

September 7th, 2007

Application to AASHTO to recognize six suggested relocations of U.S. Bicycle Route 1 in the Northern Virginia District.

- **Acting District Administrator Mr. Morteza Salehi has endorsed these changes.**
- **Statewide Bicycle and Pedestrian Coordinator Mr. Jakob Helmboldt has endorsed these changes.**
- **County and City staff have endorsed these changes.**
- **State bicycling and park authorities have endorsed these changes.**

The six suggested route modifications are as follows:

1. **In Arlington County, Fairfax County, and Alexandria removing the designation from Route 400 (George Washington Memorial Parkway) to the parallel route of the Mt. Vernon Trail to provide a better bicycling environment. And in Fairfax County to bypass Fort Belvoir which is closed to civilians.**
2. **In Fairfax County to bypass a closed bridge.**
3. **In the Town of Occoquan to eliminate riding opposing traffic on one-way streets.**
4. **In Prince William County to accommodate a widening project that altered route numbers.**
5. **Create a Scenic U.S. Bicycle Route 1 in Fairfax County and the City of Alexandria.**
6. **Create an Alternate U.S. Bicycle Route in Fairfax County, Prince William County and the Town of Occoquan.**

Pending approval of these proposed relocations, VDOT will assemble signage plan improvements to U.S. Bicycle Route 1 which conform to the MUTCD. The relocations will be included in the next publication of the Virginia State Bicycling Map and given to local interest groups to promote.

Segment 1 - State Line to Beulah Street

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.)

The Virginia Department of Transportation (VDOT) requests a change in the alignment of US Bicycle Route 1 (USBR 1) in Arlington County, City of Alexandria and Fairfax County.

VDOT proposes to realign USBR 1 to address several obstacles that have obstructed USBR 1 from being an effective bicycle route. The first item is to establish a concrete termination point in Virginia. Second USBR 1 has the official designation of the George Washington Memorial Parkway in Arlington County. Bicycles are prohibited from this section of highway therefore we plan to move the designation to the parallel route of the Mt. Vernon Trail. Finally, the U.S. Army base Fort Belvoir is closed to civilians. USBR 1 currently is closed where it goes through the base. The new alignment will designate a route that bypasses the base. The existing log and proposed log are below.

Existing Log:

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks Facility
Virginia	Bicycle	State Line (Rte 400 and District of Columbia)	0	0	Start Terminus
		Rte 400 and Rte 235	16.1	16.1	<i>GW Memorial Parkway</i>
		Rte 235 and Old Mill Road	3	19.1	<i>Mt. Vernon Memorial Hwy</i>
		Old Mill Road and Meeres Drive	0.5	19.6	Start Base Closure <i>Old Mill Road</i>
		Meeres Drive and Woodlawn Road	0.5	20.1	Woodlawn Road
		Woodlawn Road and Beulah Street	1.3	21.4	End Base Closure <i>Beulah Street</i>

Proposed Log:

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks Facility
Virginia	Bicycle	State Line (Mt. Vernon Trail at Boundary Channel)	0	0	Start Terminus <i>Mt. Vernon Trail</i>
		Mt Vernon Trail and Pendleton Street	5.12	5.12	<i>Pendleton Street</i>
		Pendleton Street and Royal Street	0.13	5.27	<i>Royal Street</i>
		Royal Street and Mt. Vernon Trail	1.16	6.43	<i>Mt. Vernon Trail</i>
		Mt. Vernon Trail and Belle View Blvd	1.58	8.01	<i>Belle View Blvd</i>
		Belle View Blvd and Beacon Hill Road	1.05	9.06	<i>Beacon Hill Road</i>
		Beacon Hill Road and Richmond Hwy Service Drive	0.71	9.77	<i>Richmond Hwy Service Road</i>
		Richmond Hwy Service Drive and Memorial Street	0.19	9.96	<i>Memorial Street</i>
		Memorial Street and South Kings Hwy	0.64	10.6	<i>South Kings Hwy</i>
		South Kings Hwy and Telegraph Road	1.67	12.27	<i>Telegraph Road</i>
		Telegraph Road and Beulah Street	3.07	15.34	End Terminus rejoin USBR 1

