

*Appendix D:* **PRELIMINARY COST ESTIMATE METHODOLOGY**

*Appendix D-1:* **Initial Detailed Evaluation of Retained Corridor Options**

*This page intentionally left blank.*

Proposed Facility Type	Base Cost Per Mile (FY2026 Dollars)	Adjustment Factors					
		Implementation Barriers/Constraints			Environmental Impacts		
		Low	Medium	High	Low	Medium	High
Shared Use Path (10' Width)	\$1,800,000	1.0	1.5	4.0	1.0	1.2	1.4
SUP Bridge (14' Width)	\$30,750,000						
New SUP on Existing Trail/Path	\$275,000						
New SUP on Abandoned Rail	\$825,000						
On-Road Bicycle Facility (Shared Lane)	\$27,500	1.0	1.2				
On-Road Bicycle Facility (Bike Lane)	\$120,000						
On-Road Bicycle Facility (Buffered Bike Lane or Cycle Track)	\$525,000						

Notes:

1. Shared Use Path cost per mile was derived from the VCT cost of \$1,400,000 per mile (2016).
2. SUP Bridge cost (\$350 per SF) is based on recent bid prices (2019) for similar bridges.
3. New SUP on Existing Trail/Path or Abandoned Rail costs are based on recent bid prices to account for any additional clearing, grubbing, grading, and asphalt to upgrade an existing trail or abandoned rail to SUP.
4. Inflation of 2.5% per year was applied to reach the FY2026 costs.
5. On road facility cost based on recent constructed bike projects and recent average unit costs.
6. All costs include PE, Construction, and baseline ROW cost.
7. All costs are planning level cost estimates that are subject to refinement as the project progresses.







# Orange Corridor Option

Description	Segment Description				Shared Use Path										Level of Traffic Stress Criteria Check					Level of Traffic Stress Criteria Check (Mixed Traffic)												
	From	To	Length (Miles)	Existing Facility type	Existing Facility Length (Miles)	Regional Planned/Proposed Facility type	Regional Planned/Proposed Facility length (miles)	ATP Proposed Facility type (DUP, Cycle Track, Bike Lane, Buffered Bike Lane, Shared Lane)	Feasible (Yes or No)	Type (Along Road, Off Road)	Proposed Side of Road (Right, Left, N/A)	Proposed Width (feet)	Bridge Section (Yes or No)	Environmental Impacts (Low, Medium, High)	Environmental Impacts description	Implementation Barriers/Constraints (Low, Medium, or High)	Implementation Barriers/Constraints (Location Descriptions)	Cost (\$)	Street Width (# through lanes per direction)	Bike lane width (includes parking lane, marked buffer and gutter)	Bike lane width (includes marked buffer and gutter, no parking)	Speed limit (MPH)	Bike Lane Blockage	Resulting Level of Traffic Stress (if no separated facility)	Street Width (# through lanes per direction)	Speed limit (MPH)	Residential (Yes or No)	Marked Centerline (Yes or No)	Resulting Level of Traffic Stress (Shared Lane)	ATP Proposed Facility Level of Traffic Stress		
Proposed Pedestrian Bridge over Appomattox River	S End of the Proposed Pedestrian Bridge over Appomattox River	N End of the Proposed Pedestrian Bridge over Appomattox River	0.07			Trail (LPDA-secondary)	0.07	SUP	Yes	Off Road	N/A	10	Yes	None	Medium	Crossing Appomattox River	\$3,228,750														ITS-1	
Proposed Pedestrian Bridge over Appomattox River	N End of the Proposed Pedestrian Bridge over Appomattox River	S End of the Proposed Pedestrian Bridge over Fleets Branch	0.48			Trail (LPDA-secondary)	0.48	SUP	Yes	Along Road	Left/Right	10		None	Medium	SUP runs along Frontage Road. Additional cost to account for implementation issues with sunken parking lot.	\$1,296,000														ITS-1	
Proposed Pedestrian Bridge over Fleets Branch	S End of the Proposed Pedestrian Bridge over Fleets Branch	N End of the Proposed Pedestrian Bridge over Fleets Branch	0.03			Trail (LPDA-secondary)	0.03	SUP	Yes	Off Road	N/A	10	Yes	None	Low	Crossing Creek	\$922,500													ITS-1		
Proposed Pedestrian Bridge over Fleets Branch	N End of the Proposed Pedestrian Bridge over Fleets Branch	Begin Crossing of E River Rd at intersection with Dupuy Rd	0.23			Trail (LPDA-secondary)	0.23	SUP	Yes	Off Road	N/A	10		None	Low	None	\$414,000													ITS-1		
E River Rd	Begin Crossing of E River Rd at intersection with Dupuy Rd	End Crossing of E River Rd at intersection with Dupuy Rd	0.01			Trail (LPDA-secondary)	0.01	SUP	Yes	Off Road	N/A	10		None	Low	Crossing road with uncontrolled traffic	\$18,000														ITS-1	
E River Rd	End Crossing of E River Rd at intersection with Dupuy Rd	Begin Crossing of Brander's Bridge Rd (Rt 625), 0.14 mi NW of Wakefield Ave intersection	0.91	Rail		Trail (LPDA-secondary)	0.91	SUP	Yes	Off Road	N/A	10		None	Low	Dense woods	\$750,750														ITS-1	
Brander's Bridge Rd (Rt 625)	Begin Crossing of Brander's Bridge Rd (Rt 625), 0.14 mi NW of Wakefield Ave intersection	End Crossing of Brander's Bridge Rd (Rt 625), 0.14 mi NW of Wakefield Ave intersection	0.01	Rail		Trail (LPDA-secondary)	0.01	SUP	Yes	Off Road	N/A	10		None	Low	Crossing road with uncontrolled traffic	\$8,250														ITS-1	
Brander's Bridge Rd (Rt 625)	End Crossing of Brander's Bridge Rd (Rt 625), 0.14 mi NW of Wakefield Ave intersection	Begin Crossing of Railroad, 0.29 mi SW of US-301 intersection	0.49	Rail		Trail (LPDA-secondary)	0.49	SUP	Yes	Off Road	N/A	10		None	Low	Dense woods	\$404,250														ITS-1	
Railroad	Begin Crossing of Railroad, 0.29 mi SW of US-301 intersection	End Crossing of Railroad, 0.29 mi SW of US-301 intersection	0.04	Rail		Trail (LPDA-secondary)	0.04	SUP	Yes	Off Road	N/A	10	Yes	None	Medium	Crossing railroad	\$1,845,000														ITS-1	
Railroad	End Crossing of Railroad, 0.29 mi SW of US-301 intersection	Begin Crossing of Lakeview Ave (Rt 626), 0.09 mi W of Woodlawn Ave intersection	0.34	Rail		Trail (LPDA-secondary)	0.34	SUP	Yes	Off Road	N/A	10		None	Low	Dense woods	\$280,500														ITS-1	
Lakeview Ave	Begin Crossing of Lakeview Ave (Rt 626), 0.09 mi W of Woodlawn Ave intersection	End Crossing of Lakeview Ave (Rt 626), 0.09 mi W of Woodlawn Ave intersection	0.02	Rail		Trail (LPDA-secondary)	0.02	SUP	Yes	Off Road	N/A	10		None	Low	Crossing road with uncontrolled traffic	\$16,500														ITS-1	
Lakeview Ave	End Crossing of Lakeview Ave (Rt 626), 0.09 mi W of Woodlawn Ave intersection	SE End of the Proposed Pedestrian Bridge over Swift Creek Lake	0.11	Rail		Trail (LPDA-secondary)	0.11	SUP	Yes	Off Road	N/A	10		None	Low	Narrow trail Trees adjacent to trail	\$90,750														ITS-1	
Proposed Pedestrian Bridge over Swift Creek Lake	SE End of the Proposed Pedestrian Bridge over Swift Creek Lake	NW End of the Proposed Pedestrian Bridge over Swift Creek Lake	0.06	Rail		Trail (LPDA-secondary)		SUP	Yes	Off Road	N/A	10	Yes	None	Low	Crossing Swift Creek Lake	\$1,845,000														ITS-1	
Proposed Pedestrian Bridge over Swift Creek Lake	NW End of the Proposed Pedestrian Bridge over Swift Creek Lake	Begin Crossing of Brander's Bridge Rd (Rt 625), 0.08 mi NE of Kelmars Rd intersection	0.91	Rail		Trail (LPDA-secondary)	0.91	SUP	Yes	Off Road	N/A	10		None	Low		\$750,750														ITS-1	
Brander's Bridge Rd (Rt 625)	Begin Crossing of Brander's Bridge Rd (Rt 625), 0.08 mi NE of Kelmars Rd intersection	End Crossing of Brander's Bridge Rd (Rt 625), 0.08 mi NE of Kelmars Rd intersection	0.02	Rail		Trail (LPDA-secondary)	0.02	SUP	Yes	Off Road	N/A	10		None	Low	Crossing road with uncontrolled traffic	\$16,500															ITS-1
Brander's Bridge Rd (Rt 625)	End Crossing of Brander's Bridge Rd (Rt 625), 0.08 mi NE of Kelmars Rd intersection	Begin sector adjacent to wet land	3.5	Rail		Trail (LPDA-secondary)	3.5	SUP	Yes	Off Road	N/A	10		None	Low	Dense woods Narrow trail (limited space)	\$2,887,500															ITS-1
Sector adjacent to wetland	Begin sector adjacent to wet land	End sector adjacent to wet land	0.47	Rail		Trail (LPDA-secondary)	0.47	SUP	Yes	Off Road	N/A	10		None	Low		\$387,750														ITS-1	
Sector adjacent to wetland	End sector adjacent to wet land	Begin Crossing of Brander's Bridge Rd (Rt 625), 0.16 mi N of Happy Hill Rd intersection	0.33	Rail		Trail (LPDA-secondary)	0.33	SUP	Yes	Off Road	N/A	10		None	Low		\$272,250															ITS-1
Brander's Bridge Rd (Rt 625)	Begin Crossing of Brander's Bridge Rd (Rt 625), 0.16 mi N of Happy Hill Rd intersection	End Crossing of Brander's Bridge Rd (Rt 625), 0.16 mi N of Happy Hill Rd intersection	0.01	Rail		Trail (LPDA-secondary)	0.01	SUP	Yes	Off Road	N/A	10		None	Low	Crossing road with uncontrolled traffic	\$8,250															ITS-1
Brander's Bridge Rd (Rt 625)	End Crossing of Brander's Bridge Rd (Rt 625), 0.16 mi N of Happy Hill Rd intersection	Begin concurrent alignment with "Red"	0.77	Rail		Trail (LPDA-secondary)	0.77	SUP	Yes	Off Road	N/A	10		None	Low		\$635,250														ITS-1	
Concurrent alignment with "Red"	Begin concurrent alignment with "Red"	Begin Crossing of Iron Bridge Rd at intersection with Womack Rd	0.34	Rail		Trail (LPDA-secondary)	0.34	SUP	Yes	Off Road	N/A	10		None	Low		\$280,500														ITS-1	
Iron Bridge Rd	Begin Crossing of Iron Bridge Rd at intersection with Womack Rd	End Crossing of Iron Bridge Rd at intersection with Womack Rd	0.03	Rail		Trail (LPDA-secondary)	0.03	SUP	Yes	Off Road	N/A	10		None	Medium	High volume road crossing	\$37,125														ITS-1	
Iron Bridge Rd	End Crossing of Iron Bridge Rd at intersection with Womack Rd	Chester Village Dr near intersection with Womack Rd	0.7	Rail	0.7			SUP	Yes	Off Road	N/A	10		None	Low	Existing dirt path	\$192,500														ITS-1	
Chester Village Dr	Chester Village Dr near intersection with Womack Rd	Begin Crossing of Railroad, near S end of Great Branch Dr	0.34	Rail		Trail (LPDA-secondary)	0.34	SUP	Yes	Off Road	N/A	10		None	Low		\$280,500														ITS-1	
Railroad	Begin Crossing of Railroad, near S end of Great Branch Dr	End Crossing of Railroad, near S end of Great Branch Dr	0.03	Rail		Trail (LPDA-secondary)	0.03	SUP	Yes	Off Road	N/A	10	Yes	None	Medium	Railroad crossing	\$1,383,750														ITS-1	
Railroad	End Crossing of Railroad, near S end of Great Branch Dr	0.17 mi NW from intersection of Chester Rd & Chester Station Dr	0.13	Rail		Trail (LPDA-secondary)	0.13	SUP	Yes	Off Road	N/A	10		None	Low	Woods	\$107,250														ITS-1	
Chester Rd	0.17 mi NW from intersection of Chester Rd & Chester Station Dr	Begin Crossing of Chester Rd at intersection with Old Cheshire Dr	0.39	Rail				SUP	Yes	Along Road	Left	10		None	Medium	Overhead utilities	\$482,625														ITS-1	
Chester Rd	Begin Crossing of Chester Rd at intersection with Old Cheshire Dr	End Crossing of Chester Rd at intersection with Old Cheshire Dr	0.01					SUP	Yes	Along Road	Right	10		None	Low	Crossing road with uncontrolled traffic	\$18,000															ITS-1
Chester Rd	End Crossing of Chester Rd at intersection with Old Cheshire Dr	S End of the bridge on Chester Rd over Great Branch	0.38					SUP	Yes	Along Road	Right	10		None	Low	Limited space	\$684,000															ITS-1
Chester Rd	S End of the bridge on Chester Rd over Great Branch	N End of the bridge on Chester Rd over Great Branch	0.03					SUP	Yes	Along Road	Right	10	Yes	None	Low	Crossing creek	\$922,500															ITS-1
Chester Rd	N End of the bridge on Chester Rd over Great Branch	Begin Crossing of Chester Rd at intersection with the Ramp to World War 2 Veterans Memorial Hwy	0.63					SUP	Yes	Along Road	Right	10		None	Low	Limited space Crossing high volume road	\$1,134,000															ITS-1
Chester Rd	Begin Crossing of Chester Rd at 5 End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	End Crossing of Chester Rd at 5 End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	0.03					SUP	Yes	Along Road	Right	10		None	Low	Crossing ramp	\$54,000															ITS-1
Chester Rd	End Crossing of Chester Rd at 5 End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	Begin Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	0.12					SUP	Yes	Along Road	Right	10		None	Low	Crossing ramp	\$216,000															ITS-1
Chester Rd	Begin Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	End Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	0.05					SUP	Yes	Along Road	Right	10		None	High	Underpass	\$360,000															ITS-1
Chester Rd	End Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	Begin Crossing of Chester Rd at N End of Intersection with the Ramp to World War 2 Veterans Memorial Hwy	0.12					SUP	Yes	Along Road	Right	10		None	Low	None	\$216,000															ITS-1
Chester Rd	Begin Crossing of Chester Rd at N End of Intersection with the Ramp to World War 2 Veterans Memorial Hwy	End Crossing of Chester Rd at N End of Intersection with the Ramp to World War 2 Veterans Memorial Hwy	0.03					SUP	Yes	Along Road	Right	10		None	Low	Crossing ramp	\$54,000															ITS-1
Chester Rd	End Crossing of Chester Rd at N End of Intersection with the Ramp to World War 2 Veterans Memorial Hwy	Intersection of Chester Rd & Park Rd	0.17					SUP	Yes	Along Road	Right	10		None	Low	None	\$306,000															ITS-1
Chester Rd	Intersection of Chester Rd & Park Rd	NW End of the loop near Galena Rd	0.14					SUP	Yes	Off Road	N/A	10		None	Low	Woods	\$252,000															ITS-1
loop near Galena Rd	NW End of the loop near Galena Rd	S End of Galena Rd	0.22					SUP	Yes	Off Road	N/A	10		None	Low	Woods	\$396,000															ITS-1
Galena Rd	S End of Galena Rd	Intersection of Galena Rd & Jefferson Davis Hwy	0.63					SUP	Yes	Along Road	Left	10		None	Low	Crossing road	\$1,134,000															ITS-1
Galena Rd	Intersection of Galena Rd & Jefferson Davis Hwy	Begin Crossing of Jefferson Davis Hwy at intersection with Kingsdale Rd	0.09					SUP	Yes	Along Road	Left	10		None	Medium	Overhead utilities adjacent to road	\$243,000															ITS-1
Jefferson Davis Hwy	Begin Crossing of Jefferson Davis Hwy at intersection with Kingsdale Rd	End Crossing of Jefferson Davis Hwy at intersection with Kingsdale Rd	0.01					SUP	Yes	Along Road	Left	10		None	Low	Crossing road	\$18,000															ITS-1
Jefferson Davis Hwy	End Crossing of Jefferson Davis Hwy at intersection with Kingsdale Rd	S End of the bridge on Jefferson Davis Hwy over Kingsland River	0.85					SUP	Yes	Along Road	Right	10		None	Low	Crossing road	\$1,530,000															ITS-1
Jefferson Davis Hwy	S End of the bridge on Jefferson Davis Hwy over Kingsland River	N End of the bridge on Jefferson Davis Hwy over Kingsland River	0.04					SUP	Yes	Along Road	Right	10	Yes	None	Low	Crossing bridge	\$1,230,000															ITS-1
Jefferson Davis Hwy	N End of the bridge on Jefferson Davis Hwy over Kingsland River	S End of the bridge on Jefferson Davis Hwy over railroad	0.23					SUP	Yes	Along Road	Right	10		None	Low	Crossing road	\$414,000															ITS-1
Jefferson Davis Hwy	S End of the bridge on Jefferson Davis Hwy over railroad	N End of the bridge on Jefferson Davis Hwy over railroad	0.05					SUP	Yes	Along Road	Right	10	Yes	None	Low	Crossing bridge	\$1,537,500															ITS-1
Jefferson Davis Hwy	N End of the bridge on Jefferson Davis Hwy over railroad	S End of the bridge on Jefferson Davis Hwy Over the creek	0.6					SUP	Yes	Along Road	Right	10		None	Low	Crossing roads	\$1,080,0															

