

Harrisonburg-Rockingham Metropolitan Planning Organization
Policy Board Meeting Agenda
August 20, 2026, 3:00 p.m.
Rockingham County Administration Center
20 East Gay Street, Harrisonburg, VA 22802

1. Call to Order
2. Approval of Minutes of the June 18, 2026, Policy Board Meeting*
3. Public Comment
4. HRMPO FY24-27 Transportation Improvement Program (TIP) Amendments (Board Action Form 26-14)*
5. FY27 Stone Spring Road and Ridgedale Road Transportation Master Plan Draft Scope of Work Overview (Board Memo #26-01)
6. HRMPO Virtual Meeting Process Update – Paula Mester, Director of Transportation
7. Agency Updates
 - VDOT
 - DRPT
 - HDPT
 - Localities
8. Other Business
9. Upcoming Meetings
 - September 3, 2026 – Technical Advisory Committee Meeting at 2:00 p.m.
 - September 17, 2026 – Policy Board Meeting at 3:00 p.m.
10. Adjournment

* Action Required

Harrisonburg-Rockingham Metropolitan Planning Organization Policy Board Minutes June 18, 2026, 3:00 p.m.

Meeting conducted virtually via MS Teams

	Voting Members		Alternates		Staff
	City of Harrisonburg	✓*	Dylan Nicely, Rockingham	✓*	Ann Cundy
✓*	Laura Dent, Vice Chair		Rachel Salatin, Rockingham	✓*	Paula Melester
	Dany Fleming		Alex Wilmer, Bridgewater	✓*	Garreth Bartholomew
	Gerald Gatobu		Robert Taylor, Mt. Crawford	✓*	Zach Beard
	Nasser Alsaadun		Libby Clark, Mt. Crawford		
	Ande Banks	✓*	Gary Corder, Dayton		
			Jeff Lineberry, VDOT		Others
	Rockingham County	✓*	Adam Campbell, VDOT	✓*	Tom Hartman, Harrisonburg
✓*	Sallie Wolfe-Garrison	✓*	Don Komara, VDOT		
	Casey Armstrong	✓*	Jeff Nicely, VDOT		
	Town of Bridgewater				
✓*	Jay Litten				
	Town of Dayton		Non-Voting Members		
	Brian Borne		Stephen Smiley, Aviation		
	Town of Mt. Crawford	✓*	Grace Stankus, DRPT		
✓*	Dennis Driver, Chair	✓*	Bill Yates, JMU		
	VDOT		Valerie Kramer, JMU		
✓*	Joel DeNunzio	✓*	Shane McCabe		

*Indicates virtual attendance

Call to Order

The June 18, 2026, Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) Policy Board all-virtual meeting was called to order at 3:00 p.m. by Chair Dennis Driver. The meeting was conducted virtually via MS Teams.

Approval of Minutes

Chair Driver presented the minutes from the April 16, Policy Board meeting.

A motion to approve the minutes was made by Mr. Jay Litten; seconded by Mr. Joel DeNunzio. The motion carried unanimously.

Public Comment

Chair Driver opened the floor for public comment. There were no public comments.

Presentation: HRMPO FY26 North Mason Street Study Summary, Chuck Conran, Senior Transportation Engineer - VHB

Mr. Chuck Conran, Senior Transportation Engineer with VHB, presented results of the HRMPO North Mason Street Study. The study followed a one-month demonstration project conducted by the City of Harrisonburg in July and August 2025 that temporarily reconfigured North Mason Street. VHB was engaged to conduct a permanent traffic study with two goals: identify the preferred corridor cross-section and determine appropriate intersection control at the five study intersections from Elizabeth Street to Main Street, with the ultimate objective of developing a Smart Scale Round 7 application.

An in-person public meeting in late February 2026 provided primary public engagement. The public strongly preferred the Open Space option, which consolidates vehicle traffic on the west side of the roadway in the existing southbound lanes and repurposes the northbound lanes as a shared-use path and open community space. The preferred alternative provides 36 feet of vehicular space with one travel lane in each direction with directional left-turn lane at intersections, and the east side is repurposed as a planting strip, a 10-foot shared-use path, and open space. Preferred intersection treatments are:

- *Elizabeth Street:* Signal retained; northbound left-turn lane added for public safety building access and rear-end crash reduction; southbound left-turn lane removed. Two southbound lanes retained at East Market Street for queue storage for the left turn toward I-81.
- *Wolfe Street:* Signal retained with left-turn lanes, reflecting strong public preference for signalized pedestrian crossings. A one-block on-street bike lane on Wolfe Street will connect the Federal Street shared-use path to the proposed Mason Street path.
- *Rock Street:* Two-way stop control retained with left-turn lanes added to minimize delay and rear-end crash risk and to support fire truck access.
- *Gay Street:* Existing signal replaced with a 110-foot single-lane roundabout, which received strong public support. Design coordinates with the City's separate Gay Street reconfiguration project. Nearby driveway modifications, including relocating the 7-Eleven driveway approximately 50 to 60 feet east, address safety spacing standards.
- *Main Street:* Signal removed; two-way stop control implemented. The channelized right-turn lane is removed. A driveway modification addresses sight distance concerns, and the Main Street crosswalk was relocated to eliminate a left-turn conflict. A pedestrian hybrid beacon associated with the City's North End Greenway application will provide a controlled crossing a few hundred feet north.

The total project cost estimate is approximately \$13 million, with VDOT inflation factors expected to bring the estimate to the \$16 million range after SMART Scale submission.

Mr. DeNunzio asked whether the delay concerns raised during the demonstration project were observed or perceived. Mr. Conran confirmed the concerns were largely perceived, driven by side streets operating under stop control rather than signal control, and that the traffic study found future operations acceptable under multiple control types. Ms. Dent thanked the Harrisonburg Public Works team and expressed support for the SMART Scale application.

FY27 Unified Planning Work Program Approval (Board Action Form #26-12)

Ms. Paula Melester presented the FY27 Unified Planning Work Program (UPWP) for Board approval. The Board released the draft UPWP for public comment at the April 16 meeting. No public comments were received. VDOT submitted one agency remark recommending expanded descriptions for professional development, travel, and training activities; staff incorporated those changes in the final version distributed to the Board. No content changes were made.