(Road between Control Points)

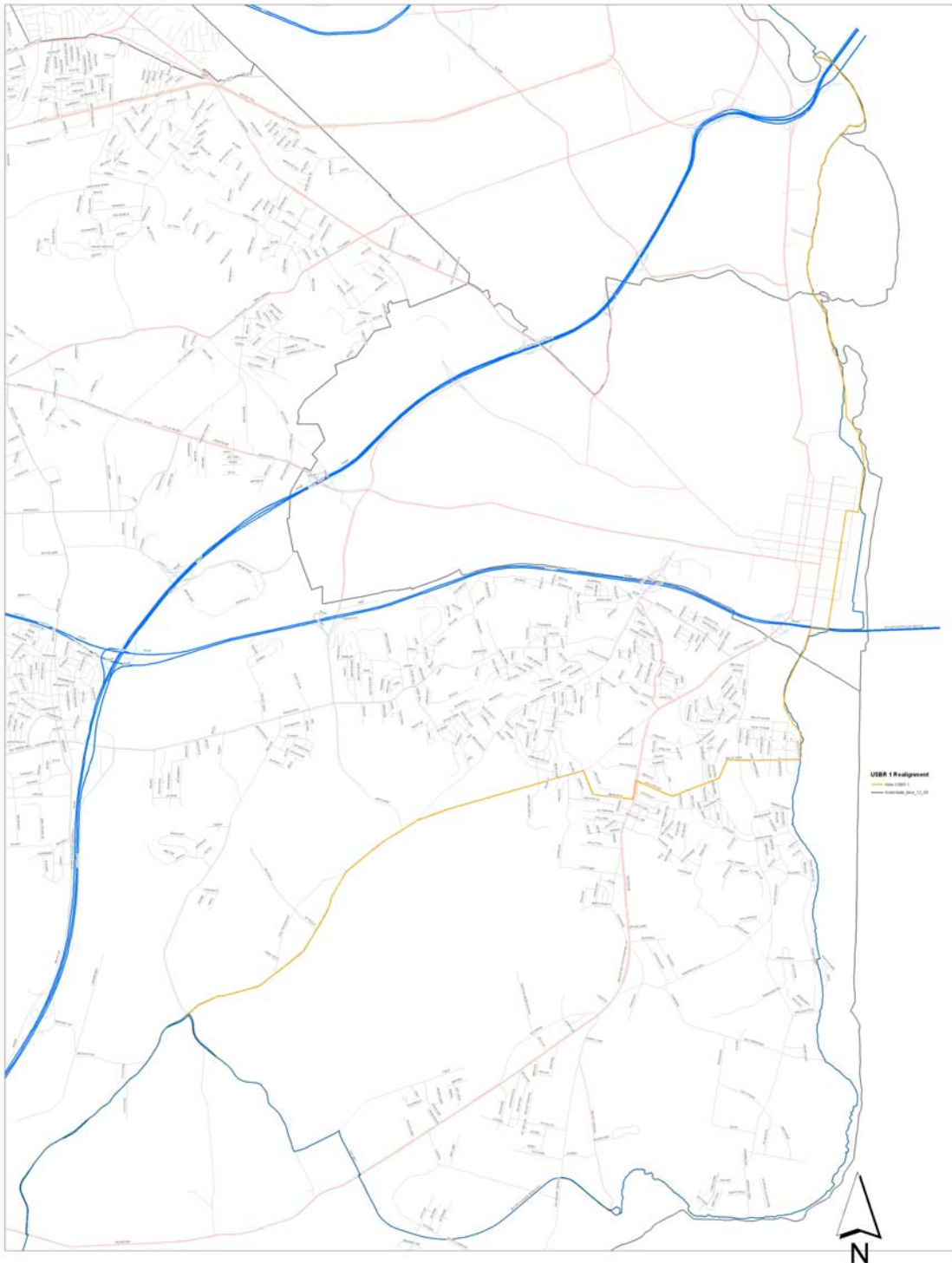
This change is supported by Fairfax County, Arlington County, City of Alexandria, Virginia Bicycling Federation, National Park Service, Northern Virginia Regional Commission, and the East Coast Greenway.

