

CVL RTP 2040 – PERFORMANCE BASED PLANNING

BACKGROUND

The Central Virginia Metropolitan Planning Organization is charged with the creation of two primary documents: the Transportation Improvement Program (TIP), which budgets for transportation projects to be implemented over a 5-year period, and the Long Range Transportation Plan (LRTP). All federal funding for transportation projects and programs in these urbanized areas and surrounding counties are channeled through the planning process implemented by the MPO. The LRTP looks ahead three decades to assess transportation projects vital to the region. The LRTP considers all modes of transportation, and must be updated every five years.

The last update of the Long Range Transportation Plan was published in October 2010 and planned for transportation projects and programs through the year 2035. This CVLRTP 2040 update is built upon the 2035 Plan and other recent planning initiatives in Region 2000. It is also intended to align with emerging state and federal policy and legislative changes and to forge a strong transportation policy framework for the coming decades. The basic required elements of an LRTP include safety analysis, traffic analysis, identification of potential projects, environmental mapping, funding projections, and prioritization. This analysis culminates in a final constrained and vision plan list of transportation planning projects.

STATE & FEDERAL POLICIES

The new federal transportation law, known as MAP-21, mandates a performance-driven, outcome-based transportation planning process that has significant implications for the transportation planning process. MAP-21 requires the states to set targets, which will help the FHWA make progress towards its national goals. Before MAP-21 is fully implemented in 2016, states will need to coordinate with metropolitan planning organizations to set specific, measurable performance targets and report on their progress towards reaching the targets.

Virginia is in the midst of an evolution from agency-level linkages and prioritization efforts to a more unified statewide approach to be implemented under new legislation, House Bill 2 (HB2). Signed into law in March of 2014, HB2 provides for the development of a prioritization process for projects funded by the Commonwealth Transportation Board. The law mandates that “such prioritization shall weight factors such as congestion mitigation, economic development, accessibility, safety, and environmental quality and be applied within each highway construction district.” HB2 establishes the screening process for projects before prioritization. To receive state or federal highway funds, projects must demonstrate that they meet a capacity need identified in the statewide transportation plan VTrans2040. OIPI and VDOT are currently in the process of finalizing the project prioritization framework to implement HB2.

ECONOMIC DEVELOPMENT LINKAGES

One important new development in the 2040 LRTP planning process has been the integration of the transportation planning process with regional economic development initiatives and planning priorities. CVLRTP 2040 presented an opportunity to align the MPOs transportation planning efforts with regional economic plans and priorities. Virginia’s Region 2000 Partnership is the primary consortium of economic interests and stakeholders within the 2,000 square miles that surround Lynchburg, Virginia. Region 2000 was established to coordinate regional programs and activities that will improve the region’s economic opportunities and livability for its residents, businesses, institutions, and local governments.

One of the primary products of the Region 2000 Partnership is the Comprehensive Economic Development Strategy (CEDS). The inclusion of a project in the CEDS is a prerequisite to apply for federal project and program funding for economic development. The CVLRTP 2040 was integrated with existing CEDS goals, to incorporate project evaluation metrics that benefit both the regional transportation system and the regional economy. Specific metrics for economic performance were included in the framework of the CVLRTP and were weighted strongly in the final factor weighting. In general, the purpose of incorporating regional economic development priorities into the CVLRTP 2040 performance-based planning process is to ensure that transportation projects that best position our region for economic success are prioritized for funding.

PERFORMANCE BASED PLANNING

Transportation policy and planning is becoming increasingly based on a performance-driven, outcome-based approaches, as opposed to politically-driven project selection processes. The majority of Virginia’s MPOs are incorporating performance-based planning and programming into their long range transportation planning processes. One of the goals of CVLRTP 2040 is to align with this trend and develop a clear and transparent framework for project evaluation that has broad support from the leaders in the Region. Performance management provides a means to efficient investment through increased accountability and transparency, and through improved project decision-making.

