

CONNECT

CENTRAL VIRGINIA 2050

LONG RANGE TRANSPORTATION PLAN



A Long-Range Transportation Plan for the Lynchburg Region
September 2026

Table of Contents

1.0 Introduction3

2.0 Public & Stakeholder Engagement6

3.0 Regional Trends & Transportation Needs7

4.0 Goals & Performance 34

5.0 Project Development & 2050 Transportation Plan..... 39

6.0 Financial Plan & Implementation..... 41

7.0 Appendix A: Federal Requirements Compliance Matrix 53

8.0 Appendix B: Public Engagement Documentation 60

9.0 Appendix C: Complete Project List..... 61

10.0 Appendix E: Technical Data & Forecasting..... 96

11.0 Appendix F: Plan Adoption & Public Availability 96

12.0 Appendix G: Revenue Forecast 96

Acknowledgement

Connect Central Virginia 2050 was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation. This report also represents the collective work of state, regional, and local representatives of the Central Virginia Transportation Planning Organization (CVTPO) 2050 Long-Range Transportation Plan (LRTP) Advisory Committee.

Disclaimer

The contents of this report reflect the analysis of the CVTPO as part of the Central Virginia Planning District Commission (CVPDC) which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Virginia Department of Rail and Public Transportation (DRPT), or the Virginia Department of Transportation (VDOT). This report does not constitute a standard, specification, or regulation. The FHWA, FTA, DRPT, or VDOT acceptance of this report as evidence of the fulfillment of the objectives of this planning study does not constitute endorsement or approval of the need of any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary. As each of these projects in Connect Central Virginia 2050 is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this plan is to be interpreted as to diminish the authority of local jurisdictions in the areas of land use and transportation improvements.

Nondiscrimination

The CVTPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes, executive orders, and regulations in all programs and activities. For more information on meeting accessibility, or to obtain a Title VI Complaint Form, visit cvtpo.org/plans-projects/title-vi.



1.0 Introduction

Introduce Connect Central Virginia 2050, the CVTPO, the federal metropolitan planning framework, and the regional plans and partners that informed development of the LRTP.

REFER TO FED REQUIREMENTS # 1, 2, 30, 31, 32, 33

Connect Central Virginia 2050 is the long-range transportation plan for the Central Virginia Transportation Planning Organization (CVTPO) region. The plan establishes a regional vision for the transportation system through 2050 and identifies the investments and strategies needed to support a safe, connected, accessible, and reliable transportation network.

The CVTPO develops the Long Range Transportation Plan (LRTP) to guide transportation decision-making and investment across the metropolitan region. Connect Central Virginia 2050 considers the movement of people and goods across all modes of transportation, including roadways, public transportation, bicycle and pedestrian facilities, freight, and intercity connections. The plan considers both the existing transportation system and how changing population, employment, land use, travel patterns, and other regional conditions may affect transportation needs through 2050.

Connect Central Virginia 2050 builds upon the previous Connect Central Virginia 2045 LRTP while reflecting updated regional conditions, transportation priorities, planning requirements, and projects. Development of the plan is informed by technical analysis, federal and state transportation planning requirements, local and regional plans, coordination with transportation agencies and local governments, and input from the public and regional stakeholders.

Together, these inputs establish the region's transportation needs and priorities and provide the foundation for evaluating potential transportation improvements. The resulting plan identifies projects and strategies that advance the region's transportation goals, along with a fiscally constrained program of investments that can reasonably be implemented with anticipated funding through 2050.

1.1 About the CVTPO

Describe the Central Virginia Transportation Planning Organization, its metropolitan planning area, member jurisdictions, organizational responsibilities, and role in regional transportation decision-making.

REFER TO FED REQUIREMENTS # 1, 2, 26

The Central Virginia Transportation Planning Organization (CVTPO) is the federally designated Metropolitan Planning Organization (MPO) responsible for coordinating transportation planning for the Lynchburg metropolitan area. The CVTPO planning area includes the City of Lynchburg, the Town of Amherst, and portions of Amherst, Bedford, and Campbell counties.

Metropolitan Planning Organizations were established to ensure that transportation investments in urbanized areas are developed through a continuing, cooperative, and comprehensive—or “3C”—planning process. Through this process, the CVTPO brings together local governments, state and regional agencies, the Greater Lynchburg Transportation Company (GLTC), and other transportation partners to identify regional needs, establish priorities, and coordinate transportation investments.

Two key documents guide this work: the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP). The TIP identifies transportation projects programmed for implementation in the near term, while the LRTP establishes the region's longer-term transportation vision, needs, priorities, and investments. The two documents work together to connect long-range planning with transportation funding and implementation. The 2045 plan likewise identified the TIP and LRTP as the CVTPO's two primary transportation planning documents.

1.2 Long Range Transportation Planning

Explain the purpose of an LRTP, the minimum 20-year planning horizon, five-year update cycle, and the continuous, cooperative, and comprehensive (3C) metropolitan transportation planning process.

REFER TO FED REQUIREMENTS # 1, 2, 30, 31, 32, 33, 34

The LRTP establishes a long-term framework for transportation investment in the CVTPO region. Federal metropolitan transportation planning requirements call for the plan to address a planning horizon of at least 20 years and to include both short- and long-range strategies that support the development of an integrated multimodal transportation system. The plan is updated on a regular cycle to reflect changing transportation needs, available funding, updated forecasts, and evolving federal, state, regional, and local priorities.

Connect Central Virginia 2050 considers transportation as an interconnected system rather than as individual modes or projects. The planning process considers roadways, public transportation, bicycle and pedestrian facilities, freight movement, system operations and preservation, safety, resiliency, and connections between modes. This continues the multimodal approach of the 2045 LRTP, which considered private vehicles, transit, bicycling, walking, bridge maintenance, and other transportation issues as components of the regional system.

1.2.1 Federal Planning Requirements

Summarize the federal requirements governing the LRTP, including the performance-driven planning process and consideration of the ten federal metropolitan planning factors.

REFER TO FED REQUIREMENTS # 1, 2, 13, 14, 30, 31, 32, 33

Federal regulations establish the framework within

which the CVTPO develops Connect Central Virginia 2050. The metropolitan transportation planning process is required to be continuous, cooperative, and comprehensive and to use a performance-driven, outcome-based approach to transportation decision-making.

The L RTP must consider current and projected transportation demand; identify existing and proposed multimodal transportation facilities; incorporate applicable transportation performance measures and targets; address system operations, preservation, and resiliency; consider potential environmental impacts and mitigation; and demonstrate that recommended investments can reasonably be implemented within anticipated financial resources.

Connect Central Virginia 2050 has been developed to address these requirements while providing a planning framework appropriate to the transportation needs and characteristics of the Central Virginia region.

1.2.2 Federal Planning Factors

Briefly document how the planning process considers economic vitality, safety, security, accessibility and mobility, environmental protection and quality of life, multimodal connectivity, system management, preservation, resiliency and reliability, and travel and tourism.

REFER TO FED REQUIREMENTS # 3-13, 31

Federal regulations identify ten planning factors that metropolitan planning organizations must consider as part of the transportation planning process. These factors address:

- economic vitality;
- transportation safety;
- transportation security;
- accessibility and mobility for people and freight;
- environmental protection, energy conservation, quality of life, and consistency with planned growth;
- integration and connectivity of the transportation system across modes;
- efficient system management and operations;
- preservation of the existing transportation system;
- transportation system resiliency and reliability; and
- travel and tourism.

These factors are incorporated throughout Connect Central Virginia 2050 rather than treated as standalone planning objectives. They inform the assessment of regional transportation needs, development of the plan's goals and performance measures, evaluation of candidate projects, and identification of strategies and investments for the 2050 transportation system.

1.3 Connect Central Virginia 2050

Introduce the 2050 update, its planning horizon, major components, and how it builds upon the previous Connect Central Virginia 2045 L RTP.

REFER TO FED REQUIREMENTS # 30, 31, 32, 33, 35

Connect Central Virginia 2050 builds upon previous long-range transportation planning efforts while updating the region's transportation vision and investment priorities for a 2050 horizon year. Like the previous plan, it combines analysis of transportation conditions and needs with public and stakeholder input and a performance-based process for evaluating potential improvements.

The plan is organized around a straightforward progression from needs to priorities to implementation. It first establishes the regional planning context and summarizes public input, growth trends, and existing and future transportation needs. It then establishes the goals and performance framework used to evaluate transportation investments. Finally, the plan identifies recommended multimodal projects and strategies and determines which investments can reasonably be implemented within anticipated transportation revenues through 2050.

1.3.1 What's Changed Since the 2045 L RTP

Summarize major changes in regional conditions, transportation investments, plans, policies, federal requirements, and other circumstances affecting the 2050 update.

REFER TO FED REQUIREMENTS # 34, 35, 40

Connect Central Virginia 2045 represented an important step in the region's use of performance-based transportation planning. The plan used regional goals and performance measures to evaluate transportation improvements and develop constrained and vision project lists. The 2045 planning process also drew from more than 40 local and regional planning documents, with transportation recommendations contributing to a candidate project list that was ultimately refined into the plan's constrained and vision lists.

Connect Central Virginia 2050 continues that performance-based approach while updating the underlying data, transportation needs, evaluation measures, and candidate projects to reflect current conditions and the 2050 planning horizon.

The most significant changes in since the 2045 L RTP include:

- Projects that have been completed since the 2045 L RTP were removed, such as several ITS and operational safety improvements, bridge rehabilitation and replacement projects, sidewalk installation, and shoulder and rumble strip improvements throughout the TPO region.
- With the adoption of the Central Virginia Safe Streets and Roads for All Safety Action Plan (SS4A) in 2025, identified safety project priorities

from each locality were incorporated into the LRTP.

- The Travel Demand Model (TDM) was updated to incorporate revised population and employment data based on recent development activity, approved projects, and potential growth trends, as documented in [Appendix F](#). Updating these underlying assumptions provides a more current representation of anticipated regional growth and influences projections of future trip generation, travel patterns, and transportation demand. These projections help identify areas where increasing population and employment may result in additional transportation needs and can inform future project prioritization by highlighting locations and corridors where transportation investments may become more critical as growth occurs.
- The scoring methodology to determine project prioritization was revised based on the community survey results and coordination with the CVTPO's Transportation Technical Committee (TTC). See Section 4 of this report for additional details.
 - Safety was identified as a key priority for both community members and the TTC. To reflect this, the weight of this scoring category was increased to 30% and "Mobility and Accessibility" was decreased to 15%.
 - The "Safety" category was modified to include whether a project was located within the VDOT Pedestrian & Bike Safety Action Plan (PBSAP).
 - The Plan Coordination subcategory under the "Operational Efficiency" was modified to include whether a project location was identified as a VTrans need and/or identified within the Central Virginia Safety Action Plan (SS4A).

1.4 Planning Coordination & Related Plans

Identify the federal, state, regional, local, transit, freight, safety, asset-management, and other transportation plans incorporated into or considered during development of the LRTP.

REFER TO FED REQUIREMENTS # 19-28, 61

Connect Central Virginia 2050 does not function in isolation. Transportation decisions in the region are influenced by federal and state requirements, statewide transportation plans and programs, local comprehensive and transportation plans, transit planning, economic development initiatives, and other regional studies.

The CVTPO considered these plans and processes throughout development of Connect Central Virginia 2050 to promote consistency between regional transportation priorities and the goals and investments of its planning partners. Related plans informed the identification of transportation needs,

development of candidate projects, establishment of goals and performance measures, and evaluation of potential investments.

This continues the approach used for Connect Central Virginia 2045, for which local comprehensive plans, transportation studies, economic development planning, and other local and regional documents informed the plan's goals, performance measures, and candidate projects.

1.4.1 State & Federal Planning Coordination

Describe coordination with VDOT, DRPT, FHWA, FTA, and applicable statewide transportation planning processes and requirements.

REFER TO FED REQUIREMENTS # 16, 19, 20, 21, 24, 25, 26, 27, 61

The CVTPO coordinates with the Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), and other state and federal transportation partners throughout the metropolitan transportation planning process. Connect Central Virginia 2050 considers applicable statewide transportation goals, performance measures and targets, funding programs, asset management priorities, safety initiatives, freight planning, and other performance-based transportation plans and processes.

State planning efforts such as VTrans, VDOT's Pedestrian and Bicycle Safety Action Plan (PBSAP), and VDOT's Potential for Safety Improvement (PSI) locations provide important context for regional transportation investment and help connect locally and regionally identified needs with statewide priorities and funding opportunities. Where applicable, Connect Central Virginia 2050 incorporates or supports state-established performance targets and uses state transportation data and planning resources in evaluating regional conditions and needs.

1.4.2 Transit Planning Coordination

Describe coordination with GLTC and incorporation of applicable Transit Asset Management, Public Transportation Agency Safety Plan, and coordinated human services transportation planning goals and targets.

REFER TO FED REQUIREMENTS # 17, 19, 20, 22, 23, 28, 61

Public transportation is an integral component of the region's multimodal transportation system. The CVTPO coordinates with GLTC and relevant state and federal partners to incorporate transit needs, priorities, performance measures, safety considerations, and asset management objectives into the metropolitan planning process.

Transit-related coordination within Connect Central Virginia 2050 considered recommendations within the GLTC Transit Strategic Plan FY19-28 and identified program goals.

1.4.3 Regional & Local Plans

Summarize how relevant comprehensive plans, transportation plans, VTrans, CEDS, bicycle/pedestrian plans, and other regional and local studies informed the L RTP.

REFER TO FED REQUIREMENTS # 7, 13, 19, 25, 26, 59, 60

Local comprehensive plans, transportation studies, bicycle and pedestrian plans, economic development strategies, corridor studies, and other adopted plans provide an important source of information about transportation needs and priorities throughout the CVTPO region. Recommendations from these plans were reviewed during development of Connect Central Virginia 2050 and helped inform the candidate transportation project list.

Table 1. Regional and Local Plans Reviewed for the Connect Central Virginia 2050 Effort

Locality	Plan Name
CVPDC	Central Virginia Safety Action Plan
CVPDC	Comprehensive Economic Development Strategy (CEDS)
Town of Amherst	Comprehensive Plan
Town of Amherst	Pedestrian Study
Amherst County	Comprehensive Plan
Amherst County	CVTC Redevelopment Plan
Amherst County	Parks and Recreation Master Plan
Bedford County	Comprehensive Plan
Campbell County	Comprehensive Plan
City of Lynchburg	Comprehensive Plan
City of Lynchburg	Multimodal Plan
City of Lynchburg	Atlanta Avenue Corridor Study
City of Lynchburg	Campbell Avenue/Odd Fellows Road Land Use & Corridor Master Plan Study
City of Lynchburg	City of Lynchburg Downtown Master Plan
City of Lynchburg	Dearington Neighborhood Plan
City of Lynchburg	Fifth Street Corridor Master Plan
City of Lynchburg	Growing Tinbridge Hill
City of Lynchburg	Midtown Area Plan
City of Lynchburg	Parks & Recreation Master Plan
City of Lynchburg	Route 221 Corridor Plan
City of Lynchburg	STARS Timberlake Rd Corridor Improvement Study
City of Lynchburg	STARS Wards Rd Corridor Study
City of Lynchburg	Tyreeanna/Pleasant Valley Neighborhood Plan
City of Lynchburg	Wards Ferry Road Corridor Study
City of Lynchburg	Wards Road Study
City of Lynchburg	Graves Mill Road STARS Study

2.0 Public & Stakeholder Engagement

Document the public and stakeholder participation process, major themes heard during engagement, and how public input influenced the LRTP.

[TO COMPILE LATER]

2.1 Engagement Approach

Describe the overall approach to public involvement and coordination with residents, local governments, transportation agencies, transit users, bicycle and pedestrian users, freight interests, people with disabilities, and other interested parties.

2.2 Engagement Activities

Summarize the surveys, meetings, online engagement, stakeholder outreach, committee involvement, and other opportunities used to gather input throughout development of the plan.

2.3 What We Heard

Summarize the primary transportation priorities, concerns, needs, and themes identified through public and stakeholder engagement.

2.4 How Input Shaped the Plan

Explain how engagement results informed the 2050 goals, identification of transportation needs, project evaluation process, and recommended investments.

2.5 Draft Plan Review

Document the opportunity provided for public and agency review and comment on the draft LRTP and summarize how comments were addressed prior to adoption.

3.0 Regional Trends & Transportation Needs

Describe current and forecast regional conditions, transportation demand, the existing multimodal transportation system, system performance, and the principal transportation needs the 2050 LRTP is intended to address.

REFER TO FED REQUIREMENTS # 6, 7, 8, 10, 11, 13, 31, 35, 40, 41, 42, 47

Understanding how the Central Virginia region is growing and how people and goods move today provides the foundation for identifying future transportation needs. Connect Central Virginia 2050 considers population and employment trends, land use and development patterns, travel demand, transportation system conditions, safety, multimodal accessibility, infrastructure condition, and connections to destinations within and beyond the region.

This chapter provides a snapshot of the existing transportation system and the trends expected to influence travel through 2050. Together, these findings establish the transportation needs used to develop the plan's goals, evaluate candidate projects, and identify transportation investments and strategies.

The analysis relies on the latest available data

from the CVTPO, its member localities, the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), GLTC, and other state and federal sources.

3.1 Regional Growth, Demographics & Land Use

Summarize existing and forecast population, employment, demographic, and land use conditions that influence current and future transportation demand.

REFER TO FED REQUIREMENTS # 6, 7, 13, 35, 40, 41

Transportation needs are closely connected to where people live, where jobs and services are located, and how the region develops over time. Changes in population and employment can increase or shift travel demand, while the location and form of new development can influence which transportation options are practical for different trips.

The 2045 LRTP projected substantial growth within the metropolitan planning area and identified Lynchburg and portions of Bedford County as major areas of anticipated population growth. Connect Central Virginia 2050 updates these assumptions using the latest available population, employment, and travel demand forecasts.

3.1.1 Population & Employment

Describe current population and employment patterns and anticipated growth through the 2050 planning horizon.

REFER TO FED REQUIREMENTS # 13, 35, 40, 41

As of 2022, approximately 164,000 people live within the CVTPO planning area, with 84,000 jobs located throughout the region. By 2050, the regional travel demand model anticipates 25% population growth and 22% employment growth.

Growth is not expected to occur evenly across the region. Higher population growth is anticipated within the Madison Heights, Forest, and English Tavern Road areas, while higher employment growth is anticipated near Liberty University and the Route 29 Business area in Amherst County. Areas experiencing the greatest increases in households or employment may generate additional travel demand and place new demands on roadway, transit, bicycle, and pedestrian networks.

3.1.2 Demographic & Transportation Needs

Identify populations with particular transportation needs, including older adults, people with disabilities, households with limited incomes, and people who may depend on alternatives to driving.

REFER TO FED REQUIREMENTS # 6, 13, 28, 41, 63

Transportation needs vary across the population. Older adults, people with disabilities, households with limited access to a vehicle, younger residents, and lower-income households may rely more heavily on walking, bicycling, public transportation, paratransit, ridesharing, or other transportation options to reach

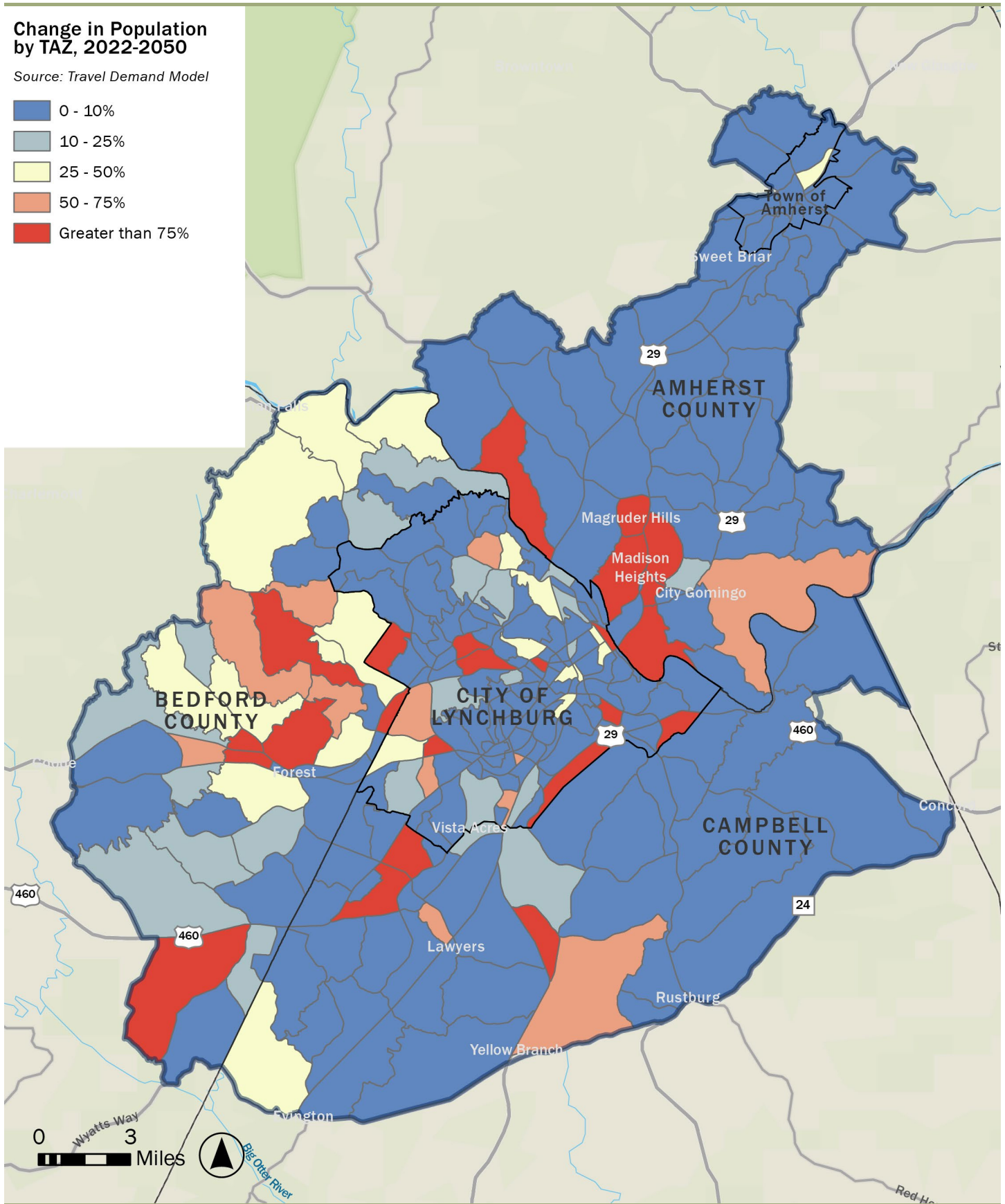


Figure 1. 2050 Population % Change by TAZ

Change in Employment by TAZ, 2022-2050

Source: Travel Demand Model

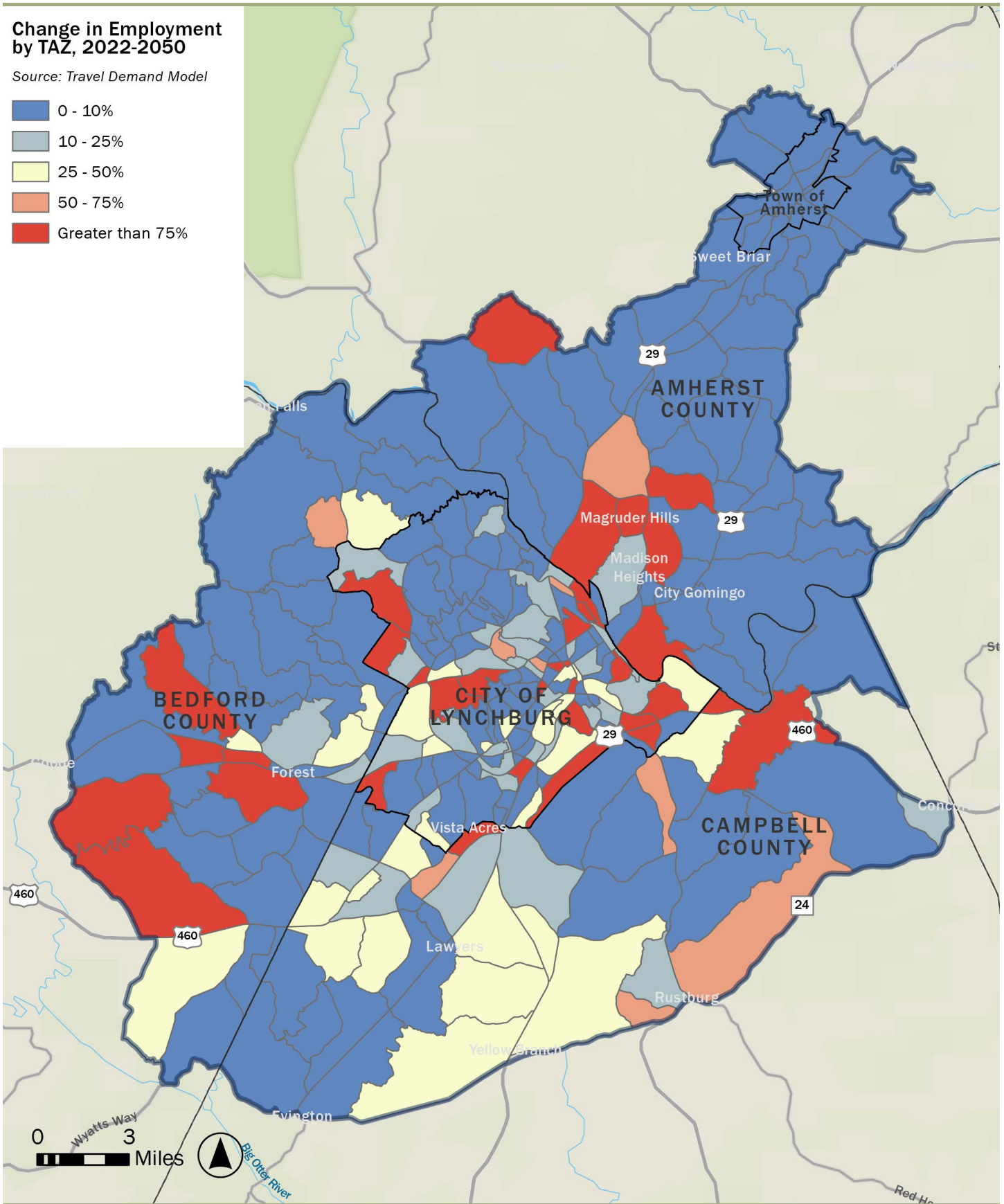
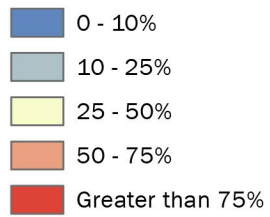


Figure 2. 2050 Employment % Change by TAZ

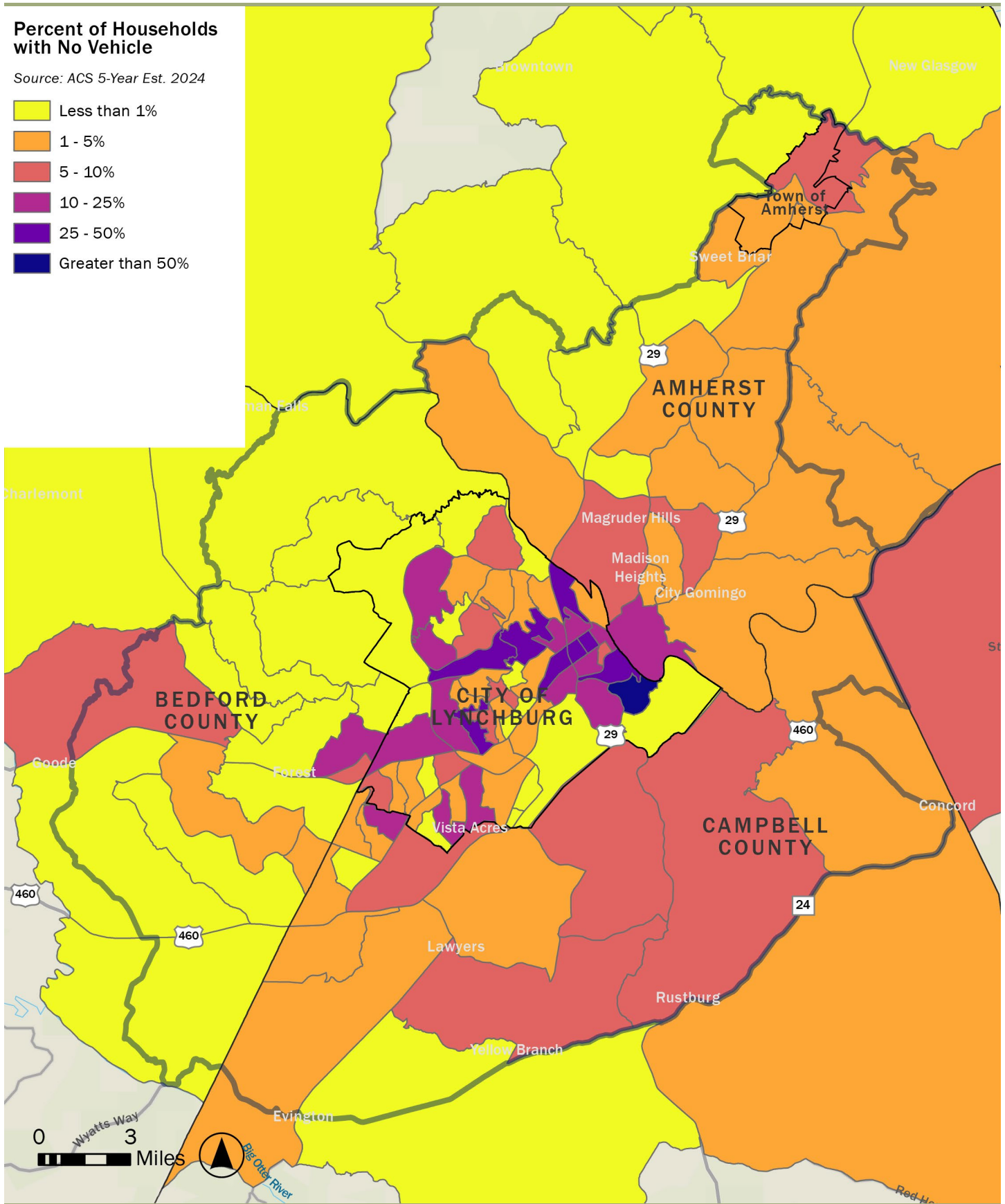


Figure 3. Households Without a Personal Vehicle

employment, education, health care, shopping, and other daily destinations.

The 2045 LRTP specifically examined older adults, youth, people with disabilities, and households experiencing poverty because these populations may face additional barriers to automobile travel. It also emphasized the importance of sidewalks, safe crossings, bicycle facilities, accessible transit stops, fixed-route transit, and paratransit in supporting their mobility.

For Connect Central Virginia 2050, demographic conditions help identify locations where access to multiple transportation options is particularly important. Households with fewer vehicles are more likely to be in the City of Lynchburg, where the majority of the GLTC service area is, and multimodal transportation options are more readily available.

3.1.3 Land Use & Growth

Describe existing and anticipated development patterns and the relationship between land use, growth, transportation demand, and mobility options.

REFER TO FED REQUIREMENTS # 7, 13, 35, 40, 59, 60

Land use and transportation are closely connected. The location and density of housing, employment, shopping, education, and other destinations influence how far people must travel and which transportation options are practical.

Areas where destinations are located closer together and supported by connected streets and multimodal facilities can provide more opportunities to walk, bicycle, or use transit. Conversely, dispersed development patterns can result in longer trips and greater reliance on automobiles. The 2045 LRTP described these relationships through the concepts of density, diversity, design, and destination, emphasizing how development patterns influence transportation choices.

Local comprehensive plans establish where each jurisdiction anticipates future growth and development. Connect Central Virginia 2050 considers these local land use priorities alongside regional population and employment forecasts when evaluating future transportation needs.

[MAP OPTIONAL: Regional Future Land Use / Growth Areas] (See Figure 4)

3.2 Travel Demand & Future Conditions

Summarize existing and projected regional travel demand using the latest available population, employment, land use, economic, and transportation assumptions.

REFER TO FED REQUIREMENTS # 31, 35, 40, 41, 47

Population growth, employment growth, development patterns, and changes in travel behavior will influence how the region's transportation system is used through 2050. The regional travel demand model provides a tool for estimating existing and

future travel patterns and identifying locations where increased demand may affect transportation system performance.

3.2.1 Existing Travel Patterns

Describe current travel patterns, traffic volumes, commuting characteristics, and other indicators of transportation demand.

REFER TO FED REQUIREMENTS # 40, 41

Automobiles remain the primary means of travel throughout the CVTPO region, and the region's major arterial corridors carry a significant share of daily travel. US Routes 29, 460, 501, and 221 provide important regional connections and serve many of the area's major employment, commercial, educational, and residential destinations. In the CVTPO region, Vehicle Miles Traveled (VMT) is the highest on Routes 221, 501, 29, and 126 (Graves Mill Road), demonstrating strong regional circulation in and around the Lynchburg region.

3.2.2 2050 Travel Demand

Describe forecast changes in regional travel demand and identify areas where growth may create or intensify transportation needs.

REFER TO FED REQUIREMENTS # 31, 35, 40, 41, 47

The 2050 travel demand model forecasts how changes in households, employment, and transportation infrastructure may affect travel across the region.

Future travel demand is expected to be greatest along Route 460 on the southeast edge of the city, the northwest area of Bedford County, and streets within Downtown Lynchburg, reflecting anticipated growth and continued travel to major employment, education, commercial, and service destinations. These forecasts help identify where existing transportation needs may persist and where new needs may emerge through 2050.

3.3 Roadway System & Congestion

Describe the existing roadway network, current and projected traffic conditions, and major roadway mobility and capacity needs.

REFER TO FED REQUIREMENTS # 6, 8, 9, 33, 40, 41, 42, 46, 47

The roadway network provides the backbone of the region's transportation system, supporting automobile travel, public transportation, freight movement, emergency response, and bicycle and pedestrian travel. Because the CVTPO region does not have direct Interstate Highway access, major U.S. routes and arterial corridors play an especially important role in regional and statewide connectivity.

The previous LRTP highlighted the importance of US 29 and US 460 as Corridors of Statewide Significance (CoSS) and described the region's arterial network as performing many of the functions typically served by interstate facilities.

3.3.1 Roadway Network

Provide a high-level overview of major regional roadways, Corridors of Statewide Significance, and other facilities serving important regional and statewide transportation functions.