A motion to approve the FY27 Unified Planning Work Program was made by Mr. Joel DeNunzio; seconded by Ms. Laura Dent. The motion carried unanimously.

SMART Scale Round 7 Resolutions of Support (Board Action Form #26-13)

Mr. Zach Beard presented nine resolutions of support for Smart Scale Round 7 full applications within the HRMPO region. All nine pre-applications submitted by the April 1 pre-application deadline are eligible for the full application cycle, which closes August 3, 2026. SMART Scale requires MPO resolutions of support for projects within the MPO boundary. Consistent with past practice, the HRMPO provides resolutions for all eligible applications regardless of whether they are already documented in the Long-Range Transportation Plan (LRTP).

The SMART Scale program permits PDCs, MPOs, and localities to submit up to four full applications each. PDCs and MPOs may submit applications on behalf of localities, which allows localities to exceed the four-application cap. The City of Harrisonburg has more than four applications this cycle, and the MPO and CSPDC will submit several applications on the City's behalf. Mr. Beard noted that whether any given application proceeds to full submission remains the decision of the local governing body.

The nine anticipated applications within the HRMPO region are:

- *North End Greenway: Monroe Street to Downtown (City of Harrisonburg submission)* – Closes the final one-mile gap in the shared-use path between Monroe Street and downtown, completing a continuous north-south protected bicycle and pedestrian route through the city.
- *Chicago Avenue Corridor Improvements (City of Harrisonburg submission)* – Installs a shared-use path along Chicago Avenue from Mount Clinton Pike to Greystone Street, with sidewalk, crosswalk, and bus stop improvements.
- *Martin Luther King Jr. Way and East Market Street Multimodal Improvements (City of Harrisonburg submission)* – Implements a road diet on MLK Jr. Way with a buffered sidewalk, a shared-use path on East Market Street, signal reconstruction, and ADA improvements.
- *Devon Lane and Neff/Peach Grove Avenue Intersection Improvements (CSPDC submission on behalf of City)* – Constructs turn lanes, access management improvements, and crosswalk upgrades at Devon Lane and Neff/Peach Grove; reconfigures approximately 2,200 feet of the corridor with a curb shift and buffered shared-use path replacing on-street bike lanes; includes bus stop improvements.

- *Vine Street Improvements (MPO submission)* – Includes a single-lane roundabout at Washington Street, turn lane additions at Old Furnace Road, signal replacement, bus stop improvements, and sidewalk along the corridor.
- *Forest Hill Road and Port Republic Road Improvements (MPO submission)* – Includes turn lane improvements at Forest Hill/Port Republic, a median on Port Republic and Hunters Road, a shared-use path, sidewalk improvements, and bus stop improvements.
- *Route 42 Safety Upgrades: Gay Street to Old Windmill Circle (MPO or City submission, to be determined)* – Includes crosswalk improvements, lane reassignments, medians, and sidewalk construction.
- *North Mason Street Corridor Improvements (MPO submission)* – The project presented by VHB, with a primary improvement of a single-lane roundabout at Gay Street and a shared-use path and green space along the corridor.
- *Stone Spring Road Dual Left-Turn Lane at Reservoir Street (Rockingham County submission)* – Constructs a second left-turn lane on Stone Spring Road onto Reservoir Street. Rockingham County has two additional Smart Scale applications outside the MPO boundary.

A motion to approve the resolutions of support for all nine SMART SCALE Round 7 applications was made by Ms. Laura Dent; seconded by Mr. Joel DeNunzio. The motion carried unanimously.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Don Komara provided the following updates:

- **Route 33 East Market Street Bridge and Multimodal Trail:** The project is progressing toward completion this fall. The multi-use trail in the median is advancing well.
- **Route 11 Sidewalk Project (Mount Clinton Pike to Trailer Park):** Construction has begun. The sidewalk is located on the cemetery side of the road. A bridge widening at the south end of the project will accommodate the crossing. The project addresses a high-demand pedestrian corridor between the trailer park and Mount Clinton Pike.
- **I-81 Staunton Widening (Exits 221–225):** The project is approximately 60 to 65% complete. A weekend detour was conducted to install overhead signs and complete striping. The project is expected to be completed in fall 2027. Speed enforcement cameras are active in the work zone and have contributed to improved driver behavior.
- **I-81 Weyers Cave Widening:** The project is approximately 45% complete. Large quantities of rock in the median are visible from the interstate as blasting and rock removal continue.
- **I-81 Harrisonburg Widening:** Night shoulder-strengthening work is underway at the southern end proceeding northward. Barrier installation will follow. The \$218 million contract covers six miles. The roundabout at Pleasant Valley Road and the Pleasant Valley Elementary School entrance are targeted for completion in May 2027. Significant daytime construction activity is not anticipated until after barriers are installed. Speed cameras will be deployed in this work zone as well.
- **Route 11 Near the Fairground:** The Route 11 four-lane project past the fairgrounds is going to bid the following week; bids will open the Wednesday following the June 18 meeting.

Construction is expected to begin after the Rockingham County Fair in September 2026 and will pause during the 2027 fair before completing prior to the 2028 fair.

- **Overheight Vehicle Bridge Strikes:** Several recent overheight vehicle strikes have occurred in the region. A strike on the Port Republic Road bridge was addressed using a contractor that heats and reshapes steel beams to restore structural strength. The Cecil Wampler Bridge and North River Bridge in the Mount Crawford area also sustained strikes that damaged concrete beams containing tensile cables. VDOT plans to close those bridges beginning approximately July 24 to repair the prestressed strands. North River will be repaired first, followed by Cecil Wampler.
- **Maintenance:** Mowing, gravel road grading, and dust suppression with liquid calcium are underway on primary and secondary roads throughout the district. Overlay paving is occurring across the area as the school year ends.