Date facility available to traffic Immediately

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? US 1 Richmond Hwy for .19 miles.

Does the petition propose a new routing over a portion of an existing Interstate Route? no If so, where? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:



All Detailed information is included in the attached files.

Segment 2 – Richmond Highway to Gunston Cove Road

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.)

The Virginia Department of Transportation requests a change to the location of U.S. Bike Route 1 in Fairfax County

The request is to relocate U.S. Bike Route 1 addresses a bridge closure on Gunston Cove Road that has blocked the route. The bridge closure is permanent and the relocation of the route will take advantage of several improvements in the corridor. The proposed change will include new facilities such as Shared Use Path, Wide Shoulders, or Bike Lanes. The new route will also eliminate several areas with no facilities, low sight distance, and reduce the total mileage of the route. The current mileage is 3.7 Miles and will be reduced to 1.75 Miles between termini.

The northern terminus of relocation is the intersection of Richmond Highway (U.S. Route 1) and Telegraph Road (State Route 611). The intersection of Lorton Road (State Route 643) and Gunston Cove Road (State Route 600) is the southern terminus of relocation.

The current route is as follows:

Traveling south on Telegraph Road, U.S. Bike Route 1 crosses Richmond Highway. Telegraph Road changes name to Old Colchester Road (still numbered State Route 611). Old Colchester Road is followed until the Intersection of Gunston Road (State Route 242), where U.S. Bike Route 1 makes a right turn onto Gunston Road. Crossing Richmond Hwy Gunston Road changes its name to Gunston Cove Road. The CSX bridge closure is approximately .5 miles from this location. U.S. Bike Route 1 then continues on Gunston Cove Road until it intersects Lorton Road. See log below:

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Virginia	Bicycle	Telegraph Road and Richmond Hwy	0	0	Start Terminus
		Old Colchester Road and Richmond Hwy	0	0	Continue Straight/Name Change at Intersection <i>Old Colchester Road</i>
		Old Colchester Road and Gunston Road	1.8	1.8	<i>Gunston Road</i>
		Gunston Road and Richmond Hwy	0.7	2.5	

Richmond Hwy and Gunston Cove Road	0	2.5	Continue Straight/Name Change at Intersection <i>Gunston Cove Road</i>
Gunston Cove Road and Lorton Road	1.2	3.7	End Terminus

The proposed route traveling south will have U.S. Bike Route 1 makes a RIGHT onto Richmond Hwy from Telegraph Road. Then, U.S. Bike Route 1 will make a RIGHT turn onto Lorton Road to its intersection with Gunston Cove Road where Lorton Road is currently designated as U.S. Bike Route 1. See log below:

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Virginia	Bicycle	Telegraph Road and Richmond Hwy	0	0	Start Terminus - <i>Richmond Hwy</i>
		Richmond Hwy and Lorton Road	0.75	0.75	<i>Lorton Road</i>
		Lorton Road and Gunston Cove Road	1	1.75	End Terminus

This change is supported by Fairfax County, Virginia Bicycling Federation, East Coast Greenway, and the Northern Virginia Regional Commission.

Date facility available to traffic Immediately

Does the petition propose a new routing over a portion of an existing U.S. Route? YES If so, where? Coincides with U.S. Highway 1 for part of the relocation.

Does the petition propose a new routing over a portion of an existing Interstate Route? no If so, where? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:



All detailed information is included in the attached files.

Segment 3 – Town of Occoquan

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

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Explanation and Reasons for the Request: (Keep concise and pertinent.)