Performance-based planning can be used to evaluate an entire transportation system or to evaluate individual projects. Planners can measure regional delay, enhance regional evaluation time, and leverage system-wide funding when performance metrics are applied to an entire transportation system. Measures relating to reductions in Level of Service on a particular roadway, cost-effectiveness of a project, or overall project readiness all allow planners to compare individual projects objectively and prioritize them based on regional goals and objectives.

- Congestion
- Traffic Volume
- Freight
- Alternative Transportation
- Accident Rate
- Safety Features
- Economic Development Plans
- Commuter Travel
- Employment Density
- Cultural and Environmental Resources
- Corridor Beautification
- Right of Way Sufficiency
- Functional Classification
- Plan Coordination
- Distribution of Benefits

WHAT WAS MEASURED:

Below are the fifteen specific Performance Factors that were used to rate projects under the CVLRTP Project Evaluation process. Each of the measures derive directly from one of the overarching Goals that were continued from the prior update (CVLRTP2035). The Performance Factors were selected carefully, not only for their relevance to project goals but also based on availability of data .

The predicted level of traffic congestion at the project location in 2040

The predicted number of vehicles using the project corridor in 2040

The percentage of vehicles on the road that are classified as heavy trucks, such as semi-trucks

The types of non-auto transportation infrastructure—such as bicycle lanes, sidewalks, or transit stops—that are improved or added as a part of the project

The number of accidents per mile that were reported at the project location from 2011-2013

Major project features that are designed or included to specifically address a safety concern

Recommendations for the project provided by official economic development plans for the region

The role of the project corridor in the region’s commuter travel network

The density of jobs per acre in the properties surrounding the project location

The proximity of the project location to sensitive cultural and environmental resources such as historic landmarks, parks, rivers, streams, and endangered species habitat

Project features that will directly or indirectly improve the “streetscape” appearance of the road corridor

The amount of additional right of way that would need to be acquired to complete the project

The functional classification of the project corridor as designated by the Virginia Department of Transportation to describe its role in the road network

The number of different local, regional, or state planning documents that have recommended the project

The number of localities in the CVMP0 that will directly benefit from the project’s improvements

HOW PROJECTS WERE EVALUATED:

After identifying the fifteen transportation Performance Factors, the CVMP0 Technical Committee weighted the relative importance of each according to the region’s transportation Goals. As shown below, the Performance Factors were first grouped into five broad “Vision Themes,” and weights reflecting relative importance were assigned to each group. Next, the Performance Factors within each Vision Theme were assigned sub-weights according to their importance to the Goal related to that Vision Theme. Using this framework, “Project Benefit Scores” for every proposed project in the MPO were developed as shown in the tables that follow.

Theme	Goals	Weight
Mobility and Accessibility: Provide a transportation system that facilitates the efficient movement of people and goods.	Make it flow, Make it Accessible	20%
Safety: Provide a safe and secure transportation system.	Make it Safe	25%
Economy: Retain and increase business and employment opportunities.	Promote Vitality, Make it Efficient	25%
Community and Nature: Improve the quality of life and protect the environment.	Sustain Quality	15%
Efficiency: Preserve the existing transportation system and promote efficient system management.	Make it Function, Coordinate Investments, Balance Priorities	15%
Total:		100%
Theme	Performance Measures	Weight Relative to Goal
Mobility and Accessibility: Provide a transportation system that facilitates the efficient movement of people and goods.	A. Congestion	37%
	B. Traffic Volume	23%
	C. Freight	20%
	D. Alternative Transportation	20%
Total:		100%
Safety: Provide a safe and secure transportation system.	A. Accident Rate	61%
	B. Safety Features	39%
Total:		100%
Economy: Retain and increase business and employment opportunities.	A. Economic Development Plans	25%
	B. Commuter Travel	44%
	C. Surrounding Employment Density	31%
Total:		100%
Community and Nature: Improve the quality of life and protect the environment.	A. Congestion	30%
	B. Corridor Beautification	30%
	C. Right of Way Sufficiency	40%
Total:		100%
Efficiency: Preserve the existing transportation system and promote efficient system management.	A. Functional Roadway Classification	20%
	B. Plan Coordination	38%
	C. Distribution of Benefits	42%
Total:		100%

CONSTRAINED PROJECT LIST:

The table below shows the fiscally-constrained projects for the MPO, based on estimations of future state and local transportation funding. All the projects included on the CVLRTP 2040 Update Constrained List are those that are identified in the VDOT FY 2016 Six Year Improvement Program (SVIP).