Description	Segment Description										Shared Use Path										Level of Traffic Stress Criteria Check					Level of Traffic Stress Criteria Check (Mixed Traffic)					
	From	To	Length (Miles)	Existing Facility type	Existing Facility Length (Miles)	Regional Planned/Proposed Facility type	Regional Planned/Proposed Facility length (miles)	ATP Proposed Facility type (DUP, Cycle Track, Bike Lane, Buffered Bike Lane, Shared Lane)	Feasible (Yes or No)	Type (Along Road, Off Road)	Proposed Side of Road (Right, Left, N/A)	Proposed Width (feet)	Bridge Section (Yes or No)	Environmental Impacts (Low, Medium, High)	Environmental Impacts description	Implementation Barriers/Constraints (Low, Medium, or High)	Implementation Barriers/Constraints (Location Descriptions)	Cost (\$)	Street Width (# through lanes per direction)	Bike lane width (includes parking lane, marked buffer and gutter)	Bike lane width (includes marked buffer and gutter, no parking)	Speed limit (MPH)	Bike Lane Blockage	Resulting Level of Traffic Stress (if no separated facility)	Street Width (# through lanes per direction)	Speed limit (MPH)	Residential (Yes or No)	Marked Centerline (Yes or No)	Resulting Level of Traffic Stress (Shared Lane)	ATP Proposed Facility Level of Traffic Stress	
Jefferson Davis Hwy	Intersection of Jefferson Davis Hwy and the frontage road 0.2 mi North of Chippenham Pkwy	City of Richmond Limits																													
Jefferson Davis Hwy	City of Richmond Limits	Begin concurrent alignment with "Purple"	0.91	Shared Lane	0.91	SUP		Yes	Along Road	Right	10		None	None	Low	Crossing roads	\$1,620,000													ITS-1	
Jefferson Davis Hwy	Begin concurrent alignment with "Purple"	End concurrent alignment with "Purple"	1.26	Shared Lane	1.26	SUP		Yes	Along Road	Right	10		None	None	Low	Crossing roads	\$2,268,000														ITS-1
Bellemeade Rd	End concurrent alignment with "Purple"	W End of the proposed pedestrian bridge over the creek	0.45			SUP		Yes	Along Road	Right	10		None	None	Low		\$810,000														ITS-1
Bellemeade Rd	W End of the proposed pedestrian bridge over the creek	E End of the proposed pedestrian bridge over the creek	0.02			SUP		Yes	Along Road	Right	10	Yes	None	None	Low	Crossing bridge	\$615,000														ITS-1
Bellemeade Rd	E End of the proposed pedestrian bridge over the creek	S End of the intersection of Bellemeade Rd and the ramp from Commerce Rd	0.32			SUP		Yes	Along Road	Right	10	High	Stream and wetlands along the proposed	Low	None	\$806,400															ITS-1
Bellemeade Rd	S End of the intersection of Bellemeade Rd and the ramp from Commerce Rd	N End of the intersection of Bellemeade Rd and the ramp from Commerce Rd	0.01			SUP		Yes	Along Road	Right	10		None	None	Low	Crossing ramp	\$18,000														ITS-1
Commerce Rd	N End of the intersection of Bellemeade Rd and the ramp from Commerce Rd	Begin Manchester section	0.03			SUP		Yes	Along Road	Right	10		None	None	Low	Crossing ramp	\$54,000														ITS-1
Commerce Rd	Begin Manchester section	Begin crossing of Commerce Rd at intersection with Maury St	1.8			SUP		Yes	Along Road	Right	10		None	None	Medium	None	\$4,860,000														ITS-1
Commerce Rd	Begin crossing of Commerce Rd at intersection with Maury St	End crossing of Commerce Rd at intersection with Maury St	0.02			SUP		Yes	Along Road	Left	10		None	None	Medium	Crossing road	\$54,000														ITS-1
Commerce Rd	End crossing of Commerce Rd at intersection with Maury St	S End of the bridge on Commerce Rd over Semmes Ave	0.64			SUP		Yes	Along Road	Left	10		None	None	Medium	None	\$1,728,000														ITS-1
Commerce Rd	S End of the bridge on Commerce Rd over Semmes Ave	N End of the bridge on Commerce Rd over Semmes Ave	0.04			SUP		Yes	Along Road	Left	10	Yes	None	None	Medium	Crossing overpass bridge	\$1,845,000														ITS-1
S 9th St	N End of the bridge on Commerce Rd over Semmes Ave	N End of the bridge on S 9th St over the James River	0.6	Bike Lane	0.39			Yes	Along Road	N/A		Yes	None	None	Medium	Crossing bridge	\$378,000	3	N/A	6	40	Rare	ITS-4							ITS-1	
S 9th St	N End of the bridge on S 9th St over the James River	SW End of the bridge on S 9th St over the Downtown Expressway	0.12	Buffered Bike Lane	0.12			Yes	Along Road	N/A			None	None	Low	None	\$0	4	N/A	6	25	Rare	ITS-3							ITS-1	
S 9th St	SW End of the bridge on S 9th St over the Downtown Expressway	NE End of the bridge on S 9th St over the Downtown Expressway	0.06	Buffered Bike Lane	0.06			Yes	Along Road	N/A			None	None	Low	None	\$0	4	N/A	6	25	Frequent	ITS-3							ITS-1	
S 9th St	NE End of the bridge on S 9th St over the Downtown Expressway	End of existing bike lane on S 9th St prior to E Cary St	0.05	Buffered Bike Lane	0.05			Yes	Along Road	N/A			None	None	Low	Crossing road	\$0	4		12	N/A	25	Frequent	ITS-3						ITS-1	
S 9th St	End of existing bike lane on S 9th St prior to E Cary St	Begin concurrent alignment with "Yellow"	0.16					Yes	Along Road	N/A			None	None	Medium	None	\$100,800	3	N/A	6	25	Frequent	ITS-3	3	25	No	Yes	ITS-4	ITS-1		
N 9th St	Begin concurrent alignment with "Yellow"	End concurrent alignment with "Yellow"	0.03	Shared Lane	0.03			Yes	Along Road	N/A			None	None	Medium	None	\$18,900	3	N/A	6	25	Frequent	ITS-3	3	25	No	Yes	ITS-4	ITS-1		
N 9th St	End concurrent alignment with "Yellow"	Intersection of N 9th St and E Leigh St	0.4					Yes	Along Road	N/A			None	None	Medium	Crossing roads	\$252,000	3	N/A	6	25	Frequent	ITS-3	3	25	No	Yes	ITS-4	ITS-1		
E Leigh St	Intersection of N 9th St and E Leigh St	Intersection of N 9th St and N 3rd St	0.37	Shared Lane	0.37	SUP		No	Along Road	N/A			None	None	Medium	Crossing roads	\$233,100	2	N/A	6	25	Frequent	ITS-3	2	25	No	Yes	ITS-3	ITS-1		
E Leigh St	Intersection of E Leigh St and N 3rd St	Begin concurrent alignment with "Yellow"	0.13	Shared Lane	0.13			Yes	Along Road	N/A			None	None	Medium	Crossing roads	\$81,900	1	N/A	6	25	Frequent	ITS-3	2	25	No	Yes	ITS-3	ITS-1		
W Leigh St	Begin concurrent alignment with "Yellow"	Intersection of W Leigh St and Chamberlayne Pkwy	0.13	Shared Lane	0.13	Shared Lane		Yes	Along Road	N/A			None	None	Medium	Crossing roads	\$81,900	1	N/A	6	25	Frequent	ITS-3	2	25	No	Yes	ITS-3	ITS-1		
Chamberlayne Pkwy	Intersection of W Leigh St and Chamberlayne Pkwy	S End of bridge on Chamberlayne Pkwy over I-95/64	0.13					Yes	Along Road	N/A			None	None	Low	None	\$68,250	2	N/A	6	25	Rare	ITS-3	2	25	No	Yes	ITS-3	ITS-1		
Chamberlayne Pkwy	S End of bridge on Chamberlayne Pkwy over I-95/64	N End of bridge on Chamberlayne Pkwy over I-95/64	0.06					Yes	Along Road	N/A		Yes	None	None	Low	None	\$31,500	2	N/A	6	25	Rare	ITS-3	2	25	No	Yes	ITS-3	ITS-1		
Chamberlayne Pkwy	N End of bridge on Chamberlayne Pkwy over I-95/64	SE End of the intersection of Brook Rd and the ramp from Chamberlayne Ave	0.17			Buffered Bike Lanes		Yes	Along Road	N/A			None	None	Low	None	\$89,250	2	N/A	6	25	Rare	ITS-3	2	25	No	Yes	ITS-3	ITS-1		
Brook Rd	NW End of the intersection of Brook Rd and the ramp from Chamberlayne Ave	SE End of the intersection of Brook Rd and the ramp from Chamberlayne Ave	0.04			Buffered Bike Lanes		Yes	Along Road	N/A			None	None	Low	None	\$21,000	2	N/A	6	35	Rare	ITS-3	2	35	No	Yes	ITS-4	ITS-1		
Brook Rd	NW End of the intersection of Brook Rd and the ramp from Chamberlayne Ave	S End of railroad crossing	0.06			Buffered Bike Lanes		Yes	Along Road	N/A			None	None	Low	Crossing uncontrolled traffic (ramp)	\$31,500	2	N/A	6	35	Rare	ITS-3	2	35	No	Yes	ITS-4	ITS-1		
Brook Rd	S End of railroad crossing	N End of railroad crossing	0.02			Buffered Bike Lanes		Yes	Along Road	N/A			None	None	High	At-grade Railroad Crossing	\$10,500	2	N/A	6	35	Rare	ITS-3	2	35	No	Yes	ITS-4	ITS-1		
Brook Rd	N End of railroad crossing	End concurrent alignment with "Yellow" Continue concurrent alignment with "Purple"	1.27			Buffered Bike Lanes		Yes	Along Road	N/A			None	None	Low	None	\$666,750	2	N/A	6	35	Rare	ITS-3	2	35	No	Yes	ITS-4	ITS-1		
Brookland Pkwy	End concurrent alignment with "Yellow" Continue concurrent alignment with "Purple"	Begin concurrent alignment with "Red" Continue concurrent alignment with "Purple"	0.83	Buffered Bike Lane	0.83			Yes	Along Road	N/A			None	None	Low	None	\$0	1		12	N/A	35	Rare	ITS-3	2	35	No	Yes	ITS-4	ITS-1	
Hermitage Rd	Begin concurrent alignment with "Red" Continue concurrent alignment with "Purple"	End concurrent alignment with "Purple" Continue concurrent alignment with "Red"	0.88	Bike Lane	0.88			Yes	Along Road	Right	10	No	Low	None	Medium	Reconstruct C&G, remove bike lane	\$2,376,000	2	N/A	6	35	Rare	ITS-3							ITS-1	
Hermitage Rd	End concurrent alignment with "Purple" Continue concurrent alignment with "Red"	S End of bridge on Hermitage Rd over I-95	0.35	Buffered Bike Lane	0.35			Yes	Along Road	Right	10		Low	None	Medium	Reconstruct C&G, remove bike lane	\$945,000	2	N/A	6	35	Rare	ITS-3							ITS-1	
Hermitage Rd	S End of bridge on Hermitage Rd over I-95	N End of bridge on Hermitage Rd over I-95	0.07					Yes	Along Road	Right	10	Yes	None	None	Medium	Crossing bridge	\$2,152,500	2	N/A	6	35	Rare	ITS-3	2	35	No	Yes	ITS-4	ITS-1		
Hermitage Rd	N End of bridge on Hermitage Rd over I-95	End concurrent alignment with "Red" Begin concurrent alignment with "Yellow" & "Purple"	0.16					Yes	Along Road	Right	10		None	None	High	Crossing high volume traffic road. Bridge/culvert	\$1,152,000														ITS-1
Ashland Trolley Line Trail	End concurrent alignment with "Red" Begin concurrent alignment with "Yellow" & "Purple"	Henrico County Limits	0.07					Yes	Along Road	Right	10		Low	Stream along the proposed trail	Medium	Right of Way constraints (passing through private parking area)	\$189,000														ITS-1
Ashland Trolley Line Trail	Henrico County Limits	Begin crossing of Dumbarton Rd 0.2 mi East of Lakeside Ave	0.73			SUP		Yes	Off Road	N/A		No	High	Stream along the proposed trail	Low	Woods	\$1,839,600														ITS-1
Ashland Trolley Line Trail	Begin crossing of Dumbarton Rd 0.2 mi East of Lakeside Ave	End crossing of Dumbarton Rd 0.2 mi East of Lakeside Ave	0.02			SUP		Yes	Off Road	N/A		No	None	None	Low	Crossing uncontrolled traffic	\$36,000														ITS-1
Ashland Trolley Line Trail	End crossing of Dumbarton Rd 0.2 mi East of Lakeside Ave	S End of proposed pedestrian bridge over Upham Brook near Dumbarton Ave	0.07			SUP		Yes	Off Road	N/A		No	High	Cutting through wetlands	Low	woods	\$176,400														ITS-1
Ashland Trolley Line Trail	S End of proposed pedestrian bridge over Upham Brook near Dumbarton Ave	N End of proposed pedestrian bridge over Upham Brook near Dumbarton Ave	0.02			SUP		Yes	Off Road	N/A		Yes	Low	None	Low	Crossing Creek	\$615,000														ITS-1
Ashland Trolley Line Trail	N End of proposed pedestrian bridge over Upham Brook near Dumbarton Ave	S End of existing bridge over Upham Brook near Hilliard Rd	0.82			SUP		Yes	Off Road	N/A		No	Medium	Cutting through wetlands Stream along the proposed trail	Low	Overhead utilities	\$1,771,200														ITS-1
Ashland Trolley Line Trail	S End of existing bridge over Upham Brook near Hilliard Rd	N End of existing bridge over Upham Brook near Hilliard Rd	0.02			SUP		Yes	Off Road	N/A		No	None	None	Low	Crossing Creek on existing culvert	\$36,000														ITS-1
Ashland Trolley Line Trail	N End of existing bridge over Upham Brook near Hilliard Rd	Begin crossing of Hilliard Rd 0.2 mi West of Brook Rd	0.1			SUP		Yes	Off Road	N/A		No	None	None	Low		\$180,000														ITS-1
Hilliard Rd	Begin crossing of Hilliard Rd West of Brook Rd	End crossing of Hilliard Rd 0.2 mi West of Brook Rd	0.02			SUP		Yes	Off Road	N/A		No	None	None	Low		\$36,000														ITS-1
Hilliard Rd	End crossing of Hilliard Rd 0.2 mi West of Brook Rd	W End of existing pedestrian bridge over North Run Creek	0.17			SUP		Yes	Along Road	Left	10	No	None	None	None		\$306,000														ITS-1
Hilliard Rd	W End of existing pedestrian bridge over North Run Creek	E End of existing pedestrian bridge over North Run Creek	0.01	Trail Bridge	0.01	SUP		Yes	Along Road	Left	10	Yes	None	None	Low		\$307,500														ITS-1
Brook Rd	E End of existing pedestrian bridge over North Run Creek	Begin paved shoulder use of Brook Rd	0.18			SUP		Yes	Along Road	Left	10	No	None	None	Low	None	\$324,000														ITS-1
Brook Rd	Begin paved shoulder use of Brook Rd	Begin crossing of Lakeside Ave 0.08 mi West of Brook Rd	0.23			SUP		Yes	Along Road	Left	10	No	None	None	Low	None	\$414,000														ITS-1
Lakeside Ave	Begin crossing of Lakeside Ave 0.08 mi West of Brook Rd	End crossing of Lakeside Ave 0.08 mi West of Brook Rd	0.01			SUP		Yes	Along Road	Left	10	No	None	None	Low	Crossing uncontrolled traffic	\$18,000														ITS-1
Lakeside Ave	End crossing of Lakeside Ave 0.08 mi West of Brook Rd	End concurrent alignment with Landworth Ave	0.1			SUP		Yes	Along Road	Right	10	No	None	None	None	None	\$180,000			</											

