

FILED JAN 9 1996

SENATE FILE 2029  
BY HALVORSON

Passed Senate, Date \_\_\_\_\_ Passed House, Date \_\_\_\_\_  
Vote: Ayes \_\_\_\_\_ Nays \_\_\_\_\_ Vote: Ayes \_\_\_\_\_ Nays \_\_\_\_\_  
Approved \_\_\_\_\_

**A BILL FOR**

1 An Act increasing the speed limit on certain highways and  
2 providing an effective date.

3 BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF IOWA:

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S.F. 2029

1 Section 1. Section 321.285, subsection 6, Code 1995, is  
2 amended to read as follows:

3 6. a. Notwithstanding any other speed restrictions, the  
4 speed limit for all vehicular traffic on fully-controlled-  
5 access, divided, multilaned highways including the national  
6 system of interstate highways designated by the federal  
7 highway administration and this state, (23 U.S.C. § 103 (e)),  
8 is sixty-five miles per hour. Notwithstanding any other speed  
9 restrictions, the speed limit for all vehicular traffic on the  
10 following primary highways is sixty-five miles per hour:

11 highway 18, highway 20, highway 30, highway 34, highway 63,  
12 highway 71, and highway 169. However, the department or  
13 cities with the approval of the department may establish a  
14 lower speed limit upon such highways located within the  
15 corporate limits of a city.

16 b. A minimum speed of forty miles per hour, road  
17 conditions permitting, is established on fully controlled-  
18 access, divided, multilaned highways. For the purposes of  
19 this subsection paragraph, a fully controlled-access highway  
20 is a highway that gives preference to through traffic by  
21 providing access connections with selected public roads only  
22 and by prohibiting crossings at grade or direct private  
23 driveway connections. A-minimum-speed-of-forty-miles-per  
24 hour,-road-conditions-permitting,-is-established-on-the  
25 highways-referred-to-in-this-subsection-

26 Sec. 2. EFFECTIVE DATE. This Act, being deemed of  
27 immediate importance, is effective upon enactment.

28 EXPLANATION

29 This bill allows vehicular traffic on all multilaned,  
30 divided highways and on primary highways 18, 20, 30, 34, 63,  
31 71, and 169 to travel at speeds up to 65 miles per hour.

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**SENATE FILE 2029  
FISCAL NOTE**

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A fiscal note for Senate File 2029 is hereby submitted pursuant to Joint Rule 17. Data used in developing this fiscal note is available from the Legislative Fiscal Bureau to members of the Legislature upon request.

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Senate File 2029 increases the speed limit on all multilaned, divided highways and on primary highways 18, 20, 30, 43, 63, 71, and 169 to 65 miles per hour.

**ASSUMPTIONS**

1. There are approximately 3.6 miles between speed limit signs on primary highways.
2. Based on an inventory of no passing zones, there is approximately one no passing zone per mile.
3. Changing the speed limit signs could be dealt with in two ways: The first is to install an overlay over the number, the second is to install new signs. The cost for overlays is estimated at \$42,200. The cost to install new signs is estimated at \$132,900.
4. The cost to resurvey no passing zones is estimated at \$16,900.
5. The cost for marking the extensions and relocating the signs is estimated at \$152,000.
6. The above cost estimates include labor, materials, and equipment.

**FISCAL IMPACT**

The estimated FY 1997 cost of SF 2029 will range from approximately \$211,000 to \$302,000 depending on how many new speed limit signs are installed verses how many sign overlays are used. The cost will be paid from the Primary Road Fund.

**SOURCE**

Department of Transportation

(LSB 3099ss, DLR)

FILED FEBRUARY 6, 1996

BY DENNIS PROUTY, FISCAL DIRECTOR