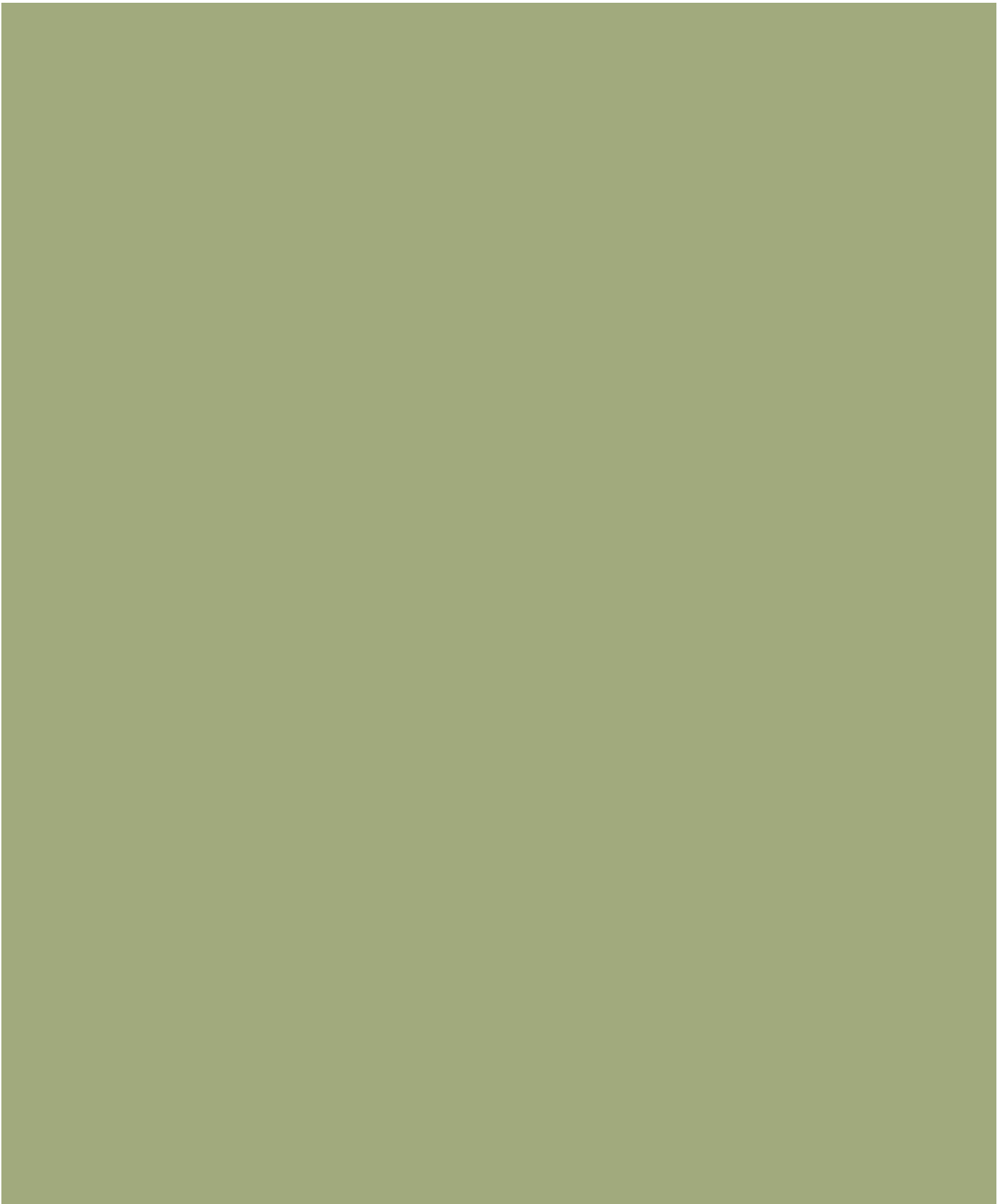


Figure 4. Future land use map

2022 Existing Average Daily Traffic

Source: Travel Demand Model

- Less than 5,000
- 5,000 - 10,000
- 10,000 - 20,000
- 20,000 - 50,000

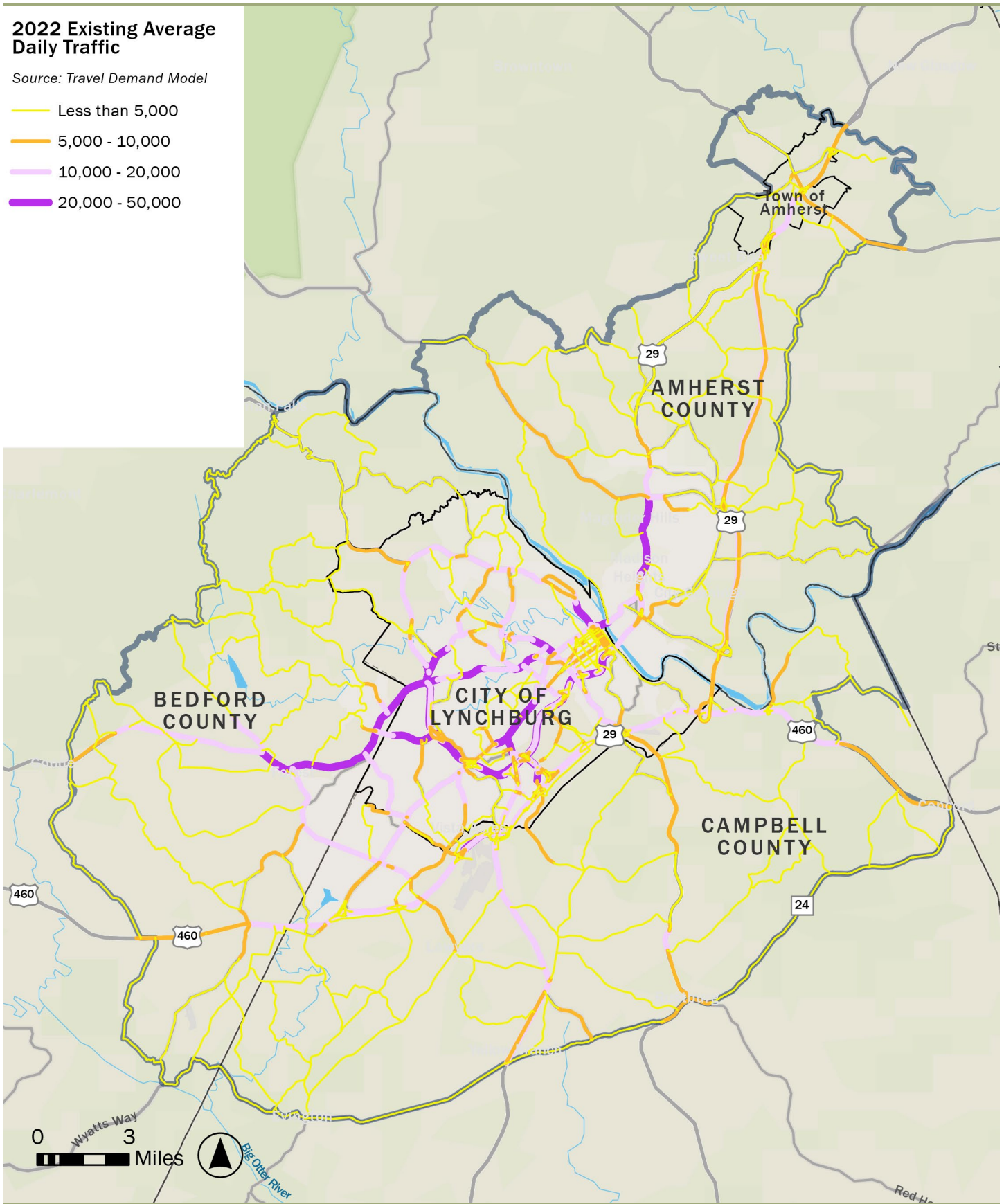


Figure 5. Existing ADT (2022) | Travel Demand Model

2050 Future Average Daily Traffic

Source: Travel Demand Model

- Less than 5,000
- 5,000 - 10,000
- 10,000 - 20,000
- 20,000 - 50,000

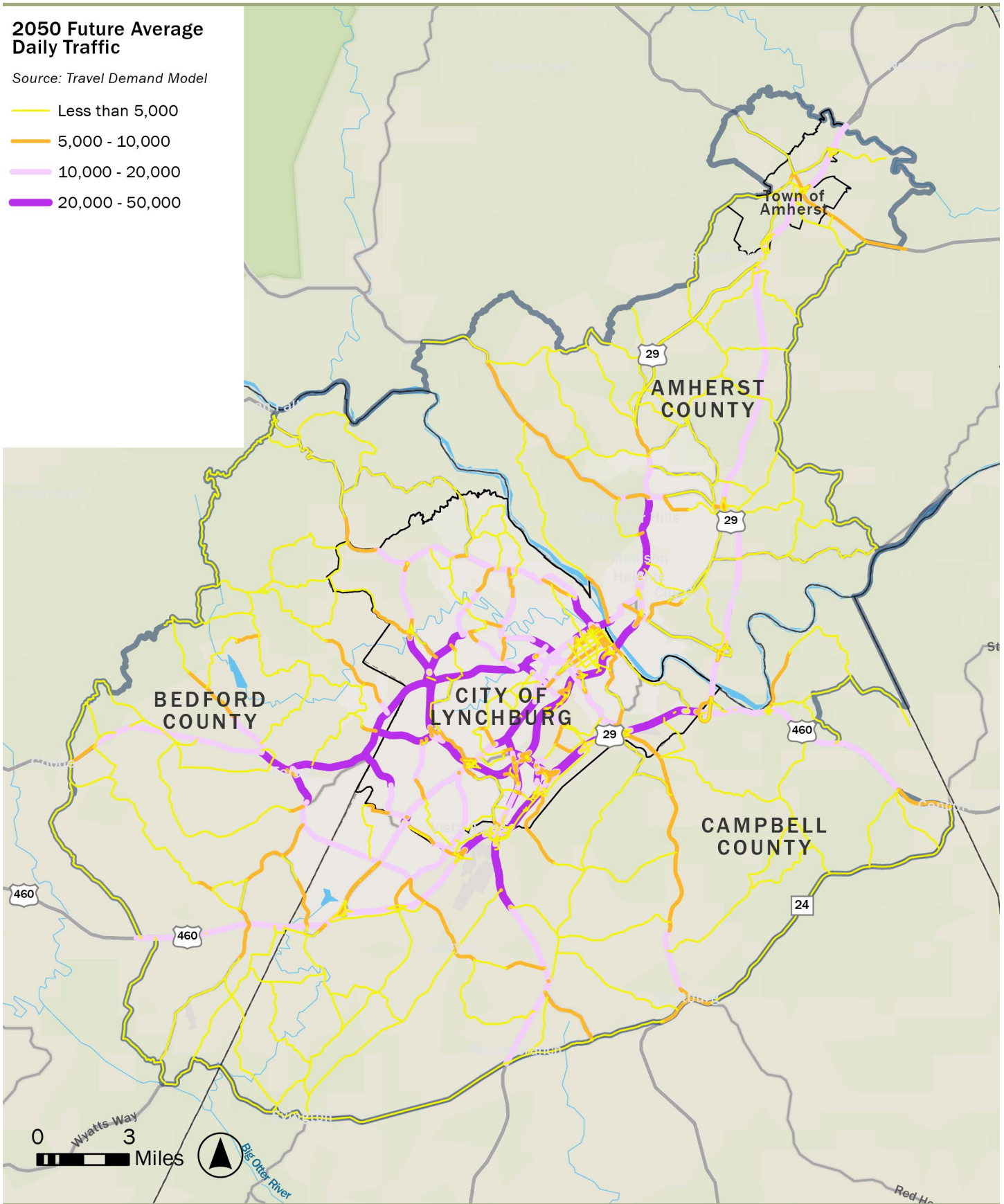


Figure 6. Projected ADT (2050) | Travel Demand Model

REFER TO FED REQUIREMENTS # 8, 33, 42

The regional roadway network includes freeways and expressways, principal and minor arterials, collectors, and local streets. Connect Central Virginia 2050 focuses primarily on facilities that serve regional travel and connect major destinations, while recognizing the importance of local streets in providing access to the broader transportation network.

Major regional corridors include US 29, US 460, US 501, US 221, Route 163, and other principal arterial and collector facilities that connect Lynchburg and the region's urban center with surrounding communities and destinations throughout Central Virginia.

3.3.2 Traffic Volumes & Congestion

Summarize current traffic volumes and congestion conditions using the selected measures of roadway performance.

REFER TO FED REQUIREMENTS # 9, 40, 41, 46, 47

Congestion occurs when travel demand approaches or exceeds the available capacity of a transportation facility. While much of the regional roadway network operates without significant recurring congestion, higher-volume corridors and intersections can experience delays during peak travel periods.

Connect Central Virginia 2050 evaluates current roadway performance using indicators such as Volume/Capacity and LOS. In the Existing 2022 model, potential focus areas included Route 221 and Enterprise Drive, where the V/C ratio was above 0.6.

The 2045 analysis found that congestion was concentrated along major regional routes and activity corridors rather than being widespread across the network. The 2050 analysis updates these conditions using current traffic and model data.

3.3.3 Future Roadway Conditions

Identify locations where forecast growth and travel demand are expected to contribute to future congestion, reliability, or capacity issues.

REFER TO FED REQUIREMENTS # 31, 35, 40, 41, 47

The 2050 travel demand model identifies locations where forecast growth may increase roadway demand and congestion. In 2050, congestion increases along the Route 221 corridor and Enterprise Drive, as well as extending further north into Downtown Lynchburg. Other potential focus areas include Route 501 (east of Graves Mill Road), Thomas Jefferson Road, and Waterlick Road.

These forecasts do not necessarily indicate that roadway widening is the appropriate solution. Transportation needs may be addressed through a combination of intersection improvements, operational strategies, safety improvements, multimodal investments, travel demand management, land use coordination, and targeted capacity improvements.

This continues an important point from the 2045

LRTP, which recognized that capacity expansion alone would not provide a long-term solution to congestion and identified land use, transit, bicycle and pedestrian improvements, ridesharing, and other demand-management approaches as complementary strategies.

3.3.4 Roadway Needs

Summarize the principal roadway mobility, capacity, connectivity, and operational needs identified through the technical analysis.

REFER TO FED REQUIREMENTS # 6, 8, 9, 41, 42, 46, 47

Based on existing and forecast conditions, roadway needs include maintaining reliable regional connections, addressing localized congestion and bottlenecks, improving operations at high-demand intersections and corridors, preserving roadway infrastructure, and providing safe connections for all users.

Specific roadway needs identified through this analysis are incorporated into the candidate project evaluation and prioritization process described in Chapter 5.

3.4 Transportation Safety

Describe regional roadway safety conditions, performance trends, high-need locations, and priorities for reducing fatalities and serious injuries.

REFER TO FED REQUIREMENTS # 4, 14, 15, 21, 23, 43, 44, 45, 61

Safety is a fundamental consideration in transportation planning and a key regional priority. Crashes resulting in fatalities and serious injuries impose significant human and economic costs and can affect people traveling by automobile, transit, bicycle, or foot.

Connect Central Virginia 2050 uses the latest available crash and safety data to identify regional trends and locations where transportation investments may have the greatest potential to improve safety.

3.4.1 Crash Trends

Summarize recent crash trends with particular emphasis on fatalities, serious injuries, and vulnerable roadway users.

REFER TO FED REQUIREMENTS # 4, 14, 43, 44, 45

Between 2021 and 2025 in the TPO area, there were 74 fatal & 471 serious injury crashes (545 total). Almost half of these occurred within the City of Lynchburg (42%). 1/3 happened on primary arterials, especially US-460, US-221, and Route 29 Business.

3.4.2 High-Need Locations

Identify locations or corridors with elevated safety needs using available crash, PSI, PBSAP, or other applicable safety data.

REFER TO FED REQUIREMENTS # 4, 21, 23, 61

VDOT and other safety planning efforts identify roadway segments and intersections, collectively referred to as the High Injury Network (HIN), where crash patterns indicate opportunities for safety improvement. These locations provide an important input into project development and prioritization.

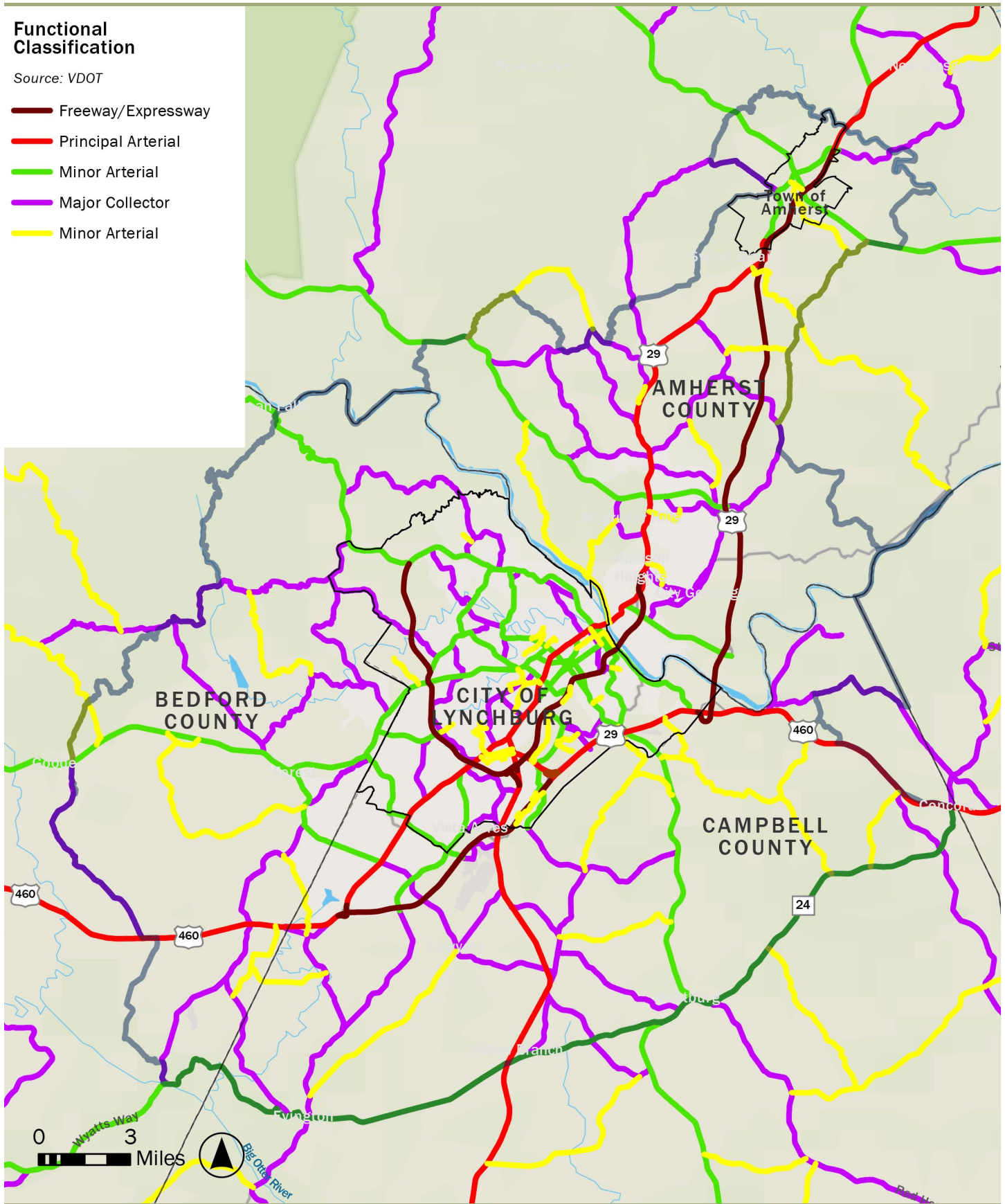


Figure 7. Functional Classification Map

2022 Existing Volume / Capacity Ratio

Source: Travel Demand Model

- Less than 0.6
- 0.6 - 0.7
- 0.7 - 0.8
- 0.8 - 0.9
- 0.9 - 1.0
- Greater than 1.0

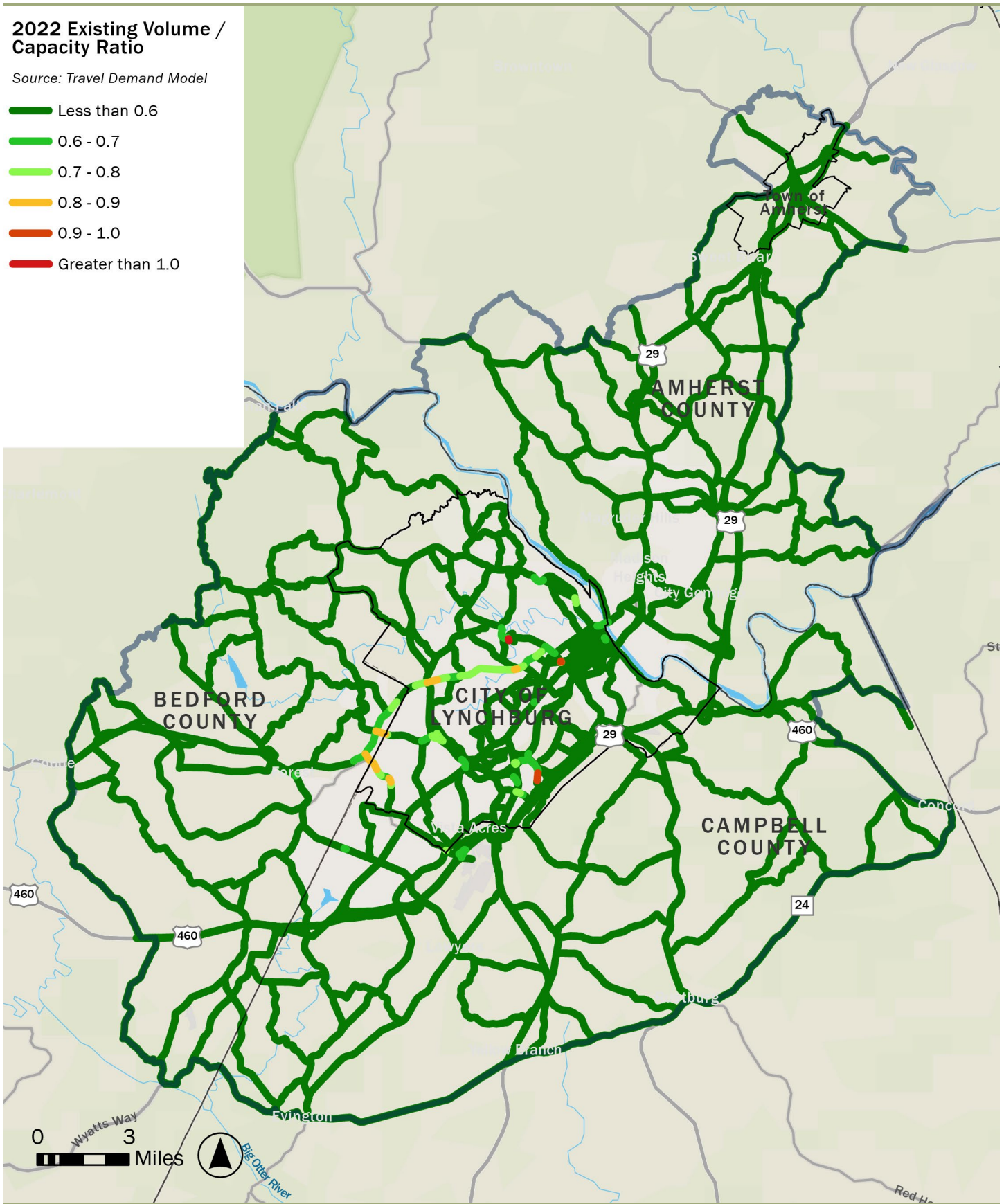


Figure 8. Existing Volume/Capacity (2022) | Travel Demand Model

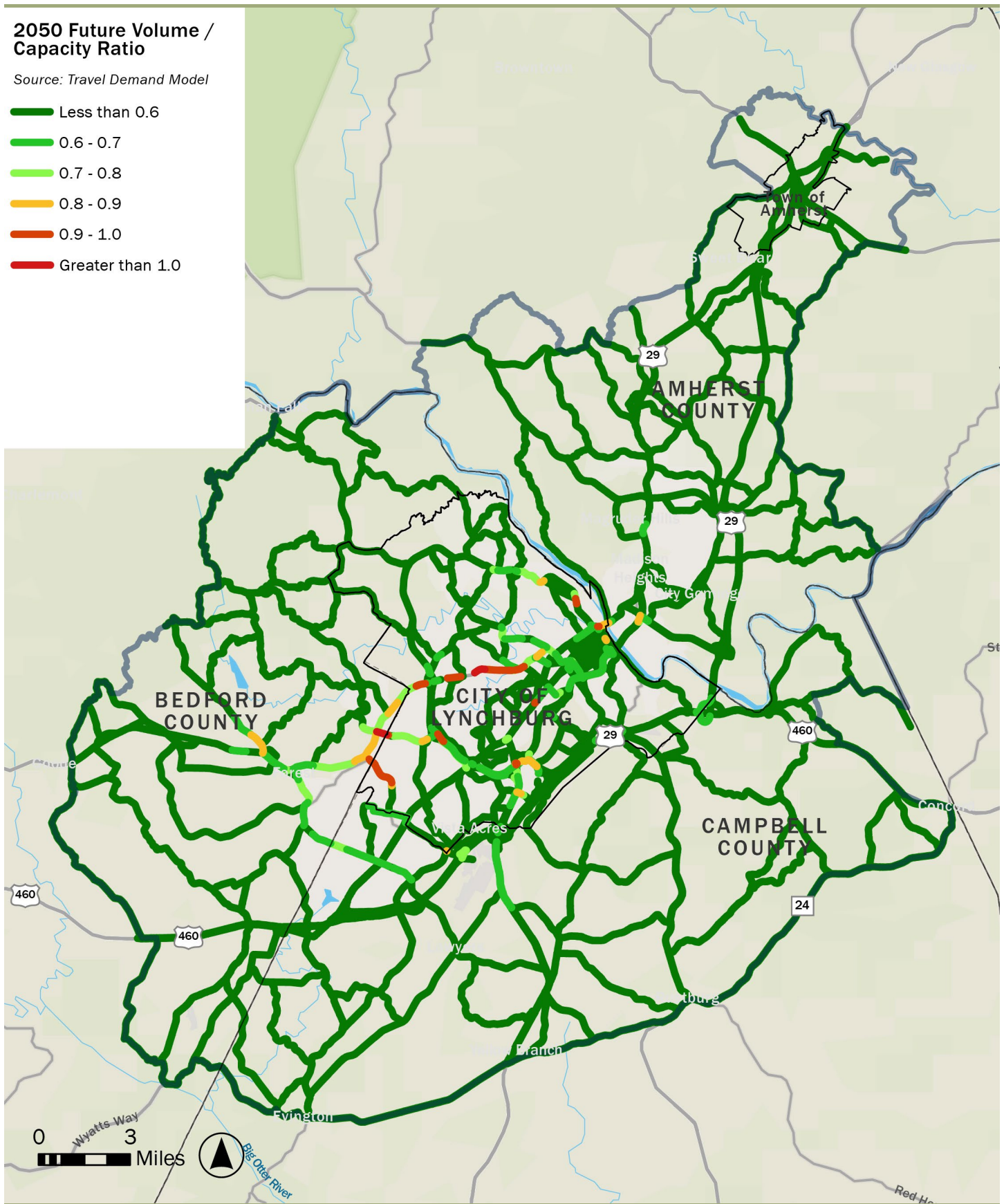


Figure 9. Projected Volume/Capacity (2050) | Travel Demand Model

Fatal & Serious Injury Crashes ('21-'25)

Source: VDOT Crash Data

- Serious Injury Crash (A)
- Fatal Crash (K)

