

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 76
- 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 _____, 20 06

* 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 (VDOT) requests two changes to the location of U.S. Bike Route 76

The first request is located in the Town of Christiansburg, and is intended to address bicyclist safety and route suitability concerns. Three (3) miles of USBR 76 are located in the Town of Christiansburg. The new routing would affect 1.5 miles of USBR 76 in Christiansburg (See Figure 1).

USBR 76 currently travels over a portion of Main Street that includes several hills, the steepest of which involves an elevation change of 130 feet over a distance of 0.17 miles. The existing Main Street route segment also passes through Christiansburg's downtown business district with on-street parking and three signalized intersections. The existing Main Street route is not well-suited for bicycle traffic.

The new routing would avoid Main Street altogether. Traveling from east to west, the new route segment would depart from the existing route at the intersection of Cambria Street and Depot Street. From that point, the new route turns west and follows Depot Street 1.5 miles to its intersection with College Street. At this intersection, the new route segment would rejoin the existing route which follows College Street to the south and west.

The new Depot Street route segment has the following characteristics: between Cambria Street (SR 111) and North Franklin Street (US 460-Business) (distance of 0.9 mi.), Depot Street is a two-lane facility with little or no shoulders, average lane width of 11 feet, 25 mph posted speed limit, and ADT of 2,600; between North Franklin Street and College Street (distance of 0.6 mi.), Depot Street is a four-lane facility (2 lanes in each direction) with curb and gutter, average lane width of 12 feet, 35 mph posted speed limit, ADT of 14,000 between North Franklin Street and Radford Street (US 11), and ADT of 10,000 between Radford Street and College Street. The new Depot Street route segment includes two signalized intersections (i.e., at North Franklin Street; and at Radford Street). Grades along this route are much more suitable for bicycle traffic. For long-distance bicyclists, an additional feature of this new route is that a grocery store is accessible from Depot Street.

This change is supported by the Town of Christiansburg and local bicyclists.

The second request is located in Henrico County, and is intended to address safety concerns for cyclists and other roadway users. It also brings the official designated route into agreement with existing signage. The change would affect 7.6 miles of the existing route. The new routing would be 4.2 miles long.

Traveling north, U.S. Bike Route 76 currently follows State Route 156 to U.S. Route 60 (Williamsburg Road). The route turns left and continues for 3.6 miles on U.S. 60 before turning right on State Route 33 at Sandston. It then turns right on S.R. 156 (Airport Drive) at Highland Springs and continues into Hanover County.

The relocated route proceeds straight across U.S. 60 onto Meadow Road. It continues on Meadow Road for 2.6 miles and then turns right onto Grapevine Road. At the end of Grapevine Road (1.5 miles), the route turns right on Old Hanover Road, continues for 0.1 miles and then turns right on S.R. 156 to rejoin existing USBR 76.

The proposed route avoids U.S. 60, which is a four-lane divided highway. This section of U.S. 60 has a posted speed limit of 55 MPH and carries significant truck traffic. It also has a cloverleaf interchange with I-295 that requires cyclists to traverse several long merge lanes. U.S. 60 has 8-foot shoulders, but the pavement is very rough. Airport Drive also carries a significant amount of motorized traffic and requires cyclists to cross a cloverleaf interchange with I-295. The proposed route eliminates these heavy traffic areas and two Interstate interchanges. It includes rural roads with good pavement and little traffic. In addition, the proposed route is currently signed as part of USBR 76.

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

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:

