

Fiscal Estimate - 2015 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 15-1379/1	Introduction Number SB-026
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Description
 Maximum speed limit on freeways and expressways

Fiscal Effect

State:

No State Fiscal Effect
 Indeterminate
 Increase Existing Appropriations
 Increase Existing Revenues
 Increase Costs - May be possible to absorb within agency's budget
 Decrease Existing Appropriations
 Decrease Existing Revenues

 Yes No
 Create New Appropriations

 Decrease Costs

Local:

No Local Government Costs
 Indeterminate

1. <input type="checkbox"/> Increase Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	3. <input type="checkbox"/> Increase Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	5. Types of Local Government Units Affected <input type="checkbox"/> Towns <input type="checkbox"/> Village <input type="checkbox"/> Cities <input type="checkbox"/> Counties <input type="checkbox"/> Others <input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts
2. <input type="checkbox"/> Decrease Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	4. <input type="checkbox"/> Decrease Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	

Fund Sources Affected	Affected Ch. 20 Appropriations
<input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input checked="" type="checkbox"/> SEG <input type="checkbox"/> SEGS 20.395(3)(eq)	

Agency/Prepared By DOT/ Mae Knowles (608) 266-8370	Authorized Signature Jennifer Peters (608) 267-6979	Date 2/18/2015
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Fiscal Estimate Narratives

DOT 2/18/2015

LRB Number	15-1379/1	Introduction Number	SB-026	Estimate Type	Original
Description					
Maximum speed limit on freeways and expressways					

Assumptions Used in Arriving at Fiscal Estimate

Senate Bill 26 (LRB-1379/1) would raise the maximum allowable speed limit on freeways and expressways from 65 miles per hour (mph) to 70 mph. The higher limit would not be effective until the department posts the limit on official traffic signs.

The bill would not modify the department's authority to maintain a lower speed limit on segments of freeway and expressway, including segments of the Interstate Highway System where the current posted speed limit is less than 65 mph.

For the purposes of this fiscal estimate, it is assumed the Department would initially increase the posted speed limit to 70 mph on the following rural freeway segments that are currently posted at 65 mph:

- Freeways on the Interstate Highway System; including US 41, which will be eventually converted to an Interstate Highway
- Portions of US 51, US 53 and US 141

Based on the assumption described above, the department anticipates that the total number of erected signs 815. This fiscal estimate also assumes that these signs will be installed by county highway department personnel.

Signing costs are based on the following factors:

- Cost for new 70 mph Speed Limit sign (48" x 60") is \$130.00 each
- Cost for new reduced speed ahead sign is \$148.36 each
- Cost for new ramp advisory speed sign is \$150.20 each
- Cost for new sign posts (wood) is \$102.60 each

Signing

70 mph Speed Limit Signs:
669 signs x \$130 = \$86,970

Reduced Speed Ahead Signs:
106 signs x \$148.36 = \$15,726.16

Ramp Advisory Speed Signs:
40 signs x \$150.20 = \$6,008

Sign Posts:
146 posts x \$102.60 x 2 posts = \$29,959.20

Installation: \$100,000

Total Cost: \$238,663.36

Administrative

The department also estimates that in order to further investigate other segments of freeway and expressway, it will incur an additional cost of approximately \$126,000.

Long-Range Fiscal Implications

None.