

### Fiscal Estimate - 2019 Session

Original     
  Updated     
  Corrected     
  Supplemental

<b>LRB Number</b> <b>19-2033/1</b>	<b>Introduction Number</b> <b>SB-280</b>
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**Description**  
 requiring approval by a municipal governing body before construction of highway roundabouts

**Fiscal Effect**

**State:**

No State Fiscal Effect  
 Indeterminate

<input type="checkbox"/> Increase Existing Appropriations <input type="checkbox"/> Decrease Existing Appropriations <input type="checkbox"/> Create New Appropriations	<input type="checkbox"/> Increase Existing Revenues <input type="checkbox"/> Decrease Existing Revenues	<input type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Decrease Costs
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**Local:**

No Local Government Costs  
 Indeterminate

1. <input type="checkbox"/> Increase Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory 2. <input type="checkbox"/> Decrease Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	3. <input type="checkbox"/> Increase Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory 4. <input type="checkbox"/> Decrease Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	<b>5. Types of Local Government Units Affected</b> <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
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<b>Fund Sources Affected</b>	<b>Affected Ch. 20 Appropriations</b>
<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) (cq)	

<b>Agency/Prepared By</b> DOT/ Shawn Smith (608) 261-6120	<b>Authorized Signature</b> Joan Meier (608) 267-6978	<b>Date</b> 8/9/2019
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**Fiscal Estimate Narratives**  
**DOT 8/9/2019**

LRB Number <b>19-2033/1</b>	Introduction Number <b>SB-280</b>	Estimate Type <b>Original</b>
<b>Description</b> requiring approval by a municipal governing body before construction of highway roundabouts		

**Assumptions Used in Arriving at Fiscal Estimate**

STATE FISCAL EFFECT: This legislation would require that the department (as the authority in charge of the highway project) obtain the majority vote approval from the governing body of the municipality where the proposed roundabout would be located. If the roundabout design is rejected or no action is taken by the municipal governing body after the final design work is completed, up to \$135,000 more would be needed to complete the alternative design. Also, the footprint for an alternate intersection is likely different than a roundabout design and may require additional real estate and utility work. The costs could vary widely depending on the location and the alternatives being considered.

For example, there are currently 13 roundabouts slated for construction in 2020 on state projects and are already designed. If the provisions of this bill were in effect and these roundabouts did not receive municipal approval, up to \$1,755,000 (13 x \$135,000) would have to be spent to design alternative intersections.

There are currently over 30 roundabouts scheduled for construction in the six-year program. Full roundabout Plan, Specification & Estimate (PS&E) costs approximately \$270,000. The fiscal effect would depend on when the law would take effect and the state of development of each roundabout. A critical stage in the design phase is the filing of the environmental document. This is generally done when a project is approximately 50% complete. Redesign after this point due to a negative or no vote by the municipality would likely result in significant project delay as a result of changes in design and the impact on other areas such as utility work and real estate purchases.

LOCAL FISCAL EFFECT: Indeterminate.

**Long-Range Fiscal Implications**