Mr. Adam Campbell provided the following update:

- **SMART Scale Round 7:** The full application period is approximately one-third complete. VDOT is working with applicants to finalize supporting documentation ahead of the August 3 deadline. The Staunton District anticipates approximately 26 to 27 full applications, including several where PDC and locality submissions are being coordinated to avoid duplicates. The full application training held June 3 is available on the SMART Scale resources website, including the recording and presentation materials.

Department of Rail and Public Transportation (DRPT)

Ms. Grace Stankus provided the following updates:

- **FY27 Six-Year Improvement Program:** The CTB approved DRPT's FY27 SYIP the day prior to the meeting (June 17). Final funding amounts are available on DRPT's open data portal.
- **Monthly Directors Reports:** DRPT publishes monthly directors reports covering recent events, promotions, ridership data, studies, and other agency activities. These reports, which are also presented to the CTB, are available on the DRPT website.

Harrisonburg Department of Public Transportation (HDPT)

No updates were provided.

Locality Updates

City of Harrisonburg

Mr. Tom Hartman provided the following updates:

- **University Boulevard Extension:** Construction is progressing. The new segment and alignment are expected to open to traffic by the end of July 2026. Storm sewer work is ongoing near Carrier Drive.
- **Port Republic Road Projects:** The City awarded contracts to Partners for two projects: a turn lane at Bluestone Drive extension and a new signal at Bradley Road with separated cycle track and sidewalk improvements. Pre-construction meetings are scheduled for July. The

timeline for closing Port Republic Road to through traffic will be confirmed after those meetings.

- Paving: Paving is underway on Stone Spring Road, Neff Avenue, and a portion of University Road, among other corridors, taking advantage of the reduced traffic during the school break.
- SMART Scale Applications: City staff are actively compiling documentation for the SMART Scale applications described under the resolutions of support action item, including right-of-way acquisition on three additional projects being prepared for delivery in 2027.

Rockingham County

Mr. Dylan Nicely provided the following update:

- The County has multiple traffic signal projects under active design on Stone Spring Road at Boyers Road and at the Marketplace. A signal at Stone Port Blvd. completed design and began construction but was struck by a vehicle; replacement poles have been ordered, and the project is awaiting materials. An additional signal is at the warrant study stage.

Town of Bridgewater

Mr. Litten provided the following updates:

- Crosswalk Package: The Town is evaluating bids on a package of crosswalk improvements, including a lighted crossing at Generations Park on Main Street.
- Riverwalk Phase 3: The Town is preparing to bid Phase 3 of the Riverwalk project, extending from Edgebriar Park eastward behind Bridgewater College.
- A multi-use path connector through Oakdale Park around the new lake is expected to go to bid soon.

Town of Dayton

No updates were provided.

Town of Mt. Crawford

Chair Driver noted that Main Street in Mount Crawford was recently paved by Adams Construction and that work at the Parsons Road connection was well executed. He also thanked VDOT and Rockingham County for responding promptly to a Memorial Day weekend sinkhole in the Mount Crawford area under difficult conditions.

Other Business

There was no other business.

Upcoming Meetings

Chair Driver announced the following upcoming meetings:

- July 2, 2026 – Technical Advisory Committee Meeting at 2:00 p.m., Cancelled
- July 16, 2026 – Policy Board Meeting: Cancelled



Adjournment

There being no further business, Chair Driver adjourned the meeting at 4:10 p.m.

Respectfully,

A handwritten signature in dark ink, reading "Paula Melester", is positioned below the word "Respectfully,".

Paula Melester, Director of Transportation

A short, horizontal blue line with a small, stylized mark in the center, possibly a signature or a decorative element.

TO: Harrisonburg-Rockingham MPO Policy Board
FROM: Zach Beard, Program Manager
MEETING DATE: August 20, 2026
RE: **Policy Board Action Form #26-14: FY24-27 Transportation Improvement Program (TIP) Amendments – City of Harrisonburg and VDOT**

RECOMMENDATION

Staff recommend that the HRMPO Policy Board approve the FY24-27 Transportation Improvement Program (TIP) amendments for the City of Harrisonburg and VDOT.

BACKGROUND

The TIP is a federally required document that summarizes the region's federally-funded transportation projects over a four year period. The TIP is updated regularly through amendments and administrative modifications to reflect current project costs, funding sources, and phasing. Amendments keep the MPO in compliance with FHWA requirements and ensure the MPO and member localities continue to receive federal funding for these projects. The current FY24-27 TIP is available for viewing at: hrvampo.org/short-range-planning/.

Amendment 1: Liberty Street RAISE Grant (City of Harrisonburg Request)

FHWA recommended the City of Harrisonburg amend the TIP to include updated cost information for the Liberty Street RAISE grant project due to the project being deemed regionally significant because it changes capacity and connectivity on a major corridor. The project converts one driving lane of US-11 to a two-way separated bicycle facility between Main St./Noll Dr. and Grattan St./Liberty St., and constructs a shared-use path along Main St. between Grattan St. and MLK Jr. Way. Total project cost is \$14.37 million. The project is already in the TIP, but the current listing does not reflect these updated costs; the amendment adds PE and ROW phase funding across FY25-27 under the RAISE grant.

Amendment 2: Construction - Transportation Alternatives/Byway/Non-Traditional Grouping (VDOT Request)

VDOT organizes TIP projects into standard categories - Construction, Maintenance, and Transit - with further sub-types such as Bridge, Safety/Operations, or Pavement. "Grouping" is a tool that allows smaller-scale projects, like safety or maintenance work, to be bundled together in the TIP rather than listed individually, reducing the number of formal amendments needed. When a grouping's total cost grows beyond a sliding-scale cost threshold a TIP amendment is required. VDOT has requested that the HRMPO amend the TIP to reflect cost changes for the Construction: Transportation Alternatives/Byway/Non-Traditional grouping.

The grouping includes Transportation Alternatives Program (TAP), Highway Safety Improvement Program (HSIP), and Surface Transportation Block Grant Program (STBG) projects which have exceeded its sliding-scale cost threshold. This grouping's total is now \$17.19 million. Funding for these projects increased following the Commonwealth Transportation Board's (CTB's) approval of the new Six-Year Improvement Program (SYIP) in June 2026.

