

American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of
Virginia

for

- the Elimination of a U.S. (I) Route _____
- the Establishment of a U.S. (I) Route _____
- * the Establishment of a U.S. Bike Route _____
- the Relocation of a U.S. (I) Route _____
- * the Relocation of a U.S. Bike Route 1
- the Extension of a U.S. (I) Route _____
- the Establishment of a U.S. Alternate Route _____
- the Establishment of a Temporary U.S. Route _____
- ** the Recognition of a Business Route on U.S. (I) Route _____
- ** the Recognition of a By-Pass Route on U.S. Route _____

Between _____ and _____

The following states or states are involved:
Virginia

For AASHTO Use Only	Date received _____
Date application acknowledged	_____
Date to Special Committee on U.S. Route Numbering	_____
Date considered by the Standing Committee on Highways	_____
Action of Standing Committee on Highways	_____
Member Department Notified	_____

Date submitted:

Mar 1, 2006

* Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable.
** A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be indicated in accordance with page 5 instructions.

SUBMIT SIX COPIES

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 two changes to the location of U.S. Bike Route 1 in the Richmond area.

The first request is located in northern Henrico County, and is intended to address safety concerns for cyclists and other roadway users. The proposed change moves cyclists onto less heavily traveled roadways and avoids an Interstate highway interchange. The change would affect 3.8 miles of the existing route. The new routing would be 3.9 miles long.

The current route is as follows:

Traveling north on Woodman Road, U.S. Bike Route 1 currently crosses Hungary Road, Mountain Road, and Interstate 295. It then turns left onto Greenwood Road (SR 625), right onto Old Washington Highway, and continues into Hanover County. Woodman road has a cloverleaf interchange with I-295, and requires cyclists to cross the Interstate merge lanes.

The proposed route turns left on Hungary Road and then right on Purcell Road. At the end of Purcell Road, the route turns right, then immediately left on Old Washington Highway. It continues straight on Old Washington Highway until it rejoins the existing route at its intersection with Greenwood Road.

The proposed route crosses under I-295 on Old Washington Highway, which has no interchange. In addition, the proposed route has lower levels of motorized traffic. Both the existing and proposed routings are two-lane roadways with 12 foot travel lanes, except in the vicinity of the Woodman Road / I-295 interchange.

This change is supported by local cyclists, Henrico County, and the Richmond MPO.

The second change, in Chesterfield County, is necessary to reconnect USBR 1 where it was severed by the construction of the limited access highway S.R. 288.

Traveling south, the existing route turns left from Winterfield Road onto Westfield Road. It then turns right on Crowder Drive, right on Midlothian Turnpike (U.S. 60) and immediately left on Coalfield Road. The route then turns left onto Miners Trail Road, and then right onto Genito Place. At the intersection of Genito Place and Genito Road, the route turns right and continues into Powhatan County. Genito Place was severed by S.R. 76. Coalfield Road was severed by the construction of Route 288, and its southern section became part of Charter Colony Parkway. Therefore, several portions of the current route no longer exist.

The proposed route continues to the end of Winterfield Road at U.S. 60. It crosses U.S. 60 onto LeGordon Drive, turns left onto Garnett Lane, and then right onto Charter Colony Parkway. It then turns right on Genito Road and joins the original route. The new routing is 5.3 miles long.

The proposed routing is supported by local cyclists and the Richmond MPO, and was adopted by resolution of the Chesterfield County Board of Supervisors on January 11, 2006.

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:

(A photographic reduction or section of departmental map attached to this sheet. May be folded to sheet size, but do not use a map larger than four 8.5 x 11 inch sheets in size.)