ID	Jurisdiction	Route #	Project Description	Estimated Cost
1	Amherst County	29	Business 29 - Shoulder Widening	\$3,700,000
2	Amherst County	681	Replace bridge over Williams Run [Fed ID #01524]	\$2,183,000
3	Amherst County	--	Town of Amherst - Depot Relocation and Renovation	\$1,749,000
4	Bedford County	221	Rt 221 Bedford County - Bike and Ped Safety Improvements	\$2,550,000
5	Bedford County	621	Rt 621 over Ivy Creek [Str. ID 02707] - Bridge Replacement	\$3,542,000
6	Bedford County	622	Rt 622 over NS RR [Str. 02708] - Bridge Replacement	\$3,380,000
7	Bedford County	666	Rt 666 over NS RR [Str. 02780]	\$3,873,000
8	Bedford County	668	Rt 668 over NSRR [Str. 02785] - Bridge Replacement	\$5,058,000
9	Bedford County	--	Extend Corporate Park Dr.	\$1,000,000
10	Campbell County	29	Bridge and approach over NS RR, northbound lanes [Fed ID #04144]	\$10,110,000
11	Campbell County	29	Rte 29 - Right turn lane of Rte 688 [Patterson Rd]	\$252,000
12	Campbell County	460	Rte 460 Right turn lane at Rte 752 [Mt Oliver Church Rd]	\$208,000
13	Campbell County	907	FR-907 - Complete Liberty Mtn Rd and 1st phase Mtn Lake Rd	\$5,428,000
14	City of Lynchburg	29	Bridge and approach over NSRR, NB & SB lanes [Fed ID #20579 & #20580]	\$11,161,000
15	City of Lynchburg	29/460	Odd Fellows Rd Interchange and Extension	\$38,538,000
15	City of Lynchburg	29/460	Odd Fellows Rd Interchange and Extension Debt Service	\$36,841,000
16	City of Lynchburg	29/460	Rte 29/460 Access Management	\$19,092,000
17	City of Lynchburg	163	Rte 163 - Reconstruction	\$3,000,000
18	City of Lynchburg	163	Intersection Improvement - Lakeside/Park/Memorial	\$1,530,000
19	City of Lynchburg	221	Rte 221 - Intersection Improvements	\$47,921,000
20	City of Lynchburg	221	Rte 221 - Intersection Improvement	\$1,600,000
21	City of Lynchburg	460	Timberlake Ramp/Intersection Improvements	\$3,790,000
22	City of Lynchburg	501	Main Street bridge replacement	\$5,076,000
23	City of Lynchburg	6056	Greenview Dr. Widen from 2-4 lanes	\$16,443,000
23	City of Lynchburg	6056	Greenview Dr. Widen from 2-4 lanes Debt Service	\$14,467,000
24	City of Lynchburg	--	Midtown Connector - New 2 lane with flush median, curb and gutter, sidewalk	\$26,703,000
25	City of Lynchburg	--	Wards Ferry Rd widening	\$2,002,000
26	City of Lynchburg	--	Construct new roadway access to Liberty University Facilities (Phase 1)	\$2,500,000
27	City of Lynchburg	--	Construct new roadway access to Liberty University Facilities (Phase 2)	\$3,200,000
28	City of Lynchburg	--	Lynchpin Industrial Park Sidewalk	\$234,000
29	City of Lynchburg	--	Riverside Park Master Plan	\$1,266,000
NA	City of Lynchburg	--	Citywide - Pavement Overlay	\$3,000,000
NA	MPO-Wide	--	Safety/traffic operations/transportation system mgmt; General improvements to traffic safety and operations; Individual projects are generally low cost	Determined on an annual basis
NA	MPO-Wide	--	Transportation Enhancements: Expand transportation choices through safe bicycle and pedestrian facilities, scenic routes, and beautification	
NA	MPO-Wide	--	Improvements to increase safety at locations where roads and railroads cross	
NA	MPO-Wide	--	General system maintenance: Roadway maintenance funds on an MPO-wide basis	