Description	Segment Description							Shared Use Path										Level of Traffic Stress Criteria Check						Level of Traffic Stress Criteria Check (Mixed Traffic)				ATP Proposed Facility Level of Traffic Stress							
	From	To	Length (Miles)	Existing Facility type	Existing Facility Length (Miles)	Regional Planned/Proposed Facility type	Regional Planned/Proposed Facility length (miles)	ATP Proposed Facility type (DUP, Cycle Track, Bike Lane, Buffered Bike Lane, Shared Lane)	Feasible (Yes or No)	Type (Along Road, Off Road)	Proposed Side of Road (Right, Left, N/A)	Proposed Width (feet)	Bridge Section (Yes or No)	Environmental Impacts (Low, Medium, High)	Environmental Impacts description	Implementation Barriers/Constraints (Low, Medium, or High)	Implementation Barriers/Constraints (Location Descriptions)	Cost (\$)	Street Width (# through lanes per direction)	Bike lane width (includes parking lane, marked buffer and gutter)	Bike lane width (includes marked buffer and gutter, no parking)	Speed limit (MPH)	Bike Lane Blockage	Resulting Level of Traffic Stress (if no separated facility)	Street Width (# through lanes per direction)	Speed limit (MPH)	Residential (Yes or No)		Marked Centerline (Yes or No)	Resulting Level of Traffic Stress (Shared Lane)					
Ashland Trolley Line Trail	End crossing of Cedar Ln 0.08 mi East of Old Washington Hwy	Begin crossing of Cobb Rd 0.26 mi NE of Elmont Rd	0.62			SUP	0.62	SUP	Yes	Off Road	N/A	10	No	None	Low	Overhead utilities	\$1,116,000														LTS-1				
Ashland Trolley Line Trail	Begin crossing of Cobb Rd 0.26 mi NE of Elmont Rd	End crossing of Cobb Rd 0.26 mi NE of Elmont Rd	0.01			SUP	0.01	SUP	Yes	Off Road	N/A	10	No	None	Low	Crossing uncontrolled traffic	\$18,000														LTS-1				
Ashland Trolley Line Trail	End crossing of Cobb Rd 0.26 mi NE of Elmont Rd	Begin concurrent alignment with existing Ashland Trolley Line Trail	1.38			SUP	1.38	SUP	Yes	Off Road	N/A	10	No	None	Low		\$2,484,000														LTS-1				
Ashland Trolley Line Trail	Begin concurrent alignment with existing Ashland Trolley Line Trail	End concurrent alignment with existing Ashland Trolley Line Trail	0.28	Trail		0.28	UNPAVED Trail	0	SUP	Yes	Off Road	N/A	10	No	None	Low		\$77,000													LTS-1				
Ashland Trolley Line Trail	End concurrent alignment with existing Ashland Trolley Line Trail	End Project at intersection of Ashcake Rd and Maple St	0.65			SUP	0.65	SUP	Yes	Along Road	Right	10	No	None	Low		\$1,170,000														LTS-1				
Ashland Trolley Line Trail	End Project at intersection of Ashcake Rd and Maple St																																		
																	Total Cost	\$88,182,300																	
																	Total Length	41.4																	
																	Per mile cost	\$2,130,007																	

*Appendix D:* **PRELIMINARY COST ESTIMATE METHODOLOGY**

*Appendix D-2:* **Detailed Evaluation of Retained Corridor Options as Shared Use Paths**

*This page intentionally left blank.*

Proposed Facility Type	Base Cost Per Mile (FY2026 Dollars)	Adjustment Factors					
		Implementation Barriers/Constraints			Environmental Impacts		
		Low	Medium	High	Low	Medium	High
Shared Use Path (10' Width)	\$1,800,000	1.0	1.5	4.0	1.0	1.2	1.4
SUP Bridge (14' Width)	\$30,750,000						
New SUP on Existing Trail/Path	\$275,000						
New SUP on Abandoned Rail	\$825,000						
Shared Use Path (Urban Constrained)	\$6,300,000						
On-Road Bicycle Facility (Shared Lane)	\$27,500	1.0	1.2				
On-Road Bicycle Facility (Bike Lane)	\$120,000						
On-Road Bicycle Facility (Buffered Bike Lane or Cycle Track)	\$525,000						

Notes:

1. Shared Use Path cost per mile was derived from the VCT cost of \$1,400,000 per mile (2016).
2. SUP Bridge cost (\$350 per SF) is based on recent bid prices (2019) for similar bridges.
3. New SUP on Existing Trail/Path or Abandoned Rail costs are based on recent bid prices to account for any additional clearing, grubbing, grading, and asphalt to upgrade an existing trail or abandoned rail to SUP.
4. On road facility cost based on recent constructed bike projects and recent average unit costs.
5. Shared Use Path (Urban Constrained) was based on recent prices for curb relocation into the roadway in an urban condition and all necessary associated work and relocations.
6. Inflation of 2.5% per year was applied to reach the FY2026 costs.
7. All costs include PE, Construction, and baseline ROW cost.
8. All costs are planning level cost estimates that are subject to refinement as the project progresses.

# Red Corridor Option

Description	Segment Description							Shared Use Path										ATP Proposed Facility Level of Traffic Stress	
	From	To	Length (Miles)	Existing Facility type	Existing Facility Length (Miles)	Regional Planned/Proposed Facility type	Regional Planned/Proposed Facility length (miles)	ATP Proposed Facility type (SUP, Cycle Track, Buffered Bike Lanes, On Lane Mixed Traffic)	Feasible (YES or No)	Type (Along Road, Off Road Alignment)	Proposed Side of Road (Right, Left, N/A)	Proposed Width	Bridge Section (Yes or No)	Wetland Impacts (Low, Medium, High)	Environmental Impacts description	Implementation Barriers/ Constraints (Low, Medium, or High)	Implementation Barriers/ Constraints (Location Descriptions)		Cost (\$)
Appomattox River	Begin trail at Patton Park parking lot in the City of Petersburg	Leave Patton Park	0.25			Trail (LPDA - primary)	0.25	SUP	Yes	Off Road	N/A	10	No	Low	None	Low	Assuming existing bridge over creek in park is sufficient	\$450,000	LTS-1
Appomattox River	Leave Patton Park	Chesterfield County Limits	0.78			Trail (LPDA - secondary)	0.37	SUP	Yes	Off Road	N/A	10	No	High	River along proposed trail	High	Very limited space available between river and railroad	\$7,862,400	LTS-1
Appomattox River	Chesterfield County Limits	SW End of the proposed pedestrian bridge over the Appomattox River	0.16	Trail	0.16			SUP	Yes	Off Road	N/A	10	No	Medium	River along proposed trail	High	Limited space between railroad and river	\$211,200	LTS-1
Appomattox River	SW End of the proposed pedestrian bridge over the Appomattox River	NE End of the proposed pedestrian bridge over the Appomattox River, Colonial Heights City Limits	0.05			Trail (LPDA - primary)	0.05	SUP	Yes	Off Road	N/A	10	Yes	Low	None	Medium	Bridge over Appomattox River	\$2,306,250	LTS-1
Appomattox River	NE End of the proposed pedestrian bridge over the Appomattox River, Colonial Heights City Limits	Begin crossing of Appomattox River Trail	0.04			Trail (LPDA - primary)	0.04	SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	Some grading required for an at grade crossing of trail	\$108,000	LTS-1
Appomattox River Trail	Begin crossing of Appomattox River Trail	End crossing of Appomattox River Trail	0.01	SUP	0.01			SUP	Yes	Off Road	N/A	10	No	Low	None	Low	Trail Crossing	\$0	LTS-1
West of Interstate 95	End crossing of Appomattox River Trail	Begin crossing of Conduit Rd 0.2 mi SW of I-95	0.92					SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	Some limited space between ditch and buildings/road	\$2,484,000	LTS-1
West of Interstate 95	Begin crossing of Conduit Rd 0.2 mi SW of I-95	End crossing of Conduit Rd 0.2 mi SW of I-95	0.02					SUP	Yes	Off Road	N/A	10	No	Low	None	Low	Road crossing	\$36,000	LTS-1
West of Interstate 95	End crossing of Conduit Rd 0.2 mi SW of I-95	S End of the proposed pedestrian bridge near Roslyn Rd	0.19					SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	Restricted space	\$513,000	LTS-1
West of Interstate 95	S End of the proposed pedestrian bridge near Roslyn Rd	N End of the proposed pedestrian bridge near Roslyn Rd	0.02					SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$615,000	LTS-1
West of Interstate 95	N End of the proposed pedestrian bridge near Roslyn Rd	Begin crossing underneath Temple Ave overpass	0.32					SUP	Yes	Off Road	N/A	10	Yes	Medium	Partially cutting through wetlands	Medium	Restricted space	\$1,036,800	LTS-1
West of Interstate 95	Begin crossing Temple Ave	End crossing Temple Ave	0.04					SUP	Yes	Along Road	Left	10	No	Low	None	Low	Existing dirt path	\$72,000	LTS-1
Old Town Dr	End crossing underneath Temple Ave overpass	S End of the proposed pedestrian bridge over Oldtown Creek	0.18					SUP	Yes	Off Road	N/A	10	No	Low	None	Low	Existing dirt path	\$324,000	LTS-1
Old Town Dr	S End of the proposed pedestrian bridge over Oldtown Creek	N End of the proposed pedestrian bridge over Oldtown Creek	0.01					SUP	Yes	Off Road	N/A	10	Yes	Low	None	Low		\$307,500	LTS-1
Old Town Dr	N End of the proposed pedestrian bridge over Oldtown Creek	Begin crossing of E Ellerslie Ave East of the railroad	0.51					SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	Ditch/Restricted Space	\$1,377,000	LTS-1
E Ellerslie Ave	Begin crossing of E Ellerslie Ave East of the railroad	End crossing of E Ellerslie Ave East of the railroad	0.02					SUP	Yes	Off Road	N/A	10	No	Low	None	Low	Road crossing	\$36,000	LTS-1
Railroad	End crossing of E Ellerslie Ave East of the railroad	S End of the proposed pedestrian bridge over Swift Creek	0.33					SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	Restricted space	\$891,000	LTS-1
Railroad	S End of the proposed pedestrian bridge over Swift Creek	N End of the proposed pedestrian bridge over Swift Creek	0.03					SUP	Yes	Off Road	N/A	10	Yes	Low	None	Low	Bridge	\$922,500	LTS-1
Railroad	N End of the proposed pedestrian bridge over Swift Creek	S End of Lansmill Dr	0.84					SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	Dense woods	\$2,268,000	LTS-1
Lansmill Dr	S End of Lansmill Dr	Begin crossing of railroad on Pine Forest Dr	0.24					SUP	Yes	On Road	Left	10	No	Low	None	Medium	High Right of Way constraints. Consider on road routing	\$648,000	LTS-1
Pine Forest Dr	Begin crossing of railroad on Pine Forest Dr	End crossing of railroad on Pine Forest Dr	0.01					SUP	Yes	On Road	Left	10	No	Low	None	High	Railroad crossing	\$72,000	LTS-1
Pine Forest Dr	End crossing of railroad on Pine Forest Dr	Begin crossing of Pine Forest Dr 0.14 mi West of the railroad	0.14					SUP	Yes	On Road	Left	10	No	Low	None	Low		\$252,000	LTS-1
Pine Forest Dr	Begin crossing of Pine Forest Dr 0.14 mi West of the railroad	End crossing of Pine Forest Dr 0.14 mi West of the railroad	0.01					SUP	Yes	On Road	N/A	10	No	Low	None	Low	Road crossing	\$18,000	LTS-1
Pine Forest Dr	End crossing of Pine Forest Dr 0.14 mi West of the railroad	Begin crossing of Happy Mill Rd 0.15 mi Northeast of Boulevard	0.23					SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$414,000	LTS-1
Happy Mill Rd	Begin crossing of Happy Mill Rd 0.15 mi Northeast of Boulevard	End crossing of Happy Mill Rd 0.15 mi Northeast of Jefferson Davis Hwy	0.01					SUP	Yes	Off Road	N/A	10	No	Low	None	Low	Road crossing	\$18,000	LTS-1
Jefferson Davis Hwy	End crossing of Happy Mill Rd 0.15 mi Northeast of Jefferson Davis Hwy	Begin crossing of Jefferson Davis Hwy 0.13 mi North of Amherst Ridge Ln	0.08					SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$144,000	LTS-1
Jefferson Davis Hwy	Begin crossing of Jefferson Davis Hwy 0.13 mi North of Amherst Ridge Ln	End crossing of Jefferson Davis Hwy 0.13 mi North of Amherst Ridge Ln	0.02					SUP	Yes	On Road	N/A	10	No	Low	None	Medium	High volume road crossing	\$54,000	LTS-1
Jefferson Davis Hwy	End crossing of Jefferson Davis Hwy 0.13 mi North of Amherst Ridge Ln	S End of the proposed Pedestrian Bridge over Timsbury Creek branch	0.24					SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$432,000	LTS-1
Lucia Dr	S End of the proposed Pedestrian Bridge over Timsbury Creek branch	N End of the proposed Pedestrian Bridge over Timsbury Creek branch	0.01					SUP	Yes	Off Road	N/A	10	Yes	Low	None	Low	Bridge	\$307,500	LTS-1
Lucia Dr	N End of the proposed Pedestrian Bridge over Timsbury Creek branch	S End of Lucia Dr	0.02					SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$36,000	LTS-1
Lucia Dr	S End of Lucia Dr	Begin crossing South St at intersection with Lucia Dr	0.23					SUP	Yes	Along Road	Left	10	No	Low	None	Medium	Overhead Utilities on left side of road	\$621,000	LTS-1
South St	Begin crossing of South St at intersection with Lucia Dr	End crossing South St at intersection with Lucia Dr	0.01					SUP	Yes	Along Road	N/A	10	No	Low	None	Low	Road crossing	\$18,000	LTS-1
South St	End crossing of South St at intersection with Lucia Dr	Intersection of Lalonde Dr & Lalonde Pl	0.22					SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$396,000	LTS-1
Lalonde Dr	Intersection of Lalonde Dr & Lalonde Pl	Intersection of Lalonde Dr & Roland View Dr	0.08					SUP	Yes	Along Road	Right	10	No	Low	None	Medium	High Right of Way constraints. Consider on road routing	\$216,000	LTS-1
Lalonde Dr	Intersection of Lalonde Dr & Roland View Dr	Intersection of Sylvania Pl & Roland View Dr	0.16					SUP	Yes	Along Road	Left	10	No	Low	None	Medium	High Right of Way constraints. Consider on road routing	\$432,000	LTS-1
Sylvania Pl	Intersection of Sylvania Pl & Roland View Dr	Begin crossing of Sylvania Rd at intersection with Sylvania Pl	0.18					SUP	Yes	Along Road	Left	10	No	Low	None	Medium	High Right of Way constraints. Consider on road routing	\$486,000	LTS-1
Sylvania Rd	Begin crossing of Sylvania Rd at intersection with Sylvania Pl	End crossing of Sylvania Rd at intersection with Sylvania Pl	0.01					SUP	Yes	Along Road	Left	10	No	Low	None	Low	Road crossing	\$18,000	LTS-1
Sylvania Rd	End crossing of Sylvania Rd at intersection with Sylvania Pl	S End of the Broadwater Way loop	0.59					SUP	Yes	Off Road	N/A	10	No	Low	None	Low	Gas Easement	\$1,062,000	LTS-1
Broadwater Way Loop	S End of the Broadwater Way loop	N End of the Broadwater Way loop	0.03					SUP	Yes	Off Road	N/A	10	No	Low	None	Low	Road crossing	\$54,000	LTS-1
Broadwater Way Loop	N End of the Broadwater Way loop	S End of the proposed pedestrian bridge over Timsbury Creek	0.26					SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$468,000	LTS-1
Proposed Pedestrian Bridge over Timsbury Creek	S End of the proposed pedestrian bridge over Timsbury Creek	N End of the proposed pedestrian bridge over Timsbury Creek	0.01					SUP	Yes	Off Road	N/A	10	Yes	Low	None	Low		\$307,500	LTS-1
Proposed Pedestrian Bridge over Timsbury Creek	N End of the proposed pedestrian bridge over Timsbury Creek	Begin crossing Harrowgate Rd 0.08 mi South of Wellspring Rd	0.07					SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	Beginning of grading to cross road	\$189,000	LTS-1
Harrowgate Rd	Begin crossing of Harrowgate Rd 0.08 mi South of Wellspring Rd	End crossing Harrowgate Rd 0.08 mi South of Wellspring Rd	0.03					SUP	Yes	Along Road	N/A	10	No	Low	None	High	Significant grading required to bring path to road level	\$216,000	LTS-1
Harrowgate Rd	End crossing of Harrowgate Rd 0.08 mi South of Wellspring Rd	Intersection of Harrowgate Rd & Hyde Park Dr	2.15			Trail (Chesterfield Bikeways Trails Plan)	2.15	SUP	Yes	Along Road	Left	10	No	Low	None	Medium	Utilities/Retaining Walls	\$5,805,000	LTS-1
Harrowgate Rd	Intersection of Harrowgate Rd & Hyde Park Dr	S End of Werth St	0.19			Trail (Chesterfield Bikeways Trails Plan)	0.19	SUP	Yes	Along Road	Left	10	No	Low	None	High	Utilities	\$1,368,000	LTS-1
Werth St	S End of Werth St	Intersection of Buckingham St & Werth St	0.13			Trail (Chesterfield Bikeways Trails Plan)	0.13	SUP	Yes	Along Road	Left	10	No	Low	None	High	Utilities	\$936,000	LTS-1