NEXT STEPS

Both amendments were posted for a seven-day public comment period on the HRMPO.org Public Notices tab at: hrvampo.org/notices/. The MPO received no public comments. Pending Policy Board approval, staff will update the TIP document and distribute to VDOT and DRPT.

ATTACHMENTS

- [City of Harrisonburg Liberty Street TIP Block](#)
- [VDOT Grouping Block](#)

UPC NO	N/A	SCOPE	Transportation Alternatives			
SYSTEM	Primary	JURISDICTION	Harrisonburg City	OVERSIGHT	NFO	
PROJECT	Liberty Street RAISE Grant			ADMIN BY	Harrisonburg City	
DESCRIPTION	Convert one driving lane of US-11 to a two-way separated bicycle facility between the intersections of Main St. and Noll Dr., and Grattan St. and Liberty St., and construct a shared-use path along Main St. between Grattan St. and MLK Jr. Way.					
ROUTE/STREET	US-11 (Liberty Street and Noll Drive)			TOTAL COST	\$14,368,180	
PHASE	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	RAISE Grant	\$0	\$0	\$78,216	\$1,160,367	\$787,986
RW	RAISE Grant	\$0	\$0	\$0	\$0	\$750,000
CN	RAISE Grant	\$0	\$0	\$0	\$0	\$0

Harrisonburg MPO

Project Groupings

GROUPING		Construction : Transportation Alternatives/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$17,187,293
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - CRP/SU	\$0	\$0	\$320,000	\$60,000	\$0
	Federal - HSIP	\$0	\$0	\$240,345	\$0	\$0
	Federal - TAP/F	\$25,134	\$0	\$0	\$100,535	\$0
	Federal - TAP/SU	\$53,781	\$215,122	\$0	\$0	\$0
PE TOTAL		\$78,914	\$215,122	\$560,345	\$160,535	\$0
PE AC	Federal - AC OTHER	\$0	\$0	\$0	\$1,074,276	\$0
RW	Federal - CRP/F	\$0	\$0	\$0	\$139,649	\$0
	Federal - CRP/SU	\$0	\$0	\$500,000	\$0	\$0
	Federal - STP/STBG	\$0	\$0	\$0	\$274,461	\$0
	Federal - STP/SU	\$0	\$0	\$185,143	\$0	\$0
	Federal - TAP/F	\$1,231	\$2,800	\$0	\$2,122	\$0
	Federal - TAP/SU	\$5,180	\$6,320	\$0	\$14,400	\$0
RW TOTAL		\$6,411	\$9,120	\$685,143	\$430,632	\$0
CN	Federal - HIP/F	\$146,987	\$0	\$0	\$587,947	\$0
	Federal - TAP/F	\$204,515	\$277,535	\$243,933	\$0	\$296,593
	Federal - TAP/SU	\$42,160	\$0	\$173,892	(\$5,252)	\$0
CN TOTAL		\$393,662	\$277,535	\$417,825	\$582,695	\$296,593
CN AC	Federal - AC OTHER	\$0	\$87,979	\$0	\$261,586	\$0
MPO Note		TIP AMD - add \$215,122 (TAP) FFY24, add \$320,000 (CRP) & \$240,345 (HSIP) FFY25, add \$60,000 (CRP), \$100,535 (TAP) & \$1,074,276 (AC-Other) FFY26 PE phase; add \$9,120 (TAP) FFY24, add \$500,000 (CRP) & \$185,143 (STP/STBG) FFY25, add \$139,649 (CRP), \$274,461 (STP/STBG) & \$16,522 (TAP) FFY26 RW phase; add \$277,535 (TAP) & release \$78,859 (AC-Other) FFY24, add \$417,825 (TAP) FFY25, add \$261,586 (CRP), \$587,947 (HIP), release \$5,252 (TAP) FFY26, add \$296,593 (TAP) FFY27 CN phase				

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the \"Match\" column. Non-federal fund sources are as noted in the \"Program Note\" and show

TO: Harrisonburg-Rockingham MPO Policy Board
FROM: Zach Beard, Program Manager
MEETING DATE: August 20, 2026
RE: **Board Memo #26-01: FY27 Stone Spring Road and Ridgedale Road
Transportation Master Plan Draft Scope of Work Overview**

EXECUTIVE SUMMARY

The HRMPO FY2027 Rockingham County Stone Spring Road and Ridgedale Road Small Area Study will produce a Transportation Master Plan to establish a preferred future transportation network for Stone Spring Road, Ridgedale Road, Greendale Road, address the possible extension of Peach Grove Avenue, and evaluate future development impacts on Ramblewood Road in the City of Harrisonburg. The County intends incorporate the Master Plan recommendations into an update of the Stone Spring Urban Development Area (UDA) Plan.

Subject to further Policy Board review, staff will finalize the Scope of Work and procure a consultant in August 2026. The study will begin in September 2026 and be completed in Spring 2027.

BACKGROUND

Stone Spring Road and Ridgedale Road are within the Rockingham County Stone Spring UDA. The County's UDA Plan, last updated with the County's 2024 Comprehensive Plan, identifies a land use vision for compact, mixed-use development, but does not identify a specific future transportation network framework for functional classification, access management spacing standards, intersection control recommendations, capacity or level-of-service analysis, or actual roadway alignments/typical sections. The UDA mentions the need for more specific planning related to Stone Spring Road, Ridgedale Road, and Peach Gove Avenue.

Currently, County staff review each development application in the study area without a specific future transportation network framework to reference, which has resulted in inconsistent access management outcomes. Developer activity in the study area is increasing and includes ongoing informal land negotiations that would have a significant impact on the future build-out of the area. Additionally, the City of Harrisonburg is interested in coordinating the potential impacts of County development on City infrastructure, particularly along Ramblewood Road.

As a result, Rockingham County is need of a Master Plan to help guide development review, rezoning, access management and proffer decisions. The County intends to incorporate the recommendations from the Master Plan into the County's UDA plan after the study is complete.