FROM GUIDING PRINCIPLES TO GOALS

HOW THESE WERE DEVELOPED:

The Guiding Principles and Goals have remained consistent with the prior Transportation Plan (CVLRTP 2025). However, in this update, the Guiding Principles were developed into an overarching Vision Statement for the whole Region. This Vision Statement was then broken down into a series of four basic Vision Themes that in turn, were related to the original LRTP Goals. These Vision Themes and Goals became the framework around which the whole Evaluation Process was organized.

GUIDING PRINCIPLES

Our people enjoy a strong sense of community.

Our businesses thrive and prosper.

Our natural beauty flourishes.

Our region is accessible to businesses and visitors from around the world.

Our communities are safe and accessible to people of all ages and abilities.

VISION STATEMENT

“Our Region will be accessible to visitors and businesses from around the world, with a prosperous economy, flourishing natural beauty and strong and safe communities accessible to all.”

VISION THEMES

- Safety
- Mobility & Accessibility
- Community & Nature
- Economy
- Efficiency

GOALS

1. Make it Safe
Promote transportation safety and security for motorized and non-motorized travelers.
2. Make it Function
Ensure that the existing transportation system is maintained.
3. Make it Flow
Improve mobility and connectivity for people and freight, across all travel modes.
4. Make it Accessible
Promote equal access to all modes of transportation for people of all ages and abilities.
5. Make it Efficient
Maximize transportation operations and efficiency of key corridors such as Route 29 in the region and between regions. The Route 29 corridor is a vital economic artery for the region and the state and must be managed and developed accordingly.
6. Promote Vitality
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
7. Sustain Quality
Support and enhance environmental resilience, energy conservation, and community quality of life.
8. Coordinate Investments
Ensure consistency with local and state plans and goals for land use, environmental preservation, and economic development.
9. Balance Priorities
Balance cross-jurisdictional transportation needs and concerns.

CENTRAL VIRGINIA LONG RANGE TRANSPORTATION PLAN

AUGUST 2015

Developed by The Central Virginia Metropolitan Planning Organization in cooperation with

the Virginia Department of Transportation
the Virginia Department of Rail and Public Transportation
the Federal Highway Administration
the Federal Transit Administration