The Virginia Department of Transportation (VDOT) requests a change to the location of U.S. Bike Route 1 (USBR 1) in Fairfax County, Town of Occoquan, and Prince William County, Virginia

The town of Occoquan has rebuilt roads to create parking in the business district. However, several roads were rebuilt as one-way roads. USBR 1 was then routed with several one-way streets creating a condition where bicyclists are riding towards oncoming traffic. The proposed route will create a one-way loop in the town so bicyclists are not directed against oncoming traffic.

The current log is as follows:

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Virginia	Bicycle	Mill Street and Ellicott Street	0	0	Start Terminus <i>Ellicott Street</i>
		Ellicott Street and Commerce Street	0.05	0.05	<i>Commerce Street</i>
		Commerce Street and Union Street	0.06	0.11	<i>Union Street</i> End Terminus

The proposed log will differ for North Bound and South Bound alignments of USBR 1 due to the one-way loop in Occoquan.

The proposed south bound log is as follows:

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Virginia	Bicycle	Mill Street and Ellicott Street	0	0	Start South Bound One Way <i>Mill Street</i> <i>Ellicott Street</i>
		Ellicott Street and Commerce Street	.05	.05	
		Commerce Street and Union Street	.06	.11	<i>Commerce Street</i> End South Bound One Way

The proposed north bound log is as follows:

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Virginia	Bicycle	Union Street and Commerce Street	0	0	Start North Bound One Way <i>Commerce Street</i> <i>Washington Street</i> <i>Mill Street</i>
		Commerce Street and Washington Street	.06	.06	
		Washington Street and Mill Street	.05	.11	
		Mill Street and Ellicott Street	.12	.23	End North Bound One Way

This change is supported by Town of Occoquan, Virginia Bicycling Federation, East Coast Greenway, and the Northern Virginia Regional Commission.

Date facility available to traffic Immediately

Does the petition propose a new routing over a portion of an existing U.S. Route? NO If so, where?

Does the petition propose a new routing over a portion of an existing Interstate Route? no If so, where? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:



Segment 4 – Independent Hill, VA

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The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.)

The Virginia Department of Transportation (VDOT) requests a change to the location of U.S. Bike Route 1 (USBR 1) in Prince William County, Virginia

VDOT recently widened State Route 234 in Prince William County. Part of the widening shifted VA 234 to a new alignment and the existing road took on a new route number/name. The proposed alignment keeps the location of USBR 1 the same. The changes just include the new route numbers/name. This will add only one control point to the USBR 1 alignment.

The current log is as follows:

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Virginia	Bicycle	VA 234 and Aden Road (SR 646)	0	0	

The proposed log is as follows:

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Virginia	Bicycle	VA 234 and Bristow Road (SR 619)	0	0	Start Terminus
		Bistow Road and Aden Road	0.4	0.4	End Terminus