Description	Segment Description							ATP Proposed Facility type (SUP, Cycle Track, Buffered Bike Lanes, On Lane Mixed Traffic)	Shared Use Path										ATP Proposed Facility Level of Traffic Stress
	From	To	Length (Miles)	Existing Facility type	Existing Facility Length (Miles)	Regional Planned/Proposed Facility type	Regional Planned/Proposed Facility length (miles)		Feasible (YES or No)	Type (Along Road, Off Road Alignment)	Proposed Side of Road (Right, Left, N/A)	Proposed Width	Bridge Section (Yes or No)	Wetland Impacts (Low, Medium, High)	Environmental Impacts description	Implementation Barriers/ Constraints (Low, Medium, or High)	Implementation Barriers/ Constraints (Location Descriptions)	Cost (\$)	
Buckingham St	Intersection of Buckingham St & Werth St	Intersection of Buckingham St & Shop St	0.28					SUP	Yes	Along Road	Left	10	No	Low	None	Medium	Overhead Utilities on left side of road, space restrictions	\$756,000	LTS-1
Shop St	Intersection of Buckingham St & Shop St	Begin concurrent alignment with "Orange"	0.35					SUP	Yes	Along Road	Left	10	No	Low	None	Medium	Overhead Utilities on left side of road, space restrictions	\$945,000	LTS-1
Concurrent alignment with "Orange"	Begin concurrent alignment with "Orange"	Begin Crossing of Iron Bridge Rd at intersection with Womack Rd	0.15	Rail		Trail (Chesterfield Bikeways Trails Plan)	0.15	SUP	Yes	Off Road	N/A	10	No	Low	None	Low	May be a ditch nearby	\$123,750	LTS-1
Iron Bridge Rd	Begin Crossing of Iron Bridge Rd at intersection with Womack Rd	End Crossing of Iron Bridge Rd at intersection with Womack Rd	0.03	Rail		Trail (Chesterfield Bikeways Trails Plan)	0.03	SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	High volume road crossing	\$37,125	LTS-1
Iron Bridge Rd	End Crossing of Iron Bridge Rd at intersection with Womack Rd	Chester Village Dr near intersection with Womack Rd	0.7	Trail	0.7			SUP	Yes	Off Road	N/A	10	No	Low	None	Low	Existing dirt path	\$192,500	LTS-1
Chester Village Dr	Chester Village Dr near intersection with Womack Rd	Begin Crossing of Railroad, near S end of Great Branch Dr	0.34	Rail		Trail (Chesterfield Bikeways Trails Plan)	0.34	SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$280,500	LTS-1
Railroad	Begin Crossing of Railroad, near S end of Great Branch Dr	End Crossing of Railroad, near S end of Great Branch Dr	0.03	Rail		Trail (Chesterfield Bikeways Trails Plan)	0.03	SUP	Yes	Off Road	N/A	10	Yes	Low	None	Medium	Bridge over Railroad	\$1,383,750	LTS-1
Railroad	End Crossing of Railroad, near S end of Great Branch Dr	Begin crossing of Chester Rd 0.21 mi South of Paces Ferry Rd	0.13	Rail		Trail (Chesterfield Bikeways Trails Plan)	0.13	SUP	Yes	Off Road	N/A	10	No	High	Cutting through wetlands	Medium	Dense woods	\$225,225	LTS-1
Chester Rd	End concurrent alignment with "Orange"/ Begin crossing of Chester Rd 0.21 mi South of Paces Ferry Rd	End crossing of Chester Rd 0.21 mi South of Paces Ferry Rd	0.01					SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	Avoid concrete wall in vicinity	\$27,000	LTS-1
Chester Rd	End crossing of Chester Rd 0.21 mi South of Paces Ferry Rd	Begin crossing of Old Centralia Rd 0.08 mi North of Mineola Dr	0.48					SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$864,000	LTS-1
Old Centralia Rd	Begin crossing of Old Centralia Rd 0.08 mi North of Mineola Dr	End crossing of Old Centralia Rd 0.08 mi North of Mineola Dr	0.01					SUP	Yes	Along Road	N/A	10	No	Low	None	Low	Road crossing	\$18,000	LTS-1
Old Centralia Rd	End crossing of Old Centralia Rd 0.08 mi North of Mineola Dr	Intersection of Centralia Rd & Old Centralia Rd	0.43					SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$774,000	LTS-1
Centralia Rd	Intersection of Centralia Rd & Old Centralia Rd	Begin concurrent alignment with "Orange"	0.54					SUP	Yes	Along Road	Right	10	No	Low	None	Medium	Overhead Utilities on left side of road, nearby houses/woods	\$1,458,000	LTS-1
Centralia Rd	Begin concurrent alignment with "Orange"	Begin Crossing of Chester Rd at S End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	0.4					SUP	Yes	Along Road	Right	10	No	High	Wetlands along road	High	Dense woods, creek nearby	\$4,032,000	LTS-1
Chester Rd	Begin Crossing of Chester Rd at S End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	End Crossing of Chester Rd at S End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	0.02					SUP	Yes	Along Road	Right	10	No	Low	None	Low	Ramp crossing	\$36,000	LTS-1
Chester Rd	End Crossing of Chester Rd at S End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	Begin Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	0.11					SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$198,000	LTS-1
Chester Rd	Begin Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	End Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	0.04					SUP	Yes	Along Road	Right	10	No	Low	None	High	Underpass	\$288,000	LTS-1
Chester Rd	End Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	Begin Crossing of Chester Rd at N End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	0.1					SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$180,000	LTS-1
Chester Rd	Begin Crossing of Chester Rd at N End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	End Crossing of Chester Rd at N End of intersection with the Ramp to World War 2 Veterans Memorial Hwy/ End concurrent alignment with "Orange"	0.03					SUP	Yes	Along Road	N/A	10	No	Low	None	Medium	Intersection/Ramp crossing	\$81,000	LTS-1
Chester Rd	End Crossing of Chester Rd at N End of intersection with the Ramp to World War 2 Veterans Memorial Hwy/ End concurrent alignment with "Orange"	SE End of the Proposed Pedestrian Bridge over Proctors Creek	0.03					SUP	Yes	Along Road	N/A	10	No	Low	None	Low	Ramp crossing	\$54,000	LTS-1
Proposed Pedestrian Bridge over Proctors Creek	SE End of the Proposed Pedestrian Bridge over Proctors Creek	NW End of the Proposed Pedestrian Bridge over Proctors Creek	0.02					SUP	Yes	Off Road	N/A	10	Yes	Low	None	Low	Bridge	\$615,000	LTS-1
Proposed Pedestrian Bridge over Proctors Creek	NW End of the Proposed Pedestrian Bridge over Proctors Creek	Begin crossing of railroad 0.17 mi Northeast of World War 2 Veterans Memorial Hwy	0.2					SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$360,000	LTS-1
Railroad	Begin crossing of railroad 0.17 mi Northeast of World War 2 Veterans Memorial Hwy	End crossing of railroad 0.17 mi Northeast of World War 2 Veterans Memorial Hwy	0.03					SUP	Yes	Off Road	N/A	10	Yes	Low	None	Medium	Bridge over Railroad	\$1,383,750	LTS-1
Railroad	End crossing of railroad 0.17 mi Northeast of World War 2 Veterans Memorial Hwy	Begin crossing of railroad 0.23 mi North of World War 2 Veterans Memorial Hwy	0.18					SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	Dense woods	\$486,000	LTS-1
Railroad	Begin crossing of railroad 0.23 mi North of World War 2 Veterans Memorial Hwy	End crossing of railroad 0.23 mi North of World War 2 Veterans Memorial Hwy	0.03					SUP	Yes	Off Road	N/A	10	Yes	Low	None	Medium	Bridge over Railroad	\$1,383,750	LTS-1
Railroad	End crossing of railroad 0.23 mi North of World War 2 Veterans Memorial Hwy	Intersection of Hopkins Rd & Thurston Rd	0.3					SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$540,000	LTS-1
Hopkins Rd	Intersection of Hopkins Rd & Thurston Rd	Begin crossing of Hopkins Rd 0.08 mi South of Inca Dr	0.95			Trail (Chesterfield Bikeways Trails Plan)	0.45	SUP	Yes	Along Road	Right	10	No	Low	None	Low	Overhead Utilities for portion of project, one business at Hopkins/Kingsland Rd likely to be issue	\$1,710,000	LTS-1
Hopkins Rd	Begin crossing of Hopkins Rd 0.08 mi South of Inca Dr	End crossing of Hopkins Rd 0.08 mi South of Inca Dr	0.02			Trail (Chesterfield Bikeways Trails Plan)	0.02	SUP	Yes	Along Road	N/A	10	No	Low	None	Medium	Road crossing	\$54,000	LTS-1
Hopkins Rd	End crossing of Hopkins Rd 0.08 mi South of Inca Dr	Hopkins Dr & 0.16 mi North of Inca Dr	0.16			Trail (Chesterfield Bikeways Trails Plan)	0.16	SUP	Yes	Along Road	Left	10	No	Low	None	Low		\$288,000	LTS-1
Hopkins Rd	0.16 mi North of Inca Dr & Hopkins Rd Intersection	Begin crossing of Salem Church Rd 0.17 mi South of Old Salem Church Rd	0.92			Trail (Chesterfield Bikeways Trails Plan)	0.92	SUP	Yes	Off Road	N/A	10	No	Medium	Cutting through wetlands	Low		\$1,987,200	LTS-1
Salem Church Rd	Begin crossing of Salem Church Rd 0.17 mi South of Old Salem Church Rd	End crossing of Salem Church Rd 0.17 mi South of Old Salem Church Rd	0.01			Trail (Chesterfield Bikeways Trails Plan)	0.01	SUP	Yes	Off Road	N/A	10	No	Low	None	Low	Road crossing	\$18,000	LTS-1
Salem Church Rd	End crossing of Salem Church Rd 0.17 mi South of Old Salem Church Rd	Begin crossing of Kingsland Rd 0.23 mi West of Old Salem Church Rd	0.34			Trail (Chesterfield Bikeways Trails Plan)	0.35	SUP	Yes	Off Road	N/A	10	No	Medium	Cutting through wetlands	Low		\$734,400	LTS-1
Kingsland Rd	Begin crossing of Kingsland Rd 0.24 mi West of Salem Church Rd	End crossing of Kingsland Rd 0.24 mi West of Salem Church Rd	0.01			Trail (Chesterfield Bikeways Trails Plan)	0.01	SUP	Yes	Off Road	N/A	10	No	Low	None	Low	Road crossing	\$18,000	LTS-1
Kingsland Rd	End crossing of Kingsland Rd 0.24 mi West of Salem Church Rd	0.24 mi West of Whitepine Rd & Huntingcreek Dr Intersection	1.11			Trail (Chesterfield Bikeways Trails Plan)	1.11	SUP	Yes	Off Road	N/A	10	No	High	Cutting through wetlands	Medium	There may be a bridge needed in this section	\$4,195,800	LTS-1
Whitepine Rd	0.24 mi West of Whitepine Rd & Huntingcreek Dr Intersection	Intersection of Iron Bridge Rd & Whitepine Rd	0.73			Trail (Chesterfield Bikeways Trails Plan)	0.73	SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$1,314,000	LTS-1
Iron Bridge Rd	Intersection of Iron Bridge Rd & Whitepine Rd	S End of the bridge on Iron Bridge Rd near Cosbys Lake	1.22	Bike Lane	1.23			SUP	Yes	Along Road	Left	10	No	Low	None	Medium	Bridge over Reedy Creek in this section	\$3,294,000	LTS-1
Iron Bridge Rd	S End of the bridge on Iron Bridge Rd near Cosbys Lake	N End of the bridge on Iron Bridge Rd near Cosbys Lake	0.07	Bike Lane	0.07			SUP	Yes	Along Road	Left	10	Yes	Low	None	Low	Close to Cosby Lake, extensive grading & bridge needed	\$2,152,500	LTS-1
Iron Bridge Rd	N End of the bridge on Iron Bridge Rd near Cosbys Lake	Begin crossing the ramp on Cogbill Rd to Iron Bridge Rd	1.46	Bike Lane	1.46			SUP	Yes	Along Road	Left	10	No	Low	None	Medium	Some minor space restrictions	\$3,942,000	LTS-1
Cogbill Rd	Begin crossing the ramp on Cogbill Rd to Iron Bridge Rd	End crossing Cogbill Rd at intersection with Iron Bridge Rd	0.03	Bike Lane	0.03			SUP	Yes	Along Road	Left	10	No	Low	None	Low	Road crossing	\$54,000	LTS-1
Cogbill Rd	End crossing Cogbill Rd at intersection with Iron Bridge Rd	Begin sector adjacent to wetland	0.52	Bike Lane	0.52			SUP	Yes	Along Road	Left	10	No	Low	None	Low	Some minor space restrictions	\$936,000	LTS-1