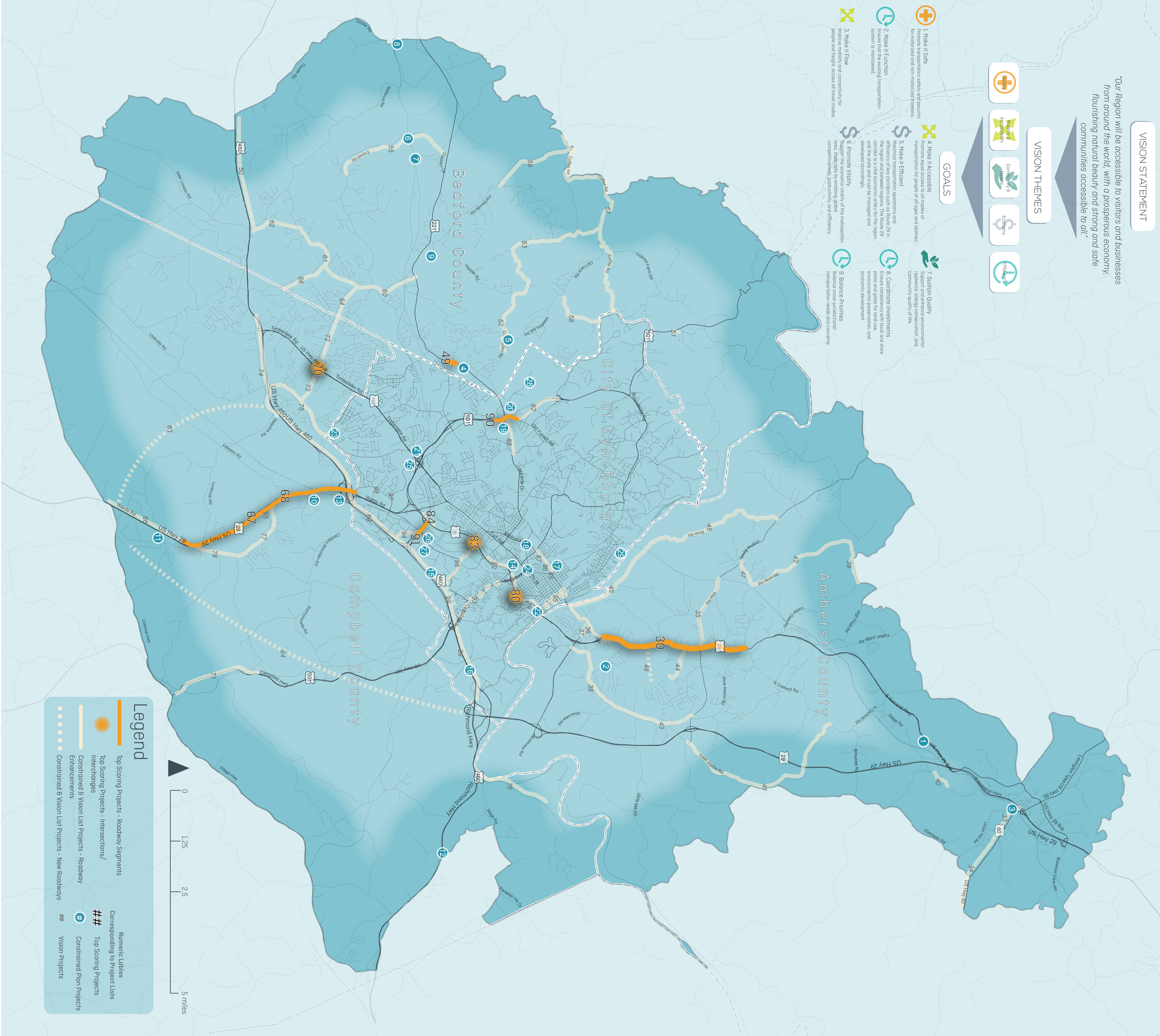
REGION 2000

VISION PLAN PROJECTS:

ID	Rank	Jurisdiction	Route #	Route Name	From	To	Project Description	Estimated Cost	Benefit Score	Benefit - Cost	Roadway Rating
30	4	Amherst	29	South Amherst Hwy	Amherst St [Rt 163]	S Coolwell Rd [Rt 634]	Traffic Apps/Signal Coordination	\$1,625,500	79.97	High	Medium
31	12	Amherst	29	South Amherst Hwy	Amherst St [Rt 163]	--	Add ramp to complete interchange	\$12,000,000	78.63	High	Low
32	46	Amherst	29	Monacan Parkway	Isaak Walton Rd [Rt 663]	--	New access ramps	\$10,000,000	53.20	Low	Low
33	41	Amherst	60	Richmond Highway	US 29 Bypass	Rt 606W	2 lane improvements	\$9,348,000	54.05	Medium	Low
34	37	Amherst	60	Richmond Highway	Rt 606W	CVMP0 Boundary	2 lane improvements	\$14,904,000	57.61	Low	Low
35	38	Amherst	130	Elton Rd	NS Railroad	S. Amherst Highway [US 29 Bus]	Widen to four lanes	\$40,556,500	57.28	Low	Low
36	30	Amherst	163	South Amherst Hwy	River Rd [Rt 686]	US 29 Business	Widen to 4 lanes with bike lane	\$34,153,000	61.30	Medium	Low
37	55	Amherst	210	Colony Rd	Rt 163	Rt 1034	2 lane reconstruction with shoulder	\$2,815,000	48.00	Medium	Low
38	45	Amherst	622	New Wright Shop Rd	Colony Rd [Rt 210]	Dixie Airport Rd [Rt 677]	Reconstruct 2 lane road	\$18,657,000	53.24	Medium	Low
39	65	Amherst	662	Cedar Gate Rd	Rt 657	Rt 675	2 lane reconstruction	\$6,271,000	43.56	Low	Low
40	60	Amherst	661	Old Stage Rd	Sweet Briar Ln [Rt 624]	London Ln	2 lane improvements	\$2,849,000	45.63	Low	Low
41	64	Amherst	663	Isaak Walton Rd	Glade Rd [Rt 130]	S Coolwell Rd [Rt 634]	Reconstruct 2 lane roadway	\$25,651,000	45.30	Low	Low
42	67	Amherst	675	Winesap Rd	Rt 652	Rt 755	Widen pavement to 22 ft	\$17,671,000	42.06	Low	Low
43	59	Amherst	677	Dixie Airport Rd	Amelon Rd [Rt 698]	Goffs Mill Rd [Rt 622]	Reconstruct 2 lane roadway	\$10,255,500	45.90	Medium	Low
44	47	Amherst	682	Woody's Lake Rd	South Amherst Hwy [US 29 Bus]	End	Reconstruct roadway	\$7,202,500	52.64	Low	Low
45	53	Amherst	685	River Rd	NS Railroad	Rt 163	Reconstruct 2 lane roadway	\$21,468,500	48.94	Low	Low
46	52	Amherst	685	River Rd	Rt 130	NS Railroad	Reconstruct 2 lane roadway	\$26,877,000	50.45	Low	Low
47	63	Amherst	795	Winridge Rd	Rt 130	Rt 675	Reconstruct 2 lane roadway	\$8,429,000	45.46	Low	Low
48	56	Amherst	--	(New Road)	S. Amherst Highway [US 29 Bus]	Fernwood Dr	New 2 lane connector road	\$6,232,000	47.56	Low	Low
49	1	Bedford	221	Forest Rd	Grismill Dr [Rt 1426]	Groves Mill Rd [Rt 126]	Access Mgmt and interaction improvements	\$3,140,000	79.92	High	Medium
50	27	Bedford	460	E Lynchburg Salem	Goode Rd [Rt 688]	Thomas Jefferson Rd [Rt 611]	Construct paved shoulder and access improvements	\$8,000,000	64.67	High	Low
51	39	Bedford	501	Bonsbarns Rd	Winding Creek Ln [Rt 647]	--	Relocate intersection, construct turn lane	\$1,625,500	55.89	Medium	Low
52	68	Bedford	621	Cottontown Rd	Hopper Rd [Rt 662]	Hawkins Mill Rd [Rt 660]	Reconstruct 2 lane roadway	\$12,763,000	42.06	Low	Low
53	66	Bedford	621	Cottontown Rd	Coffee Rd [Rt 644]	Hopper Rd [Rt 662]	Reconstruct 2 lane roadway	\$28,660,000	43.56	Low	Low
54	34	Bedford	622	Waterlick Rd	Thomas Jefferson Rd [Rt 611]	Campbell County Corp Limits	Widen to 4 lanes	\$19,211,500	60.72	Medium	Low
55	69	Bedford	622	Everett Rd	Kensington Pkwy	Gladden Cr [Rt 646]	Reconstruct 2 lane roadway	\$14,330,000	42.06	Low	Low
56	58	Bedford	623	Turkey Fast Rd	Thomas Jefferson Rd [Rt 611]	Campbell County Corp Limits	Widen pavement to 24 ft	\$9,030,000	46.67	Low	Low
57	62	Bedford	644	Coffee Rd	Elk Valley Rd [Rt 665N]	Lynchburg Corp Limit	Reconstruct 2 lane roadway	\$45,140,500	45.50	Low	Low
58	61	Bedford	658	Hawkins Mill Rd	Old Farm Rd [Rt 660]	Lynchburg Corp Limits	Reconstruct 2 lane roadway	\$9,783,000	45.66	Low	Low
59	70	Bedford	663	Perrycoville Rd	Quail Ridge Rd [Rt 1433]	Coffee Rd [Rt 644]	Reconstruct 2 lane roadway	\$15,047,000	42.06	Low	Low
60	35	Bedford	811	Thomas Jefferson Rd	Forest Rd [Rt 221]	Waterlick Rd [Rt 622]	Widen to 4 lanes	\$34,153,000	50.58	Medium	Low
61	49	Bedford	811	Thomas Jefferson Rd	Waterlick Rd [Rt 622]	Great Oak Rd [Rt 704]	Widen to 4 lanes	\$49,095,000	52.11	Low	Low
62	50	Bedford	811	Thomas Jefferson Rd	Great Oak Rd [Rt 704]	US 460	Widen to 4 lanes	\$25,615,000	52.11	Medium	Low
63	18	Campbell County	29	US 29 Ss. Bypass (N Alternative)	S of Rt 24	Richmond Highway [US 460]	New 4 lane limited access facility	\$244,961,000	75.06	Low	Low