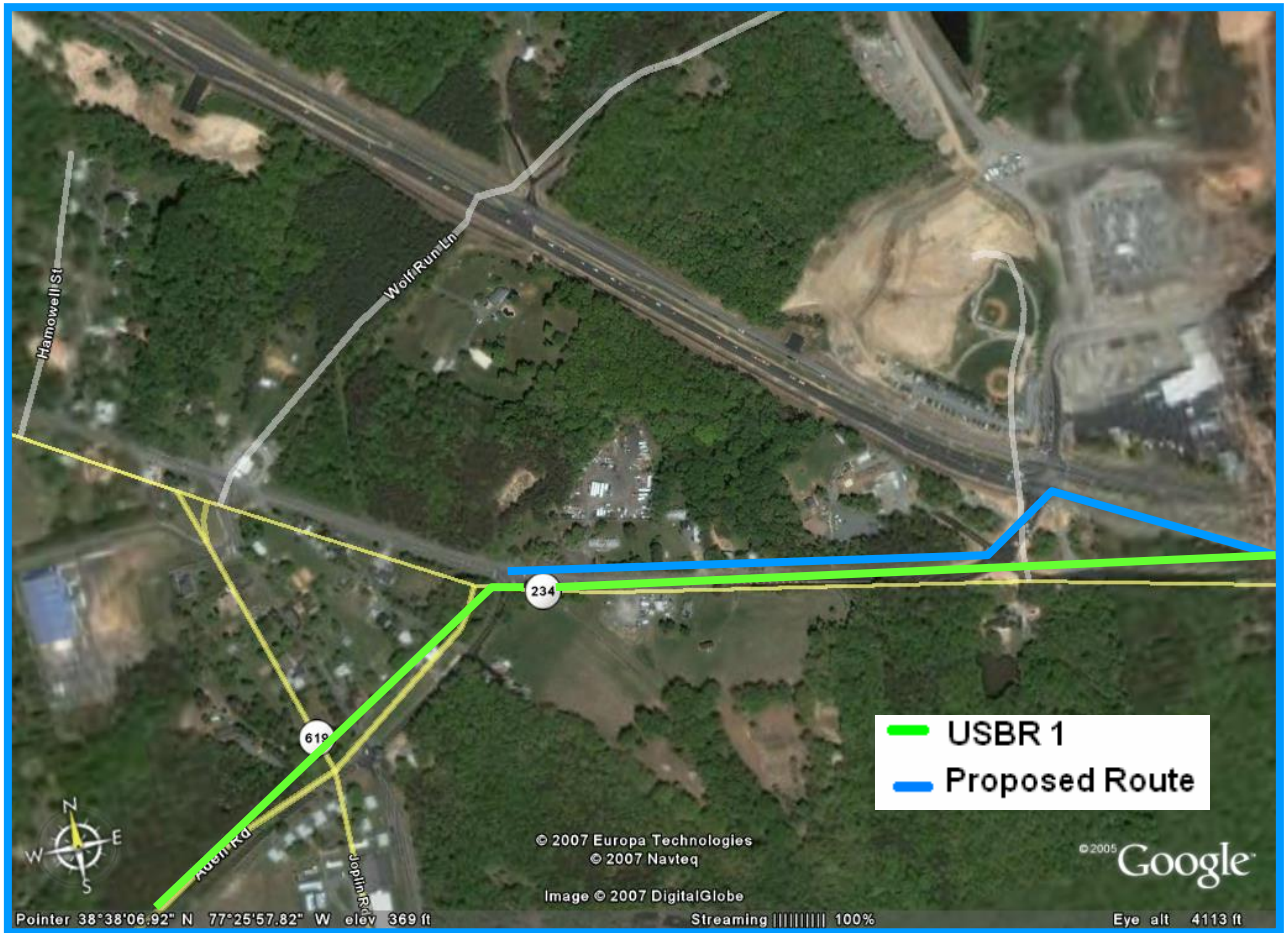
This change is supported by Virginia Bicycling Federation and North Virginia Regional Commission.

Date facility available to traffic Immediately

Does the petition propose a new routing over a portion of an existing U.S. Route? NO If so, where?

Does the petition propose a new routing over a portion of an existing Interstate Route? no If so, where? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:



Segment 5 – Mt. Vernon Trail to Telegraph Road (USBR 1 Scenic)

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Explanation and Reasons for the Request: (Keep concise and pertinent.)

The Virginia Department of Transportation (VDOT) requests an addition to the U.S. Bike Route System (USBR) the City of Alexandria and Fairfax County, Virginia.

VDOT requests the addition of USBR 1 Scenic from the intersection of Marina Drive and the Mt. Vernon Trail to the intersection of Telegraph Road and Mulligan Road.

With the Ft. Belvoir access closure the Federal Highway Administration (FHWA) is administering a highway project that parallels previous access through the fort. This new route (Mulligan Road) is currently in the Preliminary Engineering phase scheduled to be constructed mid 2010. We would like to propose a Scenic U.S. Bicycle Route 1 in the City of Alexandria and Fairfax County. The intent of the department is to open part of USBR 1 Scenic immediately and the remainder of the route when Mulligan Road is completed. There are two purposes for this designation. The first is to keep the current area along the George Washington Memorial Parkway in Fairfax County which includes beautiful vistas, parks, attractions, etc as part of a U.S. Bicycle Route. The second purpose is to provide an alternative to USBR 1 on Washington Street in the City of Alexandria. This also provides a riverfront route utilizing shared use path.