SCOPE DEVELOPMENT AND STAKEHOLDER REVIEW

Staff developed the attached draft Scope of Work through coordination with Rockingham County, the City of Harrisonburg, and VDOT Staunton District Planning staff. Key scope elements include:

- Six tasks covering project coordination, existing conditions, future conditions and forecasting, network alternatives, public engagement, and the final Master Plan.

- A 2050 design-year future conditions analysis using the HRMPO Travel Demand Model, evaluating two land use buildout scenarios developed with the County and City.
- A preferred transportation network alternative addressing Stone Spring Road access management, Ridgedale Road future function and geometry, Greendale Road geometry, and the Peach Grove Avenue extension's alignment, right-of-way, and planning-level cost.
- Impacts of future development on Ramblewood Road.
- A public engagement component consisting of an online survey administered by HRMPO.

NEXT STEPS

After the Policy Board reviews the attached draft Scope of Work, staff will finalize the scope incorporating any comments received and solicit firms from CSPDC's on-call consultant roster. Staff anticipate a kickoff meeting in September 2026, with study completion in Spring 2027.

ATTACHMENT

- [FY27 Stone Spring Road and Ridgedale Road Transportation Master Plan Scope of Work - Draft](#)



**Harrisonburg
Rockingham**
Metropolitan Planning
Organization

Harrisonburg-Rockingham Metropolitan Planning Organization
Central Shenandoah Planning District Commission

Stone Spring Road and Ridgedale Road Small Area Transportation Plan Scope of Work - **DRAFT**

Study Name	Stone Spring Road and Ridgedale Road Transportation Master Plan
Lead Agency	HRMPO / Central Shenandoah Planning District Commission (CSPDC)
Partnering Localities	Rockingham County, City of Harrisonburg
Other Stakeholders	VDOT Harrisonburg Residency and Staunton District Planning
Study Area	Stone Spring Road (Route 280) from Ramblewood Road to Port Republic Road (Route 253); Ridgedale Road (Route 710) and Greendale Road between Stone Spring Road and Ramblewood Road; Ramblewood Road; Peach Grove Avenue Extension corridor
Study Budget	\$100,000 (all-inclusive; fee and expenses)
Design Year	2050
Study Type	Transportation Master Plan
Procurement	On-call solicitation to two pre-qualified firms from CSPDC's on-call consultant roster (not a public competitive RFP)
Solicitation Issue	August 2026
Anticipated NTP / Kickoff	September 2026
Anticipated Completion	Approximately 9 months from September 2026 to May 2027

1. Purpose and Need

The Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) is developing a FY2027 Small Area Transportation Study for the Stone Spring Road and Ridgedale Road corridor in Rockingham County. The study will result in a Transportation Master Plan that will establish the preferred future transportation network, defines future roadway alignments and typical sections, prescribes an access management framework for Stone Spring Road, evaluates Ridgedale Road capacity and geometry, evaluates an extension for Peach Grove Avenue, assesses area growth impacts on Ramblewood Road, and identifies implementation priorities. Rockingham County intends to use the Master Plan to guide development review and rezoning decisions within the study area, and incorporate the Master Plan findings into an update to the 2024 Stone Spring Urban Development Area (UDA) Plan.

The Stone Spring UDA was designated by the Rockingham County Board of Supervisors in 2015 and covers the area southeast of Harrisonburg along Routes 253, 280, and US 33. The UDA Plan was adopted in January 2020 and updated in July 2024 with the County's Comprehensive Plan update. The UDA Plan provides a 20-year vision for compact, mixed-use, traditionally patterned neighborhood development and identifies the Peach Grove Avenue extension as a needed infrastructure investment. The Peach Grove Avenue extension is described in the 2024 Comprehensive Plan Transportation Chapter as a new four-lane roadway with wide shoulders and bicycle accommodations connecting Ridgedale/Greendale Road and Stone Spring Road.

The Master Plan is intended to provide a more detailed evaluation of a specific area within the Rockingham County UDA to address three main issues:

- Development applications have been evaluated in isolation through individual Traffic Impact Analyses, producing inconsistent access management outcomes on Stone Spring Road and deferring fundamental network design questions. Each new rezoning forces the County to make ad hoc access decisions without the benefit of a comprehensive network framework. This study will establish that framework before additional applications arrive.
- Ridgedale Road's future function, classification, and required geometry have never been formally determined. The road is not designed for current traffic volume or future traffic volume.
- The Peach Grove Avenue extension, which is the most important new infrastructure investment needed to serve study area growth, has been identified in the Rockingham County UDA but has never been formally studied for alignment, design, or cost. Developer activity is increasing in the area and a developer has begun informal land negotiations along the anticipated corridor. This study will establish the preferred alignment, right-of-way requirements, and typical section for the extension before development activity excludes options or creates conflicts between individual project commitments and the general public interest.

The purpose of the study is to produce a comprehensive document that informs future decision-making for development in the area for Rockingham County. The document should:

- Establish the preferred future transportation network framework for the Stone Spring Road and Ridgedale Road corridors, including the Peach Grove Avenue extension, Ridgedale Road future function, and Stone Spring Road access management;
- Resolve the Peach Grove Avenue extension alignment, right-of-way, and cost to the degree necessary to guide near-term developer negotiations and future applications for VDOT funding programs;

- Coordinate with the City of Harrisonburg on Ramblewood Road conditions, Peach Grove extension impacts, and Stone Spring Road / Erickson Avenue bike and pedestrian facilities to ensure the Master Plan's findings are consistent with the City's planning assumptions;
- Provide Rockingham County with a Master Plan to inform development review and rezoning decisions, including access management and proffer guidance for segments and intersections.

2. Study Area

The study area includes two main corridors in the Rockingham County UDA with segments extending into Harrisonburg. The study mainly addresses Stone Spring Road from Port Republic Road to Ramblewood Road (northern study area boundary); Ridgedale Road and Greendale Road from Stone Spring Road to Ramblewood Road (southern study area boundary); and the land area between Stone Spring Road, Ridgedale Road, and Ramblewood Road where the Peach Grove Avenue extension will be evaluated.