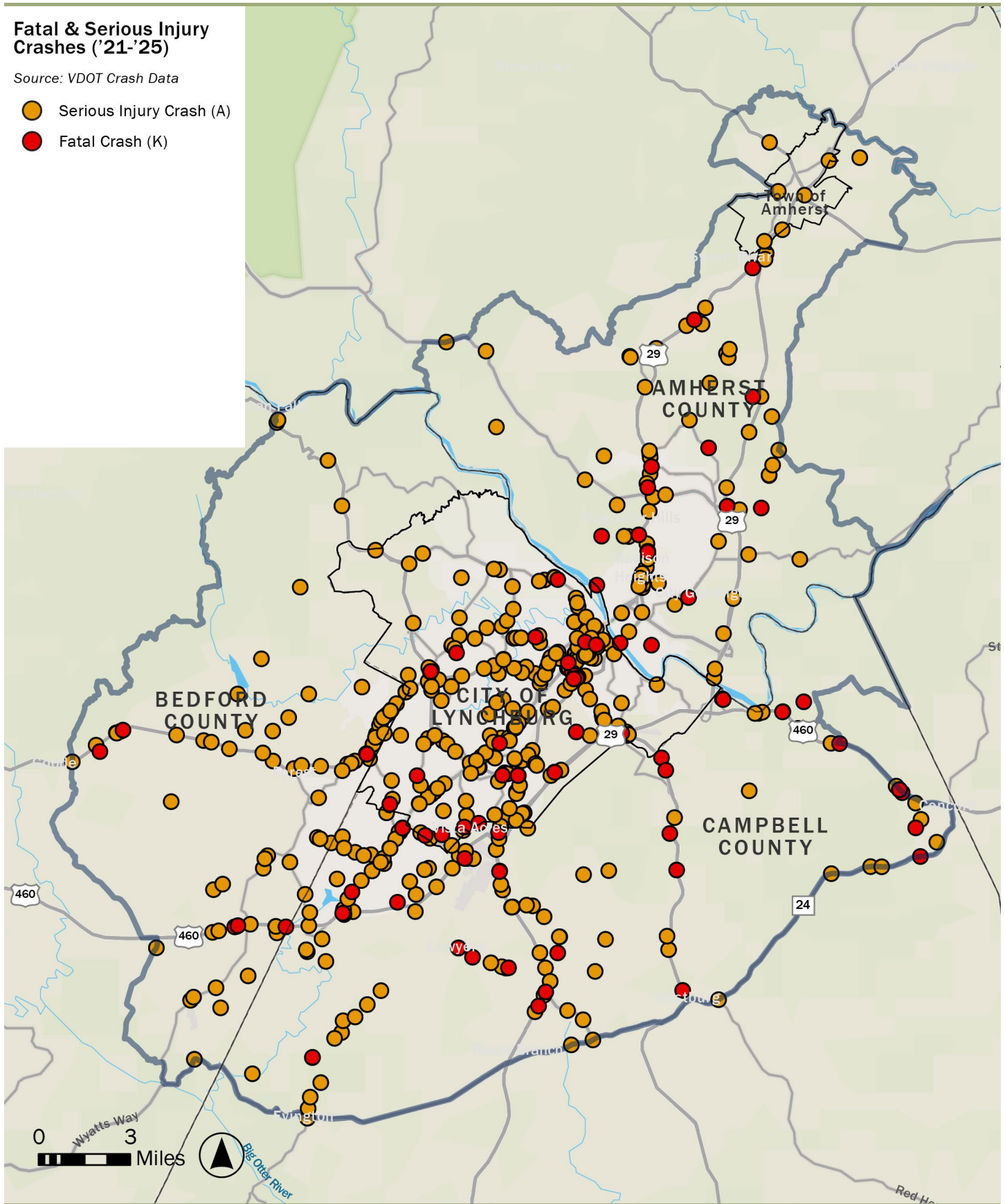


Figure 10. Fatal & Serious Injury Crashes, 2021-2025

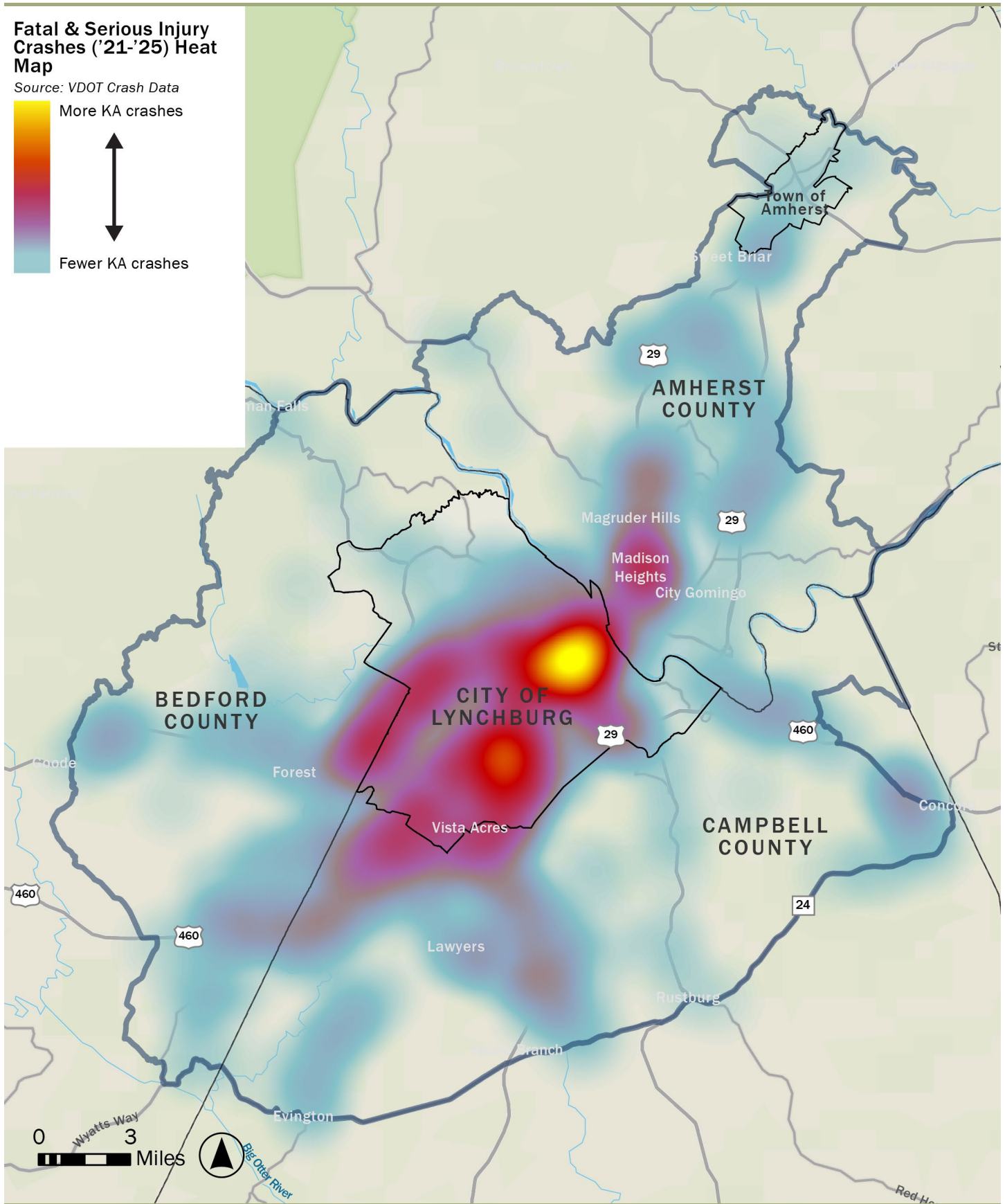


Figure 11. Fatal & Serious Injury Crashes, 2021-2025

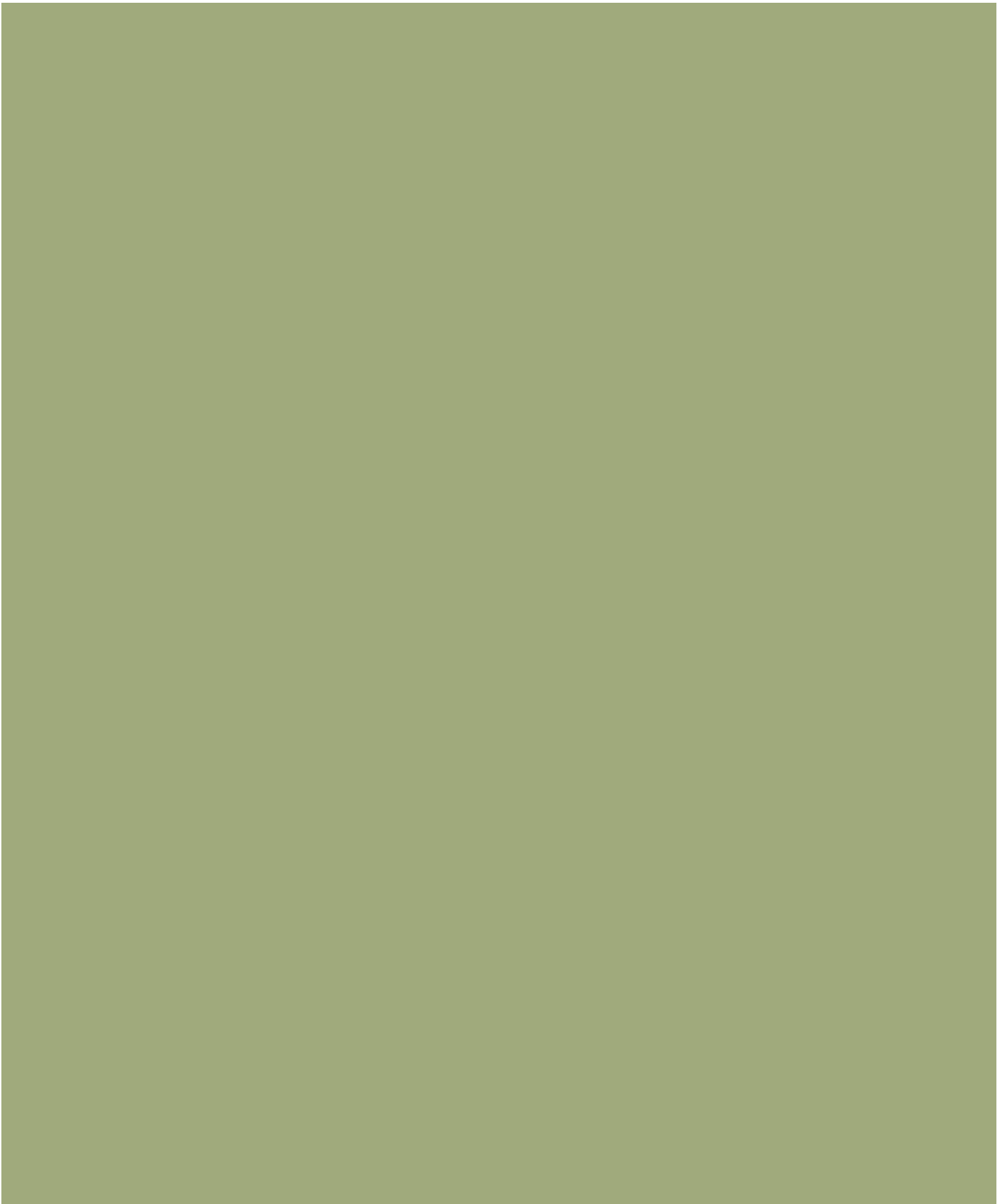


Figure 12. PSI locations

Pedestrian and Bicycle Safety Action Plan (PBSAP) Corridors

Source: VDOT

Top 1% Segment

Top 5% Segment

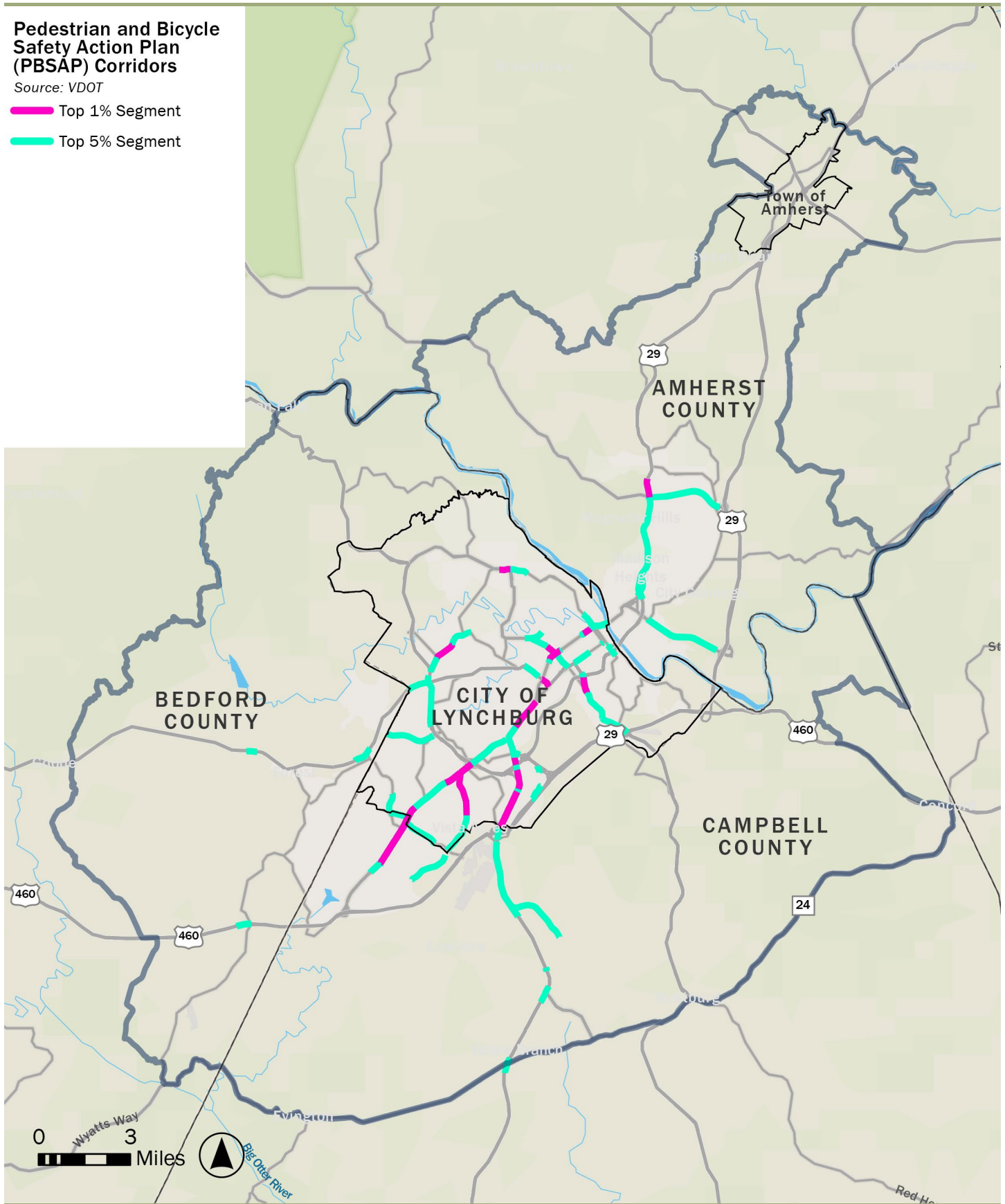


Figure 13. Pedestrian and Bicycle Safety Action Plan (PBSAP) Locations

Regional High Injury Network (HIN) (Safe Streets for All)

Source: Central Virginia Safety Action Plan

— High Injury Network

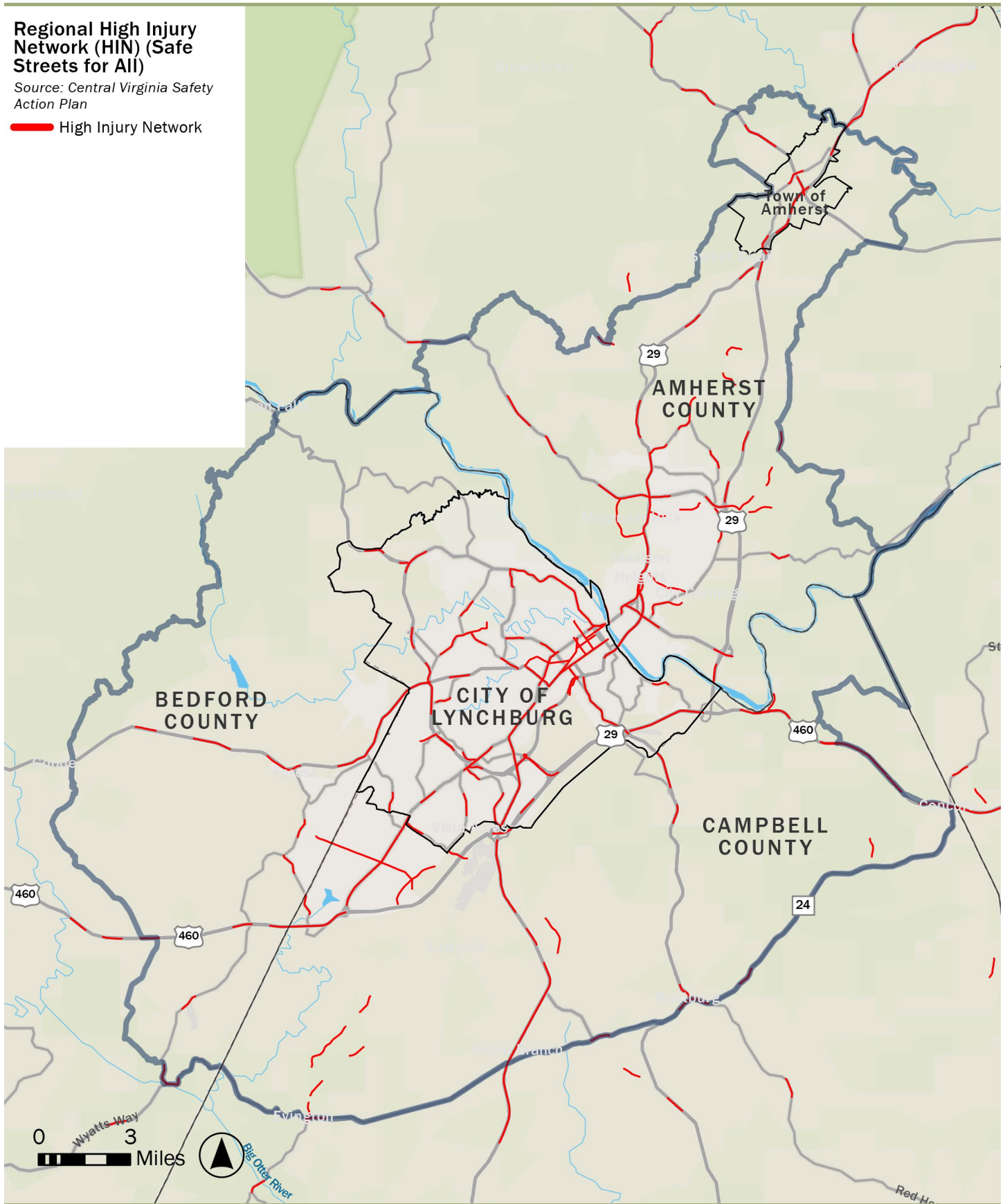


Figure 14. High-Injury Network

3.4.3 Safety Needs

Summarize the primary regional safety needs and their relationship to applicable State and regional safety plans and targets.

REFER TO FED REQUIREMENTS # 4, 21, 23, 61

Regional safety needs include reducing fatal and serious-injury crashes, addressing high-risk intersections and roadway segments, improving conditions for vulnerable road users, and incorporating safety improvements into roadway, transit, bicycle, and pedestrian investments.

Safety needs identified through this analysis are reflected in the plan's goals, performance measures, and project prioritization framework.

3.5 Bicycle & Pedestrian Transportation

Describe the existing bicycle and pedestrian network, major planned connections, network gaps, and needs for improving active transportation access and safety.

REFER TO FED REQUIREMENTS # 6, 8, 33, 42, 58

Walking and bicycling are important components of a complete regional transportation system, providing transportation choices for short trips, connections to transit, access for people who do not drive, and opportunities for recreation and physical activity.

The 2045 LRTP found that bicycle and pedestrian infrastructure was comparatively limited and concentrated primarily within Lynchburg, particularly in Downtown and older, denser areas. Since that plan was adopted, additional bicycle, pedestrian, and trail investments have expanded the network, but gaps remain. The City of Lynchburg, in coordination with the CVTPO and GLTC, is also in the process of completing a Multimodal Transportation Plan that outlines the foundation to expand pedestrian, transit, and bicycle connections.

3.5.1 Existing & Planned Facilities

Summarize existing and planned sidewalks, bicycle facilities, trails, shared-use paths, and other significant active transportation facilities.

REFER TO FED REQUIREMENTS # 8, 33, 42, 58

The region's bicycle and pedestrian network includes sidewalks, bicycle lanes, shared-use paths, trails, and other facilities that support nonmotorized travel.

Existing and planned facilities provide connections between neighborhoods, employment and commercial areas, schools and universities, parks and recreational destinations, transit, and other community destinations.

3.5.2 Network Gaps & Needs

Identify major gaps, barriers, safety concerns, and opportunities to improve bicycle and pedestrian connectivity throughout the region.

REFER TO FED REQUIREMENTS # 6, 8, 42, 58

Despite continued investment, gaps in the bicycle and pedestrian network limit the ability to make complete trips by walking or bicycling. Needs include closing

gaps between existing facilities, improving crossings of major roadways, connecting neighborhoods to jobs and services, providing safe access to transit, and expanding connections to regional trail systems.

Priority should be given to locations where bicycle and pedestrian investments can connect existing facilities, serve areas with greater transportation needs, improve safety, or provide access to major destinations.

3.6 Public Transportation

Describe the region's existing public transportation system, major service and capital needs, and the role of transit in providing regional mobility and accessibility.

REFER TO FED REQUIREMENTS # 6, 8, 14, 17, 19, 20, 22, 28, 33, 42, 43, 44, 45, 61

Public transportation expands mobility for people who do not drive or do not have access to a vehicle, or seek an alternative to automobile travel for employment, education, health care, shopping, and other trips.

GLTC provides public transportation within the Lynchburg metropolitan area and is a key partner in regional multimodal planning. The previous LRTP integrated GLTC's Transit Development Plan into the long-range planning process and considered both transit service and the capital assets necessary to operate that service.

3.6.1 Existing Transit System

Provide a concise overview of fixed-route, paratransit, fleet, facilities, and other public transportation services available within the region.

REFER TO FED REQUIREMENTS # 8, 20, 28, 33, 42

GLTC operates 12 routes that mostly operate within the City of Lynchburg; certain routes expand into Amherst, Bedford, and Campbell County. The majority of routes go through the Kemper Street Transfer Station near Downtown Lynchburg.

Transit connects residents with major destinations including Downtown Lynchburg, employment centers, educational institutions, shopping areas, medical services, and other community destinations.

[MAP NEEDED: Current GLTC Transit Routes + Major Destinations] (See Figure 16)

3.6.2 Transit Performance & Needs

Summarize key transit performance trends and identify significant service, frequency, hours, access, fleet, facility, or other needs identified by GLTC and the planning process.

REFER TO FED REQUIREMENTS # 14, 17, 19, 20, 22, 43, 44, 45, 61

Transit needs are influenced by service coverage, frequency, span of service, reliability, accessibility, fleet and facility condition, and connections to other transportation modes.

Each year, GLTC's ridership has steadily increased. Many riders rely on GLTC for their daily travel needs. 68 percent of riders use the bus to commute to work or to access businesses for household essentials.

Existing Bike & Pedestrian Infrastructure

Source: VDOT

-  Sidewalk
-  Shared Use Path
-  Designated Bike Lane
-  Sharrows

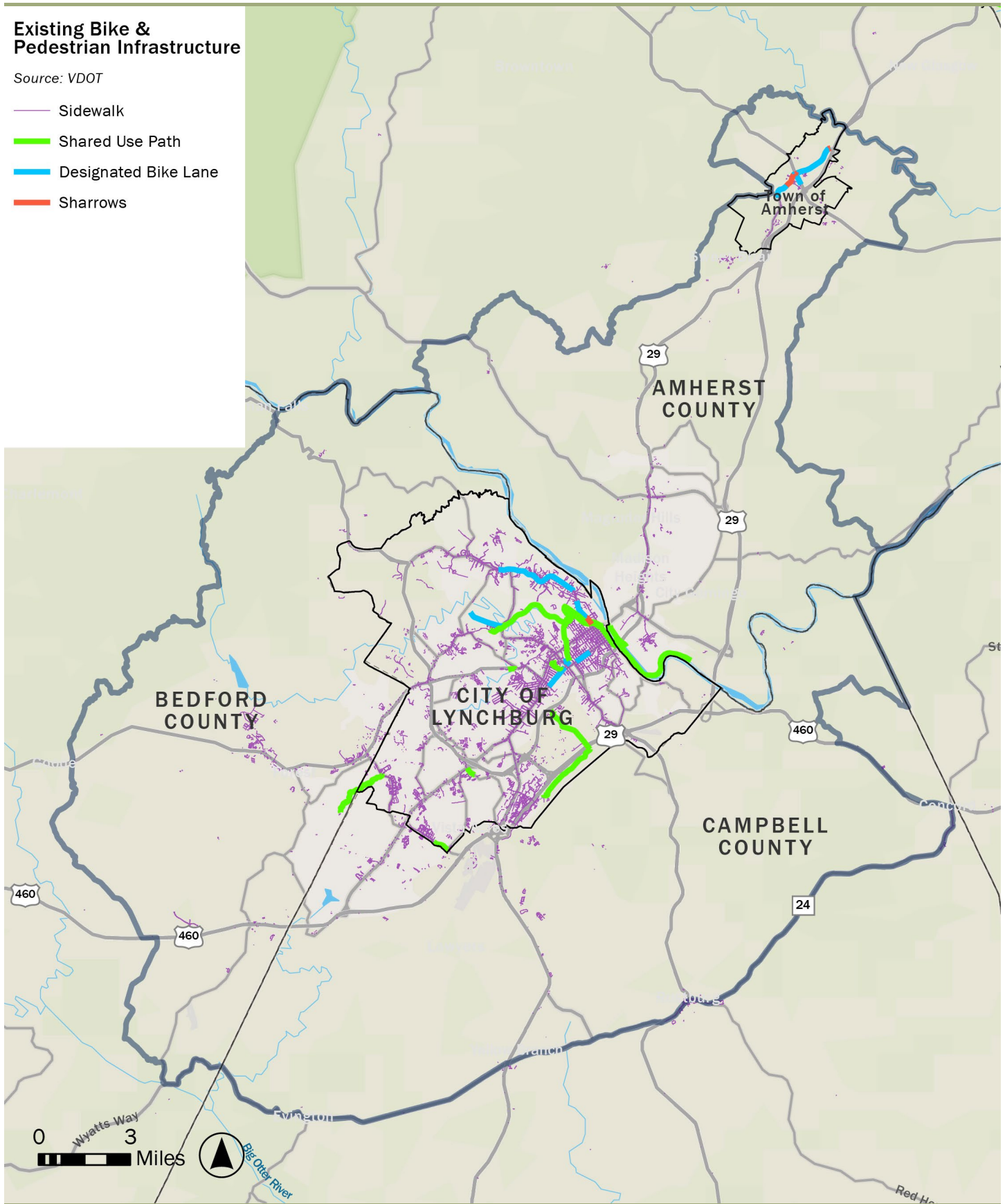


Figure 15. Existing Bike & Pedestrian Infrastructure

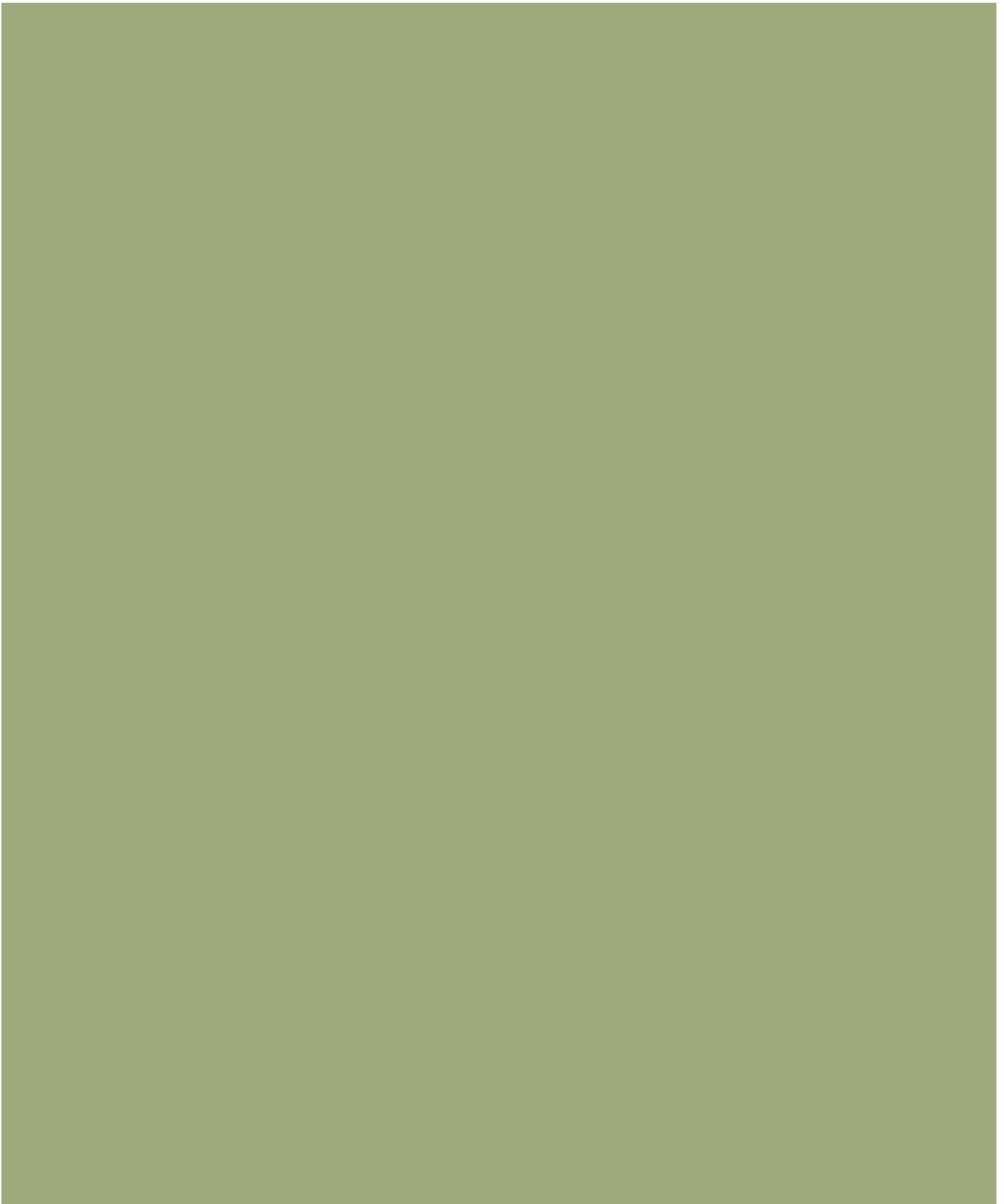


Figure 16. GLTC stops/routes

Nearly half of the paratransit users depend on GLTC's service to reach their medical appointments.

GLTC has identified four priority areas: frequency, service hours, direct routing, and service destinations. Connect Central Virginia 2050 incorporates GLTC's current planning priorities and identifies opportunities to improve connections between transit and the broader regional transportation network.

3.7 Freight & Regional Connections

Describe the transportation facilities and services that connect the region to statewide, interstate, and national passenger and freight networks.

REFER TO FED REQUIREMENTS # 3, 6, 8, 12, 14, 24, 33, 41, 42, 48

The Central Virginia economy depends on transportation connections that move people and goods both within the region and to destinations across Virginia and beyond. Highway, rail, intercity bus and rail, and aviation connections support employment, business activity, tourism, and access to regional and national markets.

3.7.1 Freight

Summarize truck and rail freight movement, major freight corridors and generators, and identified freight mobility or reliability needs.

REFER TO FED REQUIREMENTS # 3, 6, 14, 24, 41, 42

US 29 and US 460 provide major highway freight connections through the region, while rail infrastructure provides additional opportunities for goods movement. The region's highway network generally supports freight movement efficiently, but the convergence of two Class I railroads will be an important asset for future economic development.

VTrans identifies freight needs based on truck safety, congestion, and reliability. Freight tonnage originating in the Lynchburg District is projected to increase from 7.6 million tons in 2017 to 12.9 million tons by 2045, an increase of approximately 70%. Continued growth reinforces the importance of maintaining safe and reliable freight connections throughout the region.

3.7.2 Intercity Transportation

Summarize intercity rail, intercity bus, park-and-ride, and other significant connections between the CVTPO region and destinations outside the metropolitan area.

REFER TO FED REQUIREMENTS # 8, 12, 33, 42, 48

Intercity passenger transportation connects Central Virginia residents with destinations outside the metropolitan area. Lynchburg's Kemper Street Station provides an important regional transportation hub for passenger rail and other transportation services.

Virginia Breeze bus system includes Lynchburg on the "Piedmont Express" route which travels from Danville to Washington DC. Lynchburg is served by Amtrak's Northeast Regional and Crescent routes, providing direct passenger rail connections to Roanoke and destinations throughout the Northeast Corridor, including Washington, D.C., Baltimore, Philadelphia, New York, and Boston. The Crescent also provides direct service south, to Charlotte, Atlanta, Birmingham, and New Orleans, connecting the region to destinations throughout the Southeast.

The 2045 LRTP identified both passenger rail and intercity bus as important alternatives for longer-distance travel and highlighted expanded Virginia Breeze service as an additional regional connection.

3.7.3 Aviation

Briefly describe the role of Lynchburg Regional Airport in regional and intercity transportation where relevant to the metropolitan transportation system.

REFER TO FED REQUIREMENTS # 8, 12, 33, 42

Lynchburg Regional Airport provides commercial and general aviation access for the region and contributes to Central Virginia's connectivity and economic activity. Located near US 29 and US 460, the airport is connected directly to the region's primary highway network.

Lynchburg Regional Airport (LYH) provides an important intercity air travel option for residents and

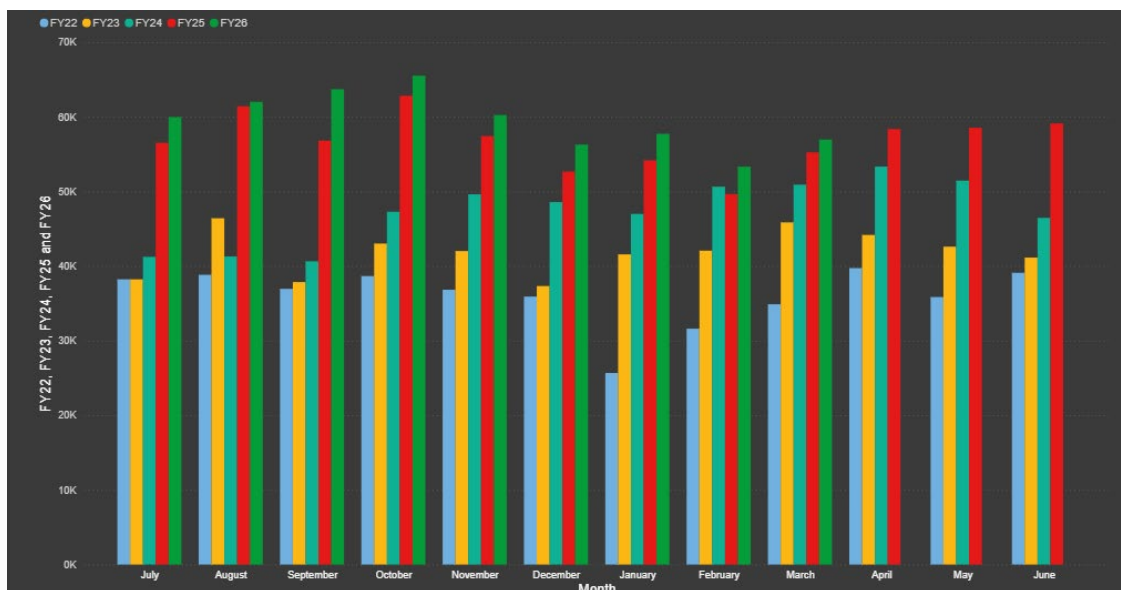


Figure 17. GLTC Ridership (FY22-26)

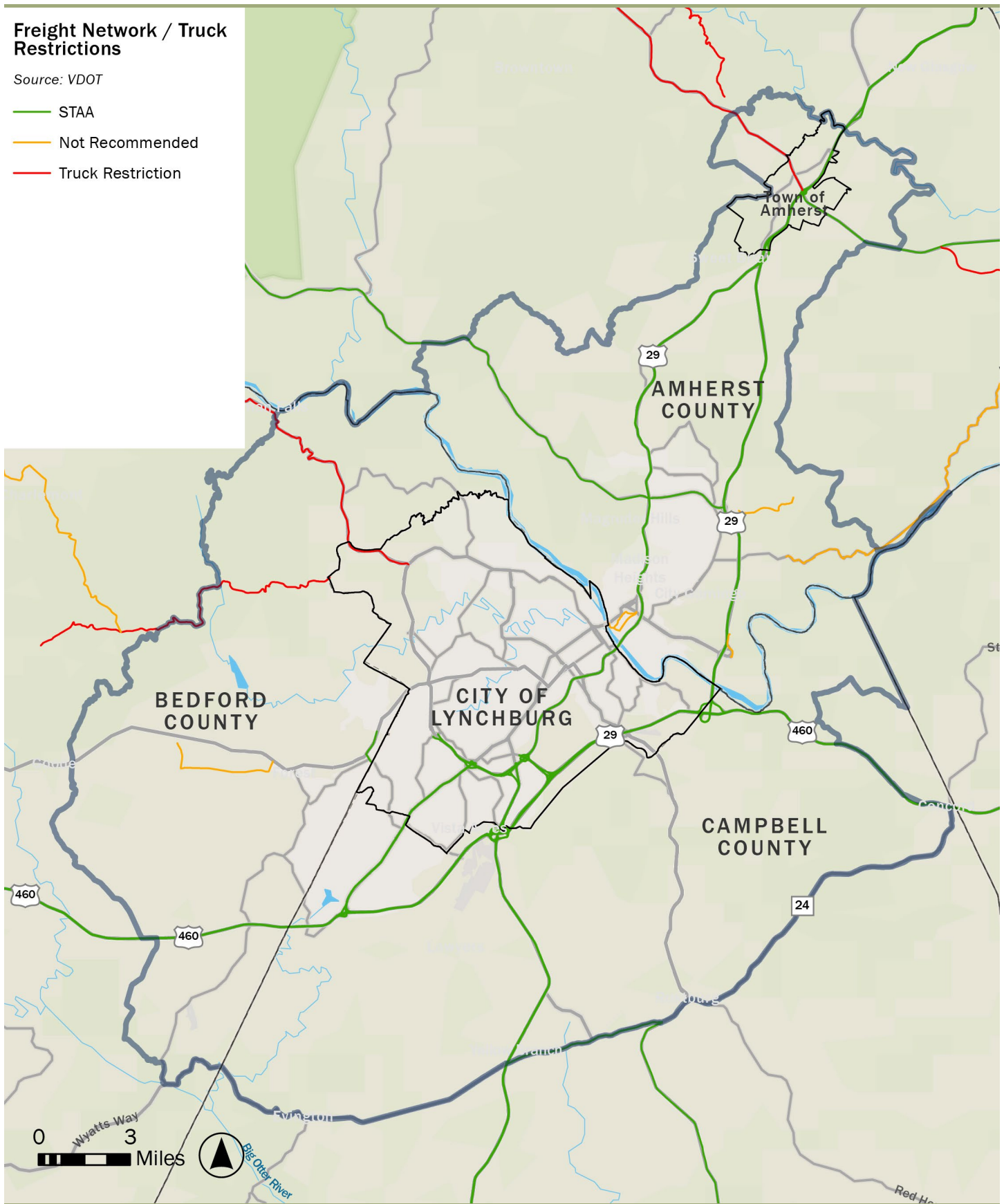


Figure 18. Freight Network & Truck Restrictions

businesses throughout Central Virginia. American Airlines has provided nonstop service between LYH and Charlotte Douglas International Airport (CLT) for more than a decade, connecting the region to American Airlines' extensive domestic and international network. LYH has additionally expanded its connectivity with the introduction of United Express service to Washington Dulles International Airport (IAD) and Chicago O'Hare International Airport (ORD). These three airports serve as major airline hubs, providing access to hundreds of destinations through one-stop connections.

The availability of hub connections makes LYH a convenient alternative to traveling to larger airports outside the region. The airport continues to focus on strengthening airline partnerships and expanding connectivity in response to regional travel demand.

Maintaining and expanding commercial air service at LYH is important to the region's overall transportation connectivity and economic competitiveness. Regional airports have faced challenges related to airline capacity, pilot availability, and changing travel demand, making the retention of reliable service an ongoing consideration. The airport currently serves approximately 150,000 passengers annually and contributes substantially to the regional economy.

3.8 Infrastructure Condition, Preservation & Resiliency

Assess the condition and long-term preservation needs of the transportation system and its vulnerability to natural hazards and other disruptions.

REFER TO FED REQUIREMENTS # 10, 11, 14, 20, 44, 47, 61

Maintaining existing transportation infrastructure is essential to providing a safe and reliable transportation system. Roads, bridges, culverts, transit assets, bicycle and pedestrian facilities, and other transportation infrastructure require ongoing maintenance and investment as they age.

The region must also consider how transportation infrastructure can remain functional when affected by flooding, severe weather, and other natural hazards.

3.8.1 Infrastructure Condition

Summarize available pavement, bridge, transit asset, and other infrastructure condition information relevant to maintaining a state of good repair.

REFER TO FED REQUIREMENTS # 10, 14, 20, 44, 47

Bridges and culverts provide critical connections across rivers, streams, railroads, roadways, and other physical barriers. Deterioration or closure of these structures can disrupt local and regional travel and create significant detours for people and goods. Bridge and culvert condition is an important component of system preservation.

As of 2025, according to the National Bridge Inventory (NBI), the CVTPO planning area contains

249 bridges, of which 3% are rated in poor condition and 44% are rated in fair condition.

[ADD PAVEMENT CONDITION OR TRANSIT ASSET SENTENCE IF DATA IS READILY AVAILABLE.]

3.8.2 Preservation Needs

Identify major needs and strategies for maintaining existing transportation infrastructure before or alongside expansion of the system.

REFER TO FED REQUIREMENTS # 10, 47

Preserving existing transportation assets can extend their useful life, improve safety and reliability, and reduce the need for more costly reconstruction or replacement in the future. Preservation needs include maintaining pavement, bridges and structures, transit vehicles and facilities, bicycle and pedestrian infrastructure, and other components of the regional transportation system.

Connect Central Virginia 2050 emphasizes maintaining the performance of existing transportation infrastructure while strategically investing in improvements that address identified regional needs.

