

FISCAL NOTE

The fiscal impact, in the form of increased expenditures from the Highway Fund, is indeterminable.

This bill permits the Wyoming Department of Transportation (WYDOT) to designate a maximum speed limit of 70 miles per hour (MPH) on state highways whenever WYDOT has determined on the basis of an engineering and traffic investigation that this speed is safe and reasonable.

The actual costs of increasing the speed limit would depend on the studies performed that would identify the road sections of state highways that can accommodate increasing the speed limit to 70 MPH.

While this bill does not require WYDOT to change the speed limit on all state highways to 70 MPH, WYDOT has provided estimates of the cost to change the speed limit to 70 MPH on all state highways currently marked with a 65 MPH speed limit.

In order to change the speed limits on state highways, WYDOT would be required to perform multiple engineering speed studies and data collection to identify those sections of two lane highways that can accommodate a 70 MPH speed limit. The cost of the engineering studies and data collection on all state highways is estimated at \$1,736,000. Not included in this estimate is the cost of a follow-up engineering study to evaluate the impacts of the increased speed limit.

Changes in the maximum speed limit on state highways would also require the replacement of the existing 65 MPH static signs with 70 MPH speed limit signs. Replacement signs for all 4,900 miles of two lane highways would cost an estimated \$112,000. Additional necessary curve warning signs on all state highways would cost \$645,000. In addition, pavement markings would have to be modified. The cost of modifying pavement markings on all state highways is estimated at approximately \$202,000.

Some state highways or sections of state highways are not currently designed to meet safety standards at speeds higher than currently posted. The additional cost for reconstruction of these roadways to meet a 70 miles per hour design is indeterminable at this time. This cost would be very significant. Additional rights-of-way may also be required to accommodate the flatter curves. Additional environmental impacts and mitigations would also be likely to occur.

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