2.1 Study Area Profile

The study area is divided into geographic segments to reflect shared roadway characteristics. The profiles may be adjusted at the kickoff meeting:

ID	Segment	Locality	Notes
Stone Spring Road (Northern Study Area Boundary)			
A	Stone Spring Road — Eastern Segment (Stone Port Boulevard to Port Republic Road)	Rockingham County	Stone Spring Road / Ridgedale Road intersection control evaluation; Stone Spring Road / Port Republic Road eastern study boundary conditions; network-level effects from study area growth. Access management and intersection control focus.
B	Stone Spring Road — Central Segment (Peach Grove Avenue to Stone Port Boulevard)	Rockingham County	Primary development access segment. Designation of Peach Grove Avenue and Stone Port Boulevard signal as the two full-movement intersection points; access treatment for all parcels; Stone Spring Road bike lane versus shared-use path in context of 2025 Road Safety Audit. Access management and multimodal focus.
C	Stone Spring Road — Western Segment (Ramblewood Road to Peach Grove Avenue)	Rockingham County / City of Harrisonburg boundary	Coordination with City of Harrisonburg specifically. Ramblewood Road / Stone Spring Road intersection is pending signal contingent on Leland Circle buildout; access management west of Peach Grove Avenue. Stone Spring Road bike lane versus shared-use path in context of 2025 Road Safety Audit. Safety and access management focus;
Ridgedale Road and Greendale Road (Southern Study Area Boundary)			
D	Ridgedale Road Corridor (Stone Spring Road to Grassy Creek Road area)	Rockingham County	Capacity and geometry deficiencies, sight distance constraints; recommended typical section and functional classification; Grassy Creek Road intersection treatment; access management; policy question of Ridgedale Road severance at Stone Spring Road once M&N Drive is extended to Stone Port Boulevard signal; consideration of Peach Grove Avenue extension. Capacity and geometry focus.

ID	Segment	Locality	Notes
E	Greendale Road (Grassy Creek Road/Ridgedale Road to Ramblewood Road)	Rockingham County and City of Harrisonburg	Capacity and geometry deficiencies, sight distance constraints; recommended typical section and functional classification; Grassy Creek Road intersection treatment; access management; consideration of Peach Grove Avenue extension
Ramblewood Road (Western Study Area Boundary)			
F	Ramblewood Road / Study Boundary	City of Harrisonburg	Document Ramblewood Road traffic function and crashes for each network scenario; compare projected daily trips to current conditions; indicate whether each alternative reduces Ramblewood Road traffic to address safety.
Development Area			
G	Peach Grove Avenue Extension Area	Rockingham County	Feasible alignment evaluation (grade, topography, right-of-way constraints, parcels); preferred alignment recommendation with typical section (four-lane, center median/turn lane provision, shared-use path); planning-level cost estimate; comparison against Ramblewood Road upgrade cost. New infrastructure focus.

The Stone Spring Road segment also includes the following key intersections:

Intersection	Notes
Stone Spring Road & Ramblewood Road	City of Harrisonburg coordination required. Pending signal warrants being met, City would anticipate agreement with developer(s) on their contribution(s) to signal construction, which would lead to evaluation of safety and geometry at the intersection; however, City staff note that currently there is no notable evaluation needed for this intersection at this time.
Stone Spring Road & Peach Grove Avenue	Northern terminus of the proposed Peach Grove Avenue extension. Designated as a full-access intersection in the study area access management framework. Existing four-leg configuration.
Stone Spring Road & Stone Port Boulevard / M&N Drive	Programmed traffic signal. Subject of the M&N Drive extension design. Expected to serve as the primary eastern full-access point on Stone Spring Road for study area development.
Stone Spring Road & Ridgedale Road	Currently unsignalized. Multiple TIAs have flagged this intersection as a constraint. Port Republic Road TIA (2025) recommends modifying to right-in/right-out/left-in on the northbound approach. Intersection control is a primary study question.
Stone Spring Road & Port Republic Road	Eastern study boundary. Full-access signalized intersection. Study documents conditions and evaluates any network-level effects from study area growth.

Key Developments

The following projects are relevant context for this study:

- *The Wentworth (271 units)*. A luxury apartment complex completed between Stone Spring Road and Apple Valley Road near the Peach Grove Avenue intersection. Its traffic generation is now part of the existing conditions baseline.
- *Reserve at Stone Port*. An existing multi-family complex along Stone Spring Road. Its internal private road, Channing Drive, is a point of contention in the access management picture for adjacent parcels. A developer's proposal to route traffic from an adjacent development through Channing Drive was refused by the Reserve, contributing to current access constraints on this segment.
- *Weidig Development (425 units proposed)*. A proposed rezoning of approximately 44 acres off Port Republic Road. A Traffic Impact Analysis completed for this proposal in early 2025 recommends modifying the northbound approach at the Stone Spring Road and Ridgedale Road intersection and recommends a dual eastbound left turn lane at the Stone Spring Road and Reservoir Street intersection. There is also a planned elementary school and commercial development planned.
- *Walnut Grove (units undetermined)*. A development proposal near Greendale Road and Ridgedale Road in active discussion with the City of Harrisonburg over traffic impacts on Ramblewood Road. The developer has been planning around the Peach Grove Avenue extension since the project's inception, has had preliminary discussions with the primary landowner on the anticipated alignment, and has produced a concept plan showing a proposed Peach Grove extension alignment.
- *Other Developments*. There are several other potential developments that the County has approved but are outside the study area. The study team will need to coordinate with the County and City to document other nearby developments that could impact the study at the kickoff meeting. The City notes specifically a number of units that could be constructed by-right along Leland Circle - it is zoned for somewhat high-density residential. (Leland Circle is the other side of Ramblewood Road at the Stone Spring intersection.

Map 1. Study Area Map



2.2 City of Harrisonburg Coordination

The City's priority for this study is to coordinate the Peach Grove Avenue extension and potential impacts of that development on nearby City infrastructure, in particular Ramblewood Road, and ensuring the Erickson Avenue Area Study is considered as part of this planning process.