The proposed log is as follows:

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Virginia	Bicycle Scenic	Mt. Vernon Trail and Pendleton Street	0	0	Start Terminus <i>Pendleton Street</i>
		Pendleton Street and Union Street	.02	.02	On road segment of MV Trail <i>Union Street</i>
		Union Street and Mt. Vernon Trail	0.95	0.97	<i>Mt. Vernon Trail</i>
		Mt. Vernon Trail and North Down Road	4.04	5.01	On road segment of MV Trail <i>North Down Road</i>

North Down Road and Alexandria Ave	0.18	5.19	On road segment of MV Trail <i>Alexandria Ave</i>
Alexandria Ave and Mt. Vernon Trail	0.03	5.22	On road segment of MV Trail <i>Mt. Vernon Trail</i>
Mt. Vernon Trail and Fort Hunt Road	2.34	7.56	<i>Ft. Hunt Road</i>
Fort Hunt Road and Mt. Vernon Trail	0.1	7.57	On road segment of MV Trail <i>Mt. Vernon Trail</i>
Mt. Vernon Trail and Mt. Vernon Memorial Hwy	2.96	10.53	<i>Mt. Vernon Memorial Hwy</i>
Mt. Vernon Memorial Hwy and Richmond Hwy	3.07	13.6	
Richmond Hwy and Old Mill Road	0	13.6	Name change at intersection <i>Old Mill Road</i>
Old Mill Road and Pole Road	0.47	14.07	
Pole Road and Mulligan Road	0	14.07	Name change at intersection <i>Mulligan Road</i>
Telegraph Road-Mulligan Road	1.63	15.7	End Terminus

This change is supported by the National Park Service, Virginia Bicycling Federation, Fairfax County, City of Alexandria, and the Northern Virginia Regional Commission.

Date facility available to traffic: Immediately and fully complete mid 2010.