Description	Segment Description				ATP Proposed Facility type (SUP, Cycle Track, Buffered Bike Lanes, On Lane Mixed Traffic)	Shared Use Path											ATP Proposed Facility Level of Traffic Stress	
	From	To	Length (Miles)	Existing Facility type		Feasible (YES or No)	Type (Along Road, Off Road Alignment)	Proposed Side of Road (Right, Left, N/A)	Proposed Width	Bridge Section (Yes or No)	Wetland Impacts (Low, Medium, High)	Environmental Impacts description	Implementation Barriers/ Constraints (Low, Medium, or High)	Implementation Barriers/ Constraints (Location Descriptions)	Cost (\$)			
Iron Bridge Rd	Begin sector adjacent to wetland	End sector adjacent to wetland	0.04	Bike Lane	0.04	SUP	Yes	Along Road	Left	10	Yes	Low	None	None	Low	Bridge	\$1,230,000	LTS-1
Iron Bridge Rd	End sector adjacent to wetland	Begin crossing the ramp on Ridgedale Pkwy to Iron Bridge Rd	0.3	Bike Lane	0.3	SUP	Yes	Along Road	Left	10	No	Low	None	Medium	Extensive grading needed north of Jessup rd	\$810,000	LTS-1	
Ridgedale Pkwy	Begin crossing the ramp on Ridgedale Pkwy to Iron Bridge Rd	End crossing the ramp on Ridgedale Pkwy to Iron Bridge Rd	0.02	Bike Lane	0.02	SUP	Yes	Along Road	Left	10	No	Low	None	Low	Road crossing	\$36,000	LTS-1	
Ridgedale Pkwy	End crossing the ramp on Ridgedale Pkwy to Iron Bridge Rd	Begin crossing the S End of the ramp at Intersection of Iron Bridge Rd & Chippenham Pkwy	0.2		0.2	SUP	Yes	Along Road	Left	10	No	Low	None	Low		\$360,000	LTS-1	
Iron Bridge Rd	Begin crossing the S End of the ramp at Intersection of Iron Bridge Rd & Chippenham Pkwy	Begin crossing Intersection of Iron Bridge Rd & the bridge on Chippenham Pkwy	0.13		0.13	SUP	Yes	Along Road	Left	10	No	Low	None	Low	Ramp crossing	\$234,000	LTS-1	
Iron Bridge Rd	Begin crossing Intersection of Iron Bridge Rd & the bridge on Chippenham Pkwy	End crossing Intersection of Iron Bridge Rd & the bridge on Chippenham Pkwy	0.03		0.03	SUP	Yes	Along Road	Left	10	No	Low	None	Medium	Not much shoulder space under overpass for SUP	\$81,000	LTS-1	
Iron Bridge Rd	End crossing Intersection of Iron Bridge Rd & the bridge on Chippenham Pkwy	End crossing the N End of the ramp at Intersection of Iron Bridge Rd & Chippenham Pkwy	0.12		0.12	SUP	Yes	Along Road	Left	10	No	Low	None	Low	Ramp crossing	\$216,000	LTS-1	
Iron Bridge Rd	End crossing the N End of the ramp at Intersection of Iron Bridge Rd & Chippenham Pkwy	Begin crossing the S End of the ramp at Intersection of Iron Bridge Rd & Burnt Oak Pl	0.1		0.1	SUP	Yes	Along Road	Left	10	No	Low	None	Medium	Some grading required	\$270,000	LTS-1	
Iron Bridge Rd	Begin crossing the S End of the ramp at Intersection of Iron Bridge Rd & Burnt Oak Pl	End crossing the S End of the ramp at Intersection of Iron Bridge Rd & Burnt Oak Pl	0.02		0.02	SUP	Yes	Along Road	Left	10	No	Low	None	Low	Road crossing	\$36,000	LTS-1	
Iron Bridge Rd	End crossing the S End of the ramp at Intersection of Iron Bridge Rd & Burnt Oak Pl	S End of Intersection of Iron Bridge Rd & Falling Creek	0.15		0.15	SUP	Yes	Along Road	Left	10	No	Low	None	Low		\$270,000	LTS-1	
Iron Bridge Rd	S End of Intersection of Iron Bridge Rd & Falling Creek	S End of the bridge on Iron Bridge Rd over Falling Creek	0.12		0.12	SUP	Yes	Along Road	Left	10	No	Low	None	High	Extensive grading required near Falling Creek	\$864,000	LTS-1	
Iron Bridge Rd	S End of the bridge on Iron Bridge Rd over Falling Creek	N End of the bridge on Iron Bridge Rd over Falling Creek	0.04		0.04	SUP	Yes	Along Road	Left	10	Yes	Low	None	Low	Bridge	\$1,230,000	LTS-1	
Iron Bridge Rd	N End of the bridge on Iron Bridge Rd over Falling Creek	City of Richmond Limits	0.03		0.03	SUP	Yes	Along Road	Left	10	No	Low	None	High	Extensive grading required	\$216,000	LTS-1	
Iron Bridge Rd	City of Richmond Limits	Begin crossing railroad at intersection with Broad Rock Blvd	2.6	Bike Lane	2.6	SUP	Yes	Along Road	Left/Right	10	No	Low	None	Low		\$4,680,000	LTS-1	
Broad Rock Blvd	Begin crossing railroad at intersection with Broad Rock Blvd	End crossing railroad at intersection with Broad Rock Blvd	0.02	Shared Lane	0.02	SUP	Yes	Along Road	Right	10	No	Low	None	High	At-grade Railroad crossing	\$144,000	LTS-1	
Broad Rock Blvd	End crossing railroad at intersection with Broad Rock Blvd	Intersection of E Broad Rock Rd & McGuire Dr	0.7	Shared Lane	0.7	SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$1,260,000	LTS-1	
E Broad Rock Blvd	Intersection of E Broad Rock Rd & McGuire Dr	0.02 mi North of Robinview Dr & E Broad Rock Rd	0.13	Shared Lane	0.13	SUP	Yes	Along Road	Right	10	No	Low	None	Medium	Parking Lot/building conflicts	\$351,000	LTS-1	
E Broad Rock Blvd	0.02 mi North of Robinview Dr & E Broad Rock Rd	Begin crossing Hopkins Rd & 0.06 mi South of Holly Spring Ave	0.49	Rail		SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	Close to ditch and houses	\$606,375	LTS-1	
Hopkins Rd	Begin crossing Hopkins Rd & 0.06 mi South of Holly Spring Ave	End crossing Hopkins Rd & 0.06 mi South of Holly Spring Ave	0.01	Rail		SUP	Yes	Off Road	N/A	10	No	Low	None	Medium	Road crossing	\$12,375	LTS-1	
Hopkins Rd	End crossing Hopkins Rd & 0.06 mi South of Holly Spring Ave	Begin crossing railroad at intersection with Cofer Rd	0.66	Rail		SUP	Yes	Off Road	N/A	10	No	Low	None	Low		\$544,500	LTS-1	
Cofer Rd	Begin crossing railroad at intersection with Cofer Rd	End crossing railroad at intersection with Cofer Rd	0.02			SUP	Yes	On Road	Left	10	No	Low	None	High	At-grade Railroad crossing	\$144,000	LTS-1	
Cofer Rd	End crossing railroad at intersection with Cofer Rd	Intersection of Cofer Rd & Jefferson Davis Hwy	0.14			SUP	Yes	On Road	Left	10	No	Low	None	Medium	Parking Lot/building conflicts	\$378,000	LTS-1	
Cofer Rd	Intersection of Cofer Rd & Jefferson Davis Hwy	Begin crossing the Bridge on Jefferson Davis Hwy over James River	2.24	Shared lane	2.24	SUP	Yes	Along Road	Left	10	No	Low	None	Low		\$4,032,000	LTS-1	
Jefferson Davis Hwy	Begin crossing the Bridge on Jefferson Davis Hwy over James River	End crossing the Bridge on Jefferson Davis Hwy over James River	0.69	Buffered Bike Lane	0.69	SUP	Yes	Along Road	Left	10	Yes (SUP modification)	Low	None	Medium	Bridge modification to increase s/w to meet SUP width	\$1,863,000	LTS-1	
Jefferson Davis Hwy	End crossing the Bridge on Jefferson Davis Hwy over James River	Intersection of 2nd St & Spring St	0.23	Bike Lane	0.23	SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$414,000	LTS-1	
2nd St	Intersection of 2nd St & Spring St	Intersection of Spring St & S Belvidere St	0.2			SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$360,000	LTS-1	
Spring St	Intersection of Spring St & S Belvidere St	Intersection of S Cherry St & Grayland Ave	0.38	Shared Lane	0.38	Urban SUP	Yes	On Road	Right/Left	10 & 8	No	Low	None	Low		\$2,394,000	LTS-1	
S Cherry St	Intersection of S Cherry St & Grayland Ave	Begin crossing intersection of Idlewood Ave & Grayland Ave	0.03			Urban SUP	Yes	On Road	Right	10	No	Low	None	Low		\$189,000	LTS-1	
Idlewood Ave	Begin crossing intersection of Idlewood Ave & Grayland Ave	End crossing intersection of Idlewood Ave & Grayland Ave	0.13			SUP	Yes	On Road	Right	10	No	Low	None	Low		\$234,000	LTS-1	
Grayland Ave	End crossing intersection of Idlewood Ave & Grayland Ave	S End of the Bridge on Carter St over Downtown Expy	0.57			Urban SUP	Yes	On Road	Right	10	No	Low	None	Low	Reconstruct C&G, eliminate parking one side	\$3,591,000	LTS-1	
Carter St	S End of the Bridge on Carter St over Downtown Expy	N End of the Bridge on Carter St over Downtown Expy	0.05			SUP	Yes	On Road	Left	10	Yes (SUP modification)	Low	None	Medium		\$135,000	LTS-1	
Carter St	N End of the Bridge on Carter St over Downtown Expy	Begin crossing W Cary St at intersection with Carter St	0.06			Urban SUP	Yes	On Road	Left	10	No	Low	None	Low		\$378,000	LTS-1	
W Cary St	Begin crossing W Cary St at intersection with Carter St	End crossing W Cary St at intersection with Allen Ave	0.02			SUP	Yes	On Road	Left	10	No	Low	None	Low		\$36,000	LTS-1	
W Cary St	End crossing W Cary St at intersection with Allen Ave	Begin Roundabout at Stuart Ave & N Allen Ave	0.42			Urban SUP	Yes	On Road	Right	10	No	Low	None	Low		\$2,646,000	LTS-1	
Stuart Ave	Begin Roundabout at Stuart Ave & N Allen Ave	End Roundabout at W Broad St & N Allen Ave	0.27			Urban SUP	Yes	On Road	Right	10	No	Low	None	Low		\$1,701,000	LTS-1	
W Broad St	End Roundabout at W Broad St & N Allen Ave	Intersection of N Allen Ave & W Leigh St	0.24			Urban SUP	Yes	On Road	Right	10	No	Low	None	Low		\$1,512,000	LTS-1	
W Leigh St	Intersection of N Allen Ave & W Leigh St	Intersection of Hermitage Rd & W Leigh St	0.31	Buffered Bike Lane (Partial)	0.31	Urban SUP	Yes	On Road	Right	8 & 10	No	Low	None	Low		\$1,953,000	LTS-1	
W Leigh St	Intersection of Hermitage Rd & W Leigh St	Begin crossing railroad at intersection with Hermitage Rd	0.14	Shared Lane	0.14	Urban SUP	Yes	On Road	Right	10	No	Low	None	Low		\$882,000	LTS-1	
Hermitage Rd	Begin crossing railroad at intersection with Hermitage Rd	End crossing railroad at intersection with Hermitage Rd	0.02	Shared Lane	0.02	Urban SUP	Yes	On Road	Right	10	No	Low	None	Low		\$126,000	LTS-1	
Hermitage Rd	End crossing railroad at intersection with Hermitage Rd	Intersection of Rhoadmiller St. & Hermitage Rd	0.27	Shared Lane	0.27	Urban SUP	Yes	On Road	Right	10	No	Low	None	Low		\$1,701,000	LTS-1	
Hermitage Rd	Intersection of Rhoadmiller St. & Hermitage Rd	Intersection of Robin Hood Rd & Hermitage Rd	0.43	Shared Lane	0.43	SUP	Yes	On Road	Right	10	No	Low	None	Low		\$774,000	LTS-1	
Hermitage Rd	Intersection of Robin Hood Rd & Hermitage Rd	Begin crossing intersection of Hermitage Rd & the bridge over Richmond Petersburg TPKE	0.07	Shared Lane	0.07	SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$126,000	LTS-1	
Hermitage Rd	Begin crossing intersection of Hermitage Rd & the bridge over Richmond Petersburg TPKE	End crossing intersection of Hermitage Rd & the bridge over Richmond Petersburg TPKE	0.05	Shared Lane	0.05	SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$90,000	LTS-1	
Hermitage Rd	End crossing intersection of Hermitage Rd & the bridge over Richmond Petersburg TPKE	Begin crossing Brookland Pkwy at intersection with N Boulevard	0.19	Shared Lane	0.19	SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$342,000	LTS-1	
Brookland Pkwy	Begin crossing Brookland Pkwy at intersection with N Boulevard	Begin concurrent alignment with "Orange" and "Purple"	0.03	Shared Lane	0.03	SUP	Yes	Along Road	Right	10	No	Low	None	Low	Vehicle traffic must turn right consider how to best cross road	\$54,000	LTS-1	
Westwood Ave	Begin concurrent alignment with "Orange" and "Purple"	End concurrent alignment with "Purple" Continue concurrent alignment with "Orange"	0.86	Bike Lane	0.86	SUP	Yes	Along Road	Right	10	No	Low	None	Medium	Reconstruct C&G, remove bike lane	\$2,322,000	LTS-1	
Hermitage Rd	End concurrent alignment with "Purple" Continue concurrent alignment with "Orange"	S End of bridge on Hermitage Rd over I-95	0.35	Buffered Bike Lane	0.35	SUP	Yes	Along Road	Right	10	No	Low	None	Medium		\$945,000	LTS-1	
Hermitage Rd	S End of bridge on Hermitage Rd over I-95	N End of bridge on Hermitage Rd over I-95	0.08	Shared Lane	0.08	SUP	Yes	Along Road	Right	10	Yes	Low	None	Low		\$2,460,000	LTS-1	
Hermitage Rd	N End of bridge on Hermitage Rd over I-95	End concurrent alignment with "Orange" and "Purple"	0.15	Shared Lane	0.15	SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$270,000	LTS-1	
Hermitage Rd	End concurrent alignment with "Orange" and "Purple"	Henrico County Limits	0.03	Shared Lane	0.03	SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$54,000	LTS-1	
Hermitage Rd	Henrico County Limits	Intersection of Hillard Rd & Lakeside Ave	1.27	Shared Lane	1.27	SUP	Yes	Along Road	Right	10	No	Low	None	Medium	Retaining Walls	\$3,429,000	LTS-1	