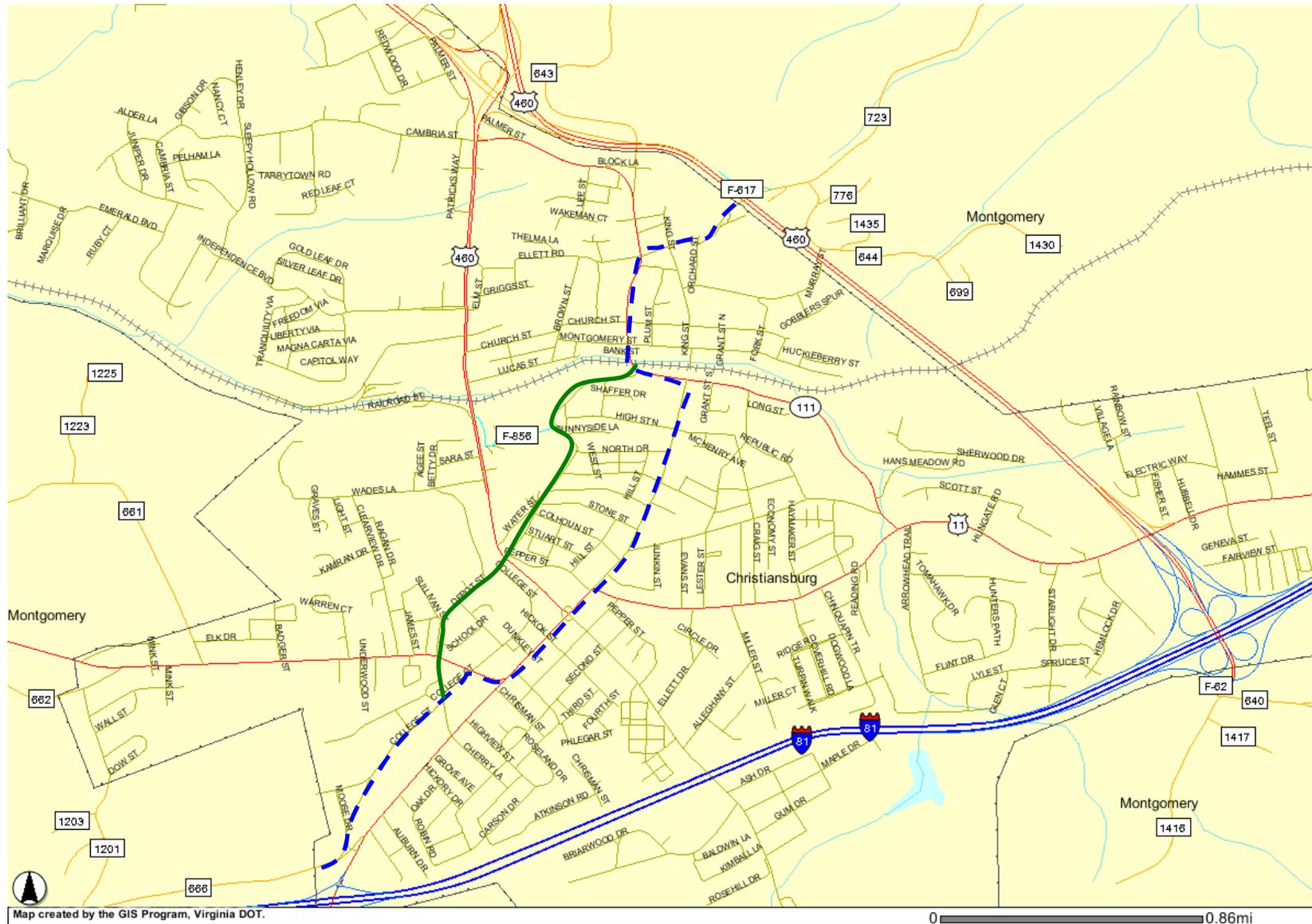


Figure 1: Proposed USBR 76 Relocation – Town of Christiansburg

--- Existing Interstate Bicycle Route 76 — Proposed Route Change

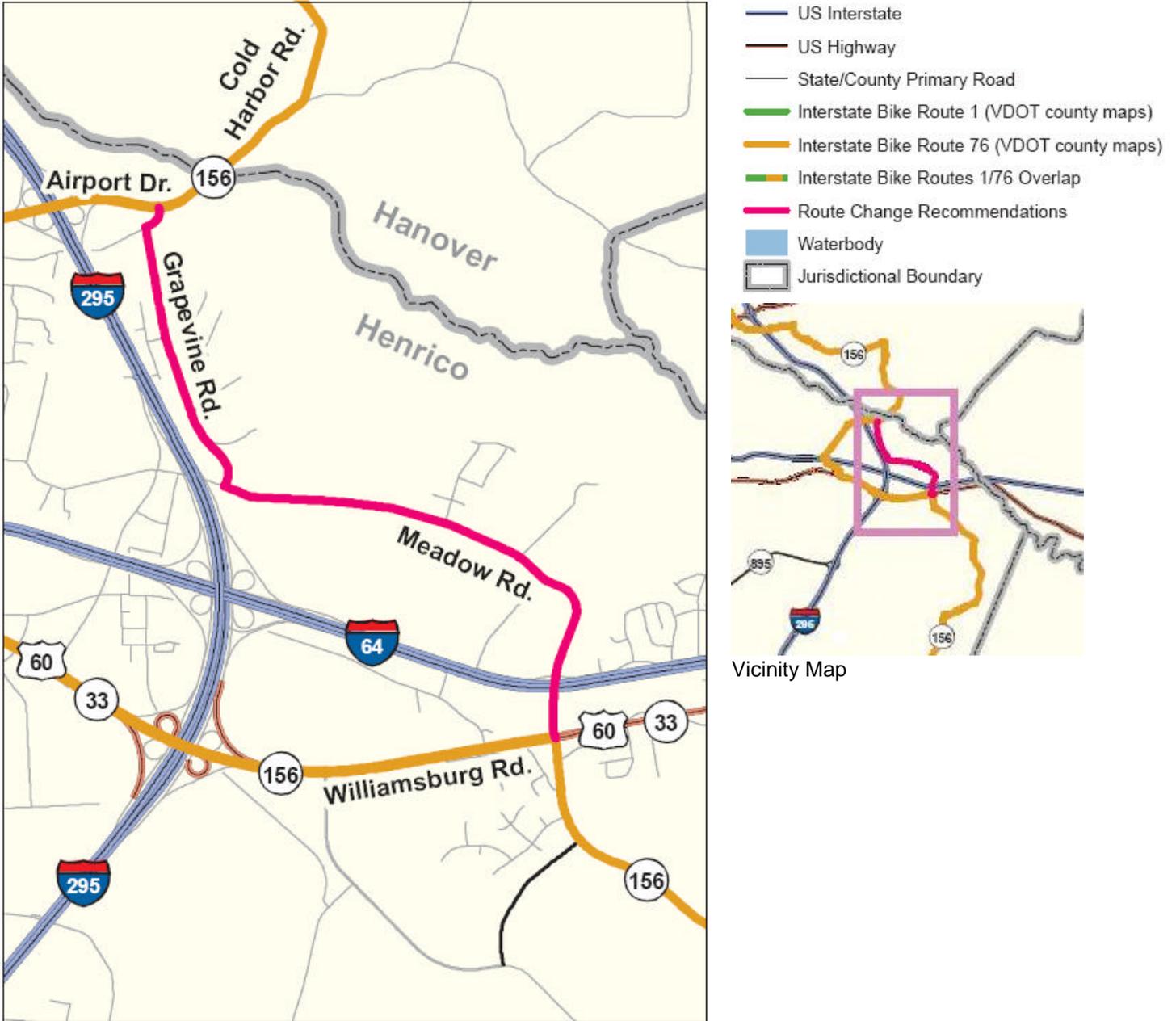


Figure 2: Proposed USBR 76 Relocation – Henrico County

(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.)