Ramblewood Road is a two-lane City road and is the western portion of the study. Ramblewood Road serves as a north-south connection between Stone Spring Road and Greendale Road and Ridgedale Road. Ramblewood Road has significant physical limitations that include sharp horizontal curves, a narrow cross-section, limited right-of-way at several locations, and a documented crash rate approximately twice the expected rate for a comparable roadway, as identified in the Walnut Grove Traffic Impact Analysis.

Stone Spring Road in Rockingham County becomes Erickson Avenue in the City of Harrisonburg at South Main Street. Development in the study area loads directly onto the City's street network. The Erickson Avenue Area Study (Kimley-Horn, 2025) documented that the South Main Street and Erickson Avenue intersection operates at LOS D with a volume-to-capacity ratio of 0.86 during the PM peak hour, with the westbound left-turn queue exceeding storage capacity. Study area growth will compound pressure on the City's network.

The Erickson Avenue corridor west of the city limit is out of scope. To prevent contradictory findings, the consultant will coordinate with City of Harrisonburg on shared traffic volume assumptions, growth projections, and network scenario designs. Traffic forecasts for the study area should consider conditions documented in the Erickson Avenue Area Study.

3. Tasks and Deliverables

The study is organized into six tasks. Each task description identifies the objective, the activities the consultant will perform, and the deliverables that will be produced. HRMPO/CSPDC's role and any contributions are identified where applicable.

Task 1 – Project Initiation, Management, and Stakeholder Coordination

Objective

Ensure that all stakeholders have a defined role throughout the project, and that the consultant aligns data sources, study assumptions, and schedule with HRMPO, Rockingham County, City of Harrisonburg, and VDOT.

Activities

- Conduct a project kickoff meeting in-person with HRMPO/CSPDC, Rockingham County, City of Harrisonburg, and VDOT Harrisonburg Residency and Staunton District Planning. The kickoff meeting will confirm the study area, schedule, data sources, data request priorities, roles and responsibilities, and deliverable formats. Prepare and distribute a kickoff summary documenting decisions, action items, and confirmed assumptions.
- Establish and facilitate a study group consisting of: HRMPO/CSPDC; Rockingham County; City of Harrisonburg; VDOT Staunton District Residency and Planning, and other HRMPO Technical Advisory Committee (TAC) members. A minimum of three formal study group meetings: 1) existing conditions review; 2) future conditions and alternatives review; and 3) draft Master Plan review.

Prepare agendas and distribute meeting summaries for all study meetings. Additional check-ins via phone or virtual meeting platform are expected as needed, not to exceed 10 check-in meetings. Provide updates via email as necessary.

- Provide monthly progress reports and invoices to HRMPO/CSPDC, summarizing tasks completed in the prior month, tasks anticipated in the following month, percent complete by task, and any schedule or scope issues to flag.

The following coordination requirements are integral to the study scope:

- *Rockingham County Coordination.* Rockingham County is the primary project partner. The County will provide access to rezonings, TIAs, concept plans, and UDA plan materials on request throughout the study. The consultant should plan for close coordination with County planning staff during alternatives development and Master Plan preparation on all aspects of the plan, specifically to understand how the County uses access management standards and transportation network plans in rezoning conditions and proffers, so that Master Plan deliverables support that application.
- *City of Harrisonburg Coordination.* Coordination is required specifically on Ramblewood Road crash conditions under each network scenario; Peach Grove extension impacts; Stone Spring Road Safety Audit; and traffic forecast consistency with the Erickson Avenue Area Study. The consultant should review the Walnut Grove developer's Ramblewood safety evaluation from the City and coordinate with the City on findings rather than duplicating the safety evaluation.

Deliverables

- Plan, conduct, lead, and facilitate one kick-off meeting and a minimum of three study group meetings. Provide meeting materials for each meeting that includes at a minimum: meeting agendas and presentations submitted to HRMPO/CSPDC staff at least three days before each meeting, and meeting summaries of each meeting. Meeting summaries should summarize the main discussion items and capture action items and next steps and be distributed to the study group no later than three days after each meeting.
- Check-in meetings with study team members as needed to coordinate Tasks, not to exceed ten meetings.
- Monthly progress updates and invoices.

Task 2 – Data Collection and Existing Conditions Analysis

Objective

Establish a comprehensive baseline understanding of current conditions across all corridor profiles, drawing on existing data sources where possible and supplementing with targeted field collection.

Subtask 2.1 – Review of Existing Studies, Plans, and Data

HRMPO/CSPDC will provide or assist in obtaining the following reference materials at or soon after NTP:

- Rockingham County Comprehensive Plan (2024 update), including Transportation Chapter and Stone Spring UDA Plan update.
- Stone Spring UDA Plan (adopted January 2020, updated July 2024).
- HRMPO Port Republic Road / Peach Grove Avenue / Neff Avenue Study.
- City of Harrisonburg Erickson Avenue Area Study — Existing Conditions Report (Kimley-Horn, January 2025) and Final Report.

- Walnut Grove TIA and Ramblewood Road safety evaluation (prepared by developer).
- Walnut Grove Peach Grove Avenue extension concept plan.
- Walnut Grove development concept plan.
- Available TIAs from study area development applications, including Middleburg at Stone Spring and Weidig proposals.
- Stone Spring Road Safety Audit (2025).
- HRMPO Bicycle and Pedestrian Plan (2016), which identifies a shared-use path extending along Peach Grove Avenue.
- VDOT crash data from the most recent five years.
- Available VDOT counts and recent turning movement count data for study corridors.
- City of Harrisonburg public utility service extension conditions for study area development.

Subtask 2.2 – Traffic Data Collection

The consultant will compile available VDOT traffic data, recent TIA traffic data, and any City and County data for the study corridors and intersections. The need for additional collection locations and speed data will be confirmed with the study group following the data inventory. The specific count placement and number of locations should be determined based on gaps in available VDOT data. Counts and speed data should be conducted on typical Tuesday, Wednesday, or Thursday weekdays with public schools in session, and not during holiday or unusual-event weeks.

