

FISCAL NOTE

*Sent over
2-14-97
DGT*

(Return original and 10 copies)

Bill/Resolution No.: _____ Amendment to: HB 1074

Requested by Legislative Council Date of Request: 2-10-97

1. Please estimate the fiscal impact (in dollar amounts) of the above measure for state general or special funds, counties, cities, and school districts.

Narrative:

See attachment

2. State fiscal effect in dollar amounts:

1995-97 <u>Biennium</u>		1997-99 <u>Biennium</u>		1999-2001 <u>Biennium</u>	
<u>General</u> <u>Fund</u>	<u>Special</u> <u>Funds</u>	<u>General</u> <u>Fund</u>	<u>Special</u> <u>Funds</u>	<u>General</u> <u>Fund</u>	<u>Special</u> <u>Funds</u>

Revenues:

Expenditures: \$1,425,000

3. What, if any, is the effect of this measure on the appropriation for your agency or department:

- a. For rest of 1995-97 biennium: _____
- b. For the 1997-99 biennium: _____
- c. For the 1999-2001 biennium: _____

4. County, City, and School District fiscal effect in dollar amounts:

1995-97 <u>Biennium</u>			1997-99 <u>Biennium</u>			1999-2001 <u>Biennium</u>		
<u>Counties</u>	<u>Cities</u>	<u>School</u> <u>Districts</u>	<u>Counties</u>	<u>Cities</u>	<u>School</u> <u>Districts</u>	<u>Counties</u>	<u>Cities</u>	<u>School</u> <u>Districts</u>

\$60,000

If additional space is needed, attach a supplemental sheet.

Signed *Tim Horner*

Typed Name Tim Horner

Date Prepared: 2/13/97

Department NDDOT--Planning Division

Phone Number 328-4406

MUM OK 2-14-97

Revised

COST ESTIMATE
Fiscal Note - HB1074
February 13, 1997

ROAD TYPE	QUANTITY	COST EA.	TOTAL	GUARDRAIL*
Interstate (State System-70 mph)		**		0
Multilane (State System-70 MPH Day-60 MPH Night)	200 signs @	144.00 Ea.	\$28,800	150,000
2-Lane Paved (State System-65 MPH Day-55 MPH Night)	1300 signs @ ***120 signs @	\$100.00 Ea. 144.00 Ea.	130,000 17,280	1,100,000
County Road (County Paved 55 MPH)	2000 signs @	\$100.00 Ea.	200,000	
County Road (County Paved Sections- 65 MPH Day-60/55 MPH Night)	4000 signs @	\$100.00 Ea.	400,000	UNKNOWN
(County Non Paved 55 MPH)			UNKNOWN	UNKNOWN
			Totals	
State System			\$176,080	\$1,250,000
County System 60/55			400,000	
County System 55			200,000	

BASIS OF SIGN ESTIMATE

According to State Century Code, speed limits can only be reduced by increments of 20 MPH. If multilane divided roadways increase to 70 MPH, we would have to install additional 50 MPH signs in speed reduction zones.

Several counties were sampled. All sampled counties stated that they do not post speed limits on gravel roads. On 2-Lane paved roadways, speed limit signing is limited. The traffic rules written on the state road map for the most part are used for county speed limit guidelines. Their thoughts are that if all state roads went to 65 MPH, it would be too fast for most county roads and they would have to install additional 55 MPH signing.

On Multilane, State and County systems assumes that there will be a day/night speed limit differential. On Multilane, the signs are in place and will have to be refaced. State and County systems existing speed limit signs can be refaced. A night speed sign will have to be added and purchased new. Single sign supports on existing signs may have to be replaced with multiple due to wind

loading.

The cost of installing sign supports is unknown because we do not keep track of the County Signing System.

* Guardrail costs are above the anticipated cost resulting from the 1996 speed limit increases on interstate and some US highways.

** In Place.

*** Larger size sign.

Prepared by RAK-Planning Division
February 14, 1997