3.8.3 Resiliency & Reliability

Describe significant vulnerabilities to flooding, severe weather, natural disasters, and other disruptions and identify strategies for improving system resiliency and reliability.

REFER TO FED REQUIREMENTS # 5, 11, 14, 23, 47, 61

Transportation resiliency refers to the ability of the transportation system to prepare for, withstand, respond to, and recover from disruptive events. Flooding, severe storms, extreme temperatures, and other hazards can damage infrastructure or interrupt access to important destinations.

Connect Central Virginia 2050 considers locations where transportation infrastructure may be vulnerable to natural hazards and supports strategies that improve system reliability, provide redundant connections, and reduce vulnerability over time.

3.9 Environmental & Community Considerations

Summarize environmental, historic, cultural, and community resources considered in evaluating regional transportation needs and future investments.

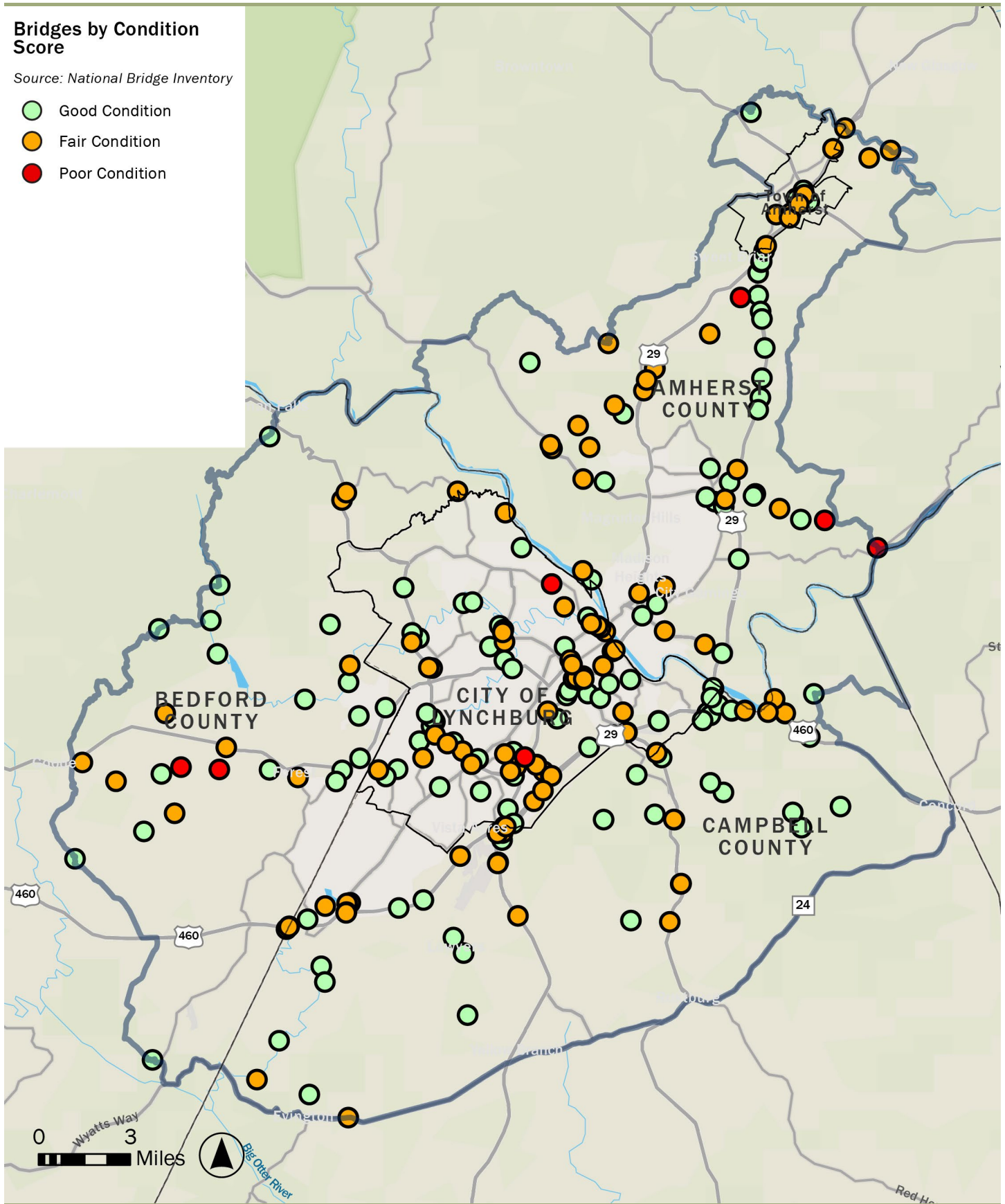
REFER TO FED REQUIREMENTS # 7, 13, 49, 59, 60

Transportation investments can affect natural, cultural, and community resources, while environmental conditions and natural hazards can also affect the safety, reliability, and resilience of the transportation system. Connect Central Virginia 2050 considers these relationships at a regional planning level to help identify potential constraints, inform project development, and support coordination with agencies responsible for environmental protection, conservation, historic preservation, and hazard mitigation.

Bridges by Condition Score

Source: National Bridge Inventory

- Good Condition
- Fair Condition
- Poor Condition

**Figure 19. Bridges by Condition**

**Environmental
Resources / Wetlands**

Source: Virginia DEQ

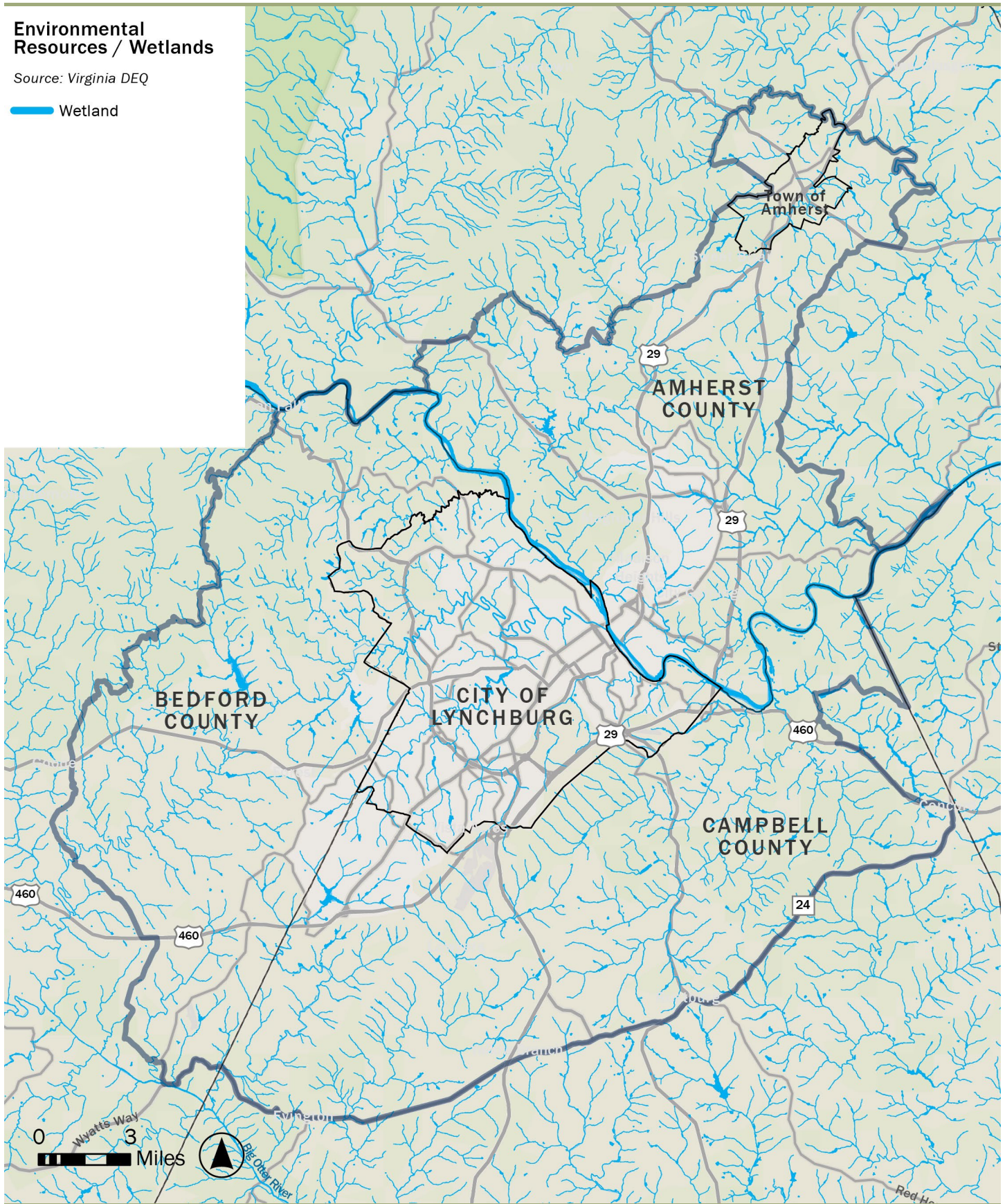
 Wetland

Figure 20. Environmental Resources

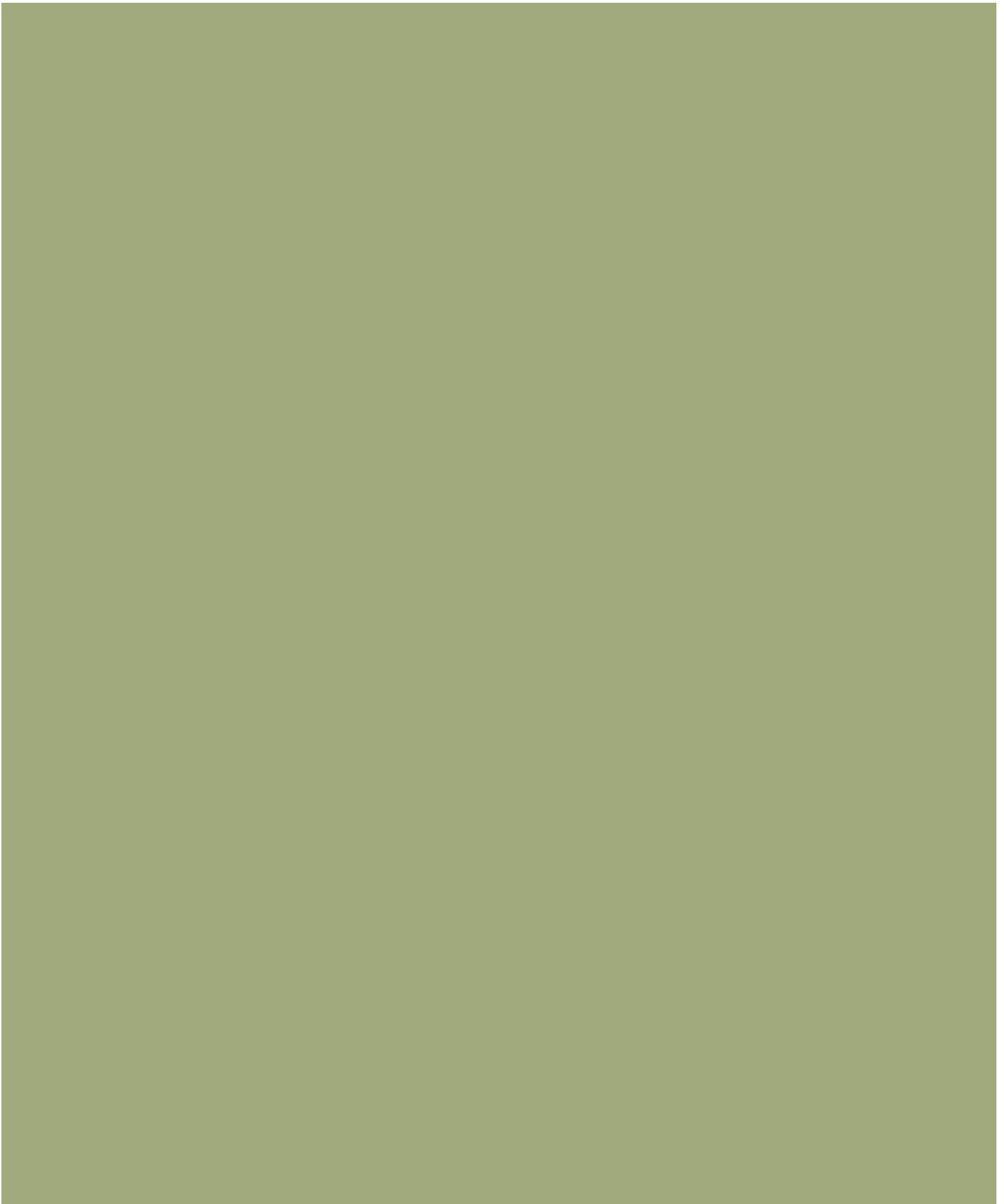


Figure 21. Social/cultural resources

Environmental considerations at the LRTP level are intended to identify potential issues early in the planning process. Projects included in the plan will be subject to more detailed environmental review, permitting, and agency coordination, as applicable, as they advance through project development.

3.9.1 Environmental & Cultural Considerations

Identify significant natural resources and environmentally sensitive areas that should be considered during transportation planning and project development.

REFER TO FED REQUIREMENTS # 7, 13, 49, 59, 60

The Central Virginia region contains a range of environmental and community resources that may be affected by future transportation improvements. These include wetlands and waterways, floodplains, parks and protected lands, wildlife and habitat resources, historic properties and districts, and other natural and cultural resources.

Available environmental and resource information was considered during development of Connect Central Virginia 2050 to identify potential interactions between proposed transportation improvements and these resources. Environmental considerations are also incorporated into the project evaluation process through the Community & Nature goal, which considers potential impacts to environmental and cultural resources.

Identification of a potential resource impact at the LRTP level does not determine whether a project can proceed or what mitigation may ultimately be required. More detailed environmental analysis will occur during subsequent project development, when project limits, design, and potential impacts are more clearly defined.

[MAP NEEDED: Historic & Cultural Resources] (See Figure 21)

3.9.2 Environmental Mitigation

Describe general strategies to avoid, minimize, mitigate, restore, or otherwise address potential environmental impacts associated with implementation of the LRTP.

REFER TO FED REQUIREMENTS # 7, 49

Transportation projects should seek to avoid and minimize adverse environmental impacts where practicable and mitigate unavoidable impacts consistent with applicable federal, state, and local requirements. At the regional planning level, potential mitigation strategies may include changes to project location or design to avoid sensitive resources; measures to minimize impacts to wetlands, streams, floodplains, habitat, parks, and historic or cultural resources; stormwater management and water-quality improvements; restoration or replacement of affected natural resources; landscaping and revegetation; and other measures identified through environmental review and agency coordination.

Specific mitigation needs and locations will depend

on the characteristics and impacts of individual projects. As projects identified in Connect Central Virginia 2050 advance, VDOT, the City of Lynchburg, local governments, GLTC, and other implementing agencies will identify appropriate mitigation measures through applicable project development, environmental review, permitting, and consultation processes. Where appropriate, mitigation activities should consider opportunities to support broader regional environmental, conservation, and resilience objectives.

3.9.3 Hazard Mitigation & Transportation Resiliency

Environmental planning for the regional transportation system also includes reducing the vulnerability of transportation infrastructure to flooding, severe weather, stormwater, and other natural hazards.

CVPDC serves as the regional coordinating agency for hazard mitigation planning. In coordination with local governments, VDOT, the Virginia Department of Emergency Management (VDEM), the Federal Emergency Management Agency (FEMA), and other regional partners, the CVPDC develops and advances the Regional Hazard Mitigation Plan. The hazard mitigation planning process brings together public safety, planning, public works, transportation, and other stakeholders to identify vulnerabilities and strategies for reducing the effects of natural hazards on communities and infrastructure.

Strategies identified through regional hazard mitigation planning can help inform transportation investments, including roadway, bridge, drainage, stormwater, and other infrastructure improvements that reduce vulnerability to flooding and other hazards and improve the reliability and resilience of the transportation network. Connect Central Virginia 2050 supports continued coordination between transportation planning and regional hazard mitigation efforts as projects move toward implementation.

3.9.4 Agency Consultation

Document consultation with applicable environmental, land management, wildlife, historic preservation, and regulatory agencies and comparison with available conservation plans or resource inventories.

REFER TO FED REQUIREMENTS # 49, 59, 60

As part of the development of Connect Central Virginia 2050, the draft LRTP will be distributed to federal, state, regional, and local partner agencies for review and comment. This coordination provides agencies responsible for transportation, environmental protection, natural resources, conservation, historic preservation, and other areas an opportunity to identify potential conflicts, relevant resource information, and other considerations that should be reflected in the final plan.

Agencies contacted as part of the draft plan review

include the Virginia Department of Transportation (VDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Virginia Department of Rail and Public Transportation (DRPT), Virginia Department of Environmental Quality (DEQ), Virginia Department of Conservation and Recreation (DCR), Virginia Department of Historic Resources (DHR), Virginia Department of Wildlife Resources (DWR), U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and the Monacan Indian Nation.

Comments received through this coordination process will be reviewed and incorporated into the final LRTP, as appropriate. Coordination with relevant agencies will continue at the project level as individual transportation improvements advance through environmental review, design, permitting, and implementation.

3.10 Key Regional Transportation Needs

Synthesize the technical analysis, forecasts, system performance, planning factors, agency coordination, and public input into a concise set of transportation needs that guide the remainder of the LRTP.

REFER TO FED REQUIREMENTS # 3–13, 31, 35, 40, 41, 42, 46, 47, 48, 49, 58, 61

The analysis of regional growth, travel demand, transportation system conditions, and community priorities identifies a set of overarching transportation needs that guide the remainder of Connect Central Virginia 2050.

Based on the findings summarized in this chapter, key regional needs include:

Safety: Reduce fatal and serious-injury crashes and address high-risk locations for all transportation users.

Mobility and Reliability: Address existing and anticipated bottlenecks while improving the reliability and efficiency of regional travel.

Multimodal Access: Expand safe and connected options for walking, bicycling, transit, and other forms of transportation.

Regional Connectivity: Maintain and improve connections for passenger travel and freight within Central Virginia and to destinations beyond the region.

System Preservation: Maintain roads, bridges, transit assets, and other existing transportation infrastructure in a state of good repair.

Resiliency: Reduce transportation infrastructure's vulnerability to natural hazards and other disruptions.

Access to Opportunity: Improve connections to employment, education, health care, shopping, and other essential destinations, particularly for people with limited transportation options.

Growth & Land Use Coordination: Coordinate transportation investments with anticipated

population, employment, and development patterns.

Environmental Stewardship: Consider natural, historic, cultural, and community resources when planning future transportation investments.

These needs provide the link between the technical analysis presented in this chapter and the goals, performance measures, and project evaluation process described in Chapters 4 and 5.

4.0 Goals & Performance

Establish the regional transportation goals and performance framework used to guide investment decisions and measure progress toward desired transportation outcomes.

REFER TO FED REQUIREMENTS # 3–19, 43, 44, 45

Federal transportation planning requirements call for metropolitan planning organizations to use a performance-based approach to transportation decision-making. Clear regional goals and measurable evaluation criteria help connect identified transportation needs with the projects and strategies selected for investment.

Connect Central Virginia 2050 builds directly upon the performance-based framework established in Connect Central Virginia 2045. The 2045 LRTP developed five regional transportation goals and a series of performance measures based on federal planning requirements, statewide funding criteria and identified needs, regional transportation priorities, TPO performance targets, and local policy documents. These measures were incorporated into a project evaluation tool used to compare and prioritize candidate transportation improvements.

Because this framework continues to reflect the region's transportation priorities and aligns closely with state transportation investment processes, Connect Central Virginia 2050 retains the five goals, goal weights, and overall project evaluation approach established in the previous LRTP. Updates for the 2050 planning process are limited primarily to updated datasets and planning inputs, the addition of VDOT's Potential for Bicycle and Pedestrian Safety Improvement (PBSAP) locations as a safety measure, and consideration of VTrans-identified transportation needs within the Plan Coordination measure.

4.1 Connect Central Virginia 2050 Goals

Present the adopted regional transportation goals and objectives that respond to identified transportation needs and guide project and strategy development.

REFER TO FED REQUIREMENTS # 3–13, 14, 19

Connect Central Virginia 2050 retains the five regional transportation goals established through the previous LRTP process. Together, the goals address economic vitality, transportation safety, mobility and accessibility, community and environmental resources, and efficient management of the

transportation system.

The five goals are:

Economy — Retain and increase business and employment opportunities.

Transportation investments can support regional economic competitiveness by improving access to employment and activity centers, supporting freight movement, strengthening connections between communities, and coordinating transportation improvements with economic development priorities.'

Safety — Provide a safe and secure transportation system.

Transportation investments should reduce the risk of fatalities and serious injuries, address locations with demonstrated safety needs, and improve conditions for people traveling by all modes.

Mobility & Accessibility — Provide a transportation system that facilitates the efficient movement of people and goods.

The regional transportation system should provide reliable access to destinations while supporting a range of transportation options for residents, workers, businesses, and visitors.

Community & Nature — Improve quality of life and protect the environment.

Transportation investments should support communities while considering potential impacts to cultural, historic, environmental, recreational, and other resources.

Efficiency — Preserve the existing transportation system and promote efficient system management.

Transportation investments should make effective use of available infrastructure and funding, support previously identified regional needs, and provide benefits across the metropolitan area.

4.2 Performance-Based Planning Framework

Explain how the CVTPO uses a performance-driven, outcome-based approach consistent with federal, state, regional, and transit performance requirements.

REFER TO FED REQUIREMENTS # 1, 14, 15, 16, 17, 18, 19, 20–25

Federal transportation planning requirements establish a performance-based approach to transportation planning and programming. Under this framework, states and metropolitan planning organizations establish or support performance targets for federally required measures related to transportation safety, infrastructure condition, and system performance.

The CVTPO coordinates with VDOT in meeting these federal performance management requirements. For applicable federal highway performance measures, the CVTPO has elected to support VDOT's statewide performance targets rather than establish separate

regional targets. By supporting the statewide targets, the CVTPO agrees to plan and program projects that contribute toward achieving statewide performance goals.

These federally required performance measures and targets are separate from the broader goals and project evaluation measures established for Connect Central Virginia 2050. The LRTP goals provide the regional framework for evaluating transportation needs and prioritizing projects and are expressed qualitatively. They are intended to complement, rather than replace, the federally required performance measures and targets.

Table 2. Federal Performance Measures & Targets

Performance Area	Federally Required Measures	CVTPO Target-Setting Approach
Safety	Fatalities; fatality rate; serious injuries; serious injury rate; non-motorized fatalities and serious injuries	CVTPO supports VDOT's statewide annual safety goals and establishes corresponding CVTPO targets
Infrastructure Condition	Interstate pavement condition; non-Interstate NHS pavement condition; NHS bridge condition	CVTPO supports VDOT statewide targets
System Performance	Interstate reliability; non-Interstate NHS reliability; truck travel time reliability	CVTPO supports VDOT statewide targets

Table 3. Safety Performance Targets

Safety Measure	2026 Target
Fatalities	14
Fatality Rate	1.006
Serious Injuries	109
Serious Injury Rate	7.945
Non-Motorized Fatalities & Serious Injuries	11

Table 4. Asset Condition Performance Targets

Asset Condition Measure	4-Yr Target
% of Pavement in Good Condition (Interstate)	45%
% of Pavement in Poor Condition (Interstate)	3%
% of Pavement in Good Condition (Non-Interstate NHS)	25%
% of Pavement in Poor Condition (Non-Interstate NHS)	5%
% of Deck Area of Bridges in Good Condition (NBI on NHS)	25.1%
% of Deck Area of Bridges in Poor Condition (NBI on NHS)	3.6%

Table 5. System Performance Targets

System Performance Measure	4-Yr Target
% of Person-Miles Traveled that are Reliable (Interstate)	85%
% of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	88%
Truck Travel Time Reliability Index	1.64

4.2.1 System Performance & Progress Toward Performance Targets

Summarize available information on the region's progress toward achieving applicable highway and transit performance targets.

Connect Central Virginia 2050 considers the condition and performance of the regional transportation system relative to applicable federal performance targets. State-level reporting tracks the trend of performance targets in the following way:

- Red: the target was missed and the measure needs attention
- Yellow: the target was missed but progress is being made
- Green: the target has been met

Table 6. Progress Toward Performance Targets Statewide (OIIPI Biennial Report 2025)

Performance Target	State-Level Trend
Fatalities	Yellow
Fatality Rate	Yellow
Serious Injuries	Red
Serious Injury Rate	Yellow
Non-Motorized Fatalities & Serious Injuries	Red
% of Pavement in Good Condition (Interstate)	Green
% of Pavement in Poor Condition (Interstate)	Green
% of Pavement in Good Condition (Non-Interstate NHS)	Green
% of Pavement in Poor Condition (Non-Interstate NHS)	Green
% of Deck Area of Bridges in Good Condition (NBI on NHS)	Green
% of Deck Area of Bridges in Poor Condition (NBI on NHS)	Green
% of Person-Miles Traveled that are Reliable (Interstate)	Green
% of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	Green
Truck Travel Time Reliability Index	Green

Project Evaluation Framework

Describe how the 2050 goals and performance measures were translated into criteria used to evaluate and prioritize candidate transportation projects.

REFER TO FED REQUIREMENTS # 1, 3–11, 13, 14, 19, 21, 24, 25

The five Connect Central Virginia 2050 goals form the basis of the project evaluation process. Candidate projects are evaluated using standardized performance measures that indicate how well each project addresses the region's transportation goals and identified needs.

The 2050 evaluation framework largely retains the measures used for Connect Central Virginia 2045. The principal changes are the addition of PBSAP locations as a Safety performance measure and the inclusion of VTrans-identified needs within the Plan Coordination measure.

The resulting framework includes 17 performance measures across the five regional goals.

4.2.2 Economy (25%)

Placemaking (6.25 points)

The "Placemaking" performance measure considered whether the project proposal supports the placemaking goals described by the Project for Public Spaces and regional CEDS. This measure favors

projects that enhance neighborhoods, downtowns, and other activity centers so that they can become the focus of social and economic activity. Scoring was determined as follows:

- **High:** Directly supports placemaking
- **Medium:** Could support placemaking
- **Low:** Does not include placemaking elements

CEDS Consistency (6.25 points)

The “CEDS Consistency” performance measure considered projects in relation to the recommendations provided by the region’s Comprehensive Economic Development Strategy (CEDS) document. This measure favored projects that address specific needs or improvements recommended by the CEDS study. Scoring was determined as follows:

- **High:** Directly supports CEDS goals
- **Medium:** Could support CEDS goals
- **Low:** Does not support CEDS goals

Surrounding Employment Density (6.25 points)

The “Surrounding Employment Density” performance measure considered the density of jobs in the area surrounding the project corridor or intersection. This measure favored projects that directly serve areas that support a high concentration of jobs such as downtown districts and business parks. Data for this measurement was provided by the 2022 LEHD Origin-Destination Employment Data. Scoring was determined as follows:

- **High:** Surrounding employment density of more than 4 jobs per acre
- **Medium:** Surrounding employment density of 1-4 jobs per acre
- **Low:** Surrounding employment density of less than 1 job per acre

Freight (6.25 points)

The “Freight” performance measure considered the volume of heavy trucks using the corridor or intersection, measured as a percentage of total traffic. This measure favored projects that improve the operations of major freight corridors to support the fast and reliable movement of goods and resources in and out of the region. Data for this measurement was provided by VDOT’s 2017 SPS data. Scoring was determined as follows:

- **High:** Improves traffic operations on a road with more than 4% truck volume
- **Medium:** Improves traffic operations on a road with 2% to 4% truck volume
- **Low:** Improves traffic operations on a road with less than 2% truck volume, or does not improve traffic operations

4.2.3 Safety (30%)

Fatal & Serious Injury Crashes (11 points)

The “Fatal & Serious Injury Crashes” measure considers the frequency of crashes resulting in fatalities or serious injuries along the proposed project corridor or intersection relative to roadway travel. The data source for the crashes was the VDOT Crash Data, looking at crashes between January 1, 2021 and December 31, 2025. This measure favors projects that address locations with a documented history of severe crashes and therefore have greater potential to reduce the most serious transportation safety outcomes. Scoring was determined as follows:

- **High:** Greater than 0.4 K+A crashes per year
- **Medium:** Between 0.2 and 0.4 K+A crashes per year
- **Low:** Fewer than 0.2 K+A crashes per year

Potential for Safety Improvement (PSI) Locations (11 points)

The “Potential for Safety Improvement” measure considers whether a candidate project addresses a location identified by VDOT as having Potential for Safety Improvement (2020-2024). PSI locations are identified through a statewide safety analysis that compares observed crash experience with expected crash performance. The measure gives greater consideration to projects located at or affecting identified PSI locations. Scoring was determined as follows:

- **High:** Includes a Top 20 PSI location
- **Medium:** Includes a PSI location not ranked in the Top 20
- **Low:** Does not include a PSI location

Potential for Bicycle and Pedestrian Safety Improvement (PBSAP) Locations (8 points)

Connect Central Virginia 2050 added “Potential for Bicycle and Pedestrian Safety” Improvement (PBSAP) locations as a third Safety performance measure. The PBSAP measure considers whether a proposed project addresses a location identified by VDOT as having elevated potential for bicycle or pedestrian safety improvement. Including PBSAP locations provides greater recognition of safety needs affecting vulnerable roadway users and complements the broader crash-rate and PSI measures. Scoring was determined as follows:

- **High:** Project is located on/in a 1% PBSAP corridor/intersection and addresses pedestrian or bicycle safety.
- **Medium:** Project is located on/in a 5% PBSAP corridor/intersection and addresses pedestrian or bicycle safety.
- **Low:** Project is not on/in a PBSAP corridor/intersection or is, but does not address pedestrian or bicycle safety.

4.2.4 Mobility & Accessibility (15%)

Existing Congestion (3 points)

The “Existing Congestion” performance measure considered existing peak-hour congestion levels for the project corridor or intersection, as measured by a volume-to-capacity (V/C) ratio. This measure favored projects that increase the traffic capacity of locations in the transportation network that currently experience high levels of congestion. Data for this measurement was from the Travel Demand Model outputs for the 2022 base year. Scoring was determined as follows:

- **High:** Greater than 1.1 V/C ratio
- **Medium:** Between 0.8 and 1.1 V/C ratio
- **Low:** Below 0.8 V/C ratio

Future Congestion (3 points)

The “Future Congestion” performance measure considered the peak-hour congestion levels that are projected for the project corridor or intersection in 2050, as measured by a volume-to-capacity (V/C) ratio. This measure favored projects that increase the traffic capacity of locations in the transportation network that are expected to experience congestion in the future. Future traffic projections were calculated using both the overall growth of the region, as well as anticipated developments that are expected to generate large amounts of traffic. Data for this measurement was from the Travel Demand Model outputs for the 2050 horizon year. Scoring was determined as follows:

- **High:** Greater than 1.1 V/C ratio
- **Medium:** Between 0.8 and 1.1 V/C ratio
- **Low:** Below 0.8 V/C ratio

Existing Traffic Volume (3 points)

The “Existing Traffic Volume” performance measure considered the existing volume of traffic that uses the project corridor or location, as measured by the average number of travelers in an intersection or on a corridor per day. This measure favored projects that improve corridors that currently feature high volumes of traffic. Data for this measurement was from the Travel Demand Model outputs for the 2022 base year. Scoring was determined as follows:

- **High:** Greater than 20,000 ADT
- **Medium:** Between 7,500 and 20,000 ADT
- **Low:** Lower than 7,500 ADT

Future Traffic Volume (3 points)

The “Future Traffic Volume” performance measure considered the volume of traffic that is projected to use the project corridor or location in 2050, measured as average projected number of travelers in an intersection or on a corridor per day. This measure favored projects that improve corridors that

are expected to handle high volumes of traffic in the future. Data for this measurement was from the Travel Demand Model outputs for the 2050 horizon year. Scoring was determined as follows:

- **High:** Greater than 20,000 ADT
- **Medium:** Between 7,500 and 20,000 ADT
- **Low:** Lower than 7,500 ADT

Alternative Transportation Facilities (3 points)

The “Alternative Transportation Facilities” performance measure considered the estimated number of non-automotive modes (transit, bicycle, or pedestrian) that would be served by the proposed improvements. This measure favored projects that expand the region’s transportation options and increase the mobility of those who do not have access to an automobile. Scoring was determined as follows:

- **High:** Includes facilities for two or more alternative modes of transportation
- **Medium:** Includes facilities for one alternative mode of transportation
- **Low:** Does not include facilities for alternative modes of transportation

4.2.5 Community & Environment (15%)

Cultural Resources (7.5 points)

The “Cultural Resources” performance measure considered the project’s impact on cultural and historic sites that have been identified by localities. This measure favored projects that do not negatively affect the region’s important civic structures or sites. Data for this measurement included the location of National Register of Historic Places properties, schools, churches, libraries, and local points of interest. Scoring was determined as follows:

- **High:** Little or no potential impact on sensitive historic and cultural resources
- **Medium:** Moderate potential impact on sensitive historic and cultural resources
- **Low:** Major potential impact on sensitive historic and cultural resources

Environmental Resources (7.5 points)

The “Environmental Resources” performance measure considered the project’s impact on important environmental features in the region. This measure favored projects that do not disrupt environmental resources that provide aesthetic, ecological, recreational, and functional benefits to the region. Data for this measurement included the location of wetlands, rivers, streams, parks, and Virginia Outdoor Foundation easements. Scoring was determined as follows:

- **High:** Little or no potential impact on sensitive environmental resources

- **Medium:** Moderate potential impact on sensitive environmental resources
- **Low:** Major potential impact on sensitive environmental resources

4.2.6 Efficiency & Plan Coordination (15%) Right-of-Way Sufficiency (5 points)

The “Right of Way Sufficiency” performance measure considered the sufficiency of the existing public right of way for accommodating the proposed project facilities. This measure favored projects that require little or no new land easements to be purchased by the state to be completed. Scoring was determined as follows:

- **High:** Does not require any additional right of way
- **Medium:** Will require a minor acquisition of additional right of way
- **Low:** Will require a major acquisition of additional right of way

Plan Coordination (5 points)

The “Plan Coordination” measure evaluates the extent to which a proposed project is supported by previous transportation planning efforts or addresses an identified statewide transportation need.

For Connect Central Virginia 2050, this measure is expanded from the 2045 methodology to consider both:

- recommendations contained in adopted regional, local, corridor, modal, or other applicable transportation plans; and
- if a corridor is ranked within the top four “Priority” levels for the VDOT Construction District (counts as one “plan”)

This update recognizes that VTrans provides an important statewide framework for identifying transportation needs and improves consistency between regional project prioritization and statewide transportation planning.

- **High:** Project is recommended by two or more existing plans or is identified within VTrans and/or within the Central Virginia Safety Action Plan
- **Medium:** Project is recommended by one existing plan
- **Low:** Project is not recommended by other existing plans

Distribution of Benefits (5 points)

The “Distribution of Benefits” performance measure considered the projected geographic distribution of benefits provided by a project. This measure favored projects that offer significant benefits to multiple jurisdictions in the region. Scoring was determined as follows:

- **High:** Significant benefits projected for three or more localities

- **Medium:** Significant benefits projected for two localities
- **Low:** Significant benefits projected for one locality

4.3 From Performance Measures to Project Prioritization

REFER TO FED REQUIREMENTS # 1, 13, 14

Together, the 17 performance measures provide a consistent framework for comparing candidate transportation improvements across the CVTPO region. Each measure connects directly to one of the five regional goals and provides an objective or standardized basis for evaluating how well projects respond to identified transportation needs.

