

March 5, 2025

Comments regarding MnDOT consolidated fiscal notes  
SF 1395 1E – Roadside Signage Auth. For External Defibrillators

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Assumptions

1. MnDOT states "MnDOT assumes that 36"x36" sign panels will be of sufficient size."

Response – Our current directional signs are 18"x24" and costs \$50 each installed on existing county, township or city structures. This is use for roadways up to 60MPH.

There could be two sizes – 18"x24" for up to 30-60 MPH roadways  
24"x 36" for 65-70 MPH roadways

2. MnDot states "MnDOT assumes that sign panels will stand alone structures in soil, not concrete."

Response – 95% of our current directional signs are installed on existing structures on city, township and county roadways. In the case of the City of Sartell and others, if an existing sign structure is not available, they will install a single u-channel post to have the 18"x24" panel attached at no cost.

3. MnDOT states "Winter placement will not be feasible , & existing sign structures may not be used."

Response – As stated above, 95% of our current directional signs are installed on existing structures. This system has worked without any problems. Installing on existing structures also eliminates additional structures on the roadway. Insisting on new structures might also cause a Lifesaving sign to not be installed due to spacing issues at an intersection. Also, using existing structures makes winter installations possible. There wouldn't be the need to wait 4-5 months for the ground to thaw.

4. MnDOT states "MnDOT assumes that each defibrillator location will require, on average, six signs: two on the interstate to direct to exists, two at the top of the exit ramps, and two at the defibrillator location."

Response – In the case of an interstate, there may be a need for two signs on the interstate and two for the exit ramps. Once off the exit, directional signs could be a local road issue,

not state. In any case, their assumption of "on average" is really an extreme issue, not "average".

In the case of state trunk highways – Hwy 15 – Hwy 23, as an example, one sign each direction would suffice. Again, local directional signs on city, township or county roadways would take over and be in place.

5. MnDOT states "There are 227 rest areas in Minnesota, but MnDOT does not have an estimate of which have working AEDs."

Response – We have no AED Smart Monitored Cabinets at any rest areas in Minnesota. There should be, but we are not aware of any. In any case, that would be a MnDOT issue, not ours.

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1. Single Post Sign Structure

Response – They list a 36"x36" sign panel (1,296 sq. in.) or a 60"x60" sign panel (3,600 sq. in.) The 60"x60" is almost 3 times larger. Not sure which size they are promoting. In any case, both sizes are larger than needed.

2. 3.5 Hours from Senior Transportation Generalist

Response – All departments of transportation throughout the United States have video logs of every inch of state trunk highways and interstates. Installing AED directional sign panels on existing structures eliminates the need for field spotting and utility locating. A \$50 application fee should cover in-office MnDOT in office time reviewing video files.

In conclusion, all real costs to install AED directional signs on state trunk highways or interstates will be paid by the participants. Costs to do this will be predetermine in writing, prior to installation.



**State Cost (Savings) Calculation Details**

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions are shown in parentheses.

\*Transfers In/Out and Absorbed Costs are only displayed when reported.

<b>State Cost (Savings) = 1-2</b>		<b>Biennium</b>			<b>Biennium</b>	
Dollars In Thousands		<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>FY2028</b>	<b>FY2029</b>
Trunk Highway		-	-	-	-	-
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
Trunk Highway		-	4	4	4	4
<b>Total</b>		-	4	4	4	4
<b>Biennial Total</b>				8		8
<b>2 - Revenues, Transfers In*</b>						
Trunk Highway		-	4	4	4	4
<b>Total</b>		-	4	4	4	4
<b>Biennial Total</b>				8		8

**Bill Description**

The bill establishes steps for placing signs along public roadways to designate outdoor public access external defibrillators.

Section 1 allows those with a defibrillator to request that a public road authority place road signs identifying the location of the device. Signage must be placed between 200 and 300 feet prior to an intersection or between 800 and 1,600 feet prior to an interchange. Within 180 days, or to the extent practicable within 60 days, of receiving a request, the road authority must determine the location and number of signs and place them. Participants must cover the costs associated with installation, maintenance, and removal of signage. This section is effective October 1, 2025.

Section 2 requires MnDOT, by September 1, to develop text and signage for these signs, meeting the criteria of Minnesota Statutes, section 160.802. MnDOT also may accordingly revise chapter 21 of the Minnesota Manual on Uniform Control Devices. The signs must incorporate the universal symbol for a defibrillator, and MnDOT must consult with stakeholders to determine best practices. MnDOT must maintain publicly available information, on its website, about the signage and best practices. This information must include qualifications for a sign, appropriate wayfinding techniques, device registry information, and guidance for local road authorities on appropriate placement and context.

**Assumptions**

MnDOT assumes that 36" x 36" sign panels will be of sufficient size. MnDOT assumes that sign panels will stand along structures, in soil not concrete. Winter placement will not be feasible, & existing sign structures may not be used. MnDOT assumes that each defibrillator location will require, on average, six signs; two on the interstate to direct to exists, two at the top of exit ramps, and two at the defibrillator location. Multiple sign installations may not always be bundled by route or direction. The estimates below do not include staff time for communication between the requestor and the Office of Traffic Engineering (OTE) or between OTE and the Operations office. Districts typically lose money when installing signs requested by the public. There are 227 rest areas in Minnesota, but MnDOT does not have an estimate of which have working AED's. MnDOT cannot estimate the number of defibrillator signage projects since it cannot quantify how many privately and publicly owned AED's exist in Minnesota and what the appetite is for signage requests. The expenditure/revenue formula provides information for placement of signs for one request, annually.

**Expenditure and/or Revenue Formula**

½ Ton Extended Cab Pick-Up:

- o  $\$1.12/\text{mile} \times \text{average of two 40-mile trips} = \$89.60$

- Sign Truck for Sign Installation:

- o  $\$4.88/\text{mile} \times \text{average of one 40-mile trip} = \$195.20$

- Single Post Sign Structure:

- o 36" x 36" sign panel: \$129.53

- o Or \$485.43 for 60" x 60" sign panel

- Sign Panel Fabrication

- o  $\$18.09/\text{sq ft} \times (36"/(12"/\text{ft}))^2 = \$162.81$

- 3.5 Hours from Senior Transportation Generalist

- o For field spotting, plan layout, and utility locating

- o  $3.5 \text{ hrs} \times \$31.61/\text{hr} \times 150\% \text{ for overhead and fringe benefits}$

- o \$165.95

- 2 hours each from 2 Transportation Generalists:

- o For install

- o  $4 \text{ hours} \times \$27.95/\text{hr} \times 150\% \text{ for overhead and fringe benefits}$

- o \$167.70

$\$89.60 + \$195.20 + (6 \text{ signs} \times (\$129.53 + \$162.81 + \$165.95 + \$167.70)) = \$4,040.74 \text{ per defibrillator location}$

### Long-Term Fiscal Considerations

There would be an ongoing cost for any needed maintenance and eventual replacement of the signs.

### Local Fiscal Impact

None

### References/Sources

MnDOT Office of Traffic Engineering

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