Description	Segment Description						ATP Proposed Facility type (SUP, Cycle Track, Buffered Bike Lanes, On Lane Mixed Traffic)	Shared Use Path										ATP Proposed Facility Level of Traffic Stress	
	From	To	Length (Miles)	Existing Facility type	Existing Facility Length (Miles)	Regional Planned/Proposed Facility type		Regional Planned/Proposed Facility length (miles)	Feasible (YES or No)	Type (Along Road, Off Road Alignment)	Proposed Side of Road (Right, Left, N/A)	Proposed Width	Bridge Section (Yes or No)	Wetland Impacts (Low, Medium, High)	Environmental Impacts description	Implementation Barriers/ Constraints (Low, Medium, or High)	Implementation Barriers/ Constraints (Location Descriptions)		Cost (\$)
Hillard Rd	Intersection of Hillard Rd & Lakeside Ave	Intersection of Hillard Rd & Woodman Rd	0.17	Shared Lane	0.17			SUP	Yes	Along Road	Right	10	Low	None	Low		\$306,000	LTS-1	
Hillard Rd	Intersection of Hillard Rd & Woodman Rd	Intersection of Woodman Rd & Hungary Rd	2.12	Shared Lane	2.12			SUP	Yes	Along Road	Right	10	Low	Partially wetland along road	Medium	Stream Crossing	\$5,724,000	LTS-1	
Hungary Rd	Intersection of Woodman Rd & Hungary Rd	Begin crossing Hungary Rd at Intersection with Purcell Rd	0.7	Shared Lane	0.7			SUP	Yes	Along Road	Left	10	Low	None	Medium	space constraints	\$1,890,000	LTS-1	
Hungary Rd	Begin crossing Hungary Rd at Intersection with Purcell Rd	End crossing Hungary Rd at Intersection with Purcell Rd	0.02	Shared Lane	0.02			SUP	Yes	Along Road	Left	10	Low	None	Low		\$36,000	LTS-1	
Hungary Rd	End crossing Hungary Rd at Intersection with Purcell Rd	S End of the bridge on Purcell Rd over Hungary Creek	0.31	Shared Lane	0.31			SUP	Yes	Along Road	Left	10	Low	None	Medium	Space constraints	\$837,000	LTS-1	
Purcell Rd	S End of the bridge on Purcell Rd over Hungary Creek	N End of the bridge on Purcell Rd over Hungary Creek	0.02	Shared Lane	0.015			SUP	Yes	Along Road	Left	10	Yes	Low	None	Low		\$615,000	LTS-1
Purcell Rd	N End of the bridge on Purcell Rd over Hungary Creek	Intersection of Mountain Rd & Purcell Rd	1.21	Shared Lane	1.21			SUP	Yes	Along Road	Left	10	Low	None	Medium	Space constraints	\$3,267,000	LTS-1	
Mountain Rd	Intersection of Mountain Rd & Purcell Rd	Begin crossing Mountain Rd at intersection with Old Washington Hwy	0.06	Shared Lane	0.06			SUP	Yes	Along Road	Right	10	Low	None	Low		\$108,000	LTS-1	
Mountain Rd	Begin crossing Mountain Rd at intersection with Old Washington Hwy	End crossing Mountain Rd at intersection with Old Washington Hwy	0.01	Shared Lane	0.01			SUP	Yes	Along Road	N/A	10	Low	None	Low		\$18,000	LTS-1	
Mountain Rd	End crossing Mountain Rd at intersection with Old Washington Hwy	Begin crossing Old Washington Hwy at intersection with the bridge on interstate 295	0.78	Shared Lane	0.78			SUP	Yes	Along Road	Right	10	Low	None	Low		\$1,404,000	LTS-1	
Old Washington Hwy	Begin crossing Old Washington Hwy at intersection with the bridge on interstate 295	End crossing Old Washington Hwy at intersection with the bridge on interstate 295	0.05	Shared Lane	0.05			SUP	Yes	Along Road	Right	10	No	Low	None	High	Underpass	\$360,000	LTS-1
Old Washington Hwy	End crossing Old Washington Hwy at intersection with the bridge on interstate 295	Intersection of Old Washington Hwy & Mill Rd	0.7	Shared Lane	0.7			SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$1,260,000	LTS-1
Mill Rd	Intersection of Old Washington Hwy & Mill Rd	Begin crossing Greenwood Rd at intersection with Old Washington Hwy	0.13	Shared Lane	0.13			SUP	Yes	Along Road	Right	10	No	Low	None	Low	Note building close to road at 10-Red N pin	\$234,000	LTS-1
Old Washington Hwy	Begin crossing Greenwood Rd at intersection with Old Washington Hwy	End crossing Greenwood Rd at intersection with Old Washington Hwy	0.01	Shared Lane	0.01			SUP	Yes	Along Road	Right	10	No	Low	None	Low	Road crossing	\$18,000	LTS-1
Old Washington Hwy	End crossing Greenwood Rd at intersection with Old Washington Hwy	W End of the bridge on Old Washington Hwy over Chickahominy River	0.61	Shared Lane	0.61			SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$1,098,000	LTS-1
Old Washington Hwy	W End of the bridge on Old Washington Hwy over Chickahominy River	E End of the bridge on Old Washington Hwy over Chickahominy River	0.03	Shared Lane	0.03			SUP	Yes	Along Road	Right	10	Yes	Low	None	Low		\$922,500	LTS-1
Old Washington Hwy	E End of the bridge on Old Washington Hwy over Chickahominy River	0.1 mi South of the intersection of Old Washington Hwy & Hanover Ln	0.15	Shared Lane	0.15			SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$270,000	LTS-1
Old Washington Hwy	0.1 mi South of the intersection of Old Washington Hwy & Hanover Ln	Begin crossing Cedar Ln at intersection with Old Washington Hwy	0.62	Shared Lane	0.62			SUP	Yes	Along Road	Right	10	No	Low	None	Low		\$1,116,000	LTS-1
Cedar Ln	Begin crossing Cedar Ln at intersection with Old Washington Hwy	End crossing Cedar Ln at intersection with Old Washington Hwy	0.01	Shared Lane	0.01			SUP	Yes	Along Road	N/A	10	No	Low	None	Low	Road crossing	\$18,000	LTS-1
Cedar Ln	End crossing Cedar Ln at intersection with Old Washington Hwy	Intersection of Cedar Ln & Elmont Rd	0.31	Shared Lane	0.31			SUP	Yes	Along Road	Right	10	No	Medium	Partially wetland along road	Low		\$669,600	LTS-1
Cedar Ln	Intersection of Cedar Ln & Elmont Rd	Begin crossing railroad at intersection with Elmont Rd	0.6	Shared Lane	0.6			SUP	Yes	Along Road	Right	10	No	Low	None	Medium		\$1,620,000	LTS-1
Elmont Rd	Begin crossing railroad at intersection with Elmont Rd	End crossing railroad at intersection with Elmont Rd	0.01	Shared Lane	0.01			SUP	Yes	Along Road	Right	10	No	Low	None	High	Railroad crossing	\$72,000	LTS-1
Elmont Rd	End crossing railroad at intersection with Elmont Rd	Begin crossing Gwathmey Church Rd at intersection with Center Street Rd	1.4	Shared Lane				SUP	Yes	Along Road	Right	10	No	High	Partially wetland along road	Low		\$3,528,000	LTS-1
Gwathmey Church Rd	Begin crossing Gwathmey Church Rd at intersection with Center Street Rd	End crossing Gwathmey Church Rd at intersection with Center Street Rd	0.01	Shared Lane				SUP	Yes	Along Road	N/A	10	No	Low	None	Low		\$18,000	LTS-1
Gwathmey Church Rd	End crossing Gwathmey Church Rd at intersection with Center Street Rd	Ashland County Limits	0.49	Shared Lane	0.49			SUP	Yes	Along Road	Left	10	No	High	Partially wetland along road with crossing	Low		\$1,234,800	LTS-1
Center Street Rd	Ashland County Limits	Begin crossing Ashcake Rd at intersection with Center Street Rd	0.41	Shared Lane	0.41			SUP	Yes	Along Road	Left	10	No	High	Partially wetland along road with crossing	Low		\$1,033,200	LTS-1
Ashcake Rd	Begin crossing Ashcake Rd at intersection with Center Street Rd	End crossing Ashcake Rd at intersection with Center Street Rd / Begin crossing railroad at intersection with Ashcake Rd	0.01	Shared Lane	0.01			SUP	Yes	Along Road	N/A	10	No	Low	None	Low		\$18,000	LTS-1
Ashcake Rd	End crossing Ashcake Rd at intersection with Center Street Rd / Begin crossing railroad at intersection with Ashcake Rd	End crossing railroad at intersection with Ashcake Rd	0.03	Shared Lane	0.03			SUP	Yes	Along Road	Left	10	No	Low	None	High	Railroad crossing	\$216,000	LTS-1
Ashcake Rd	End crossing railroad at intersection with Ashcake Rd	Intersection of Ashcake Rd & Walder Ln	0.17	Shared Lane	0.17			SUP	Yes	Along Road	Left	10	No	Low	None	Low		\$306,000	LTS-1
Ashcake Rd	Intersection of Ashcake Rd & Walder Ln																		
Gray = segments updated after STAG Meeting July 29, 2019																Total Cost	\$151,432,250		
																10% ROW contingency	\$15,143,225		
																Total Cost (with Contingency)	\$166,575,475		
																Total Length	49.6		
																Per mile cost	\$3,358,377		

# Orange Corridor Option

Description	Segment Description							Shared Use Path										ATP Proposed Facility Level of Traffic Stress
	From	To	Length (Miles)	Existing Facility type	Existing Facility Length (Miles)	Regional Planned/Proposed Facility type	Regional Planned/Proposed Facility length (miles)	ATP Proposed Facility type (SUP, Cycle Track, Bike Lane, Buffered Bike Lane, Shared Lane)	Feasible (Yes or No)	Type (Along Road, Off Road)	Proposed Side of Road (Right, Left, N/A)	Proposed Width (feet)	Bridge Section (Yes or No)	Environmental Impacts (Low, Medium, High)	Environmental Impacts description	Implementation Barriers/Constraints (Low, Medium, or High)	Implementation Barriers/Constraints (Location Descriptions)	
Proposed Pedestrian Bridge over Appomattox River	S End of the Proposed Pedestrian Bridge over Appomattox River	N End of the Proposed Pedestrian Bridge over Appomattox River	0.07			Trail (LPDA-secondary)	0.07	SUP	Yes	Off Road	N/A	8	Yes	None	Medium	Crossing Appomattox River	\$3,228,750	LTS-1
Proposed Pedestrian Bridge over Appomattox River	N End of the Proposed Pedestrian Bridge over Appomattox River	S End of the Proposed Pedestrian Bridge over Fleets Branch	0.48			Trail (LPDA-secondary)	0.48	SUP	Yes	Along Road	Left/Right	10		None	Medium	SUP runs along Frontage Road. Additional cost to account for implementation issues with sunken parking lot.	\$1,296,000	LTS-1
Proposed Pedestrian Bridge over Fleets Branch	S End of the Proposed Pedestrian Bridge over Fleets Branch	N End of the Proposed Pedestrian Bridge over Fleets Branch	0.03			Trail (LPDA-secondary)	0.03	SUP	Yes	Off Road	N/A	10	Yes	None	Low	Crossing Creek	\$922,500	LTS-1
Proposed Pedestrian Bridge over Fleets Branch	N End of the Proposed Pedestrian Bridge over Fleets Branch	Begin Crossing of E River Rd at intersection with Dupuy Rd	0.23			Trail (LPDA-secondary)	0.23	SUP	Yes	Off Road	N/A	10		None	Low	None	\$414,000	LTS-1
E River Rd	Begin Crossing of E River Rd at intersection with Dupuy Rd	End Crossing of E River Rd at intersection with Dupuy Rd	0.01			Trail (LPDA-secondary)	0.01	SUP	Yes	Off Road	N/A	10		None	Low	Crossing road with uncontrolled	\$18,000	LTS-1
E River Rd	End Crossing of E River Rd at intersection with Dupuy Rd	Begin Crossing of Branders Bridge Rd (Rt 625), 0.14 mi NW of Wakefield Ave intersection	0.91	Rail		Trail (LPDA-secondary)	0.91	SUP	Yes	Off Road	N/A	10		None	Low	Dense woods	\$750,750	LTS-1
Branders Bridge Rd (Rt 625)	Begin Crossing of Branders Bridge Rd (Rt 625), 0.14 mi NW of Wakefield Ave intersection	End Crossing of Branders Bridge Rd (Rt 625), 0.14 mi NW of Wakefield Ave intersection	0.01	Rail		Trail (LPDA-secondary)	0.01	SUP	Yes	Off Road	N/A	10		None	Low	Crossing road with uncontrolled	\$8,250	LTS-1
Branders Bridge Rd (Rt 625)	End Crossing of Branders Bridge Rd (Rt 625), 0.14 mi NW of Wakefield Ave intersection	0.29 mi SW of US-301 intersection	0.49	Rail		Trail (LPDA-secondary)	0.49	SUP	Yes	Off Road	N/A	10		None	Low	Dense woods	\$404,250	LTS-1
Railroad	Begin Crossing of Railroad, 0.29 mi SW of US-301 intersection	0.29 mi SW of US-301 intersection	0.04	Rail		Trail (LPDA-secondary)	0.04	SUP	Yes	Off Road	N/A	10	Yes	None	Medium	Crossing railroad	\$1,845,000	LTS-1
Railroad	End Crossing of Railroad, 0.29 mi SW of US-301 intersection	Begin Crossing of Lakeview Ave (Rt 626), 0.09 mi W of Woodlawn Ave intersection	0.34	Rail		Trail (LPDA-secondary)	0.34	SUP	Yes	Off Road	N/A	10		None	Low	Dense woods	\$280,500	LTS-1
Lakeview Ave	Begin Crossing of Lakeview Ave (Rt 626), 0.09 mi W of Woodlawn Ave intersection	End Crossing of Lakeview Ave (Rt 626), 0.09 mi W of Woodlawn Ave intersection	0.02	Rail		Trail (LPDA-secondary)	0.02	SUP	Yes	Off Road	N/A	10		None	Low	Crossing road with uncontrolled	\$16,500	LTS-1
Lakeview Ave	End Crossing of Lakeview Ave (Rt 626), 0.09 mi W of Woodlawn Ave intersection	SE End of the Proposed Pedestrian Bridge over Swift Creek Lake	0.11	Rail		Trail (LPDA-secondary)	0.11	SUP	Yes	Off Road	N/A	10		None	Low	Narrow trail Trees adjacent to trail	\$90,750	LTS-1
Proposed Pedestrian Bridge over Swift Creek Lake	SE End of the Proposed Pedestrian Bridge over Swift Creek Lake	NW End of the Proposed Pedestrian Bridge over Swift Creek Lake	0.06	Rail		Trail (LPDA-secondary)		SUP	Yes	Off Road	N/A	10	Yes	None	Low	Crossing Swift Creek Lake	\$1,845,000	LTS-1
Proposed Pedestrian Bridge over Swift Creek Lake	NW End of the Proposed Pedestrian Bridge over Swift Creek Lake	Begin Crossing of Branders Bridge Rd (Rt 625), 0.08 mi NE of Kelmarbi Rd intersection	0.91	Rail		Trail (LPDA-secondary)	0.91	SUP	Yes	Off Road	N/A	10		None	Low		\$750,750	LTS-1
Branders Bridge Rd (Rt 625)	Begin Crossing of Branders Bridge Rd (Rt 625), 0.08 mi NE of Kelmarbi Rd intersection	End Crossing of Branders Bridge Rd (Rt 625), 0.08 mi NE of Kelmarbi Rd intersection	0.02	Rail		Trail (LPDA-secondary)	0.02	SUP	Yes	Off Road	N/A	10		None	Low	Crossing road with uncontrolled	\$16,500	LTS-1
Branders Bridge Rd (Rt 625)	End Crossing of Branders Bridge Rd (Rt 625), 0.08 mi NE of Kelmarbi Rd intersection	Begin off road alignment 0.16 mi from intersection of Kelmarbi Rd and Branders Bridge Rd	0.23					SUP	Yes	Along Road	Right	10		None	Low		\$414,000	LTS-1
Branders Bridge Rd (Rt 625)	Begin off road alignment 0.16 mi from intersection of Kelmarbi Rd and Branders Bridge Rd	Begin alignment along old rail line 0.15 mi from Kelmarbi Rd	0.15					SUP	Yes	Off Road	N/A	10		None	Low	Dominion Easement	\$270,000	LTS-1
Branders Bridge Rd (Rt 625)	Begin alignment along old rail line 0.15 mi from Kelmarbi Rd	Begin sector adjacent to wet land	3.38	Rail		Trail (LPDA-secondary)	3.38	SUP	Yes	Off Road	N/A	10		None	Low		\$2,788,500	LTS-1
Sector adjacent to wetland	Begin sector adjacent to wet land	End sector adjacent to wet land	0.47	Rail		Trail (LPDA-secondary)	0.47	SUP	Yes	Off Road	N/A	10		None	Low		\$387,750	LTS-1
Sector adjacent to wetland	End sector adjacent to wet land	Begin Crossing of Branders Bridge Rd (Rt 625), 0.16 mi N of Happy Hill Rd intersection	0.33	Rail		Trail (LPDA-secondary)	0.33	SUP	Yes	Off Road	N/A	10		None	Low		\$272,250	LTS-1
Branders Bridge Rd (Rt 625)	Begin Crossing of Branders Bridge Rd (Rt 625), 0.16 mi N of Happy Hill Rd intersection	End Crossing of Branders Bridge Rd (Rt 625), 0.16 mi N of Happy Hill Rd intersection	0.01	Rail		Trail (LPDA-secondary)	0.01	SUP	Yes	Off Road	N/A	10		None	Low	Crossing road with uncontrolled	\$8,250	LTS-1
Branders Bridge Rd (Rt 625)	End Crossing of Branders Bridge Rd (Rt 625), 0.16 mi N of Happy Hill Rd intersection	Begin concurrent alignment with "Red"	0.77	Rail		Trail (LPDA-secondary)	0.77	SUP	Yes	Off Road	N/A	10		None	Low		\$635,250	LTS-1
Concurrent alignment with "Red"	Begin concurrent alignment with "Red"	Begin Crossing of Iron Bridge Rd at intersection with Womack Rd	0.34	Rail		Trail (LPDA-secondary)	0.34	SUP	Yes	Off Road	N/A	10		None	Low		\$280,500	LTS-1
Iron Bridge Rd	Begin Crossing of Iron Bridge Rd at intersection with Womack Rd	End Crossing of Iron Bridge Rd at intersection with Womack Rd	0.03	Rail		Trail (LPDA-secondary)	0.03	SUP	Yes	Off Road	N/A	10		None	Low	High volume road crossing	\$24,750	LTS-1
Iron Bridge Rd	End Crossing of Iron Bridge Rd at intersection with Womack Rd	Chester Village Dr near intersection with Womack Rd	0.7	Trail	0.7			SUP	Yes	Off Road	N/A	10		None	Low	Existing dirt path	\$192,500	LTS-1
Chester Village Dr	Chester Village Dr near intersection with Womack Rd	Begin Crossing of Railroad, near S end of Great Branch Dr	0.34	Rail		Trail (LPDA-secondary)	0.34	SUP	Yes	Off Road	N/A	10		None	Low		\$280,500	LTS-1
Railroad	Begin Crossing of Railroad, near S end of Great Branch Dr	End Crossing of Railroad, near S end of Great Branch Dr	0.03	Rail		Trail (LPDA-secondary)	0.03	SUP	Yes	Off Road	N/A	10	Yes	None	Medium	Railroad crossing	\$1,383,750	LTS-1
Railroad	End Crossing of Railroad, near S end of Great Branch Dr	0.17 mi NW from intersection of Chester Rd & Chester Station Dr	0.13	Rail		Trail (LPDA-secondary)	0.13	SUP	Yes	Off Road	N/A	10		None	Low	Woods	\$107,250	LTS-1
Chester Rd	Chester Rd, 0.17 mi NW from intersection of Chester Rd & Chester Station Dr	Begin Crossing of Chester Rd at intersection with Old Cheshire Dr	0.39	Rail				SUP	Yes	Along Road	Left	10		None	Medium	Overhead Utilities	\$482,625	LTS-1
Chester Rd	Begin Crossing of Chester Rd at intersection with Old Cheshire Dr	End Crossing of Chester Rd at intersection with Old Cheshire Dr	0.01					SUP	Yes	Along Road	Right	10		None	Low	Crossing road with uncontrolled	\$18,000	LTS-1
Chester Rd	End Crossing of Chester Rd at intersection with Old Cheshire Dr	S End of the bridge on Chester Rd over Great Branch	0.38					SUP	Yes	Along Road	Right	10		None	Low	Limited space	\$684,000	LTS-1
Chester Rd	S End of the bridge on Chester Rd over Great Branch	N End of the bridge on Chester Rd over Great Branch	0.03					SUP	Yes	Along Road	Right	10	Yes	None	Low	Crossing creek	\$922,500	LTS-1
Chester Rd	N End of the bridge on Chester Rd over Great Branch	Begin Crossing of Chester Rd at intersection with the Ramp to World War 2 Veterans Memorial Hwy	0.63					SUP	Yes	Along Road	Right	10		None	Low	Limited space Crossing high volume road	\$1,134,000	LTS-1
Chester Rd	Begin Crossing of Chester Rd at S End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	End Crossing of Chester Rd at intersection with the Ramp to World War 2 Veterans Memorial Hwy	0.03					SUP	Yes	Along Road	Right	10		None	Low	Crossing ramp	\$54,000	LTS-1
Chester Rd	End Crossing of Chester Rd at S End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	Begin Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	0.13					SUP	Yes	Along Road	Right	10		None	Low	Crossing ramp	\$234,000	LTS-1
Chester Rd	Begin Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	End Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	0.03					SUP	Yes	Along Road	Right	10		None	High	Underpass	\$216,000	LTS-1
Chester Rd	End Crossing of Chester Rd at intersection with World War 2 Veterans Memorial Hwy	Begin Crossing of Chester Rd at N End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	0.13					SUP	Yes	Along Road	Right	10		None	Low	None	\$234,000	LTS-1