The performance measures are one component of the broader project prioritization process. Project scores, planning-level costs, agency and committee review, and other considerations are used to refine the candidate project list and develop the projects ultimately included in the fiscally constrained and vision components of Connect Central Virginia 2050.

Chapter 5 describes the project evaluation and prioritization process and presents the resulting 2050 transportation project lists.

5.0 Project Development & 2050 Transportation Plan

Explain how transportation projects and strategies were identified, evaluated, and prioritized and present the multimodal investments recommended through 2050.

REFER TO FED REQUIREMENTS # 1, 13, 14, 32, 33, 42, 46, 47, 48, 49, 50, 57, 58

Connect Central Virginia 2050 uses a performance-based process to identify, evaluate, and prioritize transportation investments that address the region’s transportation needs and advance the goals established in Chapter 4. The process builds upon the project list and evaluation framework developed for Connect Central Virginia 2045 while incorporating more recent planning efforts, funding applications, identified transportation needs, and input from local, regional, state, and federal partners.

The process began with development of a comprehensive candidate project list. Projects were then reviewed and refined before being evaluated using the performance measures established in Chapter 4. Project costs and benefits were considered as part of the prioritization process, and the resulting priorities were reviewed with CVTPO partners and the public.

The final stage of the process translates these priorities into the 2050 Multimodal Transportation Plan, including both projects that can reasonably be implemented within anticipated revenues through 2050 and additional projects that support the region’s long-term transportation vision.

5.1 Candidate Project Development

Describe how identified deficiencies, local and regional plans, public input, agency coordination, and previous project lists were used to develop the 2050 candidate project list.

Development of the 2050 candidate project list began with the projects identified in Connect Central Virginia 2045. Projects that had been completed since adoption of the previous LRTP were removed, along with projects that member localities or VDOT determined should no longer be considered.

The remaining projects were supplemented with transportation improvements identified through more recent planning efforts. These included projects recommended in local, regional, corridor, modal, and other transportation plans completed since development of the 2045 LRTP.

The candidate list also incorporated projects that CVTPO member localities had pursued for transportation funding within the previous five years, including applications submitted through programs such as SMART SCALE, Transportation Alternatives, Revenue Sharing, and other applicable funding programs. Including these projects helped capture transportation priorities that may have advanced beyond the conceptual planning stage even if they were not included in the previous LRTP.

Together, these sources produced a comprehensive initial inventory of potential transportation investments for consideration in Connect Central Virginia 2050.

5.2 Project Screening

Describe the initial screening used to confirm that candidate projects address an identified regional transportation need and are appropriate for evaluation in the LRTP.

The initial candidate project list was shared with CVTPO member localities, VDOT, FHWA, and other members of the Transportation Technical Committee (TTC) and CVTPO Board for review.

This review provided an opportunity to confirm that projects remained relevant to regional transportation needs, identify projects that had been completed or were no longer being pursued, refine project descriptions and limits, and identify projects with overlapping scopes. Where appropriate, similar or overlapping projects were combined to avoid evaluating multiple projects intended to address the same transportation need.

The resulting screened candidate list established the projects that advanced to the scoring and prioritization process.

5.3 Project Evaluation & Prioritization

Summarize the process used to evaluate candidate projects against the 2050 goals and performance measures and develop regional project priorities.

Projects advancing from the screening process were evaluated using the performance-based framework described in Chapter 4. The evaluation process provides a consistent method for comparing projects based on how well they address regional transportation goals and identified needs.

Candidate projects were evaluated across the five Connect Central Virginia 2050 goal areas: Economy, Safety, Mobility & Accessibility, Community & Nature, and Efficiency. Each goal includes a series of performance measures that translate regional priorities into measurable project evaluation criteria.

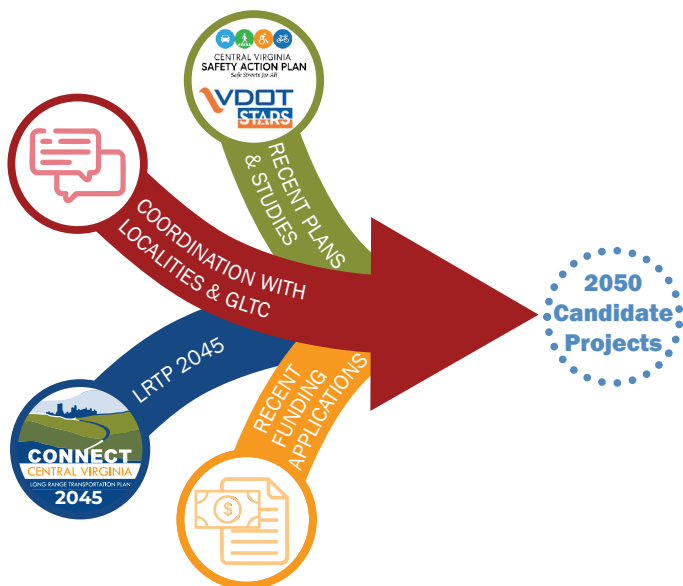
The resulting scores provide one input into regional project prioritization. Scores were considered alongside project costs, benefit-cost considerations, agency and locality input, and other information relevant to project feasibility and regional significance.

5.3.1 Project Scoring

Explain how project benefit scores and other applicable evaluation measures were calculated and compared.

Each candidate project was scored using the performance measures described in Chapter 4. Individual measure scores were combined according to the established goal weights to calculate an overall Project Benefit Score.

The scoring process provides a standardized method for comparing projects with different scopes, locations, and transportation purposes. Higher benefit scores indicate that a project performs strongly across the regional goals and performance measures established for this LRTP.



5.3.2 Project Costs & Benefit-Cost Considerations

Describe how planning-level cost estimates and benefit-cost information were incorporated into project evaluation where applicable.

Planning-level cost estimates were developed for each candidate project to provide a consistent basis for comparing project benefits with anticipated implementation costs. All project costs used in the evaluation process were expressed in 2026 dollars.

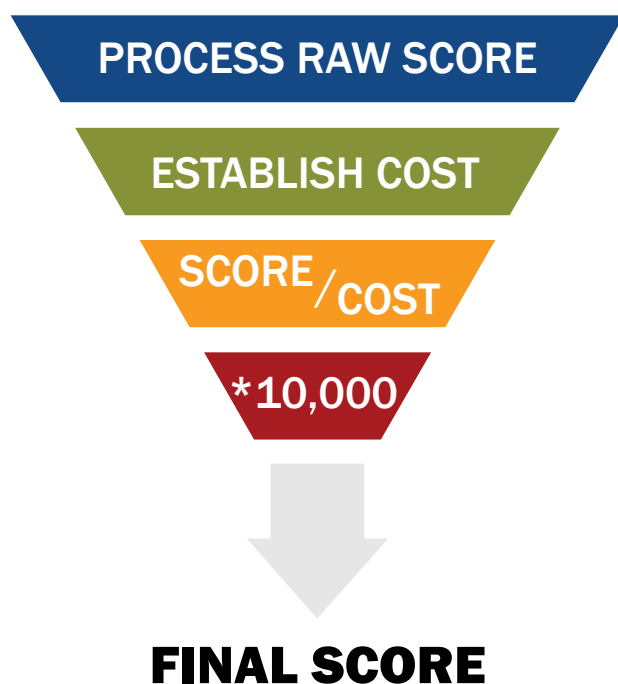
Cost estimates were developed using the best available information for each project:

- **Recent funding applications:** For projects submitted for transportation funding through a recent application, the cost estimate from the application was used.
- **Projects from the 2045 LRTP:** The 2045 LRTP cost estimate was adjusted to 2026 dollars using an inflation factor of 1.598.¹
- **Other candidate projects:** Planning-level costs were developed using the current VDOT Cost Estimating Tool.

This approach allowed recent, project-specific cost estimates to be retained where available while updating older or newly identified projects to a common cost year.

Project costs were then considered in relation to the Project Benefit Score to calculate a Project Benefit-Cost Score, allowing the prioritization process to consider both the anticipated transportation benefits of a project and the relative level of investment required to implement it.

¹ Based on the National Highway Construction Cost Index (NHCCI) for 2021 average compared to Q4 2025 NHCCI.



5.3.3 Agency & Committee Review

Describe how VDOT, CVTPO staff, local partners, and TPO committees reviewed and refined project descriptions, costs, scores, and priorities.

Developing the transportation improvement projects involved an iterative review process involving the CVTPO TTC (representing each of the localities and GLTC), CVPDC staff, and VDOT. Through successive rounds of review, the team refined project scopes and descriptions, updated planning-level cost estimates, and validated project evaluation criteria and scoring. The review process helped shape clearer project definitions and a prioritized list of possible transportation improvements that reflect regional needs and implementation feasibility.

5.3.4 Public Review

Describe how the public was provided an opportunity to review and comment on proposed projects and priorities before final adoption.

TBD

6.0 Financial Plan & Implementation

Demonstrate how the recommended transportation system can be implemented within reasonably anticipated revenues and identify the programs, partners, and strategies available to advance regional priorities.

6.1 Financial Planning Approach

The project list developed out of Connect Central Virginia 2050 used performance-based scoring methodology to evaluate and prioritize candidate transportation projects. Rather than ranking projects solely by estimated cost or by the magnitude of a single transportation problem, the methodology considered the broader range of benefits, impacts, and implementation considerations associated with each project. The resulting scores provided a common basis for comparing projects with different purposes, costs, and geographic scopes, producing a ranked list that reflects overall cost-benefit and transportation value rather than simply favoring the largest or most expensive projects.

Project costs were developed using VDOT's cost-estimating tool to provide reasonable, planning-level cost projections. Because these estimates are intended for long-range planning rather than final project design, they provide a consistent basis for comparing relative costs while recognizing that actual project costs may change as projects advance through preliminary engineering, environmental review, right-of-way acquisition, and final design.

6.2 Transportation Funding

6.2.1 Major Funding Programs

The Central Virginia TPO has a variety of funding options available to finance transportation projects. Because these programs are becoming increasingly

competitive, the overall ranking process evaluates each project's potential return on investment to identify projects that provide the greatest value to the locality.

Processing each project's ranking is also intended to help the participating localities understand what each project is designed to accomplish and what transportation needs it addresses. By understanding the individual project scope, goals, anticipated benefits, and estimated costs, localities can better position projects for potential funding opportunities. Depending on the characteristics of a project, this may allow the locality to pursue applicable state and federal transportation funding programs, while using the plan's prioritization and supporting analysis to demonstrate the project's regional significance and anticipated benefits.

6.2.1.A State Programs

SMART SCALE

Purpose: SMART SCALE is a statewide, performance-based program designed to allocate transportation funding to projects that provide the greatest benefit relative to the requested investment. Projects are evaluated through a consistent, objective, and transparent process that considers six key factors: safety, congestion mitigation, accessibility, environmental quality, economic development, and land use. Project benefits are evaluated relative to the amount of SMART SCALE funding requested, allowing projects with different scopes and costs to be compared based on their overall value and anticipated transportation benefits.

Funding: There are two primary funding pathways within the SMART SCALE process: the Construction District Grant Program (DGP) and the High Priority Projects Program (HPP). Projects applying for DGP funding compete with other eligible projects within the same VDOT construction district, while projects applying for HPP funding compete with eligible projects statewide. A project may be eligible to compete for funding through both programs. The Commonwealth Transportation Board (CTB) retains final authority to select projects for inclusion in the Six-Year Improvement Program and may consider additional factors beyond the SMART SCALE score when making its funding decisions.

Eligible Projects: Applications submitted for SMART SCALE funding must address an eligible transportation need identified in VTrans. Depending on the applicant and funding program, eligible needs may include improvements to Corridors of Statewide Significance, Regional Networks, Urban Development Areas, and specified safety needs. Eligible project types can include highway improvements such as widening, operational improvements, access management, intelligent transportation systems, and safety improvements; transit and rail capacity expansion; bicycle and pedestrian improvements;

and transportation demand management strategies, including vanpool, carpool, trip-reduction programs, and park-and-ride facilities.

Eligible Applicants: Projects may be submitted by regional entities including MPOs and PDCs, along with public transit agencies, counties, cities, and towns that maintain their own infrastructure. Projects pertaining to UDAs can only be submitted by localities.

Evaluation Criteria: There are five factor areas evaluated for all projects: Safety, congestion mitigation, accessibility, environmental quality, and economic development. MPOs with a population greater than 200,000 are also evaluated by land use policy consistency.

Highway Safety Improvement Program (HSIP)

Purpose: The Highway Safety Improvement Program (HSIP) is a core federal-aid program designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including state- and locally maintained roads.

Funding: The federal share for highway safety improvements is 90%, with certain types of projects (including, as relevant to this study, maintaining retro-reflectivity of pavement markings and the installation of traffic signs) eligible to be funded at 100%. VDOT provides state funding to cover the required non-federal match for typical Virginia HSIP projects, allowing eligible safety projects to be fully funded without a local contribution.

Eligible projects: Projects are selected by identifying high-crash hot spots or corridors, through evaluating crash history, crash risk, roadway characteristics, and other relevant safety data, requiring safety countermeasures to reduce fatalities and severe injury collisions.

Eligible applicants: Localities and VDOT districts may submit projects for consideration for VHSIP funding.

Evaluation criteria:

- Eligible proposals are prioritized based on their potential to reduce fatal and severe injury crashes and crash risk relative to the cost of the proposed improvement.
- Consideration of applications include the number of fatal and severe injury crashes, effectiveness and validity of the proposed countermeasure, expected safety benefits, project cost and delivery timeframe, and consistency with Virginia's Strategic Highway Safety Plan.
- To achieve the maximum benefit, the focus of the program is on cost-effective use of funds allocated for safety improvements.

Transportation Alternatives

Purpose: This program provides federal funding for community-based transportation projects that

expand non-motorized travel choices, improve safety and quality of life, strengthen local economics, and enhance the cultural, historical, and environmental aspects of transportation infrastructure. The TA program focuses on supporting pedestrian and bicycle facilities, as well as other community improvements, such as Safe Routes to School projects, recreational trails, and historic preservation and rehabilitation of transportation facilities.

Funding: TA is a federal reimbursement program; funds are not provided as an upfront grant payment. Project sponsors must have sufficient funds available to pay eligible projects before submitting the required documentation for reimbursement. The program reimburses up to 80% of eligible project costs, with a minimum 20% local match required.

Eligible projects:

- Pedestrian and bicycle facilities (sidewalks, bicycle lanes, shared-use paths, crosswalks, pedestrian refuge islands, etc.)
- Pedestrian and bicycle planning & data activities (plans, maps, data collection)
- Accessibility improvements
- Safe Routes to School (infrastructure and non-infrastructure activities)
- Recreational trails and trail-related improvements
- Historic preservation and transportation-related community improvements
- Transit and multimodal improvements

Eligible applicants: Local governments, including counties, cities, and qualifying towns; Metropolitan Planning Organizations (MPOs) serving urbanized areas of 200,000 or fewer; regional transportation authorities; eligible public transit agencies; natural resource or public land agencies; school districts, local educational agencies, or schools; Tribal governments; and other local or regional entities responsible for overseeing transportation or recreational trails.

Evaluation criteria:

- Project funding.
- Project concept and benefits.
- Project's readiness to proceed.
- Applicant's prior performance in delivering transportation projects.

VDOT Revenue Sharing

Purpose: This program provides matching funds to eligible localities for transportation projects to construct, reconstruct, improve, or maintain highway systems or for eligible rural additions.

Funding: The Commonwealth Transportation Board (CTB) allocates the project funding. Locality funds are matched with state funds with statutory limitations on the amount of state funds authorized per locality

and per project.

Eligible Projects:

- Supplemental funding for projects listed in the adopted Six-Year Improvement Plan.
- Construction, reconstruction, or improvement projects not included in the adopted Six-Year Improvement Plan.
- Improvements necessary for the specific subdivision streets otherwise eligible for acceptance into the secondary system for maintenance (rural additions).
- Maintenance projects consistent with the department's operating policies.
- New hard surfacing (paving).
- New roadway.
- Deficits on completed construction, reconstruction, or improvement projects.

Eligible applicants: Localities (county, city, town) may submit for Revenue Sharing funding.

Evaluation criteria:

- Priority 1: Construction projects that have previously received Revenue Sharing funding.
- Priority 2: Construction projects that meet a transportation need identified in the Statewide Transportation Plan (VTrans) or projects that will be accelerated in a locality's capital improvement plan.
- Priority 3: Projects that address deficient pavement resurfacing and bridge rehabilitation.
- Priority 4: All other projects.

6.2.1.B VDOT Road Maintenance

VDOT Highway Maintenance and Operations funds are applied towards the preservation, maintenance, and operation of Virginia's existing roads. A wide variety of maintenance activities include management of pavement, bridge structures, and guardrails, traffic signals, ITS and traffic operations systems, and signs and pavement markings. Maintenance may also include routine and preventative activities, such as ditch and drainage maintenance, bridge-deck cleaning, pothole patching, debris removal, snow and ice removal, equipment management, emergency and incident response, and other activities necessary to maintain safe and efficient transportation operations.

6.2.1.C Transit Funding

DRPT MERIT Transit Operating Assistance

Purpose: The Virginia Department of Rail and Public Transportation (DRPT) provides state operating assistance through the Making Efficient and Responsible Investments in Transit (MERIT) program to support the ongoing operation of eligible public

transportation services throughout Virginia. The funding directly supports transit agencies improve transit reliability, increase access to housing and employment centers, and expand public transportation mobility options.

Funding: State operating assistance is distributed using a performance-based allocation methodology. DRPT operating assistance may fund up to 30 percent of eligible operating expenses borne by public transportation operators.

Eligible Projects: Eligible expenses generally include costs associated with the operation of public transportation services, including the personnel and other resources necessary to provide transit service.

Eligible Applicants: Eligible public transportation operators receiving state operating assistance.

Evaluation Criteria: Funding is allocated using DRPT's performance-based methodology, which considers transit agency performance and eligible operating expenses, including assessing current ridership and frequency of service, relative to operating cost.

Transit Ridership Incentive Program (TRIP)

Purpose: The Virginia Department of Rail and Public Transportation (DPRT) provides state funding to improve the accessibility, safety, and regional significance of public transportation networks.

Funding: Applicants may apply for up to five years of funding. If a multi-year grant is provided, the funding will follow a step-down scheme; over time, local funding will increase as the project develops and the provided state funding will decrease.

Eligible Projects: Projects may promote regional transit connectivity, zero and reduced fare, public safety, and passenger amenities and facilities improvements, or other related planning and capital investments.

Eligible Applicants: Depending on the funding category, eligible applicants may include transit agencies, MPOs, PDCs, and local governments. The Metropolitan Statistical Area (MSA) must consist of one or more counties that contain a city of 50,000 or more inhabitants or contain a Census Bureau-defined urbanized area (UA) and have a total population of at least 100,000.

Evaluation Criteria: Projects are evaluated to determine whether the proposed improvement will meet a measurable target, such as ridership projection, emissions reduction, or decreasing single occupancy vehicle trips. Applicants must demonstrate project readiness, as well as a financial plan that includes the step-down model.

6.2.1.D Federal Discretionary Funding Better Utilizing Investments to Leverage Development (BUILD)

Purpose: The BUILD Transportation Grants program provides federal funding for surface transportation projects that have a significant local or regional impact and advance national transportation priorities.

Funding: BUILD is a competitive federal discretionary grant program administered by the U.S. Department of Transportation. Funding is available for eligible capital projects and certain planning activities across multiple surface transportation modes. For rural capital projects, the minimum award size is \$1 million; for urban capital projects, the minimum award size is \$5 million. Planning projects do not have a minimum award size. Funding of urban projects require a 20% local match, whereas if the project is located within a rural area or is designated as an Area of Persistent Poverty or a Historically Disadvantaged Community, the project is eligible to receive 100% federal funding.

Eligible Projects: Projects may include roadway, bridge, public transportation, passenger and freight rail, certain port and airport infrastructure projects, and other surface transportation improvements, as well as eligible planning projects.

Eligible Applicants: Eligible applicants include states, MPOs, local governments, transit agencies, Tribal governments, and other eligible public entities.

Evaluation Criteria: Projects are evaluated based on criteria established by USDOT, including safety, environmental sustainability, quality of life, mobility and connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation.

Bridge Investment Program (BIP)

Purpose: The Bridge Investment Program provides federal funding to improve the condition, safety, efficiency, and reliability of bridges and to reduce the number of bridges in poor condition or at risk of deteriorating into poor condition. There are three categories within the program: 1) planning and feasibility grants; 2) bridge projects; and 3) large bridge projects.

Funding: BIP is a competitive federal program administered by the Federal Highway Administration. Funding opportunities are provided for eligible bridge planning and capital projects, including major bridge investments.

Eligible Projects: The maximum federal share is dependent on project type. Large bridge projects have a maximum federal share of 50%, bridge projects have a maximum federal share of 80%, and off-system bridges have a maximum federal share of 90%.

Eligible Applicants: Eligible applicants include states, MPOs, local governments, and other public entities authorized under the program.

Evaluation Criteria: Projects are evaluated based on criteria established by FHWA, including bridge condition, projections of further deterioration, safety, movement of people and freight, transportation benefits, cost effectiveness, project readiness, and other statutory program considerations.

Safe Streets and Roads for All (SS4A)

Purpose: The Safe Streets and Roads for All program provides competitive federal funding to prevent roadway deaths and serious injuries and support implementation of comprehensive safety strategies. The grant consists of two categories: 1) Planning and Demonstration Grants; and 2) Implementation Grants.

Funding: Funding is awarded competitively by USDOT for both safety planning and implementation activities. Both Planning and Demonstration and Implementation projects have a 80% federal share, with a 20% local match.

Eligible Projects: Eligible activities include development or refinement of comprehensive safety action plans and implementation of roadway safety improvements identified through an eligible safety planning process.

Eligible Applicants: MPOs, local governments, certain regional entities, and other eligible public entities.

Evaluation Criteria: Applications are evaluated based on the applicable federal funding notice, including demonstrated safety need, safety impact, implementation capability and effectiveness, and alignment with an eligible safety action plan.

6.2.1.E Other Funding

Development Proffer

Purpose: Developer contributions, known as proffers, are typically cash amounts, dedicated land, and/or in-kind services that are voluntarily granted to the locality to partially offset future capital facility costs associated with specific land developments. Recent legislation has limited the ability of local governments to receive proffers, but through the re-zoning process developers may still consider providing infrastructure improvements.

Funding: The cost of the program can be financed with developer contributions.

Eligible projects:

- Re-zoning or special use permit requests that permit residential and/or commercial uses in accordance with this policy.
- Limited to offsetting impacts that are directly attributable to new development.

Eligible Applicants: Any land developers seeking a re-zoning or special use permit.

6.2.2 Revenue Forecast

Table 7. Revenue Forecast for FY26-50

Funding Category	Estimated Funding FY26-50
Administrative	\$159,052,139
District Grant Program	\$369,065,252
High Priority Projects	\$203,805,077
Maintenance - Localities	\$485,627,592
Maintenance - VDOT	\$1,658,610,534
Other Federal Funding	\$12,821,727
Right of Way Fees	\$865,324
State of Good Repair	\$336,044,528
VA Safety Funds	\$105,240,526
Total	\$3,331,132,698
Total to be Used for LRTP Projects	\$1,026,977,109

The financial plan for Connect Central Virginia 2050 is based on long-range transportation revenue estimates developed for the CVTPO in coordination with VDOT. These estimates provide a planning-level forecast of transportation funding anticipated to be available within the region from FY 2026 through FY 2050. Actual funding levels will vary from year to year based on federal and state revenues, funding formulas, project allocations, and future transportation funding decisions.

VDOT estimates approximately \$3.33 billion in total transportation funding for the CVTPO region between FY 2026 and FY 2050. This total includes funding associated with administration, construction programs, roadway maintenance, state of good repair, safety, and other federal and state transportation programs.

A substantial portion of the total forecast is dedicated to maintaining and operating the existing transportation system or is otherwise not available for programming new projects. For purposes of developing the fiscally constrained project list, approximately \$1.03 billion is estimated to be available through funding sources that may support transportation improvements over the 2050 planning period.

6.3 Fiscally Constrained 2050 Plan

REFER TO FED REQUIREMENTS # 32, 33, 42, 50, 51, 52, 54, 55, 56

6.3.1 Constrained Project List

REFER TO FED REQUIREMENTS # 32, 33, 42, 50, 54, 55, 56

The fiscally constrained project list reflects the transportation investments that can reasonably be advanced within the funding anticipated to be available through 2050 (See Table 9). Available revenues are allocated across several categories:

Debt Service Projects: Funding required to repay debt associated with previously completed or committed transportation investments. These costs represent existing financial obligations and are accounted for before funding is available for additional projects.

Committed Projects: Projects for which funding has already been programmed or committed through an existing federal, state, regional, or local funding source.

Current Projects: Transportation projects that are currently underway or advancing through planning, design, right-of-way, or construction and require funding during the LRTP planning period.

Current Applications: Projects for which funding is currently being sought through competitive or other transportation funding programs, but for which funding has not yet been awarded or committed.

Remaining Constrained Projects: Additional priority projects identified through the LRTP that can be accommodated within the remaining reasonably anticipated revenues after accounting for existing obligations, committed projects, current projects, and current funding applications.

Note: Certain projects, such as studies and debt service projects, were not included in the cost/

benefit analysis rankings. Projects with rankings are ranked out of 174 total projects based on the Cost-Benefit Analysis as described in Section 5.3. To see lists of all projects, see Appendix C.

Table 8. Constrained Projects by Category

Constrained Project List Category	Cost	% of Total
Debt Service Projects	\$15,434,457	2%
Committed Projects	\$85,547,432	8%
Current Projects	\$435,655,757	42%
Current Applications	\$218,913,013	21%
Remaining Constrained Projects	\$269,876,174	26%
Total	\$1,025,426,833	

Funding Projections Breakdown
FY2026-2050

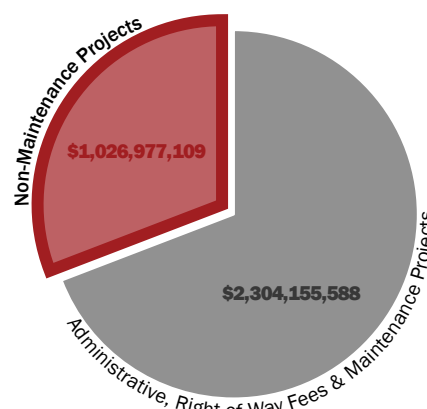


Figure 22. Funding Estimates for FY2026-2050

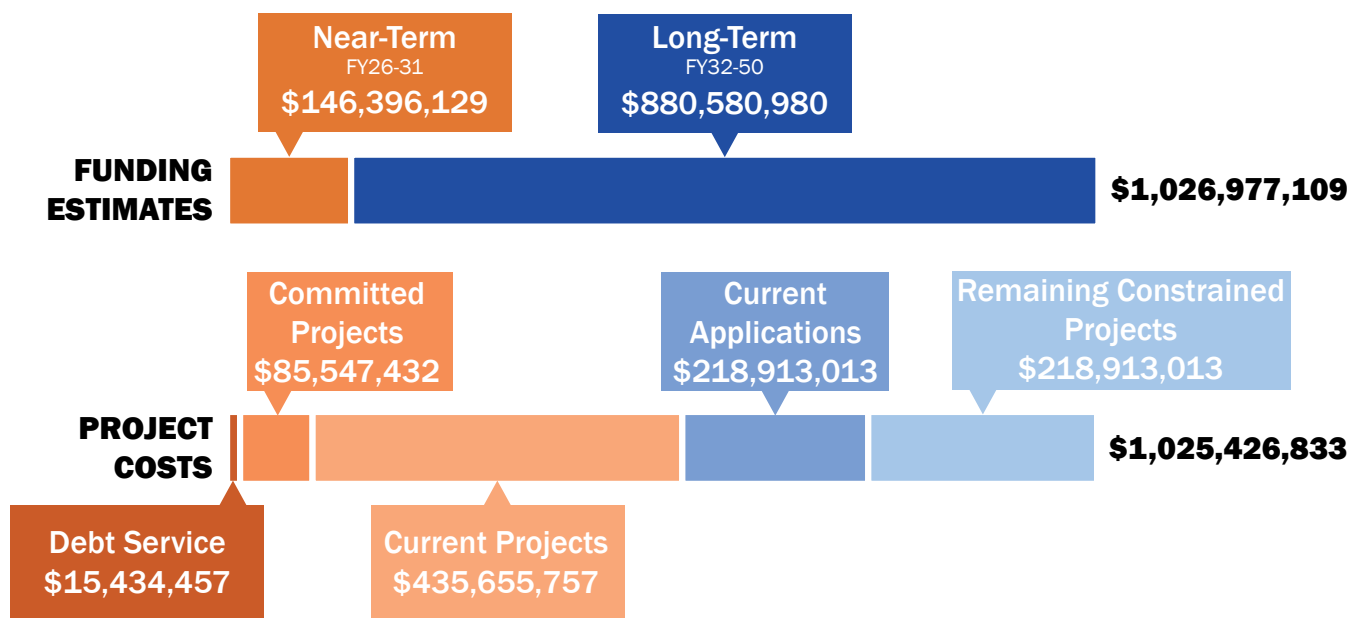


Figure 23. Funding Estimates & Project Costs

6.3.2 Demonstration of Fiscal Constraint

Compare anticipated revenues with estimated project, operations, maintenance, and other applicable costs to demonstrate that the adopted 2050 plan is financially feasible.

The fiscally constrained transportation improvement project list is developed based on a reasonable estimate of anticipated state and local transportation funding through the year 2050. Available funding may be allocated to projects based on project eligibility, prioritization, and scoring criteria. This process helps prioritize investments that provide the greatest transportation benefits within the available funding constraints, promoting cost-effective and efficient use of limited resources over the 25-year planning horizon.

Funding estimates for the 2026-2050 planning horizon are presented in Figure 21. These funding projections were developed in coordination with VDOT and reflect the anticipated availability of transportation funding over the specified timeframe. The estimated funding for “Non-Maintenance Projects” was subsequently categorized into two implementation timeframes: Near-Term (2026-2031) and Long-Term (2032-2050).

Figure 22 demonstrates the fiscal constraint of the projects list, consisting of Near-Term and Long-Term funding estimates. Projects categorized as Debt Service, Committed Projects, and Current Projects are likely to be funded within the near-term timeframe and projects categorized as Current Applications and Remaining Constrained Projects are likely to be funded within the long-term timeframe.

6.4 Implementation

Implementation of Connect Central Virginia 2050 will require continued coordination among the CVTPO, its member jurisdictions, VDOT, GLTC, and other regional, state, and federal partners. The projects and strategies identified in the LRTP provide a framework for future transportation investment and will help guide regional funding and programming decisions through the 2050 planning horizon.

The CVTPO will support implementation by working with regional partners to advance priority projects through available federal, state, regional, and local funding programs. This may include supporting funding applications, coordinating regional priorities, conducting or supporting additional planning and feasibility studies, and assisting projects as they move from planning into design, environmental review, and construction. The CVTPO will also encourage local and regional partners to consider projects identified in the LRTP when developing capital programs and pursuing competitive transportation funding.

Because funding opportunities, project needs, and regional priorities will continue to evolve, implementation will be an ongoing process. Inclusion in the LRTP does not guarantee funding or establish a specific implementation schedule. Projects may advance at different times based on available funding, project readiness, local and regional priorities, and coordination with implementing agencies.

6.4.1 Near-Term & Long-Term Actions

Implementation of the LRTP will occur incrementally over the planning horizon. In the near term, the CVTPO and its partners will focus on advancing projects that are ready for funding or further project development, including projects already included in transportation improvement programs, capital programs, or competitive funding applications. Near-term activities may also include additional planning, feasibility studies, preliminary engineering, and other work needed to prepare priority projects for future funding opportunities.

Longer-term projects and strategies will be advanced as funding becomes available and as additional planning and project development occur. These projects will remain part of the region’s long-range transportation framework and may move forward as conditions, priorities, and funding opportunities change. The timing and scope of individual projects may be refined through future studies and subsequent LRTP updates.

6.4.2 Plan Monitoring & Updates

The CVTPO will monitor implementation of Connect Central Virginia 2050 through its ongoing metropolitan transportation planning and programming activities. This will include tracking progress on federally required transportation performance measures, the advancement and completion of LRTP projects, major changes in transportation funding, and changes in regional growth, travel patterns, transportation needs, and other planning assumptions.

As projects are completed, new needs are identified, or funding and regional conditions change, the LRTP may be amended or updated as appropriate. The CVTPO will also periodically review progress toward applicable federal and state performance targets and consider this information in future planning and investment decisions. The LRTP will be updated in accordance with federal requirements to ensure that the region’s long-range transportation priorities, financial assumptions, and recommended investments remain current through the planning horizon.

