

Virginia Department of Transportation

2001 Fiscal Impact Statement

1. Bill Number: SB 1362

House of Origin ☒ Introduced ☐ Substitute ☐ Engrossed
Second House ☐ In Committee ☐ Substitute ☐ Enrolled

2. Patron: Wampler, W.

3. Committee: Senate Transportation

4. Title: Natural Tunnel State Park Directional Signs

5. Summary/Purpose:

Requires VDOT to install and maintain signs along U.S. Route 23 in the vicinity of Moccasin Gap and U.S. Route 58 in the vicinity of Pound Gap to provide motorists with directions to Natural Tunnel State Park.

6. No Fiscal Impact

6a. Expenditure Impact:

<i>Fiscal Year</i>	<i>Dollars</i>	<i>Positions</i>	<i>Fund</i>
2000-01	\$0.00	0	
2001-02	\$0.00	0	
2002-03	\$0.00	0	

b. Revenue Impact:

<i>Fiscal Year</i>	<i>Dollars</i>	<i>Positions</i>	<i>Fund</i>
2000-01	\$0.00	0	
2001-02	\$0.00	0	
2002-03	\$0.00	0	

7. Budget amendment necessary: NO

8. Fiscal implications: NO

9. Specific agency or political subdivisions affected: VDOT

10. Technical amendment necessary: NO

11. Other comments: Code of Virginia Section 46.2 - 830 authorizes the Commonwealth Transportation Board (CTB) to provide a uniform system of signing state highways.

Signs guiding motorists to cultural, recreational and other similar facilities are addressed by the Department's "Guidelines for the Installation of Supplemental Guide Signs on State Highways". The VDOT Bristol District has worked in conjunction with the Department of Conservation and Recreation to permit the installation of guide signs for Natural Tunnel State Park. Guide signs are

currently posted on Route 23, 10 miles from the park, and Route 58. Signing further than 10 miles is not practical, nor allowed under the guidelines. The costs associated with the fabrication, installation and maintenance of these signs were borne by the requesting entity. The current signing is appropriate for this type of destination. Natural Tunnel State Park is prominently shown on the Virginia State Map and therefore motorists should be able to navigate within a 10-mile distance of the park.

Installation of guide signs on the primary system for a State Park that generates volumes of traffic less than 300,000 visitors annually does not meet the criteria. Signing was provided based on exemption.

In addition, when signs are approved based on the guidelines, the requesting entity is responsible for the fabrication, installation and maintenance of such signs; requiring VDOT to fund these costs would be inconsistent with current practices and set a precedent that would not provide for the fair and equitable access and distribution of these goods and services. This precedent could lead to complaints by other customers who are meeting current guidelines and funding their own sign requests.

Date: 01/22/2001

Document: filename here (v Document1)

cc: Secretary of Transportation

PDF Created 2/5/2001 3:34:50 PM