interstate Highway 265 to State Road 3 as an extra heavy duty highway will cost an estimated \$4.91 M (additional details below). The funds affected are

the State Highway Fund and federal funds.

Traffic Studies: The traffic studies required of INDOT for local officials will come from the federally funded Highway Planning and Research Program. Over the last four fiscal years, INDOT has received approximately \$13.2 M per year for this program. It is unlikely that additional funds will be required to conduct the traffic studies.

IEDC and OCRA: The requirements for the IEDC and OCRA fall within their current duties and should not require additional resources. Over the last four fiscal years, the IEDC has received, on average, \$67.5 M per year in state General Fund, dedicated fund, and federal fund appropriations. Over the last four fiscal years, OCRA has received, on average, \$5.6 M per year in state General Fund and dedicated fund appropriations. [The IEDC is required to coordinate state and local economic development initiatives within the corridor, and the OCRA is to assist local governments within the territory with local zoning and planning standards.]

Background Information: The designation of the route as an extra heavy duty highway goes into effect prior to the East End Ohio River Bridge being completed and open to traffic. INDOT provided the following information. The designated section was last resurfaced in 2005, and the only interchange with the section is the I-265 interchange. There are no bridge structures impacted through this section.

Mainline Pavement with Shoulder - A 5-inch overlay will be used.

- (1) The actual pavement design will be calculated using MEPDG. This design method has proven to reduce pavement costs.
- (2) The existing lane widths are 12' with shoulder widths varying from 4' stone to 12' paved.
- (3) The pavement section outside the Charlestown city consists of an average of 6" of asphalt over 7.5" of concrete. The pavement section from the Charlestown city limit to SR 3 ranges from 16" to 17" asphalt.
- (4) Estimated construction cost is shown in the following table.

Construction cost \$500,000/center line mile x 7.14 mile	\$3,570,000
Replace three small structures	\$1,015,000
I-265 ramp reconstruction	\$323,000
Total*	\$4,908,000
*Construction costs are an estimate and will vary over time due to material and labor cost changes.	

Explanation of State Revenues:

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: INDOT; IEDC; OCRA.

Local Agencies Affected:

Information Sources: INDOT sign cost, state budgets for FY 2010 and FY 2011; Jim Poturalski, Chief Engineer and Deputy Commissioner, INDOT, 317-234-4010.

Fiscal Analyst: Karen Firestone, 317-234-2106.