

Fiscal Estimate - 2009 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 09-1111/1	Introduction Number SB-060
Description Highway improvement projects in the city of Kiel	
Fiscal Effect	
State: <input checked="" type="checkbox"/> No State Fiscal Effect <input type="checkbox"/> Indeterminate <input type="checkbox"/> Increase Existing Appropriations <input type="checkbox"/> Increase Existing Revenues <input type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <input type="checkbox"/> Decrease Existing Appropriations <input type="checkbox"/> Decrease Existing Revenues <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Create New Appropriations <input type="checkbox"/> Decrease Costs	
Local: <input checked="" type="checkbox"/> No Local Government Costs <input type="checkbox"/> Indeterminate 1. <input type="checkbox"/> Increase Costs 3. <input type="checkbox"/> Increase Revenue 5. Types of Local Government Units Affected <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input type="checkbox"/> Towns <input type="checkbox"/> Village <input type="checkbox"/> Cities 2. <input type="checkbox"/> Decrease Costs 4. <input type="checkbox"/> Decrease Revenue <input type="checkbox"/> Counties <input type="checkbox"/> Others <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts	
Fund Sources Affected Affected Ch. 20 Appropriations <input type="checkbox"/> GPR <input checked="" type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input checked="" type="checkbox"/> SEG <input type="checkbox"/> SEGS 20.395 (3) cq and cx	
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Date 3/6/2009	

Fiscal Estimate Narratives

DOT 3/6/2009

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Description Highway improvement projects in the city of Kiel					

Assumptions Used in Arriving at Fiscal Estimate

The bill prohibits the Department of Transportation from designing or constructing roundabouts for any highway improvement project in the city of Kiel.

As part of a currently proposed improvement project to STH 67 in Kiel, the Department has designed roundabouts for the intersection of STH 32/57 and STH 67 and County AA and STH 67. Along with these two roundabouts, the project includes pavement rehabilitation and the reconfiguration of STH 67 between STH 32/57 and County AA to a three-lane roadway with a median two-way left turn lane to further improve safety. This project is scheduled for a May 2009 letting.

The total estimated cost for the proposed project with roundabouts is \$ 3,441,000, including \$924,000 for the County AA roundabout, \$ 1,238,000 for the STH 32/57 roundabout, and \$ 1,279,000 for both the pavement rehabilitation and the two-way left turn lane.

An alternate design for this highway segment without the two proposed roundabouts would be downsized to a pavement rehabilitation project only. This more limited project treatment would consist of the milling of the pavement and its resurfacing. The total estimated costs for this lower cost project would be \$ 470,000.

The difference in cost between the project as proposed by the department and the project solution necessitated by this roundabout prohibition is nearly \$ 2,971,000. This funding would be partially used to redesign the city of Kiel project without roundabouts and the remaining funds would be shifted to another highway improvement project.

As a result, there would be no funding saved by downsizing the project in the city of Kiel. Instead, there would be added costs to alter the proposed design and the funding not used on the city of Kiel project would be invested in other needed highway improvements outside the city of Kiel.

Long-Range Fiscal Implications

Without roundabouts, the highway users of this segment of STH 67 will forego both the fuel cost and travel time savings associated with improved traffic operations. In addition, crashes at stop sign controlled intersections are significantly greater both in number and severity than locations where roundabouts have been substituted. Because they are less safe, the costs associated with medical bills, insurance, and loss of income is much greater.