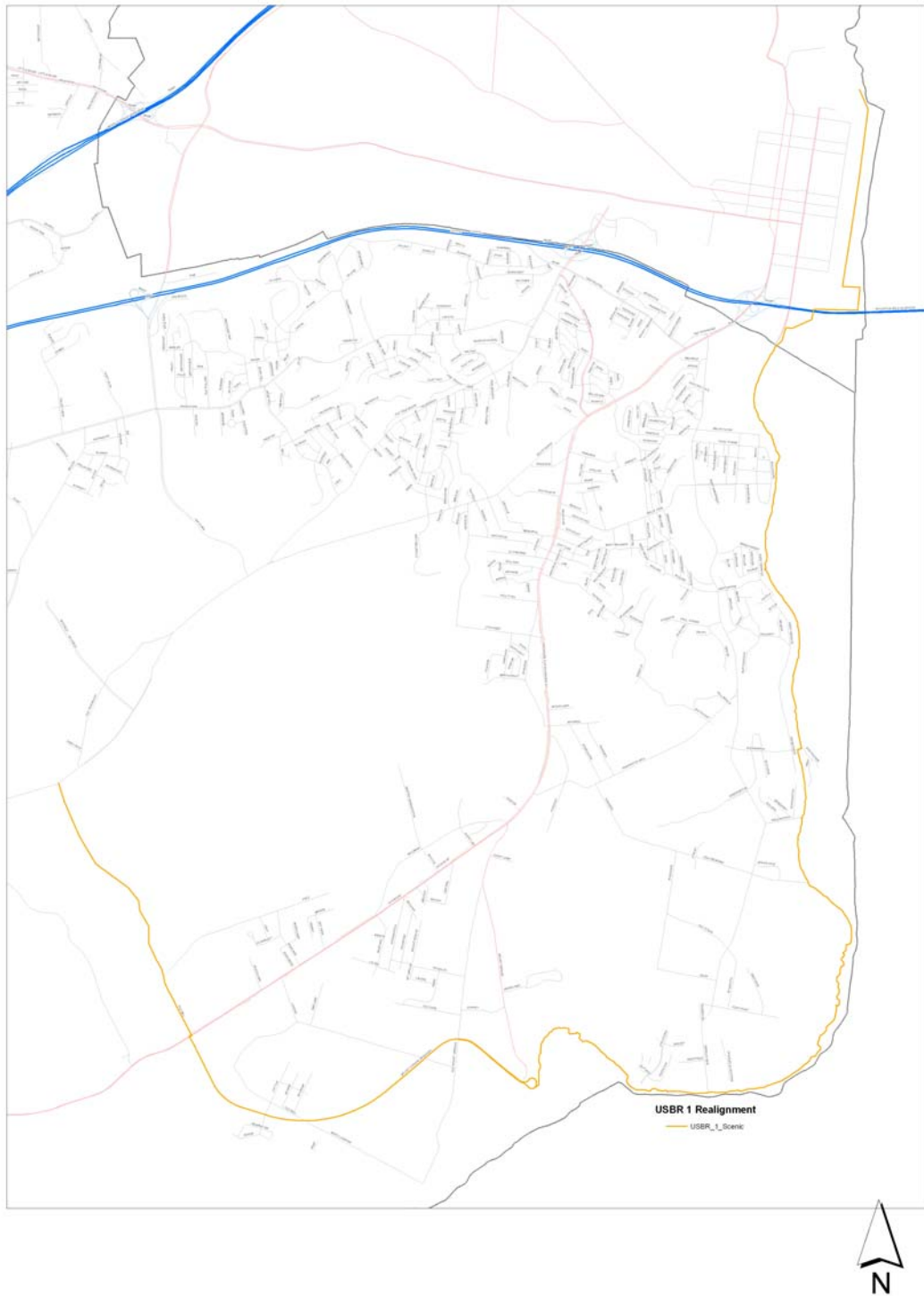
Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? It intersects US

1 (Richmond Hwy)

Does the petition propose a new routing over a portion of an existing Interstate Route? no If so, where? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

The details of this map are included in the attached files.



Segment 6 – Fairfax County Line to Prince William County Line via Town of Occoquan

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

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Explanation and Reasons for the Request: (Keep concise and pertinent.)

The Virginia Department of Transportation (VDOT) requests an addition to the U.S. Bike Route System (USBR) in Fairfax County, Prince William County, and the Town of Occoquan.

VDOT would like to add a USBR 1 Alternative to the USBR 1 System. This alternate will be located on the Borders of Fairfax County, Prince William County and the Town of Occoquan. The purpose of the alternate route is to provide an alternate crossing of the Occoquan River. The Town of Occoquan requested that Route 722 and the pedestrian Bridge crossing the Occoquan be kept in the USBR 1 alignment. However this route narrows to a 4' sidewalk on the south side of the river. VDOT acknowledges this bottleneck and is providing this alternate route that will be an on road facility which incorporating 10' shoulders on the crossing of the Occoquan River.

The propose log is as follow:

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Virginia	Bicycle	VA 722 and Ox Road	0	0	Begin Alt USBR 1 <i>Ox Road</i>
		Ox Road becomes Gordon Blvd	0.14	0.14	County Line <i>Gordon Blvd</i>
		Gordon Blvd and Commerce Street	0.24	0.38	<i>Commerce Street</i>
		Commerce Street and Washington Street	0.15	0.57	Rejoin USBR 1

This change is supported by Fairfax County, Town of Occoquan, and Virginia Bicycling Federation.