DEBT SERVICE PROJECTS

ID	Title	Locality	Cost	Rank
CNTC.1	#HB2.FY17 RTE 682 - RECONSTRUCTION GARVEE DEBT SERVICE (Garvee debt service for UPC 109550)	Amherst County	\$1,837,240	N/A
CNTC.2	#HB2.FY17 ODDFELL'S RD SEG B2 RECON GARVEE DEBT SERVICE (Garvee debt service for UPC 109554)	City of Lynchburg	\$5,655,504	N/A
CNTC.3	UR-6056 - D/B WIDEN FR 2-4 LNS (GREENVIEW DR) DEBT SERVICE (Garvee debt service for UPC 106320)	City of Lynchburg	\$2,730,803	N/A
CNTC.4	RTE 29/460 - D/B INTERCHANGE & EXTENSION (ODD FELLOWS ROAD)	City of Lynchburg	\$1,549,672	N/A
CNTC.6	RTE 29/460 - INTCHG & EXT (ODD FELLOWS RD) DEBT SERVICE (Garvee debt service for UPC 105515)	City of Lynchburg	\$3,661,237	N/A
Debt Service Projects Total			\$15,434,457	

COMMITTED PROJECTS

ID	Title	Locality	Cost	Rank
CNTC.7	#HB2.FY17 Route 221 Congestion and Safety Improvements	Bedford County	\$2,779,824	N/A
CNTC.9	#SGR21VB - RTE 666 OVER ELK CREEK (STR. 2781) - TOTAL REHAB	Bedford County	\$4,824,752	N/A
CLTC.6	PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE	VDOT	\$419,172	16
CLTC.4	#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD	VDOT	\$1,997,000	39
CLTC.5	SAFETY PRESCOPING - LYNCHBURG	VDOT	\$6,150,760	82
CLTC.8	RTES 1520 & 9070 - CONSTRUCT SIDEWALK	Campbell County	\$10,852,949	94
CNTC.8	#SMART22 - Blackwater Rd (668) at Rte 460 Intersection	Bedford County	\$10,411,513	103
CLTC.3	ATMS - PHASE 1, 2, 3, 4	VDOT	\$19,528,725	125
CLTC.1	RTE 29 NBL - BRIDGE & APPR. OVER NS RR FED. ID. NO. (04144)	Campbell County	\$28,582,737	136
Committed Projects Total			\$85,547,432	

CURRENT PROJECTS

ID	Title	Locality	Cost	Rank
SS4AE.48	Oakley Ave/Memorial Ave Intersection Improvements	City of Lynchburg	\$12,000	3
SS4AN.20	Richmond Hwy/Stonewall Rd Intersection Improvements	Campbell County	\$20,000	6
VDOT.36	Mountain View Dr	Campbell County	\$158,363	12
VDOT.29	Kingswood Lane Upgrades	Campbell County	\$236,211	14
VDOT.22	Springfield Road	Campbell County	\$251,998	15
VDOT.14	Segment Improvement on US 60 Between Wash. St. and Rt. 29	Town of Amherst	\$1,252,829	29
VDOT.16	Seminole Drive Right Turn Lane	Amherst County	\$1,595,506	34
VDOT.18	Lynchburg Expressway and S Amherst Hwy Intersection	Amherst County	\$2,186,925	36
VDOT.6	Lynchburg Industry Sidewalk Improv. 2	City of Lynchburg	\$1,847,029	38
CBP.14	Florida Ave Sidewalk (Greenfield Dr to 300' north of Jubilee Dr)	City of Lynchburg	\$2,291,711	42
V.12	Lynchburg Expy Expansion (Amherst St to Lyttleton Ln)	Amherst County	\$2,186,925	43
CBP.4	John Lynch Bridge Multiuse Trail	City of Lynchburg	\$3,020,000	44
VDOT.17	Dillard Road Right Turn Lane	Amherst County	\$2,300,582	46
VDOT.2	Link Road Intersection Improvements	City of Lynchburg	\$3,025,286	53
VDOT.4	Lakeside Dr Widening/Ped Improvements	City of Lynchburg	\$3,054,359	55
VDOT.3	Wards Ferry Turn Lane	City of Lynchburg	\$3,089,568	57
VDOT.43	East Lynchburg Salem Tpk/Meade Rd Restricted Crossing U-Turn	Bedford County	\$3,800,000	62
VDOT.15	Route 29B at Amherst Highway - Dillard Rd and Lakeview Rd	Amherst County	\$6,741,992	78
VDOT.13	Town of Amherst Pedestrian Improvements	Town of Amherst	\$8,752,464	90
VDOT.25	Route 29 Safety Improvements - Northern Section	Campbell County	\$11,008,829	93
V.11	Woodys Lake Rd Roadway Reconstruction (US 29 Business to end)	Amherst County	\$8,350,000	96
VDOT.26	Route 29 Safety Improvements - Middle Section	Campbell County	\$10,881,317	98
VDOT.1	Breezewood Drive Reconstruction	City of Lynchburg	\$10,915,341	104
VDOT.34	US 501 Bus - Langhorne and Vassar Roundabout	City of Lynchburg	\$9,745,360	105
VDOT.8	Wards Ferry Rd and CVCC Campus Drive Roundabout	City of Lynchburg	\$12,096,998	109
VDOT.20	Candlers Mountain Rd – Other Turn Lanes	Campbell County	\$12,377,731	116
VDOT.49	Peaks to Creek Multi-Use Trail	City of Lynchburg	\$15,000,000	117

CURRENT PROJECTS

ID	Title	Locality	Cost	Rank
VDOT.50	Forest Rd Improvements (Cloverhill Blvd to Ambassador Dr)	Bedford County	\$23,400,000	121
VDOT.46	Wards Road at Candler's Mountain Rd/Sheffield Dr.	City of Lynchburg	\$21,566,388	123
VDOT.30	Phase 2 Lynbrook Road Reconstruction	Campbell County	\$18,668,395	126
VDOT.5	Hollins Mill Bridge Replacement with Pedestrian Features	City of Lynchburg	\$19,893,714	132
VDOT.19	Timberlake Rd Improvements (Greenview Dr to Laxton Rd)	Campbell County	\$33,364,620	138
VDOT.21	Route 29 Safety Improvements - Southern Section	Campbell County	\$30,407,170	142
VDOT.9	Candler's Mountain Rd Interchange Improvements	City of Lynchburg	\$55,433,709	155
VDOT.11	RTE 221/501 - INTERSECTION IMPROVEMENTS	City of Lynchburg	\$96,722,437	165
Current Projects Total			\$435,655,757	

CURRENT APPLICATIONS

ID	Title	Locality	Cost	Rank
VDOT.37	Lynbrook / Waterlick / Lawyers Roundabout	Campbell County	\$18,805,662	120
VDOT.39	Route 501 / 24 Intersection Improvements	Campbell County	\$18,692,671	122
VDOT.44	Campbell Ave. Woodrow Street to US-460	City of Lynchburg	\$20,868,061	127
VDOT.40	English Tavern & Sunnymeade / Suburban Intersections	Campbell County	\$19,152,786	130
VDOT.48	CVTC Connector Road	Amherst County	\$24,481,075	145
VDOT.47	Campbell Avenue Pedestrian Improvements Florida Ave. to Kemper Street	City of Lynchburg	\$37,640,606	146
VDOT.32	Candler's Mntn Rd/460 & Liberty Mntn Dr Roundabout	City of Lynchburg	\$30,859,391	149
VDOT.45	Wards Road Walmart South Entrance to Old Wards Road Displaced Left Turn	City of Lynchburg	\$48,412,761	153
Current Applications Total			\$218,913,013	

REMAINING CONSTRAINED PROJECTS

ID	Title	Locality	Cost	Rank
SS4AN.18	Oxford Furnace Rd/Rustic Ln Improvements	Campbell County	\$5,000	1
SS4AN.8	Amherst Hwy Improvements (Seminole Plaza to Lakeview Dr)	Amherst County	\$10,000	2
SS4AN.12	US-60/Union Hill Rd Intersection Improvements	Amherst County	\$15,000	4
SS4AE.12	Forest Rd/Cottontown Rd Intersection Reconstruction	Bedford County	\$20,000	5
SS4AN.1	Amelon Expy/Dixie Airport Rd Intersection Reconstruction	Amherst County	\$20,000	7
SS4AN.6	Amherst Hwy/Dillard Rd Intersection Reconstruction	Amherst County	\$30,000	8
CBP.9	Rivermont Ave Bike Lanes (5th St to D St)	City of Lynchburg	\$35,147	9
V.52	Enterprise Dr Signal Timings Analysis	City of Lynchburg	\$100,000	10
CNA.1	Candlers Mountain Rd/Murray Pl Intersection Reconstruction (Short-Term)	City of Lynchburg	\$111,832	11
CBP.8	Wards Ferry Rd/Simons Run Multimodal Intersection Improvements	City of Lynchburg	\$191,712	13
V.51	Rutledge Creek Bike-Ped Crossing	Town of Amherst	\$400,000	17
SS4AE.57	Timberlake Rd Improvements (Sandusky Dr to Memorial Ave) Option 2	City of Lynchburg	\$650,000	18
SS4AN.4	Amherst Hwy Roadway Reconstruction (S Coolwell Rd to Winesap Rd)	Amherst County	\$650,000	19
SS4AN.5	Amherst Hwy/Elon Rd Intersection Reconstruction	Amherst County	\$650,000	20
SS4AN.3	Amelon Expy/Amelon Center Pkwy Intersection Reconstruction	Amherst County	\$700,000	21
SS4AN.13	US-460/Blackwater Rd Intersection Reconstruction	Bedford County	\$650,000	22
SS4AN.26	Memorial Ave Multimodal Improvements (Park Ave to Langhorne Rd)	City of Lynchburg	\$1,000,000	23
SS4AE.41	Old Forest Rd/Ardmore Dr/Forest Brook Rd Sidewalks	City of Lynchburg	\$1,200,000	24
SS4AE.26	Waterlick Rd/Mistletoe Dr/Barbour Dr Intersection Improvements	Campbell County	\$850,000	25
CBP.6	Laxton Rd Sidewalks (Enterprise Dr to Timberlake Rd)	Campbell County	\$1,278,080	26
CNA.27	Timberlake Rd/Timber Ridge II Apartments Restricted Crossing U-Turn	City of Lynchburg	\$1,365,948	27
SS4AE.61	Oakley Ave Improvements (Norma St to Euclid Ave) Option 4	City of Lynchburg	\$1,500,000	28
V.54	Route 130/Dillard Rd Turn Lane Improvements	Amherst County	\$1,300,000	30
CBP.1	South Amherst Hwy Sidewalk (Woody's Lake Rd to Dillard Rd)	Amherst County	\$1,837,240	31
SS4AE.62	Old Forest Rd Sidewalks (Kings Dr to Link Rd)	City of Lynchburg	\$2,000,000	32
CBP.13	Rock Castle Creek Greenway	City of Lynchburg	\$1,549,672	33
SS4AN.23	Fort Ave/Improve signal timing and coordination/Improve bus stop accessibility Improvements	City of Lynchburg	\$2,300,000	35

REMAINING CONSTRAINED PROJECTS

ID	Title	Locality	Cost	Rank
CNA.36	Elon Rd/Berg Dr Intersection Reconstruction	Amherst County	\$1,826,057	37
CNA.16	Graves Mill Rd/Creekside Dr Roadway Reconstruction	City of Lynchburg	\$2,556,160	40
SS4AN.2	Amelon Expy/US 29 NB Off Ramp Intersection Reconstruction	Amherst County	\$2,200,000	41
CNA.13	Campbell Ave Road Reconfiguration (Fairview Ave to Florida Ave)	City of Lynchburg	\$3,450,816	45
CBP.11	Riveredge and JRHT Extension	Amherst County	\$2,730,803	47
SS4AE.63	Langhorne Rd Improvements (Halsey Rd to Tate Springs Rd)	City of Lynchburg	\$3,100,000	48
CBP.3	South Main St Multimodal Improvements (Lexington Tpk to 2nd St)	Town of Amherst	\$2,779,824	49
V.56	Bike-Ped Connection Between John Lynch Memorial Bridge and Riveredge Park	Amherst County	\$2,900,000	50
SS4AN.7	Amherst Hwy/Town Center Apartments Intersection Reconstruction	Amherst County	\$3,400,000	51
CNA.26	Timberlake Rd Improvements (Whitten Timberlake Chapel Entrance to Heritage Business Center Entrance)	City of Lynchburg	\$2,987,512	52
CNA.4	South Amherst Hwy Traffic Operations/Signal Coordination/ATPSM Upgrades	Amherst County	\$3,994,000	54
SS4AE.59	Oakley Ave Improvements (Norma St to Euclid Ave) Option 2	City of Lynchburg	\$3,900,000	56
SS4AE.39	Leesville Rd/Waterlick Rd Roundabout	Campbell County	\$3,900,000	58
CNA.6	Candlers Mountain Rd/Mayflower Dr Intersection Reconstruction	City of Lynchburg	\$4,473,280	59
V.21	Boonsboro Rd/Winding Creek Ln Roadway Reconstruction	Bedford County	\$3,003,488	60
CBP.5	Forest Rd/Lakeside Dr Sidewalks (Forest Dale Dr to Forest Brook Rd)	Bedford County	\$5,112,320	61
SS4AE.54	Timberlake Rd Improvements (Old Graves Mill Rd to Oakmont Cir)	City of Lynchburg	\$4,700,000	63
CBP.10	Forest Rd Sidewalk Improvements (Thomas Jefferson Rd to Enterprise Dr)	Bedford County	\$5,655,504	64
SS4AE.11	Forest Rd/Perrowville Rd/Ashwood Park Rd Roadway Reconstruction	Bedford County	\$4,600,000	65
SS4AE.38	Leesville Rd/US-460 WB Off-Ramp Roundabout	Campbell County	\$3,900,000	66
CNA.2	Timberlake Rd/Sunny Bank Dr Restricted Crossing U-Turn	Campbell County	\$4,776,824	67
SS4AE.37	Leesville Rd/Sunburst Rd/US-460 EB Off-Ramp Roundabout	Campbell County	\$3,900,000	68
CNA.9	Campbell Ave Roundabout and Road Reconfiguration (Kemper St to Otey St)	City of Lynchburg	\$6,070,880	69
SS4AE.46	Wards Rd/Wards Ferry Rd Intersection Reconstruction	City of Lynchburg	\$6,600,000	70
SS4AE.40	Leesville Rd Shared-Use Path (Wilson Dr to Timberlake Rd)	Campbell County	\$6,600,000	71
CNA.19	Lynchburg Hwy/New London Dr Restricted Crossing U-Turn	Campbell County	\$5,383,912	72
CNA.20	Graves Mill Rd/Gristmill Dr Roadway Capacity Expansion	Bedford County	\$5,591,600	73

REMAINING CONSTRAINED PROJECTS				
ID	Title	Locality	Cost	Rank
V.25	McConville Rd Extension	City of Lynchburg	\$3,882,168	74
CNA.5	Timberlake Rd/Brush Tavern Dr Restricted Crossing U-Turn	Campbell County	\$5,831,240	75
CBP.7	VUL Rail to Trail	City of Lynchburg	\$5,272,080	76
SS4AE.19	Timberlake Rd (US 460)/Enterprise Dr/Oakdale Cir Intersection Improvements	Campbell County	\$6,500,000	77
V.53	Route 60 Bike-Ped Crossing	Town of Amherst	\$7,000,000	79
SS4AE.56	Timberlake Rd Improvements (Sandusky Dr to Memorial Ave) Option 1	City of Lynchburg	\$7,300,000	80
CNA.18	Graves Mill Rd/McConville Rd Intersection Reconstruction	City of Lynchburg	\$6,390,400	81
SS4AE.35	Timberlake Rd Improvements (Waterlick Rd to Tomahawk Dr)	Campbell County	\$8,900,000	83
V.18	Colony Rd Reconstruction (Rt 163 to Rt 1034)	Amherst County	\$6,764,238	84
SS4AE.52	Wards Rd/Walmart/Sam's Club Intersection Reconstruction	City of Lynchburg	\$8,800,000	85
CNA.22	Lynchburg Expy/Carroll Ave Intersection Reconstruction	City of Lynchburg	\$8,387,400	86
SS4AE.60	Oakley Ave Improvements (Norma St to Euclid Ave) Option 3	City of Lynchburg	\$8,500,000	87
CNA.8	Timberlake Rd Improvements (Shelor Dr to Enterprise Dr)	Campbell County	\$9,122,296	88
CNA.38	Graves Mill Rd/US 501 Intersection Reconstruction	City of Lynchburg	\$10,448,304	89
CNA.11	Timberlake Rd Improvements (Wood Rd to Oakwood Plaza)	City of Lynchburg	\$8,930,584	91
V.55	New Roadway Connection between Mitchell Bell Rd and Dillard Rd	Amherst County	\$7,400,000	92
CNA.39	Richmond Hwy/Village Hwy Restricted Crossing U-Turn	Campbell County	\$10,048,904	95
CNA.15	Lynchburg Hwy/Turkey Foot Rd Improvements	Campbell County	\$9,885,949	97
Remaining Constrained Projects Total			\$269,876,174	

7.0 Appendix A: Federal Requirements Compliance Matrix

Cross-reference each applicable federal metropolitan transportation planning requirement to the section and page of Connect Central Virginia 2050 where the requirement is addressed.

[WILL FILL OUT WHEN COMPLETED]

8.0 Appendix B: Public Engagement Documentation

Provide detailed survey results, meeting summaries, comments, outreach documentation, and other supporting materials from the public participation process.

REFER TO FED REQUIREMENTS # 2, 63, 64, 65

[To compile later]

Requirement Reference Number	Federal Code Citation	Requirement	Page/Section Reference in this Document
1	(450.306(a))	MPO, State, and transit operators shall develop LRTPs and TIPs through a performance-driven, outcome-based process	
2	450.306(b)	Planning process shall be continuous, cooperative, and comprehensive (3C)	
3	450.306(b)(1)	Consider economic vitality	
4	450.306(b)(2)	Consider transportation safety	
5	450.306(b)(3)	Consider transportation security	
6	450.306(b)(4)	Consider accessibility and mobility of people and freight	
7	450.306(b)(5)	Consider environmental protection, energy conservation, quality of life, and consistency with growth patterns	
8	450.306(b)(6)	Consider system integration and connectivity across modes	
9	450.306(b)(7)	Consider efficient system management and operations	
10	450.306(b)(8)	Consider preservation of existing system	
11	450.306(b)(9)	Consider resiliency, reliability, and stormwater impacts	
12	450.306(b)(10)	Consider travel and tourism	
13	450.306(c)	Consideration of planning factors must be reflected in the planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.	

Requirement Reference Number	Federal Code Citation	Requirement	Page/Section Reference in this Document
14	450.306(d)(1)	Use a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) * and the general purposes described in 49 U.S.C. 5301(c).**: *Safety – Reduce fatalities & serious injuries Infrastructure Condition – SoGR Congestion Reduction – Decrease roadway congestion System Reliability – Improve transport efficiency Freight & Economic Vitality – Strengthen freight networks, rural connections to trade markets Environmental Sustainability – Protect & enhance natural environment Project Delivery Delays – Accelerate project completion, reduce regulatory burdens, improve practices ** Transit related purposes: Declaration of Policy – Foster public transit growth Funding Support – Support transit funding Project Delivery – Develop & Improve capital transit projects State of Good Repair – Set repair standards Transportation Planning – Enhance coordinated planning, promote 3Cs Technical Assistance – Aid transit providers Service Quality – Ensure high quality service, including individuals with disabilities, seniors, and individuals who depend on public transportation Research & Development – Advance transit innovation Workforce Development – Grow transit workforce	
15	450.306(d)(2)	Establish performance targets that address the performance measures or standards established under 23 CFR part 490* (where applicable), 49 U.S.C. 5326(c)**, and 49 U.S.C. 5329(d)*** to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization. *this gives specific data sets and mapping layers that must be included ** Public Transportation Targets: Secretary shall issue a final rule to establish performance measures based on the state of good repair standards established *** National public transportation safety plan, safety measures	
16	450.306(d)(2)(ii)	Coordinate Federal highway performance targets with State	
17	450.306(d)(2)(iii)	Coordinate transit targets with transit providers	

Requirement Reference Number	Federal Code Citation	Requirement	Page/Section Reference in this Document
18	450.306(d)(3)	Establish targets within 180 days of State/transit provider targets	
19	450.306(d)(4)	Integrate goals, objectives, measures, and targets from required State and transit plans - MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program...	
20	450.306(d)(4)(i)	Reference The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e)* and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326; * State shall develop a risk-based asset management plan for the National Highway System, goes on to give specs for NHS asset mgmt. plan ** The Secretary shall establish and implement a national transit asset management system, gives basic specs but not detailed	
21	450.306(d)(4)(ii)	Reference Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;	
22	450.306(d)(4)(iii)	Reference The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);	
23	450.306(d)(4)(iv)	Reference Other safety and security planning and review processes, plans, and programs, as appropriate;	
24	450.306(d)(4)(vi)	Reference Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);	
25	450.306(d)(4)(viii)	Reference Other State transportation plans and transportation processes required as part of a performance-based program.	
26	450.306(f)	Coordinate metropolitan planning process with statewide planning process (as required by 23 U.S.C. 135 and 49 U.S.C. 5304.*) *&*** Statewide and nonmetropolitan transportation planning ...each State shall develop a statewide transportation plan and a statewide transportation improvement program	
27	450.306(g)	Planning process shall be consistent with regional ITS architecture to maximum extent practicable as defined in 23 CFR part 940.* *Pertaining to conformance with the National Intelligent Transportation Systems Architecture and Standards	

Requirement Reference Number	Federal Code Citation	Requirement	Page/Section Reference in this Document
28	450.306(h)	Preparation of the coordinated public transit-human services transportation plan, as required by 49 U.S.C. 5310*, should be coordinated and consistent with the metropolitan transportation planning process. * Formula grants for the enhanced mobility of seniors and individuals with disabilities	
29	450.306(l)	CAN CONSIDER A SIMPLIFIED PLAN: In an urbanized area not designated as a TMA that is an air quality attainment area, the MPO(s) may propose and submit to the FHWA and the FTA for approval a procedure for developing an abbreviated metropolitan transportation plan and TIP. In developing proposed simplified planning procedures, consideration shall be given to whether the abbreviated metropolitan transportation plan and TIP will achieve the purposes of 23 U.S.C. 134, 49 U.S.C. 5303, and this part, taking into account the complexity of the transportation problems in the area. The MPO shall develop simplified procedures in cooperation with the State(s) and public transportation operator(s).	
30	450.324(a)	Transportation plan must cover at least a 20-year planning horizon... In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.	
31	450.324(a)	Consider planning factors over minimum 20-year forecast period	
32	450.324(b)	Include long-range and short-range strategies/actions	
33	450.324(b)	Provide for integrated multimodal transportation system	
34	450.324(c)	Update every 5 years (attainment areas)	
35	450.324(c)	Extend forecast period to at least 20 years when updating, to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon.	
36	450.324(c)	The MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year	
37	450.324(c) 450.324(e)	MPO approval required	
38	450.324(c)	Submit to Governor for information	
39	450.324(c)	Provide updated plans to FHWA and FTA	
40	450.324(e)	Use latest available estimates and assumptions for population, land use, employment, travel, congestion, economic activity; validated by MPO, State, & Public transportation operator.	
41	450.324(f)(1)	Current and projected transportation demand for people and goods	

Requirement Reference Number	Federal Code Citation	Requirement	Page/Section Reference in this Document
42	450.324(f)(2)	Existing and proposed transportation facilities; Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.	
43	450.324(f)(3)	Description of performance measures and targets;	
44	450.324(f)(4)	System performance report; evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d). *§450.306 Scope of the metropolitan transportation planning process.	
45	450.324(f)(4)(i)	Progress toward performance targets	
46	450.324(f)(5)	Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;	
47	450.324(f)(7)	Infrastructure preservation and resiliency assessment; preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.	
48	450.324(f)(8)	Transportation enhancement activities/intercity bus considerations; preserve and enhance intercity bus systems	
49	450.324(f)(10)	Environmental mitigation discussion; mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;	
50	450.324(f)(11)	Financial plan demonstrating implementation plan	

Requirement Reference Number	Federal Code Citation	Requirement	Page/Section Reference in this Document
51	450.324(f)(11)(i)	O&M cost and revenue estimates; system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)*) and public transportation (as defined by title 49 U.S.C. Chapter 53). * The term “Federal-aid highway” means a public highway eligible for assistance under this chapter other than a highway functionally classified as a local road or rural minor collector.	
52	450.324(f)(11)(ii)	Revenue estimates developed cooperatively	
53	450.324(f)(11)(iii)	Additional financing strategy recommendations; innovative financing	
54	450.324(f)(11)(iv)	In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).	
55	450.324(f)(11)(iv)	Year-of-expenditure cost estimates	
56	450.324(f)(11)(v)	... the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	
57	450.324(f)(11)(vii)	For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available	
58	450.324(f)(12)	Bicycle and pedestrian facilities; facilities in accordance with 23 U.S.C. 217(g).	
59	(450.324(g))	Consult land use, environmental, conservation, and historic preservation agencies	
60	450.324(g)	Consultation included: Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available.	

Requirement Reference Number	Federal Code Citation	Requirement	Page/Section Reference in this Document
61	450.324(h)	Integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.	
62	450.324(i)	Can do scenario planning, lists encouraged features to include.	
63	450.324(j)	Provide reasonable opportunity for public comment; individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under § 450.316(a).	
64	450.324(k)	Publish/make plan available for public review	
65	450.324(k)	Electronic availability to maximum extent practicable	

9.0 Appendix C: Complete Project List

Table 9. Scored/Ranked Projects (Ranked by Benefit Score Only)

ID Key

- **VDOT:** Funding Application Projects
From 2045 LRTP
- **CBP:** Constrained - Bike/Ped
- **CNTC:** Constrained - Near-Term Committed
- **CLTC:** Constrained - Long-Term Committed
- **CNA:** Constrained - New Additions
- **V:** Vision Projects

From CVPDC Safety Action Plan

- **SS4AE:** Safe Streets for All - Existing
- **SS4AN:** Safe Streets for All - New

Locality Key

- **LC:** City of Lynchburg
- **CoA:** Amherst County
- **CoB:** Bedford County
- **CoC:** Campbell County
- **ToA:** Town of Amherst
- **SW:** Statewide Project

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)

ID	Title	Locality	Description	Cost	Rank
SS4AE.41	Old Forest Rd/Ardmore Dr/ Forest Brook Rd Sidewalks	LC	Provide sidewalk connectivity on north side of Old Forest Rd Improve bus stops	\$1,200,000	1
SS4AE.31	Timberlake Rd Improvements (Beechwood Dr to Laxton Rd)	CoC	Install new turn lanes, install sidewalks, relocate transit stops	\$15,300,000	2
SS4AE.46	Wards Rd/Wards Ferry Rd Intersection Reconstruction	LC	"Widen SB Wards Rd to 3 lanes Construct 1 additional NB left turn lane Add sidewalk and crosswalk"	\$6,600,000	3
SS4AE.62	Old Forest Rd Sidewalks (Kings Dr to Link Rd)	LC	Install sidewalk on north side of Old Forest Rd	\$2,000,000	4
SS4AE.29	Timberlake Rd Improvements (Jordan Dr to Beechwood Dr)	CoC	Install RCUT at Sunny Bank Dr, install median at Shelor Dr, install sidewalks, relocate bus stops	\$16,200,000	5
CNA.13	Campbell Ave Road Reconfiguration (Fairview Ave to Florida Ave)	LC	Road Reconfiguration (restriping)	\$3,450,816	6
SS4AN.26	Memorial Ave Multimodal Improvements (Park Ave to Langhorne Rd)	LC	Consider relocating mid-block crosswalk to front of school Stripe parking lane Install bulb outs to shorten pedestrian crossing distance	\$1,000,000	7

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)					
ID	Title	Locality	Description	Cost	Rank
CBP.5	Forest Rd/Lakeside Dr Sidewalks (Forest Dale Dr to Forest Brook Rd)	CoB	Add sidewalks	\$5,112,320	8
CBP.10	Forest Rd Sidewalk Improvements (Thomas Jefferson Rd to Enterprise Dr)	CoB	Sidewalk improvements	\$5,655,504	9
SS4AE.40	Leesville Rd Shared-Use Path (Wilson Dr to Timberlake Rd)	CoC	Install shared-use path	\$6,600,000	10
VDOT.19	Timberlake Rd Improvements (Greenview Dr to Laxton Rd)	CoC	The Timberlake Road Improvements project involves the installation of a new right turn lane on Greenview Drive onto Timberlake Road, new right turn lane on Laxton Road onto Timberlake Road and reconfigure existing lanes on Laxton Road onto Timberlake Road to allow a dedicated left turn lane, and a shared left / thru lane, new right turn lane on Timberlake Road onto Greenview Drive, and new second left turn lane on Timberlake Road onto Laxton Road to provide dual lefts. Sidewalk will be installed on Timberlake Road between Centra Mammography Center to Laxton Road on the western side and sidewalk installed from Timberlake Road from Oakdale Circle to Laxton Road. Crosswalk will be installed at Greenview Drive (one on each side of Timberlake Drive) and Laxton Road on the northern leg. Relocate two existing Route 7 CLTC bus stops in this segment of Timberlake Road to reduce conflict points with turning vehicles and improve safety.	\$33,364,620	11
SS4AE.35	Timberlake Rd Improvements (Waterlick Rd to Tomahawk Dr)	CoC	Install RCUT at Tomahawk Dr, remove signal, close median, install sidewalks	\$8,900,000	12
VDOT.25	Route 29 Safety Improvements - Northern Section	CoC	Construct a blended solution set to address identified problems and themed solutions to the northern section of the roadway along Route 29 from the northern loop end of the English Tavern Road at Davis Farm Fresh Produce to the Lynchburg City Limits. Improvement include one RCUT at Woolridge Heating and Air, four crossover closures, and implementing or extending turn lanes at numerous locations to this major transportation corridor.	\$11,008,829	13
CBP.1	South Amherst Hwy Sidewalk (Woody's Lake Rd to Dillard Rd)	CoA	Install 3,800 ft of sidewalk on east side of US 29 business	\$1,837,240	14
CBP.4	John Lynch Bridge Multiuse Trail	LC	Convert a portion of the underutilized John Lynch Bridge into a multiuse trail connecting Amherst County to Downtown	\$3,020,000	15

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)					
ID	Title	Locality	Description	Cost	Rank
CNA.9	Campbell Ave Roundabout and Road Reconfiguration	LC	VUL Gateway Roundabout, Road Reconfiguration (Kemper St to Otey St)	\$6,070,880	16
CNA.38	Graves Mill Rd/US 501 Intersection Reconstruction	LC	Priority I Projects: additional EB lane on Creekside, widen SB ramp	\$10,448,304	17
CLTC.8	RTES 1520 & 9070 - CONSTRUCT SIDEWALK	CoC	New sidewalk	\$10,852,949	18
VDOT.9	Candlers Mountain Rd Interchange Improvements	LC	The Candlers Mtn Rd Interchange project converts the existing cloverleaf at 29 BUS into a partial cloverleaf. Removal of 2 loop ramps to improve weaving along US 29 BUS. Extension of acceleration/deceleration lanes on the Lynchburg Expwy. two new 2-phase signalized intersections at the ramp terminals, modify access at Seminole Ave, and new bike/ped facilities over US 29 BUS on Candlers. Installation of curb/gutter, shoulder, median, and stormwater improvements to the partial cloverleaf design.	\$55,433,709	19
SS4AE.61	Oakley Ave Improvements (Norma St to Euclid Ave) Option 4	LC	Convert all left turn phasing at Oakley Ave and Memorial Ave to protected-only Construct pedestrian crosswalks on all approaches at Oakley Ave and Memorial Ave	\$1,500,000	20
CBP.6	Laxton Rd Sidewalks (Enterprise Dr to Timberlake Rd)	CoC	Add sidewalks to improve pedestrian access to Brookville High School	\$1,278,080	21
VDOT.47	Campbell Avenue Pedestrian Improvements Florida Ave. to Kemper Street	LC	Project will entail replacing 12,500 Feet existing substandard sidewalk to 5 Foot ADA-compliant. High Visibility Crosswalks to replace existing locations on Campbell Avenue. More detail: Construct 6177' feet of ADA-compliant 5' wide sidewalk on both sides of Campbell Ave from Otey Street to tie into pedestrian improvements for Project ID 13723. Construct or Improve At-Grade Bike/Pedestrian Crossing. Construct ADA-compliant curb ramps and high visibility crosswalks at the following intersections: Campbell Avenue/Mosby Avenue and Campbell Avenue/Fairview Avenue. Construct ADA-compliant curb ramps and high visibility crosswalks at the following cross streets: Otey Street, Sackett Street, Easley Avenue, Sabine Avenue, Hughes Avenue, Light Street, Pocohontas Street, Kent Street, Idaho Avenue, Ridge Avenue, Maryland Avenue, Georgia Avenue, Hanover Street, Mayflower Drive, King Street, Ford Street, Texas Avenue, School Lane, Durham Street.	\$37,640,606	22
SS4AN.7	Amherst Hwy/Town Center Apartments Intersection Reconstruction	CoA	Install mid-block pedestrian crossing Replace TWLTL with physical median	\$3,400,000	23

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)					
ID	Title	Locality	Description	Cost	Rank
CNA.4	South Amherst Hwy Traffic Operations/Signal Coordination/ATPSM Upgrades	CoA	Traffic Operations/Signal Coordination/ATPSM Upgrades	\$3,994,000	24
SS4AE.45	Wards Rd/Harvard St/ Liberty University Dr Intersection Reconstruction	LC	Convert to displaced left turn intersection	\$24,900,000	25
SS4AN.23	Fort Ave/Improve signal timing and coordination Improve bus stop accessibility Improvements	LC	Add high-visibility crosswalks Reconfigure lanes to create consistent cross-sections and improve bike lane connectivity Improve signal timing and coordination Improve bus stop accessibility	\$2,300,000	26
CBP.9	Rivermont Ave Bike Lanes (5th St to D St)	LC	Convert underutilized lanes of Rivermont Ave bridge into bike lanes with buffers	\$35,147	27
VDOT.50	Forest Rd Improvements (Cloverhill Blvd to Ambassador Dr)	CoB	Sidewalk improvement along south side of Route 221, RI/RO median at Ambassador Dr and Newcomb Blvd, thru-cut at Cloverhill Blvd	\$23,400,000	28
V.52	Enterprise Dr Signal Timings Analysis	LC	Analyze and optimize signal timings along the Enterprise Dr corridor	\$100,000	29
SS4AE.52	Wards Rd/Walmart/ Sam's Club Intersection Reconstruction	LC	Widen SB Wards Rd to 3 lanes Add sidewalk and crosswalk	\$8,800,000	30
VDOT.45	Wards Road Walmart South Entrance to Old Wards Road Displaced Left Turn	LC	Project will consist of road reconfiguration to construct a Displaced Left Turn. Additional access management improvements will be constructed specifically concrete median improvements. Two signals will be updated to support new traffic patterns. Additional lanes will be developed for the DLT from the intersection of Liberty University Dr and the Expressway Ramp intersection with Wards Rd. 5' wide ADA-compliant sidewalk will be constructed along Wards Road.	\$48,412,761	31

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)

ID	Title	Locality	Description	Cost	Rank
VDOT.15	Route 29B at Amherst Highway - Dillard Rd and Lakeview Rd	CoA	It was determined to perform access management on the segment on Route 29 Business between Dillard Road and Lakeview Drive by targeting concentrated crash locations with a center island median. The recommendation also included reconfiguring the access of Grove Avenue to a right-in/right-out which also preserves the capacity of the southbound left-turn lane onto Lakeview Drive. Finally, the stakeholder group wanted to incorporate pedestrian improvements to tie into the VDOT pedestrian project that would support both the Seminole Shopping Plaza redevelopment and Tyler Tracts development. Pedestrian refuges are provided at certain locations to decrease crossing distances on South Amherst Highway.	\$6,741,992	32
CNA.27	Timberlake Rd/Timber Ridge II Apartments Restricted Crossing U-Turn	LC	Restricted Crossing U-Turn	\$1,365,948	33
V.53	Route 60 Bike-Ped Crossing	ToA	Bike/Ped Crossing	\$7,000,000	34
CNA.6	Candlers Mountain Rd/Mayflower Dr Intersection Reconstruction	LC	Install left turn lane and extend right turn lane	\$4,473,280	35
SS4AE.19	Timberlake Rd (US 460)/Enterprise Dr/Oakdale Cir Intersection Improvements	CoC	Convert to Continuous Green-T, remove Oakdale Cir leg, install new turn lanes, widen roadway, optimize signal	\$6,500,000	36
CNA.8	Timberlake Rd Improvements (Shelor Dr to Enterprise Dr)	CoC	Restricted crossing U-turn, add EB left turn lane, optimize signal timing and add NB receiving lane at Enterprise	\$9,122,296	37
CNA.14	Candlers Mountain Rd Roadway Reconstruction (Wards Rd to Seminole Ave)	LC	Access management, ROW acquisition, road improvements on the eastern intersection leg	\$15,976,000	38
SS4AE.56	Timberlake Rd Improvements (Sandusky Dr to Memorial Ave) Option 1	LC	Access management along Timberlake Rd Convert multiple locations along Timberlake Rd to right-in-right-out Convert the Wards Rd northbound left-turn movement to protected-only Restripe Timberlake Rd east of Wards Rd Improve signage on the westbound approach to Wards Rd	\$7,300,000	39
SS4AE.57	Timberlake Rd Improvements (Sandusky Dr to Memorial Ave) Option 2	LC	Convert Chestnut Hill Dr intersection to right-in-right-out Convert access points and minor roads near Memorial Ave along Timberlake Rd to right-in-right-out	\$650,000	40