ID	Rank	Jurisdiction	Route #	Route Name	From	To	Project Description	Cost	Benefit Score	Benefit - Cost	Roadway Rating
64	19	Campbell	29	US 29 Ss. Bypass (E Alternative)	S of Rt 24	E Lynchburg Salem Turnpike (US 460)	New 4 lane limited access facility	\$363,245,000	75.06	Low	Low
65	24	Campbell	29	Wards Rd	Colohan Rd (Rt 685)	City of Lynchburg corp limits	Widen road (rural 6 lane with median)	\$63,784,500	69.92	Medium	Low
66	23	Campbell y	29	Wards Rd	Colohan Highway (Rt 24)	Colohan Rd (Rt 685)	Widen road (rural 6 lane with median)	\$23,498,000	63.31	Medium	Low
67	10	Campbell	29	Wards Rd	S of Colohan Rd (Rt 685)	City of Lynchburg Corp Limits	Access mgmt, traffic ops, safety improvements	\$10,000,000	73.18	High	Medium
68	5	Campbell	29	Wards Rd	English Tavern Rd (Rt 738)	Terminal Dr	Access Management	\$4,000,000	82.72	High	Medium
69	23	Campbell	460	East Lynchburg Salem Turnpike	Waterlick Rd (Rt 622)	Campbell Ave (Rt 501)	Increase to 6 lanes	\$173,356,000	71.48	Medium	Low
70	2	Campbell	460	Timberlake Rd	Waterlick Rd (Rt 622)	--	Median & turn lane improvements, add lanes	\$2,344,000	82.51	High	Low
71	36	Campbell	501	Campbell Highway	Village Rd (Rt 24)	Suburban Rd (Rt 680)	Widen to 4 lanes	\$27,387,500	59.24	Low	Low
72	26	Campbell	622	Waterlick Rd	Bedford County Corp Limit	Rainbow Forest Dr (Rt 1520)	Widen to 4 lanes	\$23,480,500	68.26	Medium	Low
73	33	Campbell	622	Waterlick Rd	Timberlake Rd (US 460)	Leesville Rd (Rt 682)	Widen to 4 lanes	\$20,889,000	60.94	Medium	Low
74	48	Campbell	681	Suburban Rd	Richmond Highway (US 460)	Waterlick Rd (Rt 622)	Reconstruct 2 lane roadway	\$21,736,000	52.23	Low	Low
75	51	Campbell	682	Leesville Rd	City of Lynchburg corp limits	Richmond Highway (US 460)	Widen to 4 lanes	\$41,863,500	51.80	Medium	Low
76	44	Campbell	726	Mt. Athos Rd	Richmond Highway (US 460)	Babcock and Wilcox	Upgrade existing 2 lane road	\$13,634,000	53.29	Medium	Low
77	7	Campbell	738	English Tavern Rd	Suburban Rd (Rt 680)	Wards Rd (US 29)	Widen to 4 lanes	\$13,376,000	47.16	Medium	Low
78	54	Campbell	738	English Tavern Rd	Wards Rd (US 29)	Suburban Rd (Rt 680)	Widen to 24 ft	\$10,032,000	48.65	Medium	Low
79	15	Lynchburg	29	Lynchburg Expwy	Main St/Church St	--	Improve interchange	\$2,790,000	74.71	High	Low
80	9	Lynchburg	29	Lynchburg Expwy	Miller St/Robbin Rd	--	Improve interchange	\$200,000	74.66	High	Medium
81	16	Lynchburg	29	Lynchburg Expwy	Kemper St/ Campbell Ave	--	Improve interchange	\$14,800,000	76.21	High	Low
