

Department of Planning and Budget 2022 Fiscal Impact Statement

1. Bill Number: HB31

House of Origin	<input checked="" type="checkbox"/> Introduced	<input type="checkbox"/> Substitute	<input type="checkbox"/> Engrossed
Second House	<input type="checkbox"/> In Committee	<input type="checkbox"/> Substitute	<input type="checkbox"/> Enrolled

2. Patron: Campbell, R.R.

3. Committee: Transportation

4. Title: U.S. Route 60; Department of Transportation to propose a plan to renumber and reroute.

5. Summary: Directs the Department of Transportation to propose a plan to renumber U.S. Route 60 to the Federal Highway Administration and the Special Committee on U.S. Route Numbering of the American Association of State Highway and Transportation Officials. The legislation calls for U.S. Route 60 to run concurrently with Interstate 64 from Exit 50 to Exit 55 and with Route 11 from Exit 55 to the intersection of U.S. Route 11 and U.S. Route 60 in downtown Lexington, and renumber the current U.S. Route 60 as U.S. Route 850 from Interstate 64 at Exit 50 to downtown Lexington.

6. Budget Amendment Necessary: No.

7. Fiscal Impact Estimates: Preliminary. See item 8, below.

8. Fiscal Implications: If the proposed renumbering was approved by the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA), the Virginia Department of Transportation (VDOT) would implement the several signing changes within VDOT right-of-way necessary to implement the route redesignation.

In total, VDOT estimates that the costs associated with the necessary signage changes for the redesignation to be between \$110,000 and \$470,000. Potential changes include, at a minimum:

- Overlay or replacement of two overhead guide signs at a cost of approximately \$14,500 each to replace on an existing structure;
 - If it is determined that the support structure needs to be replaced, the estimated replacement cost for the signs and sign structures would be between \$140,000 and \$180,000 each;
- Overlay or replacement of six major guide signs on I-64 at Exits 50 and 55 at a cost of approximately \$3,000 each; and,
- Overlay or replacement of approximately 12 route marker assemblies at Exit 50, Exit 55, and along the affected portions of existing and proposed U.S. 60, at an estimated cost

dependent on necessary sign size ranging from \$2,400 for a 20 sq. ft. sign, up to \$26,000 for a 200 sq. ft. sign.

Variance in the cost estimates are driven by potential changes in the required size of the sign being replaced or erected. Signage size is dictated by the Manual on Uniform Traffic Control Devices. If new signage is larger than existing signage, the structures holding the signs may need to be replaced to deal with the weight and ensure that the signs and structures are able to withstand additional wind forces associated with larger signs.

The Virginia Department of Transportation relies on revenues generated for highway maintenance operations, which are fully appropriated in the 2022 Budget Bill (HB30/SB30). Although additional appropriation is not needed, the agency will need to redirect funding from other budgeted activities to address the potential costs associated with this legislation.

9. Specific Agency or Political Subdivisions Affected: Virginia Department of Transportation, City of Lexington, and Rockbridge County.

10. Technical Amendment Necessary: Two technical changes may be necessary: 1) The description of the terminus of the new routing is unclear, as U.S. Route 11 does not go to downtown Lexington, but does intersect with U.S. Route 60 just east of the Lexington Corporate Limits; U.S. Route 11 Business does intersect U.S. Route 60 in downtown Lexington; and,

2) AASHTO and FHWA approval is required for renumbering of U.S. highways. The bill would have those organizations redesignate the existing U.S. 60 (W. Midland Trail) as U.S. Route 850. However "850" violates AASHTO numbering conventions which would only allow "850" for a route that connected to U.S. Route 50 and hence a different route redesignation may need to be considered.

11. Other Comments: None.