Description	Segment Description							ATP Proposed Facility type (SUP, Cycle Track, Bike Lane, Buffered Bike Lane, Shared Lane)	Shared Use Path										ATP Proposed Facility Level of Traffic Stress
	From	To	Length (Miles)	Existing Facility type	Existing Facility Length (Miles)	Regional Planned/Proposed Facility type	Regional Planned/Proposed Facility length (miles)		Feasible (Yes or No)	Type (Along Road, Off Road)	Proposed Side of Road (Right, Left, N/A)	Proposed Width (feet)	Bridge Section (Yes or No)	Environmental Impacts (Low, Medium, High)	Environmental Impacts description	Implementation Barriers/Constraints (Low, Medium, or High)	Implementation Barriers/Constraints (Location Descriptions)	Cost (\$)	
Chester Rd	Begin Crossing of Chester Rd at N End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	End Crossing of Chester Rd at N End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	0.03					SUP	Yes	Along Road	Right	10		None	Low	Crossing ramp	\$54,000	LTS-1	
Chester Rd	End Crossing of Chester Rd at N End of intersection with the Ramp to World War 2 Veterans Memorial Hwy	Intersection of Chester Rd & Park Rd	0.17					SUP	Yes	Along Road	Right	10		None	Low	None	\$306,000	LTS-1	
Chester Rd	Intersection of Chester Rd & Park Rd	NW End of the loop near Galena Rd	0.14					SUP	Yes	Off Road	N/A	10		None	Low	Woods	\$252,000	LTS-1	
loop near Galena Rd	NW End of the loop near Galena Rd	S End of Galena Rd	0.22					SUP	Yes	Off Road	N/A	10		None	Low	Woods	\$396,000	LTS-1	
Galena Rd	S End of Galena Rd	Intersection of Galena Rd & Jefferson Davis Hwy	0.63					SUP	Yes	Along Road	Left	10		None	Low	Crossing road	\$1,134,000	LTS-1	
Galena Rd	Intersection of Galena Rd & Jefferson Davis Hwy	Begin Crossing of Jefferson Davis Hwy at intersection with Kingsdale Rd	0.09			SUP	0.09	SUP	Yes	Along Road	Left	10		None	Medium	Overhead utilities adjacent to road	\$243,000	LTS-1	
Jefferson Davis Hwy	Begin Crossing of Jefferson Davis Hwy at intersection with Kingsdale Rd	End Crossing of Jefferson Davis Hwy at intersection with Kingsdale Rd	0.01			SUP	0.01	SUP	Yes	Along Road	Left	10		None	Low	Crossing road	\$18,000	LTS-1	
Jefferson Davis Hwy	End Crossing of Jefferson Davis Hwy at intersection with Kingsdale Rd	S End of the bridge on Jefferson Davis Hwy over Kingsland River	0.85			SUP	0.85	SUP	Yes	Along Road	Right	10		None	Low	Crossing road	\$1,530,000	LTS-1	
Jefferson Davis Hwy	S End of the bridge on Jefferson Davis Hwy over Kingsland River	N End of the bridge on Jefferson Davis Hwy over Kingsland River	0.04			SUP	0.04	SUP	Yes	Along Road	Right	10	Yes	None	Low	Crossing bridge	\$1,230,000	LTS-1	
Jefferson Davis Hwy	N End of the bridge on Jefferson Davis Hwy over Kingsland River	S End of the bridge on Jefferson Davis Hwy over railroad	0.23			SUP	0.23	SUP	Yes	Along Road	Right	10		None	Low	Crossing road	\$414,000	LTS-1	
Jefferson Davis Hwy	S End of the bridge on Jefferson Davis Hwy over railroad	N End of the bridge on Jefferson Davis Hwy over railroad	0.05			SUP	0.05	SUP	Yes	Along Road	Right	10	Yes	None	Medium	Crossing bridge	\$2,306,250	LTS-1	
Jefferson Davis Hwy	N End of the bridge on Jefferson Davis Hwy over railroad	S End of the bridge on Jefferson Davis Hwy over the creek	0.6			SUP	0.6	SUP	Yes	Along Road	Right	10		None	Low	Crossing roads	\$1,080,000	LTS-1	
Jefferson Davis Hwy	S End of the bridge on Jefferson Davis Hwy over the creek near Alcott Rd	N End of the bridge on Jefferson Davis Hwy over the creek	0.02			SUP	0.02	SUP	Yes	Along Road	Right	10	Yes	None	Low	Crossing bridge	\$615,000	LTS-1	
Jefferson Davis Hwy	N End of the bridge on Jefferson Davis Hwy over the creek near Alcott Rd	S End of the proposed pedestrian bridge near Jefferson Davis Hwy	0.69			SUP	0.69	SUP	Yes	Along Road	Right	10		None	Low	Crossing roads	\$1,242,000	LTS-1	
Proposed Pedestrian Bridge over the Creek near Swineford Rd	S End of the proposed pedestrian bridge near Jefferson Davis Hwy	N End of the proposed pedestrian bridge near Jefferson Davis Hwy	0.04			SUP	0.04	SUP	Yes	Along Road	Right	10	Yes	None	Low	Crossing river	\$1,230,000	LTS-1	
Jefferson Davis Hwy	N End of the proposed pedestrian bridge near Jefferson Davis Hwy	East side of Intersection of Dundas Rd. and Jefferson Davis Hwy	0.38			SUP	0.62	SUP	Yes	Along Road	Right	10		None	Low		\$684,000	LTS-1	
Jefferson Davis Hwy	Over the creek near Swineford Rd	West side of Intersection of Dundas Rd. and Jefferson Davis Hwy	0.03			SUP	0.05	SUP	Yes	Along Road	Right	10		None	Low		\$54,000	LTS-1	
Jefferson Davis Hwy	East side of Intersection of Dundas Rd. and Jefferson Davis Hwy	South End of proposed bridge over Falling Creek	0.19			SUP	0.15	SUP	Yes	Along Road	Left	10		None	Low		\$342,000	LTS-1	
Jefferson Davis Hwy	West side of Intersection of Dundas Rd. and Jefferson Davis Hwy	North End of proposed bridge over Falling Creek	0.05			SUP	0.07	SUP	Yes	Along Road	Left	10	Yes	None	Low		\$1,537,500	LTS-1	
Jefferson Davis Hwy	South End of proposed bridge over Falling Creek	South End of proposed bridge over Chippenham Pkwy	0.36			SUP	0.06	SUP	Yes	Off Road	N/A	10		None	Medium		\$972,000	LTS-1	
Jefferson Davis Hwy	North End of proposed bridge over Falling Creek	North End of proposed bridge over Chippenham Pkwy	0.06			SUP	0.06	SUP	Yes	Off Road	N/A	10	Yes	None	Medium		\$2,767,500	LTS-1	
Jefferson Davis Hwy	South End of proposed bridge over Chippenham Pkwy	West side of Intersection of Jefferson Davis Hwy and the frontage road 0.2 mi North of Chippenham Pkwy	0.39			SUP	0.05	SUP	Yes	Off Road	N/A	10		None	Low		\$702,000	LTS-1	
Jefferson Davis Hwy	North End of proposed bridge over Chippenham Pkwy	East side of Intersection of Jefferson Davis Hwy and the frontage road 0.2 mi North of Chippenham Pkwy	0.03			SUP	0.15	SUP	Yes	Off Road	N/A	10		None	Low		\$54,000	LTS-1	
Jefferson Davis Hwy	West side of Intersection of Jefferson Davis Hwy and the frontage road 0.2 mi North of Chippenham Pkwy	City of Richmond Limits	0.9			SUP	0.9	SUP	Yes	Along Road	Right	10		None	Low	Crossing roads	\$1,620,000	LTS-1	
Jefferson Davis Hwy	East side of Intersection of Jefferson Davis Hwy and the frontage road 0.2 mi North of Chippenham Pkwy	Begin concurrent alignment with "Purple"	0.91	Shared Lane	0.91	SUP		SUP	Yes	Along Road	Right	10		None	Low	Crossing roads	\$1,638,000	LTS-1	
Jefferson Davis Hwy	City of Richmond Limits	End concurrent alignment with "Purple"	1.26	Shared Lane	1.26	SUP		SUP	Yes	Along Road	Right	10		None	Low	Crossing roads	\$2,268,000	LTS-1	
Jefferson Davis Hwy	Begin concurrent alignment with "Purple"	W End of the proposed pedestrian bridge over the creek	0.45			SUP		SUP	Yes	Along Road	Right	10		None	Low		\$810,000	LTS-1	
Bellemeade Rd	End concurrent alignment with "Purple"	E End of the proposed pedestrian bridge over the creek	0.02			SUP		SUP	Yes	Along Road	Right	10	Yes	None	Low	Crossing bridge	\$615,000	LTS-1	
Bellemeade Rd	W End of the proposed pedestrian bridge over the creek	S End of the intersection of Bellemeade Rd and the ramp from Commerce Rd	0.32			SUP		SUP	Yes	Along Road	Right	10		High	Stream and wetlands along the proposed	Low	None	\$806,400	LTS-1
Bellemeade Rd	E End of the proposed pedestrian bridge over the creek	N End of the intersection of Bellemeade Rd and the ramp from Commerce Rd	0.01			SUP		SUP	Yes	Along Road	Right	10		None	Low	Crossing ramp	\$18,000	LTS-1	
Bellemeade Rd	S End of the intersection of Bellemeade Rd and the ramp from Commerce Rd	Begin Manchester section	0.03			SUP		SUP	Yes	Along Road	Right	10		None	Low	Crossing ramp	\$54,000	LTS-1	
Commerce Rd	N End of the intersection of Bellemeade Rd and the ramp from Commerce Rd	Begin crossing of Commerce Rd at intersection with Maury St	1.8			SUP		SUP	Yes	Along Road	Right	10		None	Medium	None	\$4,860,000	LTS-1	
Commerce Rd	Begin Manchester section	End crossing of Commerce Rd at intersection with Maury St	0.02			SUP		SUP	Yes	Along Road	Left	10		None	Medium	Crossing road	\$54,000	LTS-1	
Commerce Rd	Begin crossing of Commerce Rd at intersection with Maury St	North side of the intersection of Commerce Rd. and Perry St.	0.53			SUP		SUP	Yes	Along Road	Left	10	No	Low	None	None	\$1,431,000	LTS-1	
Commerce Rd	End crossing of Commerce Rd at intersection with Maury St	Begin crossing of Semmes Ave	0.14			SUP		SUP	Yes	Along Road	Left	10	No	None	Medium	Grade Change, Adjacent property	\$378,000	LTS-1	
Commerce Rd	North side of the intersection of Commerce Rd. and Perry St.	End crossing of Semmes Ave	0.01			SUP		SUP	Yes	Along Road	Left	10	No	None	Low	Uncontrolled crossing	\$18,000	LTS-1	
Commerce Rd	Begin crossing of Semmes Ave	Begin alignment off road by climbing wall parking lot	0.04			SUP		SUP	Yes	Along Road	N/A	10		None	Low		\$72,000	LTS-1	
Semmes Ave	End crossing of Semmes Ave	Begin alignment off road by climbing wall parking lot	0.15			SUP		SUP	Yes	Along Road	N/A	10		None	Low		\$270,000	LTS-1	
Climbing Wall parking lot	Begin alignment off road by climbing wall parking lot	End of Bridge over NSRR	0.05	Bridge (substandard)	0.05	SUP		SUP	Yes	Off Road	N/A	10	Yes	None	Low		\$1,537,500	LTS-1	
Bridge over NSRR	Begin bridge over NSRR	Begin of T. Tyler Potterfield Bridge	0.37	SUP	0.39	SUP		SUP	Yes	Off Road	N/A	10		None	Low		\$0	LTS-1	
Existing connection to T. Tyler Potterfield Bridge	End of Bridge over NSRR	End of T. Tyler Potterfield Bridge	0.34	SUP	0.39	SUP		SUP	Yes	Off Road	N/A	10	Yes (existing)	None	Low		\$0	LTS-1	
Potterfield Bridge	Begin of T. Tyler Potterfield Bridge	Tredegar St. Intersection	0.06			SUP	0.12	SUP	Yes	Off Road	N/A	10		None	Medium		\$162,000	LTS-1	
T. Tyler Potterfield Bridge	End of T. Tyler Potterfield Bridge	Southeast corner of intersection of Tredegar St. and Brown's Island Way	0.14			SUP	0.06	SUP	Yes	Along Road	Left	10		None	Low		\$252,000	LTS-1	
Brown's Island	End of T. Tyler Potterfield Bridge	Northwest corner of intersection of Tredegar St. and Brown's Island Way	0.02			SUP	0.05	SUP	Yes	Along Road	Left	10		None	Low		\$36,000	LTS-1	
Tredegar St.	Tredegar St. intersection	Northwest corner of intersection of Brown's Island Way and S. 2nd St.	0.13			SUP		SUP	Yes	Along Road	Left	10		None	Low		\$234,000	LTS-1	
Tredegar St.	Southeast corner of intersection of Tredegar St. and Brown's Island Way	Intersection of S. 2nd St. and E. Byrd St.	0.3	Bike Lane	0.16	SUP	0.14	SUP	Yes	Along Road	Right	10		None	Low		\$540,000	LTS-1	
Brown's Island Way	Northwest corner of intersection of Tredegar St. and Brown's Island Way	Intersection of S. 2nd St. and E. Byrd St.	0.07	Cycle Track		SUP	0.07	Urban SUP	Yes	Along Road	Left	10		None	Low		\$441,000	LTS-1	

