

1 *House* BILL NO. *48*
 2 INTRODUCED BY *Joseph M. Magone W. Baith*
 3 *Kendall Boyd (Mand), Johnson, (conduct)*

4 A BILL FOR AN ACT ENTITLED: "AN ACT AMENDING SECTION
 5 32-4309, R.C.M. 1947, TO REQUIRE THE POSTING OF BANNER TYPE
 6 "DO NOT ENTER -- WRONG WAY" SIGNS AT THE POINT OF POSSIBLE
 7 IMPROPER ENTRY TO A CONTROLLED ACCESS HIGHWAY."

8
 9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:
 10 Section 1. Section 32-4309, R.C.M. 1947, is amended to
 11 read as follows:

12 "32-4309. Marking of controlled access highway or
 13 facility with signs. Any controlled access highway or
 14 facility and portions thereof shall be physically marked by
 15 signs indicating to drivers of vehicles the points at which
 16 they enter and leave a controlled access area. Signs
 17 forbidding entry to the wrong lane of a controlled access
 18 highway shall be posted on banner type signs spanning the
 19 exit lane providing that wrong entry. On the sign in large
 20 fluorescent letters shall be printed the words "DO NOT ENTER
 21 -- WRONG WAY"."

-End-

STATE OF MONTANA

REQUEST NO. 25-75

FISCAL NOTE

Form BD-15

In compliance with a written request received January 13, 19 75, there is hereby submitted a Fiscal Note for House Bill 48 pursuant to Chapter 53, Laws of Montana, 1965 - Thirty-Ninth Legislative Assembly.

Background information used in developing this Fiscal Note is available from the Office of Budget and Program Planning, to members of the Legislature upon request.

DESCRIPTION OF PROPOSED LEGISLATION:

An act to require the posting of banner type "Do Not Enter--Wrong Way" signs at the point of possible improper entry to a controlled access highway.

ASSUMPTIONS:

1. There are three kinds of "banner type signs" which could be installed--fabric, aluminum, or metal overhead truss. As the bill does not specify which type, it is assumed that the metal overhead truss structure would be installed (See Conclusion for cost of alternative types).
2. 361 signs would be needed at \$7,000 each.
3. 54,150 lineal feet of guardrail would be required at \$7.50 per lineal foot.
4. Engineering and contingencies are estimated at \$293,300.
5. Installation can be accomplished during FY 76. Expenditure incurred in FY 77 and following years would be for maintenance (\$20 per year per sign).

FISCAL IMPACT:

Additional expenditure required under proposed law:

| | FY 76 | FY 77 |
|--------------------|--------------------|-----------------|
| Personal Services | \$ 275,000 | \$ 5,000 |
| Operating Expenses | 18,300 | 2,220 |
| Capital Outlay | 2,933,125 | 0 |
| | <u>\$3,226,425</u> | <u>\$ 7,220</u> |

CONCLUSION:

Enactment of House Bill 48 would result in increased expenditures of approximately \$3.2 million in FY 76 and maintenance costs of approximately \$7,500 thereafter. If the fabric sign is installed, FY 76 cost would be \$764,415 with a yearly maintenance cost of \$144,400. If an aluminum sign is installed, FY 76 cost would be \$823,975 with a yearly maintenance cost of \$18,000.

TECHNICAL NOTE:

This bill is in conflict with the federal standards adopted by F.H.W.A. for erection of signs on highways. These standards are outlined in the Manual of Uniform Traffic Control Devices. Any or all expenditures required under the proposed law would not be eligible for reimbursement from the Federal Highway Administration

Michael Billings
BUDGET DIRECTOR

Office of Budget and Program Planning

Date: 1/17/75