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OHIO LEGISLATIVE SERVICE COMMISSION

Office of Research
and Drafting

Legislative Budget
Office

H.B. 51
133rd General Assembly

Fiscal Note & Local Impact Statement

[Click here for H.B. 51's Bill Analysis](#)

Version: As Introduced

Primary Sponsor: Rep. Ginter

Local Impact Statement Procedure Required: No

Tom Middleton, Senior Budget Analyst

Highlights

- The bill would result in increased costs to the Ohio Department of Transportation (ODOT) of between \$700 and \$1,025 per mile to install center line rumble strips (CLRS) on all two-way, undivided state highways with a speed limit exceeding 45 miles per hour.
- These costs would be spread over a number of years, as the bill requires the installation of CLRS as part of construction projects that involve (1) the construction of a new state highway, (2) major repair work on a state highway that ODOT competitively bids, or (3) the repaving of a state highway.
- ODOT would pay these costs from the Highway Operating Fund (Fund 7002), which is the primary funding source for the Department's highway construction and maintenance programs.

Detailed Analysis

The bill requires ODOT to install center line rumble strips (CLRS) for all two-way, undivided state highways with a speed limit exceeding 45 miles per hour. However, the bill requires ODOT to install CLRS under the three following circumstances: (1) when constructing a new state highway, (2) when undertaking major repair work on a state highway that ODOT competitively bids, or (3) when repaving a state highway.

Based on historical construction costs, ODOT indicates that the installation of CLRS fluctuates from around \$700 per mile to about \$1,025 per mile. The costs would be incurred over time, as construction projects are planned and completed. ODOT would pay these costs from the Highway Operating Fund (Fund 7002), which is the primary funding source of the Department's highway construction and maintenance expenditures. The fund is mostly made up of receipts from the Federal Highway Trust Fund and the Ohio motor fuel tax.

The bill applies only to routes maintained by the state and does not require political subdivisions to comply with these requirements. Thus, the bill has no new direct fiscal impact on political subdivisions.