82	13	Lynchburg	29	Lynchburg Expwy	James St/Stadium Rd	--	Improve interchange	\$12,220,000	76.21	High	Low
83	7	Lynchburg	29	Lynchburg Expwy	Odd Fellows Rd	--	Improve interchange	\$7,320,000	83.67	High	Low
84	8	Lynchburg	29/501	Lynchburg Expwy	Candlers Mountain Rd (Rt 501)	--	Improve interchange	\$16,220,000	92.71	High	Low
85	40	Lynchburg	183	5th St	Jackson St	Taylor St	Streetscape improvements	\$2,000,000	55.47	High	Low
86	31	Lynchburg	183	5th St	Taylor St	NS Railway Bridge	Reconstruct road and ped, add streetscape	\$2,000,000	61.23	High	Low
87	17	Lynchburg	183	Memorial Ave	NS Railway	Langhane Ave	Reconstruct road and ped, add streetscape	\$2,000,000	68.89	High	Low
88	14	Lynchburg	221	Leesville Dr	Lynchburg Expwy (Rt 501)	Forest Brook Rd	Widen to 4 lanes	\$19,711,750	80.09	Medium	Low
89	11	Lynchburg	460/29	Richmond Highway	Campbell Ave (Rt 501)	Monacan Parkway (US 29)	Widen to 6 lane limited access hwy	\$39,927,900	82.70	Medium	Low
90	3	Lynchburg	501	Lynchburg Expwy	S of Rt 221	Northwest Expressway (Rt 501)	New 4 lane road (One way pairs)	\$73,983,000	91.36	High	High
91	6	Lynchburg	501	Candlers Mtn Rd	Richmond Highway (US 460)	Lynchburg Expressway (US 29)	Widen to 6 lanes	\$23,068,000	89.37	High	Low
92	20	Lynchburg	501	Northwest Expwy	Old Forest Rd	Wigginton Rd (Rt 620)	Widen to 4 lanes	\$27,652,350	70.48	High	Low
93	22	Lynchburg	501	Campbell Ave	Edmunds St	Florida Ave	Roundabouts, Road Diet, Rail to Trail	\$81,000,000	66.83	High	Low
94	25	Lynchburg	670	Candlers Mtn Rd	Wayflower Dr (Rt 128)	Richmond Highway (US 460)	Widen to 4 lanes	\$7,292,000	68.86	Medium	Low
95	21	Lynchburg	--	Downtown Streets	--	--	Implement downtown complete streets	\$50,000,000	72.78	Medium	Low
96	28	Lynchburg	--	Odd Fellows Rd	Richmond Hwy (US 460)	Lynchburg Expressway (US 29)	Roundabouts, Bridge replacement, center balance	\$13,000,000	63.91	Medium	Low
97	32	Lynchburg	--	Wards Ferry Rd	Harvard St	--	Construct Roundabout	\$1,100,000	61.35	High	Low
98	43	Lynchburg	--	Wards Ferry Rd	Alltane Ave	--	Add turn lanes	\$495,000	53.42	High	Low
99	42	Lynchburg	--	New Road	Campbell Ave (Rt 501)	Odd Fellows Rd	Construct new roadway	\$10,000,000	53.56	Low	Low

MAP OF VISION, CONSTRAINED, AND TOP SCORING PROJECTS



NOTE: The top scoring projects listed above represent those projects that scored the highest to a combined scale that included overall project benefit score, benefit-to-cost score and project readiness score.