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)					
ID	Title	Locality	Description	Cost	Rank
V.4	Timberlake Rd/Timbrook Pl/Roundelay Rd Restricted Crossing U-Turn	LC	Restricted Crossing U-Turn	\$15,145,248	41
V.15	South Amherst Hwy Expansion (River Rd to US 29 Business)	CoA	Widen to 4 lanes with bike lane	\$36,744,800	42
V.5	Lakeside Dr Expansion (Lynchburg Expy to Forest Brook Rd)	LC	Widen to 4 lanes	\$30,614,809	43
CNA.1	Candlers Mountain Rd/Murray PI Intersection Reconstruction (Short-Term)	LC	Close unsignalized intersection and reroute traffic to the signalized intersection on Candlers Mountain Road at Murray Place/River Ridge Mall	\$111,832	44
SS4AE.33	Waterlick Rd Sidewalks (Leesville Rd to Crowell Ln)	CoC	Install sidewalks, relocate bus stops	\$11,100,000	45
CNA.16	Graves Mill Rd/Creekside Dr Roadway Reconstruction	LC	Priority II Projects: widening & pedestrian improvements (RT turn lane, ped features, modify signal, utility adjustments, stormwater, sidewalk, ROW)	\$2,556,160	46
VDOT.26	Route 29 Safety Improvements - Middle Section	CoC	Construct a blended solution set to address identified problems and themed solutions in the middle section along Route 29 from Calohan Road to the northern loop end of English Tavern Road at Davis Farm Fresh Produce. Improvement include 11 turn lane improvements, three crossover closures, and flashing yellow beacons at Calohan Road to this major transportation corridor.	\$10,881,317	47
CLTC.1	RTE 29 NBL - BRIDGE & APPR. OVER NS RR FED. ID. NO. (04144)	CoC	New bridge	\$28,582,737	48
V.3	Candlers Mountain Rd Expansion (Mayflower Dr (Rt 128) to Richmond Highway)	LC	Widen to 4 lanes	\$32,015,904	49
SS4AE.63	Langhorne Rd Improvements (Halsey Rd to Tate Springs Rd)	LC	Add shared-use path on north side of Langhorne Rd Install traffic signal at Hill St Add EB right-turn lane at Hill St	\$3,100,000	50
CNA.3	Candlers Mountain Rd/Murray PI Intersection Reconstruction (Long-Term)	LC	Long-term: Convert four-leg intersection to three-leg intersection and install left turn lane	\$11,662,480	51
V.1	Waterlick Rd Expansion (Bedford County Limits to Rainbow Forest Dr)	CoC	Widen to 4 lanes	\$28,990,000	52

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)

ID	Title	Locality	Description	Cost	Rank
CNA.39	Richmond Hwy/Village Hwy Restricted Crossing U-Turn	CoC	Restricted Crossing U-Turn	\$10,048,904	53
VDOT.11	RTE 221/501 - INTERSECTION IMPROVEMENTS	LC	The Lynchburg Expressway (US 501) One-Way Pair Project is intended to relieve congestion and improve safety at the US 221 intersection by splitting 501 into a one-way pair on either side of 221.	\$96,722,437	54
VDOT.18	Lynchburg Expressway and S Amherst Hwy Intersection	CoA	Improve the intersection of Lynchburg Expressway (Bus Route 29) and S Amherst Highway (Route 163) by constructing an additional right-turn lane on S Amherst Highway and reconfiguring the access of Lyttleton Lane to restrict through and left-turn movements out of Lyttleton Lane.	\$2,186,925	55
CNA.22	Lynchburg Expy/Carroll Ave Intersection Reconstruction	LC	Extend northbound acceleration lane	\$8,387,400	56
CNA.23	Lynchburg Expy/Odd Fellows Rd Roadway Reconstruction	LC	Extend SB acceleration lane & NB deceleration lanes & install auxiliary lane between Odd Fellows & Carroll Ave interchanges	\$13,691,432	57
SS4AE.59	Oakley Ave Improvements (Norma St to Euclid Ave) Option 2	LC	Convert Oakley Ave and Memorial Ave to a roundabout	\$3,900,000	58
SS4AE.60	Oakley Ave Improvements (Norma St to Euclid Ave) Option 3	LC	Convert Oakley Ave and Memorial Ave to a bowtie configuration, with roundabouts at Norma St and Euclid Ave	\$8,500,000	59
V.6	East Lynchburg Salem Tpk Expansion (Waterlick Rd to Campbell Ave)	CoC	Increase to 6 lanes	\$321,069,672	60
CNA.17	Graves Mill Rd Roadway Reconstruction (Millrace Dr to Millside Dr)	LC	Priority II Projects: install median, widening & add multiuse path	\$14,058,880	61
SS4AE.39	Leesville Rd/Waterlick Rd Roundabout	CoC	Install roundabout	\$3,900,000	62
SS4AE.12	Forest Rd/Cottontown Rd Intersection Reconstruction	CoB	"Modify the northbound Cottontown Rd approach from permissive/protected left turns to protected-only left turns "	\$20,000	63
SS4AE.54	Timberlake Rd Improvements (Old Graves Mill Rd to Oakmont Cir)	LC	Construct RCUT at Timberlake Station entrance Close median opening at Oakmont Cir	\$4,700,000	64
SS4AN.8	Amherst Hwy Improvements (Seminole Plaza to Lakeview Dr)	CoA	Improve signal timing and coordination Install high-visibility crosswalks	\$10,000	65

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)					
ID	Title	Locality	Description	Cost	Rank
SS4AN.3	Amelon Expy/Amelon Center Pkwy Intersection Reconstruction	CoA	Add stop bar to southbound approach Reduce roadway width and add landscaping on east leg Intersection improvements with review of alternative intersections	\$700,000	66
CNA.15	Lynchburg Hwy/Turkey Foot Rd Improvements	CoC	Median closure, construct two median openings with loons	\$9,885,949	67
CNA.20	Graves Mill Rd/Gristmill Dr Roadway Capacity Expansion	CoB	Priority I Projects (Turn lanes, curb and gutter, overhead and underground utilities)	\$5,591,600	68
V.28	English Tavern Rd Roadway Reconstruction (Wards Rd to Suburban Rd)	CoC	Widen to 24 ft	\$23,165,200	69
CNA.30	Lynchburg Expy/James St Roadway Reconstruction	LC	Extend SB deceleration lane & reconfigure ramps	\$14,186,688	70
SS4AN.6	Amherst Hwy/Dillard Rd Intersection Reconstruction	CoA	Reconfigure westbound approach to a left and through/right lane Add high-visibility crosswalks	\$30,000	71
SS4AN.4	Amherst Hwy Roadway Reconstruction (S Coolwell Rd to Winesap Rd)	CoA	Improve signal timing and coordination Reconfigure access points on west side of Amherst Hwy	\$650,000	72
V.17	Richmond Hwy Roadway Reconstruction (US 29 Bypass to Rt 606W)	ToA	2 lane improvements	\$17,317,984	73
CNA.5	Timberlake Rd/Brush Tavern Dr Restricted Crossing U-Turn	CoC	Restricted Crossing U-Turn	\$5,831,240	74
CNA.40	Lynchburg Expy Improvements (Miller St to Kemper St)	LC	Install southbound auxiliary lane	\$15,496,720	75
VDOT.46	Wards Road at Clanders Mountain Rd/Sheffield Dr.	LC	Project will consist of intersection improvements at the intersection of Wards Road and Clanders Mountain Road/Sheffield Drive. Improvements will include dual LTLs onto EB Clanders Mountain, and a dedicated LTL onto NB Wards Road. Dual RTLs will also be included onto EB Clanders Mountain. Signal modifications are anticipated, as well as Pedestrian improvements including sidewalk and crosswalk modifications are recommended. The bridge will also have to be widened to accomodate the added lanes on Wards Road.	\$21,566,388	76

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)					
ID	Title	Locality	Description	Cost	Rank
V.56	Bike-Ped Connection Between John Lynch Memorial Bridge and Riveredge Park	CoA	John Lynch Memorial Bridge is undergoing bridge repairs, with the addition of a pedestrian walkway. Where the pedestrian walkway ends at the city line, a bike-ped connection should be created to Riveredge Park.	\$2,900,000	77
CNA.2	Timberlake Rd/Sunny Bank Dr Restricted Crossing U-Turn	CoC	Restricted Crossing U-Turn	\$4,776,824	78
V.13	Waterlick Rd Expansion (Timberlake Rd to Leesville Rd)	CoC	Widen to 4 lanes	\$38,693,872	79
CNA.11	Timberlake Rd Improvements (Wood Rd to Oakwood Plaza)	LC	Restricted crossing U-turn, install loon, add sidewalks, extend left lane storage	\$8,930,584	80
CNA.29	East Lynchburg Salem Tpk/Thomas Jefferson Rd Restricted Crossing U-Turn	CoB	Intersection Improvements	\$10,464,280	81
CNA.19	Lynchburg Hwy/New London Dr Restricted Crossing U-Turn	CoC	Restricted Crossing U-Turn	\$5,383,912	82
V.16	Waterlick Rd Expansion (Thomas Jefferson Rd to Campbell County Limits)	CoB	Widen to 4 lanes	\$38,342,400	83
V.14	Campbell Hwy Expansion (Village Rd to Suburban Rd)	CoC	Widen to 4 lanes	\$93,028,248	84
SS4AN.5	Amherst Hwy/Elon Rd Intersection Reconstruction	CoA	Reconfigure access points or restrict turning movements	\$650,000	85
CNA.34	Graves Mill Rd/US 501 Interchange Improvements	LC	Priority III Projects: install diverging diamond, includes bridge replacement	\$48,567,040	86
V.41	Turkey Foot Rd Roadway Reconstruction (Thomas Jefferson Rd to Campbell County Limits)	CoB	Widen pavement to 24 ft	\$16,726,872	87
CLTC.6	PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE	SW		\$419,172	88
V.24	New Wright Shop Rd Roadway Reconstruction (Colony Rd to Dixie Airport Rd)	CoA	Reconstruct 2 lane road	\$31,359,290	89

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)

ID	Title	Locality	Description	Cost	Rank
CNA.26	Timberlake Rd Improvements (Whitten Timberlake Chapel Entrance to Heritage Business Center Entrance)	LC	Access Management Improvements	\$2,987,512	90
VDOT.13	Town of Amherst Pedestrian Improvements	ToA	Construct crosswalks and sidewalks on 2nd Street between S. Main Street (Bus 29) & Washington Avenue, at the Route 60 and Bus 29 intersection, on N. Main Street between Wellington Court and Grandview Drive. Pedestrian signals At 2nd Street/S. Main Street. Construct curb extensions on 2nd Street: northeast corner of S. Main Street, mid-block north and south sides between Goodwin Street and Taylor Street/Depot Street, northwest, northeast, and southeast corners at Mountain View Drive, northwest and southwest corners of Washington Street. Construct raised grass medians including pedestrian refuges on N. Main Street: north of Ridge Drive, north of Blue Ridge Lane, and north of Grandview Drive. Construct raised grass median on N. Main Street west of Davis Street. Construct eastbound right-turn lane with 250-ft storage and 60-ft taper on N. Main Street at Davis Street.	\$8,752,464	91
SS4AE.11	Forest Rd/Perrowville Rd/Ashwood Park Rd Roadway Reconstruction	CoB	Install median at Perrowville Rd/Ashwood Park Rd Convert Perrowville Rd and Corporate Park Dr to thru-cuts	\$4,600,000	92
VDOT.21	Route 29 Safety Improvements - Southern Section	CoC	Construct a blended solution set to address identified problems and themed solutions along Route 29 from Route 24 to Calohan Road. Improvement include installing RCUTs at the entrance to Nick Rayne's Garage, Moorman Mill Road and Dennis Riddle Drive, closing four crossovers at various locations, converting Anstey Road into a right-in right-out, and implementing numerous turn lane improvements along US Route 29 including at Pick-n-Save/Denton's Autobody, Patterson Road, 300 feet north of Good's Garden Sheds, Moorman Hill Road, and 350 feet north of Anstey Road.	\$30,407,170	93
VDOT.37	Lynbrook / Waterlick / Lawyers Roundabout	CoC	Construct a roundabout at the intersection of Waterlick/Lynbrook Road and Lawyers Road	\$18,805,662	94
V.29	Elon Rd Expansion (NS Railroad to US 29 Business)	CoA	Widen to four lanes	\$39,940,000	95
V.27	Leesville Rd Expansion (City Limits to Richmond Hwy)	CoC	Widen to 4 lanes	\$46,330,400	96
CBP.8	Wards Ferry Rd/ Simons Run Multimodal Intersection Improvements	LC	Add pedestrian signals and crosswalks at intersection	\$191,712	97

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)					
ID	Title	Locality	Description	Cost	Rank
CBP.11	Riveredge and JRHT Extension	CoA	An approximately 6,500', 10' wide shared use asphalt trail that will connect Riveredge Trail to the James River Heritage Trail	\$2,730,803	98
CBP.3	South Main St Multimodal Improvements (Lexington Tpk to 2nd St)	ToA	Improve sidewalks and pedestrian crossings	\$2,779,824	99
SS4AN.20	Richmond Hwy/ Stonewall Rd Intersection Improvements	CoC	Convert to protected left-turn phasing	\$20,000	100
VDOT.2	Link Road Intersection Improvements	LC	Improve intersection of Boonsboro Road and Link Road with new signal, pedestrian signals, turn lanes, sidewalks and street trees.	\$3,025,286	101
VDOT.14	Segment Improvement on US 60 Between Wash. St. and Rt. 29	ToA	Reconstruct the median of the US 60 bridge over US 29 and re-stripe to include one through-lane in each direction along with left-turn bays for the ramps to US 29. Also re-stripe the approaches to the bridge to include turn lanes and one through-lane in each direction. All improvements are with the existing right-of-way.	\$1,252,829	102
CNA.18	Graves Mill Rd/ McConville Rd Intersection Reconstruction	LC	Priority II Projects: install single lane roundabout	\$6,390,400	103
SS4AE.48	Oakley Ave/Memorial Ave Intersection Improvements	LC	Install signal backplates	\$12,000	104
VDOT.44	Campbell Ave. Woodrow Street to US-460	LC	Project consist of converting a signalized intersection with the construction of a hybrid roundabout at the intersection of Campbell Avenue and Florida Avenue. Construction of new sidewalk and pedestrian crossing with ADA compliant curb cuts on the west and southern side of the roundabout to support existing pedestrian movements. Reconfigure 460 Interchange ramps with realigned West Bound off-ramp for right hand movements only and eliminating left turning movements and removing pavement west bound to realign road to access hybrid roundabout. Reconfigure exiting signal to 2 Phase left hand turns to WB On-Ramp. Construct partial roundabout on eastern end of Interchange to better support left hand EB off -Ramp volumes and reconfigure lanes to support ingress / egress to partial roundabout.	\$20,868,061	105
CBP.14	Florida Ave Sidewalk (Greenfield Dr to 300' north of Jubilee Dr)	LC	Construct approximately 1100' of sidewalk along Florida Avenue	\$2,291,711	106
CNA.31	South Amherst Hwy/ Route 163 Interchange Improvements	CoA	Add ramp to complete interchange	\$22,222,616	107

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)					
ID	Title	Locality	Description	Cost	Rank
VDOT.16	Seminole Drive Right Turn Lane	CoA	Construct a right-turn lane on S Amherst Highway northbound at the intersection of S Amherst Highway (BUS Route 29) and Seminole Drive.	\$1,595,506	108
SS4AN.2	Amelon Expy/US 29 NB Off Ramp Intersection Reconstruction	CoA	Reduce intersection width and add landscaping Reduce to one lane in each direction with a two-way left-turn lane (TWLTL)	\$2,200,000	109
SS4AE.26	Waterlick Rd/Mistletoe Dr/Barbour Dr Intersection Improvements	CoC	Install left-turn lanes (Regional LRTP recommendation)	\$850,000	110
SS4AN.13	US-460/Blackwater Rd Intersection Reconstruction	CoB	Consolidate gas station entrances	\$650,000	111
SS4AN.19	Richmond Hwy (Fire Station/Dollar General) Improvements	CoC	Install acceleration lanes for median turns Restrict side street turning movements	\$22,000,000	112
CBP.7	VUL Rail to Trail	LC	Convert unused rail line to multiuse trail	\$5,272,080	113
V.37	Thomas Jefferson Rd Expansion (Waterlick Rd to Great Oak Rd)	CoB	Widen to 4 lanes	\$90,919,416	114
CBP.13	Rock Castle Creek Greenway	LC	Construct approximately 1700' of additional multi-use trail, complete Phase II of Rock Castle Creek Greenway	\$1,549,672	115
VDOT.1	Breezewood Drive Reconstruction	LC	Reconstruction and widening of road, curb and gutter, drainage improvements, lighting, multi-use path, and landscaping. Lane width will increase 11' to 12'. Will complete VDOT project from the early 2000's	\$10,915,341	116
CLTC.3	ATMS - PHASE 1, 2, 3, 4	SW		\$19,528,725	117
CLTC.4	#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD	SW		\$1,997,000	118
CLTC.5	SAFETY PRESCOPING - LYNCHBURG	SW		\$6,150,760	119
VDOT.49	Peaks to Creek Multi-Use Trail	LC	Construct a new 12 ft paved, multi-use trail to connect two existing recreational parks in the City of Lynchburg	\$15,000,000	120
VDOT.8	Wards Ferry Rd and CVCC Campus Drive Roundabout	LC	Construct a roundabout at the intersection of Wards Ferry Rd., CVCC Campus Drive and Harvard Street. Project also includes 500' of sidewalk to tie into CVCC and shared use path on Wards Ferry Road in accordance with the Wards Ferry Road Corridor Study.	\$12,096,998	121

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)					
ID	Title	Locality	Description	Cost	Rank
SS4AN.1	Amelon Expy/Dixie Airport Rd Intersection Reconstruction	CoA	Convert to protected mainline left turns	\$20,000	122
VDOT.43	East Lynchburg Salem Tpk/Meade Rd Restricted Crossing U-Turn	CoB	Intersection improvements	\$3,800,000	123
VDOT.39	Route 501 / 24 Intersection Improvements	CoC	This project includes a new turn lane for westbound traffic on VA 24 to go north on US 501, a new turn lane for southbound traffic on US 501 to go east on VA 24. This includes pedestrian upgrades including new crosswalk and ADA ramps.	\$18,692,671	124
V.35	Izaak Walton Roadway Reconstruction (Glade Rd to S Coolwell Rd)	CoA	Reconstruct 2 lane roadway	\$47,512,624	125
V.54	Route 130/Dillard Rd Turn Lane Improvements	CoA	200x200 WB left turn lane, 200x200 EB right turn lane, 200x200 NB right turn lane	\$1,300,000	126
V.12	Lynchburg Expy Expansion (Amherst St to Lyttleton Ln)	CoA	Widening/Improvement	\$2,186,925	127
VDOT.4	Lakeside Dr Widening/Ped Improvements	LC	Widen roadway to 11-12 foot lanes including curb and gutter, add extended left turn lane into the Plaza, sidewalks, street lighting, and landscaping	\$3,054,359	128
V.11	Woodys Lake Rd Roadway Reconstruction (US 29 Business to end)	CoA	Reconstruct roadway	\$8,350,000	129
V.18	Colony Rd Reconstruction (Rt 163 to Rt 1034)	CoA	2 lane reconstruction with shoulder	\$6,764,238	130
CNA.36	Elon Rd/Berg Dr Intersection Reconstruction	CoA	Two left turn lanes	\$1,826,057	131
VDOT.6	Lynchburg Industry Sidewalk Improv. 2	LC	This pedestrian safety project consists of approximately 2,300 LF of 6 foot wide sidewalks including ADA ramps and tie-ins to existing sidewalk. The project will require both utility relocation and adjustments, addressing a storm-water outfall and the construction of ~30 LF retaining wall, as well as lighting and associated landscaping.	\$1,847,029	132

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)

ID	Title	Locality	Description	Cost	Rank
CNTC.8	#SMART22 - Blackwater Rd (668) at Rte 460 Intersection	CoB	1. Close one commercial access at corner of Route 460 and Blackwater Road. 2. Add channelization to existing median opening on Route 460 at Blackwater Road to allow only left turns onto Blackwater Road, including extending westbound Route 460 left turn lane (200' taper, 200' storage). 3. Close existing median opening on Route 460 approximately 0.2 miles east of Blackwater Road. 4. Construct new directional median opening approximately 0.3 miles east of Blackwater Road to facilitate U-turn movements from eastbound to westbound Route 460; including construction of new eastbound Route 460 left turn lane (200' taper, 200' storage) and loon on north side of Route 460 with 200' taper.	\$10,411,513	133
V.22	US 29 Southern Bypass Western Alternative	CoC	New 4 lane limited access facility	\$453,670,472	134
V.23	US 29 Southern Bypass Eastern Alternative	CoC	New 4 lane limited access facility	\$672,749,360	135
VDOT.30	Phase 2 Lynbrook Road Reconstruction	CoC	This is Phase 2 of Lynbrook Road reconstruction project identified in the sketch as the segment between Route 29 Wards Road to 920' west of RTE 1605 Meadowbrook Lane (1.23 miles total length). The purpose of this project is to improve and reconstruct a wider roadway (mostly within the existing corridor) for this collector road in northwest Campbell County. Proposed improvement would widen existing lanes on Route 622 from 11' to 12' and widen the existing shoulder from between 2' and 6' to 8' paved and 2' graded along the entire corridor. Route 622 (Lynbrook Road) is a major collector road that runs from Route 29 at its southern starting point to the Bedford County line near Route 811. This is the final construction phase required to complete improvements built over the past 30+ years.	\$18,668,395	136
V.31	Thomas Jefferson Rd Roadway Reconstruction (Forest Rd to Turkey Foot Rd)	CoB	Intersection improvements and roadway widening	\$138,991,200	137
V.51	Rutledge Creek Bike-Ped Crossing	ToA	Bike-ped crossing over Rutledge Creek (access to Brockman Industrial Park's existing bike path)	\$400,000	138
VDOT.3	Wards Ferry Turn Lane	LC	Construct Left Turn Lane going south from Wards Ferry onto Atlanta Ave. Includes pedestrian improvements, drainage, and landscaping.	\$3,089,568	139
SS4AN.12	US-60/Union Hill Rd Intersection Improvements	CoA	Add actuated advance intersection signs	\$15,000	140

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)					
ID	Title	Locality	Description	Cost	Rank
V.34	Richmond Hwy Expansion (Dulwich Rd CVMPO Eastern Boundary)	CoA	Widening/Improvement	\$87,005,296	141
SS4AN.18	Oxford Furnace Rd/Rustic Ln Improvements	CoC	Install advanced warning signs and chevrons for curves near Rustic Ln	\$5,000	142
VDOT.5	Hollins Mill Bridge Replacement with Pedestrian Features	LC	Replace deteriorated bridge on stone abutments with two in creek piers and low water pedestrian crossing with new higher, single span to include pedestrian features to tie into the trail on both sides by crossing creek and roadway under structure.	\$19,893,714	143
VDOT.36	Mountain View Dr	CoC	"Add 500 LF of sidewalk to one side of Mountain View Dr. from Laxton Rd. to Wood Rd.	\$158,363	144
V.43	New Roadway (US 29 to Fernwood Dr)	CoA	New 2 lane connector road	\$11,534,672	145
VDOT.40	English Tavern & Sunnymeade / Suburban Intersections	CoC	Realign and convert the intersection of English Tavern Road/ Sunnymeade Road and English Tavern Road/Suburban Road into a single lane roundabout. The property of 3200 Suburban Road will be a total take as part of this project.	\$19,152,786	146
V.32	Cottontown Rd Roadway Reconstruction (Hooper Rd to Hawkins Mill Rd)	CoB	Reconstruct 2 lane roadway	\$23,692,408	147
V.40	Cottontown Rd Roadway Reconstruction (Coffee Rd to Hooper Rd)	CoB	Reconstruct 2 lane roadway	\$53,072,272	148
V.47	Coffee Rd Roadway Reconstruction (Elk Valley Rd to City Limits)	CoB	Reconstruct 2 lane roadway	\$83,602,408	149
SS4AE.38	Leesville Rd/US-460 WB Off-Ramp Roundabout	CoC	Install roundabout	\$3,900,000	150
V.55	New Roadway Connection between Mitchell Bell Rd and Dillard Rd	CoA	Create a new roadway connection between Mitchell Bell Rd and Dillard Rd. Alignment to potentially take advantage of abandoned railway.	\$7,400,000	151
VDOT.17	Dillard Road Right Turn Lane	CoA	Construct a right-turn lane on Dillard road at the intersection of S Amherst Highway (BUS Route 29) and Dillard Road.	\$2,300,582	152
V.46	River Rd Reconstruction (NS Railroad to Rt 163)	CoA	Reconstruct 2 lane roadway	\$39,748,288	153

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)

ID	Title	Locality	Description	Cost	Rank
VDOT.32	Candlers Mntn Rd/460 & Liberty Mntn Dr Roundabout	LC	The project includes modifying the intersection of Candlers Mountain Rd with the US Route 460 Eastbound Off-ramp with a median that will restrict left and through movements from the ramp and Liberty Mountain Dr. The median extends from north of the ramp intersection through the ramp intersection. Turn lanes will be added or extended on Candlers Mountain Rd at the intersections with Liberty Mountain Dr/US 460 EB off-ramp, Liberty Mountain Dr/Fairfield Inn Entrance, East Campus Parking Lot entrance, and Monogram Rd. New sidewalk will be added on the west side of Candlers Mountain Rd between the Fairfield Inn Entrance and Liberty Mountain Rd and on the north side of Liberty Mountain Rd from Candlers Mountain Rd to west of the rear Fairfield Inn entrance. Crosswalks will be added to connect the sidewalks. A roundabout will be constructed at the Liberty Mountain Dr/Liberty University Dr intersection.	\$30,859,391	154
V.26	Thomas Jefferson Rd Expansion (Great Oak Rd to US 460)	CoB	Widen to 4 lanes	\$47,432,744	155
V.39	Perrowville Rd Roadway Reconstruction (Quail Ridge Rd to Coffee Rd)	CoB	Reconstruct 2 lane roadway	\$27,862,144	156
VDOT.34	US 501 Bus - Langhorne and Vassar Roundabout	LC	This project will construct a roundabout at the intersection of US 501 BUS (Langhorne Rd.) and Vassar Street. Crosswalks will be added to connect to existing sidewalks and a new sidewalk will be added along Vassar Street leading towards the hospital.	\$6,100,000	157
V.44	Everett Rd Roadway Reconstruction (Kensington Pkwy to Gladden Cir)	CoB	Reconstruct 2 lane roadway	\$39,940,000	158
V.38	James Scenic River Parkway	LC	Design and build the James River Scenic Parkway	\$101,220,000	159
V.30	Mt. Athos Rd Roadway Reconstruction (Richmond Hwy to BWXT)	CoC	Upgrade existing 2 lane road	\$25,210,128	160
V.45	River Rd Reconstruction (Rt 130 to NS Railroad)	CoA	Reconstruct 2 lane roadway	\$49,781,216	161
V.20	Monacan Pkwy/Izaak Walton Rd Off Ramps	CoA	Construct on/off ramps	\$18,516,184	162
SS4AE.37	Leesville Rd/Sunburst Rd/US-460 EB Off-Ramp Roundabout	CoC	Install roundabout	\$3,900,000	163

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)

ID	Title	Locality	Description	Cost	Rank
VDOT.20	Candlers Mountain Rd – Other Turn Lanes	CoC	Construct new or extend existing turn lanes at four intersections along Candlers Mountain Road in Campbell County. The intersections improvements include: Sunnymeade Road - construct 200' westbound right turn lane taper; Sunset Vue Circle - extend southbound right turn lane to 200' storage with a 200' taper; Liberty Village Boulevard - extend northbound left turn lane taper to 200', extend southbound right turn lane taper to 200'; and Liberty View Lane - construct northbound left turn lane with 200' storage and 200' taper and construct 200' southbound right turn lane taper.	\$12,377,731	164
V.33	Winridge Rd Roadway Reconstruction (Rt 130 to Rt 675)	CoA	Reconstruct 2 lane roadway	\$17,461,768	165
V.42	Cedar Gate Rd Roadway Reconstruction (Rt 657 to Rt 675)	CoA	2 lane reconstruction	\$11,614,552	166
V.48	Hawkins Mill Rd Roadway Reconstruction (Old Farm Rd to City Limits)	CoB	Reconstruct 2 lane roadway	\$39,940,000	167
VDOT.48	CVTC Connector Road	CoA	Construct a new connector road between CVTC and RTE 210, about 2085ft in length. Approximately 700ft of the road is existing and will be configured to include one lane in both directions and a TWLTL. The remaining 1385ft will be a two-lane divided road. At the new intersection of RTE 210 and the Connector Road, a new channelized RTL on RTE 210 to the Connector Road, and a new LTL to the Connector Road will be constructed. The project will also include a new RTL and LTL onto EB 210 and WB 210 respectively.	\$24,481,075	168
V.36	Dixie Airport Rd Reconstruction (Amelon Rd to Galts Mill Rd)	CoA	Reconstruct 2 lane roadway	\$18,995,464	169
V.21	Boonsboro Rd/Winding Creek Ln Roadway Reconstruction	CoB	Relocate intersection, construct turn lane	\$3,003,488	170
V.49	Winesap Rd Reconstruction (Rt 652 to Rt 795)	CoA	Widen pavement to 22 ft	\$32,734,824	171
VDOT.22	Springfield Road	CoC	Bring Springfield Road up to VDOT standards to it can be brought into the State system for maintenance.	\$251,998	172
VDOT.29	Kingswood Lane Upgrades	CoC	This project is to make upgrades and pave an existing road to VDOT's standards so it can be taken into the State system for maintenance.	\$236,211	173

SCORED/RANKED PROJECTS (RANKED BY BENEFIT SCORE ONLY)

ID	Title	Locality	Description	Cost	Rank
V.25	McConville Rd Extension	LC	Extend McConville Rd to intersect Rt 221 at a signalized intersection	\$3,882,168	174

Table 10. Projects Ranked by Cost/Benefit Score

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)

ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score / 100	B/C Ratio	Rank
SS4AN.18	Oxford Furnace Rd/Rustic Ln Improvements	\$5,000	8.32	13.67	5	11.67	15	53.66	107.32	1
SS4AN.8	Amherst Hwy Improvements (Seminole Plaza to Lakeview Dr)	\$10,000	14.58	16.33	10	11.67	15	67.58	67.58	2
SS4AE.48	Oakley Ave/Memorial Ave Intersection Improvements	\$12,000	12.49	13.67	9	10	15	60.16	50.14	3
SS4AN.12	US-60/Union Hill Rd Intersection Improvements	\$15,000	12.49	10.01	5	11.67	15	54.17	36.12	4
SS4AE.12	Forest Rd/Cottontown Rd Intersection Reconstruction	\$20,000	12.49	17.33	10	13.33	15	68.15	34.08	5
SS4AN.20	Richmond Hwy/Stonewall Rd Intersection Improvements	\$20,000	10.41	17.34	7	11.67	15	61.42	30.71	6
SS4AN.1	Amelon Expy/Dixie Airport Rd Intersection Reconstruction	\$20,000	12.49	12.67	6	11.67	15	57.83	28.92	7
SS4AN.6	Amherst Hwy/Dillard Rd Intersection Reconstruction	\$30,000	12.5	16.33	10	11.67	15	65.5	21.84	8
CBP.9	Rivermont Ave Bike Lanes (5th St to D St)	\$35,147	20.83	16.33	10	11.67	15	73.83	21.01	9
V.52	Enterprise Dr Signal Timings Analysis	\$100,000	12.49	21	10	15	15	73.49	7.35	10

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score /100	B/C Ratio	Rank
CNA.1	Candlers Mountain Rd/ Murray PI Intersection Reconstruction (Short-Term)	\$111,832	14.58	21	8	11.67	15	70.25	6.29	11
VDOT.36	Mountain View Dr	\$158,363	12.49	10.01	6	10	15	53.5	3.38	12
CBP.8	Wards Ferry Rd/ Simons Run Multimodal Intersection Improvements	\$191,712	16.67	10.01	7	13.33	15	62.01	3.24	13
VDOT.29	Kingswood Lane Upgrades	\$236,211	8.32	10.01	5	8.34	15	46.67	1.98	14
VDOT.22	Springfield Road	\$251,998	8.32	10.01	5	8.34	15	46.67	1.86	15
CLTC.6	PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE	\$419,172	18.76	10.01	6	13.33	15	63.1	1.51	16
V.51	Rutledge Creek Bike-Ped Crossing	\$400,000	16.66	10.01	7	8.34	12.5	54.51	1.37	17
SS4AE.57	Timberlake Rd Improvements (Sandusky Dr to Memorial Ave) Option 2	\$650,000	12.49	23.66	10	10	15	71.15	1.10	18
SS4AN.4	Amherst Hwy Roadway Reconstruction (S Coolwell Rd to Winesap Rd)	\$650,000	12.49	21	7	10	15	65.49	1.01	19
SS4AN.5	Amherst Hwy/Elon Rd Intersection Reconstruction	\$650,000	16.66	12.67	9	10	15	63.33	0.98	20
SS4AN.3	Amelon Expy/Amelon Center Pkwy Intersection Reconstruction	\$700,000	12.49	19.99	8	11.67	15	67.15	0.96	21
SS4AN.13	US-460/Blackwater Rd Intersection Reconstruction	\$650,000	12.49	13.67	8	10	15	59.16	0.92	22
SS4AN.26	Memorial Ave Multimodal Improvements (Park Ave to Langhorne Rd)	\$1,000,000	20.83	26.33	8	11.67	15	81.83	0.82	23

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score /100	B/C Ratio	Rank
SS4AE.41	"Old Forest Rd/Ardmore Dr/Forest Brook Rd Sidewalks"	\$1,200,000	22.92	30	11	11.67	15	90.59	0.76	24
SS4AE.26	Waterlick Rd/Mistletoe Dr/Barbour Dr Intersection Improvements	\$850,000	8.32	17.33	7	11.66	15	59.31	0.70	25
CBP.6	Laxton Rd Sidewalks (Enterprise Dr to Timberlake Rd)	\$1,278,080	20.83	20	8	11.66	15	75.49	0.60	26
CNA.27	Timberlake Rd/Timber Ridge II Apartments Restricted Crossing U-Turn	\$1,365,948	8.32	27.33	10	11.67	15	72.32	0.53	27
SS4AE.61	Oakley Ave Improvements (Norma St to Euclid Ave) Option 4	\$1,500,000	20.83	19.99	8	11.67	15	75.49	0.51	28
VDOT.14	Segment Improvement on US 60 Between Wash. St. and Rt. 29	\$1,252,829	16.66	13.67	7	8.34	15	60.67	0.49	29
V.54	Route 130/Dillard Rd Turn Lane Improvements	\$1,300,000	14.58	10.01	7	10	15	56.59	0.44	30
CBP.1	South Amherst Hwy Sidewalk (Woody's Lake Rd to Dillard Rd)	\$1,837,240	22.92	19.99	10	10	15	77.91	0.42	31
SS4AE.62	Old Forest Rd Sidewalks (Kings Dr to Link Rd)	\$2,000,000	20.83	27.33	10	10	15	83.16	0.42	32
CBP.13	Rock Castle Creek Greenway	\$1,549,672	16.66	10.01	7	10	15	58.67	0.38	33
VDOT.16	Seminole Drive Right Turn Lane	\$1,595,506	12.5	16.33	9	6.67	15	59.5	0.38	34
SS4AN.23	"Fort Ave/Improve signal timing and coordination Improve bus stop accessibility Improvements"	\$2,300,000	22.92	17.33	7	11.67	15	73.92	0.33	35
VDOT.18	Lynchburg Expressway and S Amherst Hwy Intersection	\$2,186,925	14.58	23.66	9	6.67	15	68.91	0.32	36

