

FISCAL NOTE

(Return original and 10 copies)

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

Requested by Legislative Council Date of Request: 12-17-96

- 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 Fund</u>	<u>Special Funds</u>	<u>General Fund</u>	<u>Special Funds</u>	<u>General Fund</u>	<u>Special Funds</u>

Revenues:

Expenditures: \$1,900,000

NOTE: Assumes all signs and guardrail upgraded in first biennium

- 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: 0
 - b. For the 1997-99 biennium: 0
 - c. For the 1999-2001 biennium: 0

- 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 Districts</u>	<u>Counties</u>	<u>Cities</u>	<u>School Districts</u>	<u>Counties</u>	<u>Cities</u>	<u>School Districts</u>

120,000

NOTE: This is an estimate for signs only. There may also be additional guardrail costs

If additional space is needed, attach a supplemental sheet.

Signed *Tim Horner* *MM OK 12/31/96*

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Date Prepared: 12/30/96

COST ESTIMATE

Fiscal Note - HB1074

ROAD TYPE	QUANTITY	COST EA.	TOTAL	GUARDRAIL*
Interstate (State System)	100 signs @	\$240.00 Ea.	\$24,000	\$500,000
Multilane (State System)	200 signs @	144.00 Ea.	28,800	150,000
2-Lane Paved (State System)	650 signs @ 60 signs @	60.00 Ea. 144.00 Ea.	39,000 8,640	1,150,000
County Road	2000 signs @	60.00 Ea.	120,000	UNKNOWN
		TOTALS	\$220,440	\$1,800,000

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. Increasing of the speed limits on various roadways will cause adjoining highways not to be in compliance with State Century Code for the posting of speed limits. Therefore the number of signs was increased by approximately 15 percent.

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.

All sign costs assume no day/night speed limit differential.

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

Prepared by RAK-Planning Division
December 30, 1996