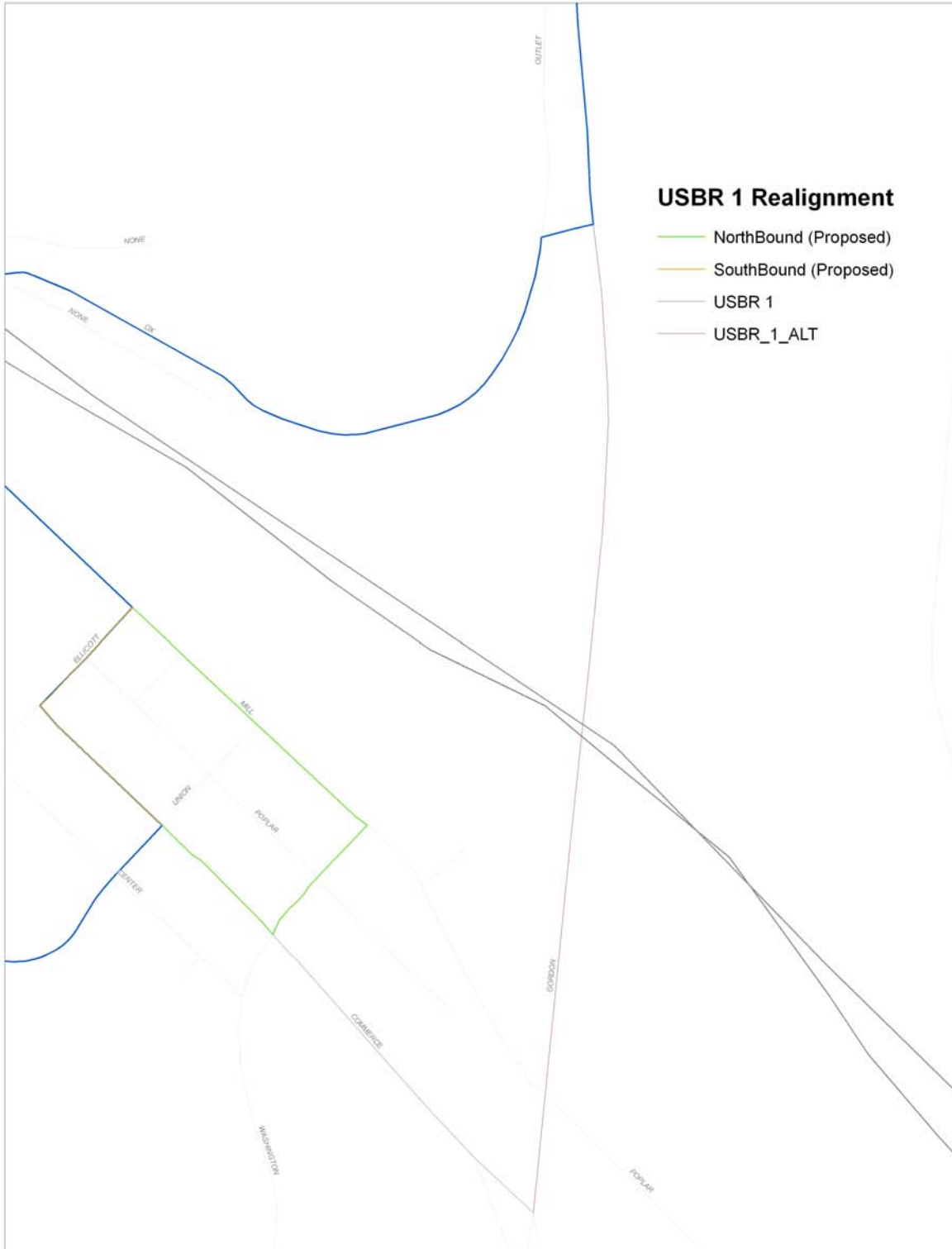
Date facility available to traffic: Immediately and fully complete mid 2010.

Does the petition propose a new routing over a portion of an existing U.S. Route? no If so, where?

Does the petition propose a new routing over a portion of an existing Interstate Route? no If so, where? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

The details of this map are included in the attached files.



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is N/A as compared to N/A for the year N/A for all other U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

Chief Executive Officer

(Signature)

(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

A letter from your Chief Executive Officer is sufficient with the CEO signature is sufficient or copying the CEO on the email message you send AASHTO when submitting your application.