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score / 100	B/C Ratio	Rank
CNA.36	Elon Rd/Berg Dr Intersection Reconstruction	\$1,826,057	12.49	10.01	7	11.67	15	56.17	0.31	37
VDOT.6	Lynchburg Industry Sidewalk Improv. 2	\$1,847,029	16.67	10.01	6	8.34	15	56.02	0.31	38
CLTC.4	#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD	\$1,997,000	14.58	10.01	5	13.33	15	57.92	0.30	39
CNA.16	Graves Mill Rd/Creekside Dr Roadway Reconstruction	\$2,556,160	12.5	19.99	11	11.66	15	70.15	0.28	40
CBP.14	Florida Ave Sidewalk (Greenfield Dr to 300' north of Jubilee Dr)	\$2,291,711	18.75	10.01	6	10	15	59.76	0.27	41
SS4AN.2	Amelon Expy/US 29 NB Off Ramp Intersection Reconstruction	\$2,200,000	8.32	17.34	7	11.67	15	59.33	0.27	42
V.12	Lynchburg Expy Expansion (Amherst St to Lyttleton Ln)	\$2,186,925	12.5	13.67	7	8.33	15	56.5	0.26	43
CNA.13	Campbell Ave Road Reconfiguration (Fairview Ave to Florida Ave)	\$3,450,816	22.92	23.66	9	11.67	15	82.25	0.24	44
CBP.11	Riveredge and JRHT Extension	\$2,730,803	16.66	10.01	7	13.33	15	62	0.23	45
CBP.3	South Main St Multimodal Improvements (Lexington Tpk to 2nd St)	\$2,779,824	20.83	10.01	6	10	15	61.84	0.23	46
SS4AE.63	Langhorne Rd Improvements (Halsey Rd to Tate Springs Rd)	\$3,100,000	20.83	17.34	9	10	12.5	69.67	0.23	47
SS4AN.7	Amherst Hwy/Town Center Apartments Intersection Reconstruction	\$3,400,000	14.59	23.66	10	11.67	15	74.92	0.23	48
V.56	Bike-Ped Connection Between John Lynch Memorial Bridge and Riveredge Park	\$2,900,000	20.83	10.01	7	11.66	15	64.5	0.23	49

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score / 100	B/C Ratio	Rank
VDOT.17	Dillard Road Right Turn Lane	\$2,300,582	12.5	13.67	5	6.67	15	52.84	0.23	50
CNA.26	Timberlake Rd Improvements (Whitten Timberlake Chapel Entrance to Heritage Business Center Entrance)	\$2,987,512	8.32	20	8	11.67	15	62.99	0.22	51
VDOT.2	Link Road Intersection Improvements	\$3,025,286	16.66	13.67	9	6.67	15	61	0.21	52
CNA.4	South Amherst Hwy Traffic Operations/Signal Coordination/ATPSM Upgrades	\$3,994,000	14.58	21	9	15	15	74.58	0.19	53
VDOT.4	Lakeside Dr Widening/Ped Improvements	\$3,054,359	16.67	10.01	8	6.67	15	56.35	0.19	54
SS4AE.39	Leesville Rd/Waterlick Rd Roundabout	\$3,900,000	12.5	19.99	9	11.66	15	68.15	0.18	55
SS4AE.59	Oakley Ave Improvements (Norma St to Euclid Ave) Option 2	\$3,900,000	16.67	19.99	7	10	15	68.66	0.18	56
VDOT.3	Wards Ferry Turn Lane	\$3,089,568	16.67	10.01	6	6.67	15	54.35	0.18	57
CBP.4	John Lynch Bridge Multiuse Trail	\$3,020,000	20.83	16.33	12	13.33	15	77.49	0.26	58
CNA.6	Candlers Mountain Rd/ Mayflower Dr Intersection Reconstruction	\$4,473,280	16.66	21	11	8.34	15	72	0.17	59
V.21	Boonsboro Rd/Winding Creek Ln Roadway Reconstruction	\$3,003,488	12.5	10.01	5	8.33	12.5	48.34	0.17	60
CBP.5	Forest Rd/Lakeside Dr Sidewalks (Forest Dale Dr to Forest Brook Rd)	\$5,112,320	20.83	23.66	10	11.66	15	81.15	0.16	61
VDOT.43	East Lynchburg Salem Tpk/Meade Rd Restricted Crossing U-Turn	\$3,800,000	12.49	13.67	8	8.34	15	57.5	0.16	62

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score /100	B/C Ratio	Rank
CBP.10	Forest Rd Sidewalk Improvements (Thomas Jefferson Rd to Enterprise Dr)	\$5,655,504	20.83	23.66	11	11.66	12.5	79.65	0.15	63
SS4AE.54	Timberlake Rd Improvements (Old Graves Mill Rd to Oakmont Cir)	\$4,700,000	12.49	23.66	7	10	15	68.15	0.15	64
CNA.2	Timberlake Rd/Sunny Bank Dr Restricted Crossing U-Turn	\$4,776,824	12.49	16.33	9	11.67	15	64.49	0.14	65
SS4AE.11	Forest Rd/Perrowville Rd/Ashwood Park Rd Roadway Reconstruction	\$4,600,000	12.49	13.67	10	11.67	15	62.83	0.14	66
SS4AE.38	Leesville Rd/US-460 WB Off-Ramp Roundabout	\$3,900,000	8.32	13.67	6	10	15	52.99	0.14	67
CNA.9	Campbell Ave Roundabout and Road Reconfiguration	\$6,070,880	18.75	22.66	9	11.67	15	77.08	0.13	68
SS4AE.37	Leesville Rd/Sunburst Rd/US-460 EB Off-Ramp Roundabout	\$3,900,000	8.32	13.67	5	8.34	15	50.33	0.13	69
SS4AE.40	Leesville Rd Shared-Use Path (Wilson Dr to Timberlake Rd)	\$6,600,000	20.83	24.67	9	10	15	79.5	0.13	70
SS4AE.46	Wards Rd/Wards Ferry Rd Intersection Reconstruction	\$6,600,000	18.76	30	10	10	15	83.76	0.13	71
CBP.7	VUL Rail to Trail	\$5,272,080	20.83	10.01	7	8.34	12.5	58.68	0.12	72
CNA.19	Lynchburg Hwy/New London Dr Restricted Crossing U-Turn	\$5,383,912	16.66	10.01	9	13.33	15	64	0.12	73
CNA.20	Graves Mill Rd/Gristmill Dr Roadway Capacity Expansion	\$5,591,600	14.58	13.67	11	11.66	15	65.91	0.12	74
CNA.5	Timberlake Rd/Brush Tavern Dr Restricted Crossing U-Turn	\$5,831,240	12.49	19.99	8	10	15	65.48	0.12	75

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score /100	B/C Ratio	Rank
SS4AE.19	"Timberlake Rd (US 460)/ Enterprise Dr/Oakdale Cir Intersection Improvements"	\$6,500,000	12.49	23.66	9	11.66	15	71.81	0.12	76
V.25	McConville Rd Extension	\$3,882,168	8.32	10.01	5	6.67	15	45	0.12	77
V.53	Route 60 Bike-Ped Crossing	\$7,000,000	22.92	13.67	9	11.67	15	72.26	0.11	78
VDOT.15	Route 29B at Amherst Highway - Dillard Rd and Lakeview Rd	\$6,741,992	14.59	23.66	11	8.34	15	72.59	0.11	79
CLTC.5	SAFETY PRESCOPING - LYNCHBURG	\$6,150,760	14.58	10.01	5	13.33	15	57.92	0.10	80
CNA.18	Graves Mill Rd/ McConville Rd Intersection Reconstruction	\$6,390,400	16.68	10.01	7	11.66	15	60.35	0.10	81
SS4AE.56	Timberlake Rd Improvements (Sandusky Dr to Memorial Ave) Option 1	\$7,300,000	12.49	23.66	10	10	15	71.15	0.10	82
CNA.22	Lynchburg Expy/Carroll Ave Intersection Reconstruction	\$8,387,400	12.5	17.33	9	15	15	68.83	0.09	83
SS4AE.35	Timberlake Rd Improvements (Waterlick Rd to Tomahawk Dr)	\$8,900,000	18.75	26.33	8	10	15	78.08	0.09	84
SS4AE.52	Wards Rd/Walmart/ Sam's Club Intersection Reconstruction	\$8,800,000	18.76	22.67	10	11.67	10	73.1	0.09	85
SS4AE.60	Oakley Ave Improvements (Norma St to Euclid Ave) Option 3	\$8,500,000	16.67	19.99	7	10	15	68.66	0.09	86
V.18	Colony Rd Reconstruction (Rt 163 to Rt 1034)	\$6,764,238	14.58	10.01	5	11.67	15	56.26	0.09	87
CNA.11	Timberlake Rd Improvements (Wood Rd to Oakwood Plaza)	\$8,930,584	10.41	19	8	11.66	15	64.07	0.08	88

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score / 100	B/C Ratio	Rank
CNA.38	Graves Mill Rd/US 501 Intersection Reconstruction	\$10,448,304	20.84	17.34	10	13.33	15	76.51	0.08	89
CNA.8	Timberlake Rd Improvements (Shelor Dr to Enterprise Dr)	\$9,122,296	12.49	23.66	7	13.33	15	71.48	0.08	90
V.55	New Roadway Connection between Mitchell Bell Rd and Dillard Rd	\$7,400,000	14.59	10.01	5	8.33	15	52.93	0.08	91
VDOT.13	Town of Amherst Pedestrian Improvements	\$8,752,464	20.83	10.01	7	10	15	62.84	0.08	92
VDOT.25	Route 29 Safety Improvements - Northern Section	\$11,008,829	16.66	27.33	9	10	15	77.99	0.08	93
CLTC.8	RTES 1520 & 9070 - CONSTRUCT SIDEWALK	\$10,852,949	16.67	22.67	8	13.33	15	75.67	0.07	94
CNA.15	Lynchburg Hwy/Turkey Foot Rd Improvements	\$9,885,949	16.66	13.67	9	11.66	15	65.99	0.07	95
CNA.29	East Lynchburg Salem Tpk/Thomas Jefferson Rd Restricted Crossing U-Turn	\$10,464,280	14.58	16.33	9	11.66	12.5	64.07	0.07	96
CNA.39	Richmond Hwy/Village Hwy Restricted Crossing U-Turn	\$10,048,904	16.66	17.34	7	13.33	15	69.33	0.07	97
SS4AE.33	Waterlick Rd Sidewalks (Leesville Rd to Crowell Ln)	\$11,100,000	20.84	13.67	9	11.66	15	70.17	0.07	98
V.11	Woodys Lake Rd Roadway Reconstruction (US 29 Business to end)	\$8,350,000	12.49	13.67	6	11.67	12.5	56.33	0.07	99
VDOT.26	Route 29 Safety Improvements - Middle Section	\$10,881,317	12.49	23.66	9	10	15	70.15	0.07	100
CNA.23	Lynchburg Expy/Odd Fellows Rd Roadway Reconstruction	\$13,691,432	16.66	17.33	9	13.33	12.5	68.82	0.06	101

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score / 100	B/C Ratio	Rank
CNA.3	Candlers Mountain Rd/ Murray PI Intersection Reconstruction (Long-Term)	\$11,662,480	14.58	21	9	10	15	69.58	0.06	102
CNTC.8	#SMART22 - Blackwater Rd (668) at Rte 460 Intersection	\$10,411,513	12.49	13.67	8	6.67	15	55.83	0.06	103
SS4AE.29	Timberlake Rd Improvements (Jordan Dr to Beechwood Dr)	\$16,200,000	20.83	26.33	9	11.66	15	82.82	0.06	104
SS4AE.31	Timberlake Rd Improvements (Beechwood Dr to Laxton Rd)	\$15,300,000	20.83	30	10	11.66	15	87.49	0.06	105
VDOT.1	Breezewood Drive Reconstruction	\$10,915,341	18.75	10.01	6	8.34	15	58.1	0.06	106
VDOT.34	US 501 Bus - Langhorne and Vassar Roundabout	\$9,745,360	12.5	10.01	9	5.01	15	51.52	0.06	107
CNA.14	Candlers Mountain Rd Roadway Reconstruction (Wards Rd to Seminole Ave)	\$15,976,000	20.84	16.33	9	10	15	71.17	0.05	108
CNA.17	Graves Mill Rd Roadway Reconstruction (Millrace Dr to Millside Dr)	\$14,058,880	12.5	16.33	11	13.33	15	68.16	0.05	109
CNA.30	Lynchburg Expy/James St Roadway Reconstruction	\$14,186,688	14.58	13.67	9	13.33	15	65.58	0.05	110
CNA.40	Lynchburg Expy Improvements (Miller St to Kemper St)	\$15,496,720	12.5	13.67	9	15	15	65.17	0.05	111
V.4	Timberlake Rd/Timbrook PI/Roundelay Rd Restricted Crossing U-Turn	\$15,145,248	10.41	27.33	8	10	15	70.74	0.05	112
V.42	Cedar Gate Rd Roadway Reconstruction (Rt 657 to Rt 675)	\$11,614,552	10.41	10.01	5	11.67	12.5	49.59	0.05	113
V.43	New Roadway (US 29 to Fernwood Dr)	\$11,534,672	14.58	10.01	8	8.33	12.5	53.42	0.05	114

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score /100	B/C Ratio	Rank
VDOT.20	Candlers Mountain Rd – Other Turn Lanes	\$12,377,731	8.32	13.67	5	8.33	15	50.32	0.05	115
VDOT.8	Wards Ferry Rd and CVCC Campus Drive Roundabout	\$12,096,998	20.83	10.01	7	5.01	15	57.85	0.05	116
V.17	Richmond Hwy Roadway Reconstruction (US 29 Bypass to Rt 606W)	\$17,317,984	16.66	17.33	9	10	12.5	65.49	0.04	117
V.41	Turkey Foot Rd Roadway Reconstruction (Thomas Jefferson Rd to Campbell County Limits)	\$16,726,872	12.49	17.34	5	13.33	15	63.16	0.04	118
VDOT.37	Lynbrook / Waterlick / Lawyers Roundabout	\$18,805,662	16.67	17.34	7	6.67	15	62.68	0.04	119
VDOT.39	Route 501 / 24 Intersection Improvements	\$18,692,671	18.76	10.01	7	6.67	15	57.44	0.04	120
VDOT.49	Peaks to Creek Multi-Use Trail	\$15,000,000	20.83	10.01	7	5.01	15	57.85	0.04	121
VDOT.50	Forest Rd Improvements (Cloverhill Blvd to Ambassador Dr)	\$23,400,000	16.67	21	11	10	15	73.67	0.04	122
CLTC.1	RTE 29 NBL - BRIDGE & APPR. OVER NS RR FED. ID. NO. (04144)	\$28,582,737	14.58	16.33	9	15	15	69.91	0.03	123
CLTC.3	ATMS - PHASE 1, 2, 3, 4	\$19,528,725	14.58	10.01	5	13.33	15	57.92	0.03	124
CNA.31	South Amherst Hwy/ Route 163 Interchange Improvements	\$22,222,616	14.58	10.01	5	15	15	59.59	0.03	125
SS4AE.45	Wards Rd/Harvard St/ Liberty University Dr Intersection Reconstruction	\$24,900,000	14.58	24.67	10	10	15	74.25	0.03	126
SS4AN.19	Richmond Hwy (Fire Station/Dollar General) Improvements	\$22,000,000	12.49	13.67	6	11.67	15	58.83	0.03	127

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score /100	B/C Ratio	Rank
V.1	Waterlick Rd Expansion (Bedford County Limits to Rainbow Forest Dr)	\$28,990,000	14.58	21	9	10	15	69.58	0.03	128
V.20	Monacan Pkwy/Izaak Walton Rd Off Ramps	\$18,516,184	12.49	10.01	5	8.34	15	50.84	0.03	129
V.24	New Wright Shop Rd Roadway Reconstruction (Colony Rd to Dixie Airport Rd)	\$31,359,290	14.58	17.34	7	11.67	12.5	63.09	0.03	130
V.28	English Tavern Rd Roadway Reconstruction (Wards Rd to Suburban Rd)	\$23,165,200	14.58	17.34	7	11.67	15	65.59	0.03	131
V.3	Candlers Mountain Rd Expansion (Mayflower Dr (Rt 128) to Richmond Highway)	\$32,015,904	14.58	21	10	11.67	12.5	69.75	0.03	132
V.30	Mt. Athos Rd Roadway Reconstruction (Richmond Hwy to BWXT)	\$25,210,128	12.5	10.01	6	10	12.5	51.01	0.03	133
V.32	Cottontown Rd Roadway Reconstruction (Hooper Rd to Hawkins Mill Rd)	\$23,692,408	10.41	13.67	5	11.67	12.5	53.25	0.03	134
V.33	Winridge Rd Roadway Reconstruction (Rt 130 to Rt 675)	\$17,461,768	10.41	10.01	5	11.67	12.5	49.59	0.03	135
V.36	Dixie Airport Rd Reconstruction (Amelon Rd to Galts Mill Rd)	\$18,995,464	8.32	13.67	5	11.67	10	48.66	0.03	136
V.5	Lakeside Dr Expansion (Lynchburg Expy to Forest Brook Rd)	\$30,614,809	10.41	21	14	10	15	70.41	0.03	137
VDOT.19	Timberlake Rd Improvements (Greenview Dr to Laxton Rd)	\$33,364,620	20.83	23.66	11	8.33	15	78.82	0.03	138

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score / 100	B/C Ratio	Rank
VDOT.21	Route 29 Safety Improvements - Southern Section	\$30,407,170	12.49	17.34	8	10	15	62.83	0.03	139
VDOT.30	Phase 2 Lynbrook Road Reconstruction	\$18,668,395	8.32	21	5	8.34	12.5	55.16	0.03	140
VDOT.40	English Tavern & Sunnymeade / Suburban Intersections	\$19,152,786	8.32	20	5	5.01	15	53.33	0.03	141
VDOT.44	Campbell Ave. Woodrow Street to US-460	\$20,868,061	16.67	13.67	8	6.67	15	60.01	0.03	142
VDOT.46	Wards Road at Candler Mountain Rd/Sheffield Dr.	\$21,566,388	20.84	13.67	10	5.01	15	64.52	0.03	143
VDOT.48	CVTC Connector Road	\$24,481,075	12.5	10.01	5	6.67	15	49.18	0.03	144
VDOT.5	Hollins Mill Bridge Replacement with Pedestrian Features	\$19,893,714	16.66	10.01	6	8.34	12.5	53.51	0.03	145
CNA.34	Graves Mill Rd/US 501 Interchange Improvements	\$48,567,040	12.5	13.67	12	10	15	63.17	0.02	146
V.13	Waterlick Rd Expansion (Timberlake Rd to Leesville Rd)	\$38,693,872	14.58	21	8	8.34	12.5	64.42	0.02	147
V.15	South Amherst Hwy Expansion (River Rd to US 29 Business)	\$36,744,800	16.67	23.66	12	8.34	10	70.67	0.02	148
V.16	Waterlick Rd Expansion (Thomas Jefferson Rd to Campbell County Limits)	\$38,342,400	12.49	17.34	9	10	15	63.83	0.02	149
V.26	Thomas Jefferson Rd Expansion (Great Oak Rd to US 460)	\$47,432,744	12.5	13.67	8	8.34	10	52.51	0.02	150
V.27	Leesville Rd Expansion (City Limits to Richmond Hwy)	\$46,330,400	14.58	21	7	10	10	62.58	0.02	151

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score / 100	B/C Ratio	Rank
V.29	Elon Rd Expansion (NS Railroad to US 29 Business)	\$39,940,000	16.66	13.67	9	8.34	15	62.67	0.02	152
V.35	Izaak Walton Roadway Reconstruction (Glade Rd to S Coolwell Rd)	\$47,512,624	10.41	17.34	5	11.67	12.5	56.92	0.02	153
V.39	Perrowville Rd Roadway Reconstruction (Quail Ridge Rd to Coffee Rd)	\$27,862,144	12.49	10.01	5	11.67	12.5	51.67	0.02	154
V.40	Cottontown Rd Roadway Reconstruction (Coffee Rd to Hooper Rd)	\$53,072,272	10.41	13.67	5	11.67	12.5	53.25	0.02	155
V.44	Everett Rd Roadway Reconstruction (Kensington Pkwy to Gladden Cir)	\$39,940,000	8.32	13.67	5	11.67	12.5	51.16	0.02	156
V.45	River Rd Reconstruction (Rt 130 to NS Railroad)	\$49,781,216	8.32	10.01	6	11.67	15	51	0.02	157
V.46	River Rd Reconstruction (NS Railroad to Rt 163)	\$39,748,288	10.41	13.67	7	11.67	10	52.75	0.02	158
V.48	Hawkins Mill Rd Roadway Reconstruction (Old Farm Rd to City Limits)	\$39,940,000	10.41	10.01	5	11.67	12.5	49.59	0.02	159
V.49	Winesap Rd Reconstruction (Rt 652 to Rt 795)	\$32,734,824	8.32	10.01	5	11.67	12.5	47.5	0.02	160
VDOT.32	Candlers Mntn Rd/460 & Liberty Mntn Dr Roundabout	\$30,859,391	16.67	10.01	6	5.01	15	52.69	0.02	161
VDOT.45	Wards Road Walmart South Entrance to Old Wards Road Displaced Left Turn	\$48,412,761	18.76	22.67	8	8.34	15	72.77	0.02	162
VDOT.47	Campbell Avenue Pedestrian Improvements Florida Ave. to Kemper Street	\$37,640,606	20.83	23.66	9	6.67	15	75.16	0.02	163

SCORED/RANKED PROJECTS (RANKED BY COST/BENEFIT SCORE)										
ID	Title	Cost	Total Econ. Score / 25	Total Safety Score / 30	Total Mobility Score / 15	Total Efficiency Score / 15	Total Envr. Score / 15	Total Benefit Score / 100	B/C Ratio	Rank
VDOT.9	Candlers Mountain Rd Interchange Improvements	\$55,433,709	16.66	24.67	11	8.34	15	75.67	0.02	164
V.14	Campbell Hwy Expansion (Village Rd to Suburban Rd)	\$93,028,248	14.58	21	7	8.34	12.5	63.42	0.01	165
V.22	US 29 Southern Bypass Western Alternative	\$453,670,472	12.49	10.01	9	11.67	12.5	55.67	0.01	166
V.23	US 29 Southern Bypass Eastern Alternative	\$672,749,360	12.49	10.01	9	11.67	12.5	55.67	0.01	167
V.31	Thomas Jefferson Rd Roadway Reconstruction (Forest Rd to Turkey Foot Rd)	\$138,991,200	10.41	13.67	10	8.34	12.5	54.92	0.01	168
V.34	Richmond Hwy Expansion (Dulwich Rd CVMPO Eastern Boundary)	\$87,005,296	12.49	10.01	7	11.67	12.5	53.67	0.01	169
V.37	Thomas Jefferson Rd Expansion (Waterlick Rd to Great Oak Rd)	\$90,919,416	12.5	17.34	8	8.34	12.5	58.68	0.01	170
V.38	James Scenic River Parkway	\$101,220,000	16.67	10.01	6	8.34	10	51.02	0.01	171
V.47	Coffee Rd Roadway Reconstruction (Elk Valley Rd to City Limits)	\$83,602,408	10.41	13.67	5	11.67	12.5	53.25	0.01	172
V.6	East Lynchburg Salem Tpk Expansion (Waterlick Rd to Campbell Ave)	\$321,069,672	16.66	21	9	11.67	10	68.33	0.01	173
VDOT.11	RTE 221/501 - INTERSECTION IMPROVEMENTS	\$96,722,437	12.49	23.66	12	8.33	12.5	68.98	0.01	174

Table 12. GLTC Projects

GLTC PROJECTS			
ID	Title	Locality	Description
GLTC.1	Bike Storage	City of Lynchburg	Installation of bike lockers and bike storage area
GLTC.2	FY28/29 Strategic Plan	GLTC Service Area	Completion of New Strategic Plan FY28/29
GLTC.3	Microtransit Service	Campbell County	Study for microtransit expansion service into Campbell County
GLTC.4	Microtransit Service	MPO Service Area	Expansion of first mile/last mile microtransit service to MPO service employment/residential growth areas
GLTC.5	Shelter/Amenity Study	GLTC Service Area	Evaluate and implement shelter and amenity replacement at stops
GLTC.6	Route/Multimodal Connection	GLTC Service Area	Evaluate and implement first-mile/last mile route and stop connections along key road corridors (Spines and Connectors; Lynchburg Multimodal Plan).
GLTC.7	Sunday Service	City of Lynchburg	Evaluate short and long-term GLTC Sunday service needs and program partners (private and non-profit) to advance sustainable service along appropriate routes

Table 11. Projects for Further Study

PROJECTS FOR FURTHER STUDY				
ID	Title	Locality	Description	Active or Future
CBP.12	James River Heritage Trail	Region-Wide	Completing the James River Heritage Trail throughout the region	Future
PRFS.1	Lynchburg Expy/Robins Rd Intersection Reconstruction Study	City of Lynchburg	Close the NB Lynchburg Expressway entrance ramp from Robins Rd (acceleration lane length 1,700' shorter than the minimum AASHTO recommended)	Future
PRFS.10	Hollins Mill Rd Bike Facility Study	City of Lynchburg	Add bike facility	Future
PRFS.11	Holcomb Path Rd Multimodal Bridge Study	City of Lynchburg	Construct multimodal bridge over road	Future
PRFS.12	Boonsboro Rd Improvements Study (501 Bypass to City Limits)	City of Lynchburg	Corridor improvements, evaluate intersections	Future
PRFS.13	Leesville Rd Study	City of Lynchburg	Comprehensive corridor study analysis of traffic, connectivity, and land use. Consider including Campbell County, as they are experiencing similar development pressures along their portion of Leesville Road.	Future
PRFS.14	Fort Ave Study	City of Lynchburg	Comprehensive corridor study analysis of traffic, connectivity, and land use. Note that this study should take place in advance of proposed stormwater management improvements along the corridor.	Future
PRFS.15	Timberlake Rd Study	City of Lynchburg	Corridor study of traffic and connectivity improvements with commercial and mixed use redevelopment	Future

PROJECTS FOR FURTHER STUDY				
ID	Title	Locality	Description	Active or Future
PRFS.16	Oakley Ave Study	City of Lynchburg	Corridor study of traffic and connectivity improvements with commercial and mixed use redevelopment	Future
PRFS.17	Wiggington Rd Study	City of Lynchburg	Corridor study	Future
PRFS.18	Leesville Rd & Colonial Hwy Pipeline Study (Active)	Campbell County	Active VDOT Pipeline Study	Active
PRFS.19	Route 221 at Enterprise Drive/Vista Center Drive STARS Study (Active)	Bedford County	Active VDOT STARS Study	Active
PRFS.2	Forest Rd Expansion Study (Cloverhill Blvd to Cottontown Rd)	Bedford County	Widen from 4 to 6 lanes and incorporate the appropriate bike/ped amenities. Note that this study should take place in advance of proposed SW management improvements along the corridor	Future
PRFS.20	South Amherst Hwy Improvements (Route 163 to S Coolwell Rd)	Amherst County	Potential phased approach	Future
PRFS.3	Forest Rd Expansion Study (Cottontown Rd to Lynchburg Expy)	Bedford County	Widen from 4 to 6 lanes and incorporate the appropriate bike/ped amenities	Future
PRFS.4	Northwest Expy Expansion Study (Old Forest Rd to Wiggington Rd)	City of Lynchburg	Widen to 4 lanes	Future
PRFS.6	Sunburst Rd Roadway Reconstruction Study (Richmond Hwy to Waterlick Rd)	Campbell County	Reconstruct 2 lane roadway	Future
PRFS.7	Atlanta Ave Intersection Reconstruction Study (Wards Rd to Wards Ferry Rd)	City of Lynchburg	Intersection and Multimodal Improvements	Future
PRFS.8	Graves Mill Rd Expansion Study (Old Graves Mill Rd to Creekside Dr)	City of Lynchburg	Priority III Projects: widening	Future
PRFS.9	Forest Brook Rd Improvements Study (Lakeside Dr to Old Forest Rd)	City of Lynchburg	Access Management	Future
SS4AE.8	Amherst Hwy Improvements (Grove Ave to North of Buddys Dr)	Amherst County	Consolidate driveways and improve pedestrian infrastructure between Dillard Rd and Lakeview Dr	Future
SS4AE.42	STARS Campbell Ave Study (Martin St/Florida Ave)	City of Lynchburg	STARS Campbell Ave Study (Active)	Active
SS4AE.43	STARS Campbell Ave Study (Mayflower Dr)	City of Lynchburg	STARS Campbell Ave Study (Active)	Active
SS4AE.49	Graves Mill Corridor Study (Old Graves Mill Ext to Lynchburg Expy)	City of Lynchburg	Graves Mill Corridor Study (Active)	Active
SS4AE.50	STARS Campbell Ave Study (Woodrow St to Richmond Hwy)	City of Lynchburg	STARS Campbell Ave Study (Active)	Active

PROJECTS FOR FURTHER STUDY				
ID	Title	Locality	Description	Active or Future
SS4AE.51	STARS Wards Rd Study (Atlanta Ave)	City of Lynchburg	STARS Wards Rd Study (Active)	Active
V.50	Route 29 NB/Route 60 Interchange	Town of Amherst	County/Town noted safety concerns at this intersection due to difficult sight distance. The Town also noted that the section changes from 2 to 4 to 2 lanes.	Future
SS4AN.25	Memorial Ave/Langhorne Rd Intersection Improvements	City of Lynchburg	Add high-visibility crosswalks Study intersection for improvements	Future

Table 13. Debt Service Projects

DEBT SERVICE PROJECTS				
ID	Title	Locality	Description	Cost
CNTC.1	#HB2.FY17 RTE 682 - RECONSTRUCTION GARVEE DEBT SERVICE (Garvee debt service for UPC 109550)	VDOT (Amherst County)	Reconstruct 2 lane rural collector. All increased width will be to the South such that the existing ditch on the north will remain. Typical uses 4' ditch, 4' shoulder, 11-12' lanes. Significant culvert. Assume needs 25' more ROW and 15' UT easement, 2 relocations.	\$9,086,237
CNTC.2	#HB2.FY17 ODDFELL'S RD SEG B2 RECON GARVEE DEBT SERVICE (Garvee debt service for UPC 109554)	VDOT (City of Lynchburg)	This project will reconstruct 0.5 miles of the existing 2 lane road to a three lane facility by adding a center turn lane.	\$19,369,835
CNTC.3	UR-6056 - D/B WIDEN FR 2-4 LNS (GREENVIEW DR) DEBT SERVICE	VDOT (City of Lynchburg)	(Garvee debt service for UPC 106320)	\$9,638,117
CNTC.4	RTE 29/460 - D/B INTERCHANGE & EXTENSION (ODD FELLOWS ROAD)	VDOT (City of Lynchburg)		\$33,717,534

DEBT SERVICE PROJECTS				
ID	Title	Locality	Description	Cost
CNTC.6	RTE 29/460 - INTCHG & EXT (ODD FELLOWS RD) DEBT SERVICE	VDOT (City of Lynchburg)	(Garvee debt service for UPC 105515)	\$41,317,569
CNTC.7	#HB2.FY17 Route 221 Congestion and Safety Improvements	Bedford County	This project consists of improvements to the Route 221 corridor at the intersections of Graves Mill Road and Gristmill Road. The project at the intersection of the Graves Mill Road/221 includes six components. The first component is to replace the 3 signal poles at the North West, North East and South East corners of the intersection. The second component is to add new pavement to accommodate a new right turn lane on Graves Mill Road--see project sketch. The third component of the project is to mill and resurface the eastern portion of the intersection--in accordance with the project sketch--to set new crown. The fourth component is to construct a sheet pile wall adjacent to the new right turn lane on Graves Mill Road. The fifth component is to add crosswalks and pedestrian features to intersection in accordance with the project sketch. The sixth component of the project is to rebuild the two commercial entrances in accordance with the project sketch. The project at the intersection of Gristmill Road/221 includes three components. The first component is to add pavement to the westbound approach of Gristmill Road in accordance with the project sketch. This would include a standard 150/150 turn lane into the Graves Mill shopping center entrance. The second component is to replace the dual mast-arm to provide a four section head for the outside lane of Gristmill Road. The third component is to add crosswalks and other pedestrian features in accordance with the project sketch.	\$6,055,669
CNTC.9	#SGR21VB - RTE 666 OVER ELK CREEK (STR. 2781) - TOTAL REHAB	Bedford County		\$5,023,947

10.0 Appendix E: Technical Data & Forecasting

Provide supporting population, employment, land use, travel demand model, transportation system, and other technical data used in development of the LRTP.

REFER TO FED REQUIREMENTS # 31, 35, 40, 41, 47

[INSERT TDM SEDATA REVISIONS DOC SENT TO YIFANG - 22 PGS]

11.0 Appendix F: Plan Adoption & Public Availability

Provide the adoption resolution and other documentation associated with MPO approval, required distribution, and public availability of the final LRTP.

REFER TO FED REQUIREMENTS # 34, 37, 38, 39, 64, 65

[TBD]

12.0 Appendix G: Revenue Forecast

Revenue forecast for every year 2026-2050

[TO DO LATER]

13.0 Appendix A: Federal Requirements Compliance Matrix

Cross-reference each applicable federal metropolitan transportation planning requirement to the section and page of Connect Central Virginia 2050 where the requirement is addressed.

[WILL FILL OUT WHEN COMPLETED]

14.0 Appendix B: Public Engagement Documentation

Provide detailed survey results, meeting summaries, comments, outreach documentation, and other supporting materials from the public participation process.

REFER TO FED REQUIREMENTS # 2, 63, 64, 65

[To compile later]

15.0 Appendix C: Complete Project List

Table 14. Scored/Ranked Projects (Ranked by Benefit Score Only)

16.0 Appendix E: Technical Data & Forecasting

Provide supporting population, employment, land use, travel demand model, transportation system, and other technical data used in development of the LRTP.

REFER TO FED REQUIREMENTS # 31, 35, 40, 41, 47

[INSERT TDM SEDATA REVISIONS DOC SENT TO YIFANG - 22 PGS]

17.0 Appendix F: Plan Adoption & Public Availability

Provide the adoption resolution and other documentation associated with MPO approval, required distribution, and public availability of the final LRTP.