Description	Segment Description							Shared Use Path										ATP Proposed Facility Level of Traffic Stress
	From	To	Length (Miles)	Existing Facility type	Existing Facility Length (Miles)	Regional Planned/Proposed Facility type	Regional Planned/Proposed Facility length (miles)	ATP Proposed Facility type (SUP, Cycle Track, Bike Lane, Buffered Bike Lane, Shared Lane)	Feasible (Yes or No)	Type (Along Road, Off Road)	Proposed Side of Road (Right, Left, N/A)	Proposed Width (feet)	Bridge Section (Yes or No)	Environmental Impacts (Low, Medium, High)	Environmental Impacts description	Implementation Barriers/Constraints (Low, Medium, or High)	Implementation Barriers/Constraints (Location Descriptions)	
S. 3rd St.	Intersection of S. 3rd St. and E. Bryd St.	North end of S. 3rd St. Bridge over Downtown Expressway	0.05		0.37	Cycle Track	0.05	SUP	Yes	Along Road	Right	10	Yes (minor modification)	None	Medium		\$135,000	LTS-1
S. 3rd St./N. 3rd St.	North end of S. 3rd St. Bridge over Downtown Expressway	Intersection of N. 3rd St. and E. Franklin St.	0.25		0.13	Cycle Track	0.25	Urban SUP	Yes	Along Road	Right	10		None	Low		\$1,575,000	LTS-1
E Franklin St.	Intersection of N. 3rd St. and E. Franklin St.	Intersection of N. 1st St. and E. Franklin St.	0.12	Cycle Track	0.13			Urban SUP	Yes	Along Road	Right	10		None	Low		\$756,000	LTS-1
N. 1st St.	Intersection of N. 1st St. and E. Franklin St.	Intersection of N. 1st St. and Duval St.	0.56		0.56	Cycle Track		Urban SUP	Yes	Along Road	Right	10		None	Low		\$3,528,000	LTS-1
W. Duval St.	Intersection of N. 1st St. and Duval St.	S End of bridge on Chamberlayne Pkwy over I-95/64	0.24					SUP	Yes	Along Road	Right	10		None	Low		\$432,000	LTS-1
Chamberlayne Pkwy	S End of bridge on Chamberlayne Pkwy over I-95/64	N End of bridge on Chamberlayne Pkwy over I-95/64	0.06					SUP	Yes	Along Road	Right	10	Yes	None	Medium		\$2,767,500	LTS-1
Chamberlayne Pkwy	N End of bridge on Chamberlayne Pkwy over I-95/64	SE corner of the intersection of Brook Rd and Chamberlayne Ave	0.09					SUP	Yes	Along Road	Right	10		None	Low		\$162,000	LTS-1
Chamberlayne Pkwy	SE End of the intersection of Brook Rd and Chamberlayne Ave	NW corner of the intersection of Brook Rd and Chamberlayne Ave	0.01					SUP	Yes	Along Road	Right	10		None	Low		\$18,000	LTS-1
Brook Rd	NW corner of the intersection of Brook Rd and Chamberlayne Ave	S End of railroad crossing	0.17			Buffered Bike Lane	0.17	SUP	Yes	Along Road	Right	10		None	Low		\$306,000	LTS-1
Brook Rd	S End of railroad crossing	N End of railroad crossing	0.02			Buffered Bike Lane	0.02	SUP	Yes	Along Road	Right	10		None	Medium		\$54,000	LTS-1
Brook Rd	N End of railroad crossing	SE corner of the intersection of Brook Rd and Admiral St./School St.	0.4			Buffered Bike Lane	0.4	Urban SUP	Yes	Along Road	Right	10		None	Low		\$2,520,000	LTS-1
Brook Rd	SE corner of the intersection of Brook Rd and Admiral St./School St.	NW corner of the intersection of Brook Rd and Admiral St./School St.	0.03			Buffered Bike Lane	0.03	SUP	Yes	Along Road	Right	10		None	Low		\$54,000	LTS-1
Brook Rd	NW corner of the intersection of Brook Rd and Admiral St./School St.	Intersection of Brook Rd. and Brookland Pkwy.	0.88			Buffered Bike Lane	0.88	SUP	Yes	Along Road	Left	10		None	Low		\$1,584,000	LTS-1
Brookland Pkwy	Intersection of Brook Rd. and Brookland Pkwy.	Intersection of Brookland Pkwy. and Hermitage Rd.	0.92	Buffered Bike Lane	0.83			SUP	Yes	Along Road	N/A	10		None	Low	None	\$1,656,000	LTS-1
Hermitage Rd	Intersection of Brookland Pkwy. and Hermitage Rd.	Intersection of Hermitage Rd. and Bellevue Ave.	0.88	Bike Lane	0.88			SUP	Yes	Along Road	Right	10		None	Medium	Reconstruct C&G, remove bike	\$2,376,000	LTS-1
Bellevue Ave	Intersection of Hermitage Rd. and Bellevue Ave.	E. End of bridge on Bellevue Ave over I-95	0.25	Buffered Bike Lane	0.35			SUP	Yes	Along Road	Right	10		None	Low		\$450,000	LTS-1
Bellevue Ave Bridge over Interstate 95	E. End of bridge on Bellevue Ave over I-95	W. End of bridge on Bellevue Ave over I-95	0.08					SUP	Yes	Along Road	Right	10	Yes (minor modification)	None	Medium	Crossing bridge	\$216,000	LTS-1
Bryan Park	W. End of bridge on Bellevue Ave over I-95	Bridge/Dam over Young's Pond	0.59					SUP	Yes	Off Road	Right	10		None	Low		\$1,062,000	LTS-1
Bridge/Dam near Youngs Pond	Bridge/Dam over Young's Pond	Begin alignment along Bryan Park Ave.	0.03					SUP	Yes	Off Road	Right	10	Yes (minor modification)	None	Medium		\$81,000	LTS-1
Bryan Park Ave.	Begin alignment along Bryan Park Ave.	West side of Intersection of Bryan Park Ave and Hermitage Rd.	0.09					SUP	Yes	Along Road	Right	10		None	Medium		\$243,000	LTS-1
Hermitage Rd Crossing	West side of Intersection of Bryan Park Ave and Hermitage Rd.	East side of Intersection of Bryan Park Ave and Hermitage Rd.	0.02					SUP	Yes	Along Road	Right	10		None	Low	Crossing high volume traffic road.	\$36,000	LTS-1
Ashland Trolley Line Trail	East side of Intersection of Bryan Park Ave and Hermitage Rd.	Henrico County Limits	0.05					SUP	Yes	Along Road	Right	10		None	Low		\$90,000	LTS-1
Ashland Trolley Line Trail	Henrico County Limits	Begin crossing of Dumbarton Rd 0.2 mi East of Lakeside Ave	0.77					SUP	Yes	Off Road	N/A	10	No	High	Stream along the proposed trail	Woods	\$1,940,400	LTS-1
Ashland Trolley Line Trail	Begin crossing of Dumbarton Rd 0.2 mi East of Lakeside Ave	End crossing of Dumbarton Rd 0.2 mi East of Lakeside Ave	0.02					SUP	Yes	Off Road	N/A	10	No	None	Low	Crossing uncontrolled traffic	\$36,000	LTS-1
Ashland Trolley Line Trail	End crossing of Dumbarton Rd 0.2 mi East of Lakeside Ave	S End of proposed pedestrian bridge over Upham Brook near Dumbarton Ave	0.07					SUP	Yes	Off Road	N/A	10	No	High	Cutting through wetlands	woods	\$176,400	LTS-1
Ashland Trolley Line Trail	S End of proposed pedestrian bridge over Upham Brook near Dumbarton Ave	N End of proposed pedestrian bridge over Upham Brook near Dumbarton Ave	0.02					SUP	Yes	Off Road	N/A	10	Yes	None	Low	Crossing Creek	\$615,000	LTS-1
Ashland Trolley Line Trail	N End of proposed pedestrian bridge over Upham Brook near Dumbarton Ave	S End of existing bridge over Upham Brook near Hilliard Rd	0.82					SUP	Yes	Off Road	N/A	10	No	Medium	Cutting through wetlands Stream along the proposed trail	Overhead utilities	\$1,771,200	LTS-1
Ashland Trolley Line Trail	S End of existing bridge over Upham Brook near Hilliard Rd	N End of existing bridge over Upham Brook near Hilliard Rd	0.02					SUP	Yes	Off Road	N/A	10	No	None	Low	Crossing Creek on existing culvert	\$36,000	LTS-1
Ashland Trolley Line Trail	N End of existing bridge over Upham Brook near Hilliard Rd	Begin crossing of Hilliard Rd 0.2 mi West of Brook Rd	0.1					SUP	Yes	Off Road	N/A	10	No	None	Low		\$180,000	LTS-1
Hilliard Rd	Begin crossing of Hilliard Rd West of Brook Rd	End crossing of Hilliard Rd 0.2 mi West of Brook Rd	0.02					SUP	Yes	Off Road	N/A	10	No	None	Low		\$36,000	LTS-1
Hilliard Rd	End crossing of Hilliard Rd 0.2 mi West of Brook Rd	W End of existing pedestrian bridge over North Run Creek	0.17					SUP	Yes	Along Road	Left	10	No	None	Low	None	\$306,000	LTS-1
Hilliard Rd	W End of existing pedestrian bridge over North Run Creek	E End of existing pedestrian bridge over North Run Creek	0.01	Trail Bridge	0.01			SUP	Yes	Along Road	Left	10	Yes	None	Low		\$307,500	LTS-1
Brook Rd	E End of existing pedestrian bridge over North Run Creek	Begin paved shoulder use of Brook Rd	0.18					SUP	Yes	Along Road	Left	10	No	None	Low	None	\$324,000	LTS-1
Brook Rd	Begin paved shoulder use of Brook Rd	Begin crossing of Lakeside Ave 0.08 mi West of Brook Rd	0.23					SUP	Yes	Along Road	Left	10	No	None	Low	None	\$414,000	LTS-1
Lakeside Ave	Begin crossing of Lakeside Ave 0.08 mi West of Brook Rd	End crossing of Lakeside Ave 0.08 mi West of Brook Rd	0.01					SUP	Yes	Along Road	Left	10	No	None	Low	Crossing uncontrolled traffic	\$18,000	LTS-1
Lakeside Ave	End crossing of Lakeside Ave 0.08 mi West of Brook Rd	End concurrent alignment with Landsworth Ave	0.1					SUP	Yes	Along Road	Right	10	No	None	Low	None	\$180,000	LTS-1
Landsworth Ave	End concurrent alignment with Landsworth Ave	Begin concurrent alignment with proposed Ashland Trolley Line Trail	0.04	Trail				SUP	Yes	Off Road	N/A	10	No	None	Low		\$11,000	LTS-1
Ashland Trolley Line Trail	Begin concurrent alignment with proposed Ashland Trolley Line Trail	Begin crossing of Villa Park Dr 0.2 mi West of Brook Rd	0.4					SUP	Yes	Off Road	N/A	10	No	None	Low		\$720,000	LTS-1
Ashland Trolley Line Trail	Begin crossing of Villa Park Dr 0.2 mi West of Brook Rd	End crossing of Villa Park Dr 0.2 mi West of Brook Rd	0.02					SUP	Yes	Off Road	N/A	10	No	None	Low	Crossing uncontrolled traffic	\$36,000	LTS-1
Ashland Trolley Line Trail (STAG Update)	End crossing of Villa Park Dr 0.2 mi West of Brook Rd	E End of the intersection of E Parham Rd and the ramp from Villa Park Dr	0.9					SUP	Yes	Along Road	Right	10	No	None	Low		\$1,620,000	LTS-1
E Parham Rd	E End of the intersection of E Parham Rd and the ramp from Villa Park Dr	W End of the intersection of E Parham Rd and the ramp from Villa Park Dr	0.01					SUP	Yes	Along Road	Left	10	No	None	Low	Crossing ramp	\$18,000	LTS-1
E Parham Rd	W End of the intersection of E Parham Rd and the ramp from Villa Park Dr	End crossing of E Parham Rd	0.03					SUP	Yes	Along Road	Right	10	No	None	Low	Crossing Signalized Intersection	\$54,000	LTS-1
Cleveland St	End crossing of E Parham Rd	Begin crossing of Hungary Rd at intersection with Cleveland St	0.06					SUP	Yes	Along Road	Right	10	No	None	Low	None	\$108,000	LTS-1
Cleveland St	Begin crossing of Hungary Rd at intersection with Cleveland St	End crossing of Hungary Rd at intersection with Cleveland St	0.02					SUP	Yes	Along Road	Right	10	No	None	Low	Crossing uncontrolled traffic	\$36,000	LTS-1
Ashland Trolley Line Trail	End crossing of Hungary Rd at intersection with Cleveland St	Begin crossing of Mountain Rd at intersection with Mt Olive Ave	0.69					SUP	Yes	Off Road	N/A	10	No	None	Low		\$1,242,000	LTS-1
Ashland Trolley Line Trail	Begin crossing of Mountain Rd at intersection with Mt Olive Ave	End crossing of Mountain Rd at intersection with Mt Olive Ave	0.02					SUP	Yes	Along Road	Right	10	No	None	Low	Crossing uncontrolled traffic	\$36,000	LTS-1
Ashland Trolley Line Trail	End crossing of Mountain Rd at intersection with Mt Olive Ave	End concurrent alignment with Ashland Trolley Line Trail	0.92					SUP	Yes	Off Road	N/A	10	No	None	Low	Crossing uncontrolled traffic	\$1,656,000	LTS-1
Ashland Trolley Line Trail	End concurrent alignment with proposed Ashland Trolley Line Trail	Begin concurrent alignment with Greenwood Rd at I-295	0.19					SUP	Yes	Off Road	N/A	10	No	None	Low		\$342,000	LTS-1
Greenwood Rd	Begin concurrent alignment with Greenwood Rd at I-295	End concurrent alignment with Greenwood Rd at I-295	0.07					SUP	Yes	Along Road	Right	10	No	None	High	I-295 Underpass	\$504,000	LTS-1

Description	Segment Description							ATP Proposed Facility type (SUP, Cycle Track, Bike Lane, Buffered Bike Lane, Shared Lane)	Shared Use Path										ATP Proposed Facility Level of Traffic Stress
	From	To	Length (Miles)	Existing Facility type	Existing Facility Length (Miles)	Regional Planned/Proposed Facility type	Regional Planned/Proposed Facility length (miles)		Feasible (Yes or No)	Type (Along Road, Off Road)	Proposed Side of Road (Right, Left, N/A)	Proposed Width (feet)	Bridge Section (Yes or No)	Environmental Impacts (Low, Medium, High)	Environmental Impacts description	Implementation Barriers/Constraints (Low, Medium, or High)	Implementation Barriers/Constraints (Location Descriptions)	Cost (\$)	
Ashland Trolley Line Trail	End concurrent alignment with Greenwood Rd at 295	Begin crossing of Francis Rd 0.12 mi East of Greenwood Rd	0.31			SUP	0.3	SUP	Yes	Along Road	Right	10	No		None	Low		\$558,000	LTS-1
Ashland Trolley Line Trail	Begin crossing of Francis Rd 0.12 mi East of Greenwood Rd	End crossing of Francis Rd 0.12 mi East of Greenwood Rd	0.01			SUP	0.01	SUP	Yes	Along Road	Right	10	No		None	Low	Crossing uncontrolled traffic	\$18,000	LTS-1
Ashland Trolley Line Trail	End crossing of Francis Rd 0.12 mi East of Greenwood Rd	S End of proposed pedestrian bridge over the Chickahominy River	1.28			SUP	1.28	SUP	Yes	Off Road	N/A	10	No		None	Low		\$2,304,000	LTS-1
Ashland Trolley Line Trail	S End of proposed pedestrian bridge over the Chickahominy River	N End of proposed pedestrian bridge over the Chickahominy River/ Hanover County Limits	0.05			SUP	0.05	SUP	Yes	Off Road	N/A	10	Yes		None	Medium	Crossing river Overhead utilities	\$2,306,250	LTS-1
Ashland Trolley Line Trail	N End of proposed pedestrian bridge over the Chickahominy River/ Hanover County Limits	Begin concurrent alignment with "Green"	1.1			SUP	1.1	SUP	Yes	Off Road	N/A	10	No		None	Low		\$1,980,000	LTS-1
Ashland Trolley Line Trail	Begin concurrent alignment with "Green"	End concurrent alignment with "Green"	0.18			SUP	0.18	SUP	Yes	Off Road	N/A	10	No	High	Cutting through wetlands	Low	None	\$453,600	LTS-1
Ashland Trolley Line Trail	End concurrent alignment with "Green"	Begin crossing of Cedar Ln 0.08 mi East of Old Washington Hwy	0.47			SUP	0.47	SUP	Yes	Off Road	N/A	10	No		None	Low	None	\$846,000	LTS-1
Ashland Trolley Line Trail	Begin crossing of Cedar Ln 0.08 mi East of Old Washington Hwy	End crossing of Cedar Ln 0.08 mi East of Old Washington Hwy	0.01			SUP	0.01	SUP	Yes	Off Road	N/A	10	No		None	Low	Crossing uncontrolled traffic	\$18,000	LTS-1
Ashland Trolley Line Trail	End crossing of Cedar Ln 0.08 mi East of Old Washington Hwy	Begin crossing of Cobb Rd 0.26 mi NE of Elmont Rd	0.62			SUP	0.62	SUP	Yes	Off Road	N/A	10	No		None	Low	Overhead utilities	\$1,116,000	LTS-1
Ashland Trolley Line Trail	Begin crossing of Cobb Rd 0.26 mi NE of Elmont Rd	End crossing of Cobb Rd 0.26 mi NE of Elmont Rd	0.01			SUP	0.01	SUP	Yes	Off Road	N/A	10	No		None	Low	Crossing uncontrolled traffic	\$18,000	LTS-1
Ashland Trolley Line Trail	End crossing of Cobb Rd 0.26 mi NE of Elmont Rd	Begin concurrent alignment with existing Ashland Trolley Line Trail	1.38			SUP	1.38	SUP	Yes	Off Road	N/A	10	No		None	Low		\$2,484,000	LTS-1
Ashland Trolley Line Trail	Begin concurrent alignment with existing Ashland Trolley Line Trail	End concurrent alignment with existing Ashland Trolley Line Trail	0.28	Trail	0.28	UNPAVED Trail	0	SUP	Yes	Off Road	N/A	10	No		None	Low		\$77,000	LTS-1
Ashland Trolley Line Trail	End concurrent alignment with existing Ashland Trolley Line Trail	End Project at intersection of Ashcake Rd and Maple St	0.65			SUP	0.65	SUP	Yes	Along Road	Right	10	No		None	Low		\$1,170,000	LTS-1
Ashland Trolley Line Trail	End Project at intersection of Ashcake Rd and Maple St																		
Gray = segments updated after STAG Meeting July 29, 2019																	Total Cost (\$)	\$106,363,875	
																	Total Length (mi)	43.82	
																	Per mile cost (\$/mi)	\$2,427,291	