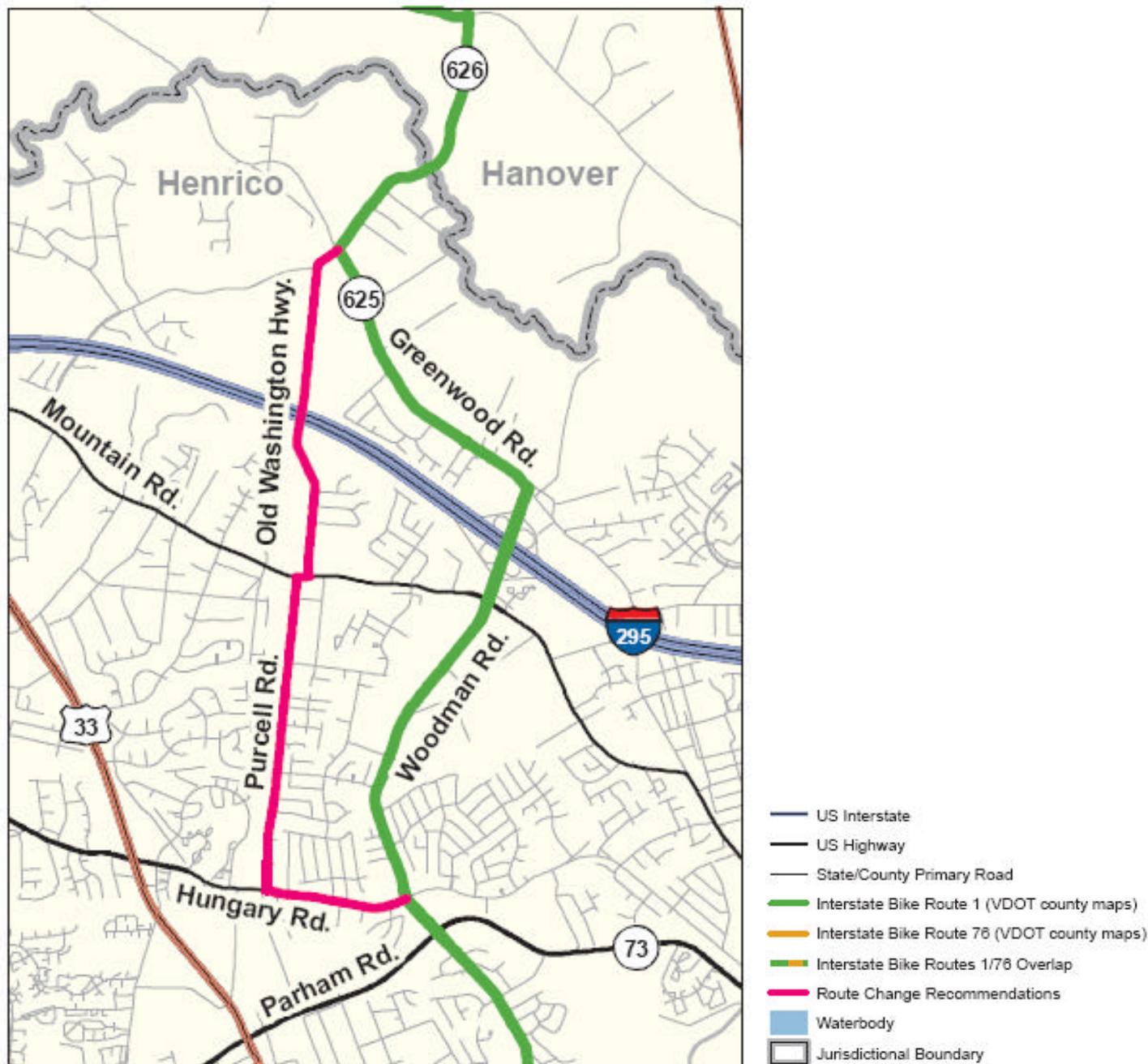


Figure 1: USBR 1 Proposed Change - Henrico County



Figure 2: USBR 1 Proposed Change - Chesterfield County

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

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.

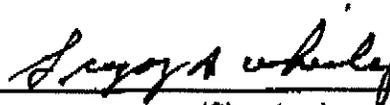


The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is _____ as compared to _____ for the year _____ for all other U.S. Numbered Routes in the State.



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.



(Signature)

Chief Executive Officer

VIRGINIA DEPARTMENT OF TRANSPORTATION
(Member Department)

This petition is authorized by official action of _____

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