SENATE BILL No. 443

DIGEST OF INTRODUCED BILL

Citations Affected: IC 8-23-28; IC 9-20-5-4.

Synopsis: River Ridge Commerce Corridor. 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. Assigns certain duties concerning the corridor to the Indiana department of transportation, the Indiana economic development corporation, and the office of community and rural affairs. Requires the Indiana department of transportation 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: July 1, 2011.

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January 12, 2011, read first time and referred to Committee on Homeland Security, Transportation & Veterans Affairs.

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Introduced

First Regular Session 117th General Assembly (2011)

PRINTING CODE. Amendments: Whenever an existing statute (or a section of the Indiana Constitution) is being amended, the text of the existing provision will appear in this style type, additions will appear in **this style type**, and deletions will appear in ~~this style type.~~

Additions: Whenever a new statutory provision is being enacted (or a new constitutional provision adopted), the text of the new provision will appear in **this style type**. Also, the word **NEW** will appear in that style type in the introductory clause of each SECTION that adds a new provision to the Indiana Code or the Indiana Constitution.

Conflict reconciliation: Text in a statute in *this style type* or ~~*this style type*~~ reconciles conflicts between statutes enacted by the 2010 Regular Session of the General Assembly.

C o p y

SENATE BILL No. 443

A BILL FOR AN ACT to amend the Indiana Code concerning transportation.

Be it enacted by the General Assembly of the State of Indiana:

SECTION 1. IC 8-23-28 IS ADDED TO THE INDIANA CODE AS A **NEW** CHAPTER TO READ AS FOLLOWS [EFFECTIVE JULY 1, 2011]:

Chapter 28. River Ridge Commerce Corridor

Sec. 1. The general assembly finds the following:

(1) That the River Ridge Commerce Corridor is vitally important to the well-being and advancement of Indiana.

(2) That the following are adjacent to or located within the corridor:

(A) Charlestown State Park.

(B) The River Ridge Commerce Center, which is one (1) of the largest commercial developments located east of the Mississippi River.

(C) The site of the East End Ohio River Bridge, which will link Charlestown to the eastern suburbs of Louisville, Kentucky, when completed.

(3) That the area within the River Ridge Commerce Corridor

will continue to experience significant growth.

(4) That the development of the River Ridge Commerce Corridor should balance public safety, economic development, the environment, quality of life concerns, the enhancement of rail transportation within the corridor, and interstate travel needs.

Sec. 2. As used in this chapter, "corporation" refers to the Indiana economic development corporation established by IC 5-28-3-1.

Sec. 3. (a) The River Ridge Commerce Corridor is established for the area adjacent to either of the following:

(1) The segment of State Road 62 between:

(A) the point where State Road 62 meets Interstate Highway 265; and

(B) the point where State Road 62 meets State Road 3.

(2) The rail line that is parallel to the segment of State Road 62 described in subdivision (1).

(b) The department shall place signs designating State Road 62 as the River Ridge Commerce Corridor:

(1) at the northern and southern ends of the corridor; and

(2) within the corridor, where appropriate, as determined by the department.

Sec. 4. This chapter does not affect local planning and zoning actions taken within the River Ridge Commerce Corridor under IC 36-7.

Sec. 5. The department shall annually provide the local officials having jurisdiction over the territory within the River Ridge Commerce Corridor with traffic studies and any other information relevant to:

(1) developing and promoting the economic development of the corridor; and

(2) maintaining an efficient system of local highways leading to the corridor.

Sec. 6. The corporation shall coordinate state and local economic development initiatives within the River Ridge Commerce Corridor.

Sec. 7. The office of community and rural affairs established by IC 4-4-9.7-4, with the assistance of the corporation and the department, shall assist the local governments having jurisdiction over the territory within the River Ridge Commerce Corridor in developing local zoning and planning standards for the corridor that balance public safety, economic development, the

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environment, quality of life concerns, the enhancement of rail transportation within the corridor, and interstate travel needs.

SECTION 2. IC 9-20-5-4, AS AMENDED BY P.L.134-2007, SECTION 1, IS AMENDED TO READ AS FOLLOWS [EFFECTIVE JULY 1, 2011]: Sec. 4. **(a)** In addition to the highways established and designated as heavy duty highways under section 1 of this chapter, the following highways are designated as extra heavy duty highways:

(1) Highway 41, from 129th Street in Hammond to Highway 312.
(2) Highway 312, from Highway 41 to State Road 912.
(3) Highway 912, from Michigan Avenue in East Chicago to the U.S. 20 interchange.
(4) Highway 20, from Clark Road in Gary to Highway 39.
(5) Highway 12, from one-fourth (1/4) mile west of the Midwest Steel entrance to Highway 249.
(6) Highway 249, from Highway 12 to Highway 20.
(7) Highway 12, from one and one-half (1 1/2) miles east of the Bethlehem Steel entrance to Highway 149.
(8) Highway 149, from Highway 12 to a point thirty-six hundredths (.36) of a mile south of Highway 20.
(9) Highway 39, from Highway 20 to the Michigan state line.
(10) Highway 20, from Highway 39 to Highway 2.
(11) Highway 2, from Highway 20 to Highway 31.
(12) Highway 31, from the Michigan state line to Highway 23.
(13) Highway 23, from Highway 31 to Olive Street in South Bend.
(14) Highway 35, from South Motts Parkway thirty-four hundredths (.34) of a mile southeast to the point where Highway 35 intersects with the overpass for Highway 20/Highway 212.
(15) State Road 249 from U.S. 12 to the point where State Road 249 intersects with Nelson Drive at the Port of Indiana.
(16) State Road 912 from the 15th Avenue and 169th Street interchange one and six hundredths (1.06) miles north to the U.S. 20 interchange.
(17) U.S. 20 from the State Road 912 interchange three and seventeen hundredths (3.17) miles east to U.S. 12.
(18) U.S. 6 from the Ohio state line to State Road 9.
(19) U.S. 30 from Allen County/Whitley County Line Road (also known as County Road 800 East) to State Road 9.
(20) State Road 9 from U.S. 30 to U.S. 6.
(21) State Road 39 from Interstate 80 to U.S. 20.
(22) State Road 3 north from U.S. 6 to U.S. 20, U.S. 20 west from State Road 3 to State Road 9, State Road 9 north from U.S. 20 to

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the Michigan state line. However, the total gross weight, with load, of a vehicle or combination of vehicles operated with a special weight permit on these highways may not exceed ninety thousand (90,000) pounds.

(b) The Indiana department of transportation shall establish and designate State Road 62 from:

(1) the point where State Road 62 meets Interstate Highway 265; to

(2) the point where State Road 62 meets 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.

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