Subtask 2.3 – Safety Analysis

- Conduct a five-year crash analysis using the VDOT crash database for all study corridors and key intersections using the most recent five years of available data. Isolate intersection crashes within a 250-foot radius of each intersection center, consistent with the Erickson Avenue Area Study methodology. Analyze corridor crashes separately.
- Identify crash clusters, PSI intersections and segments, and patterns.
- Compare field observations to crash patterns and document conditions likely contributing to observed crash types.

Subtask 2.4 – Roadway Geometry and Infrastructure Inventory

- Document existing roadway geometry and infrastructure for Stone Spring Road, Ridgedale Road, Greendale Road, Ramblewood Road, and Peach Grove Avenue through desktop review of VDOT and County GIS data, supplemented by field verification, covering: lane configurations and widths; posted speed limits; horizontal and vertical alignment; available intersection sight distance at unsignalized locations; right-of-way width and adequacy; access point locations and types; and existing pavement markings and signage.
- Conduct the Ridgedale Road geometry inventory at higher detail to support a capacity and geometry analysis. Document existing conditions segment by segment from Stone Spring Road to the Grassy Creek Road area, specifically identifying locations with sight distance deficiencies, inadequate curve radius, access conflicts, or right-of-way constraints.
- Address the Stone Spring Road bike lane configuration — including lane widths, pavement markings, and gaps in continuity — in the context of the 2025 Road Safety Audit, which examined the trade-off between retaining bike lanes and installing a two-way left turn lane at access points.

Subtask 2.5 – Multimodal Inventory

- Document bicycle and pedestrian facility gaps and connectivity deficiencies along Stone Spring Road, Ridgedale Road, and other study area roads through a qualitative inventory of existing conditions, including the presence and continuity of bike lanes, shared-use paths, sidewalks, and crossings. Identify locations where existing infrastructure is absent, discontinuous, or substandard relative to corridor function and anticipated demand.

Subtask 2.6 – Access Management Evaluation

- Conduct an access management evaluation for Stone Spring Road documenting the location and type of all existing access points, applying VDOT Roadway Design Manual Appendix F spacing requirements for a minor arterial classification, and identifying existing compliance and non-compliance.
- Develop an access management plan identifying the designated full-movement intersection locations (Peach Grove Avenue and the Stone Port Boulevard signal) and required minimum spacing between them; the appropriate access treatment for all existing and anticipated driveways between those two full-movement intersections; and the recommended access control strategy for the Stone Spring Road and Ridgedale Road intersection based on the study's intersection control recommendation. This plan should be map-based and suitable for use in development review.

Subtask 2.7 – Existing Conditions Operational Analysis

- Conduct peak-hour field observations at the key study intersections during both AM and PM peak periods. Observations will document traffic operations and queuing, geometric deficiencies and constraints, sight distance issues, posted speed limit compliance, existing access point locations and conditions, pedestrian and bicycle activity, and any conditions not captured by count data.
- Note: Full Synchro-based intersection operational analysis is not required for this study. This study calls for high-level roadway capacity considerations consistent with a planning-level Master Plan. VDOT District Planning will provide Synchro support if the study group determines a specific intersection warrants more detailed operational analysis.

Deliverables

- Draft and final Existing Conditions presentation, including: traffic volume summary tables and maps; traffic volume and speed data; peak-hour field observation notes; five-year crash analysis with tables, charts, and maps; Ridgedale Road geometry inventory; Stone Spring Road access management map; bicycle and pedestrian facility inventory and gap summary; and prior studies review summary. Reviewed at Study Group Meeting 1.
- GIS maps of existing corridor conditions in ESRI-compatible format.

Task 3 – Future Conditions Analysis and Growth Forecasting

Objective

Develop future traffic forecasts for a 2050 design year that account for known and approved development, anticipated future development, and background regional growth using the HRMPO Travel Demand Model.

Subtask 3.1 – Future Land Use Scenario Development

The consultant will develop two land use buildout scenarios for the study area, both representing full buildout and both used as inputs to the HRMPO Travel Demand Model:

- *Scenario A – Moderate Density Buildout.* A buildout scenario consistent with lower-density residential development on parcels south of Stone Spring Road, reflecting single-family and townhome densities similar to recently approved projects. Scenario A represents a plausible conservative buildout given current market conditions.
- *Scenario B – Full UDA Buildout.* A buildout scenario consistent with the full vision of the Stone Spring UDA Plan, including higher-density multifamily residential on Stone Spring Road frontage transitioning to lower-density residential further south on Ridgedale Road. Scenario B represents the maximum anticipated development intensity consistent with the UDA Plan's 20-year vision and should be treated as the primary planning scenario for Master Plan recommendations.

Land use inputs for each scenario will be developed in coordination with Rockingham County and the City of Harrisonburg, referencing current UDA Plan land use designations, existing zoning, and known development applications. The future land use scenarios will be presented to and confirmed by the study group before future conditions analysis proceeds.

Subtask 3.2 – Travel Demand Modeling and Traffic Forecasting

The consultant shall use the HRMPO Travel Demand Model as the primary tool for generating future-year traffic forecasts under both scenarios. The HRMPO Travel Demand Model was updated in June 2026 with a 2050 horizon year and will serve as the study planning horizon. The consultant shall coordinate with HRMPO and VDOT District Planning staff to verify that land use inputs in the model are consistent with the two study scenarios and confirm the model's road network coding is consistent with the network scenarios being evaluated.

The consultant will document the modeling methodology, scenario inputs, and key assumptions in a technical appendix to the Future Conditions Analysis Memo. Where the model's geographic resolution does not adequately differentiate conditions at specific intersections, the consultant shall supplement with planning-level intersection analysis as described in Subtask 3.3.

Subtask 3.3 – Capacity Analysis

The consultant will conduct a capacity analysis using Highway Capacity Software (HCS) at a planning level, evaluating volume-to-capacity ratios and planning-level level of service on study corridors and at key intersections. Full Synchro-based intersection operational analysis is not required for this study. For corridor capacity, the consultant will evaluate whether directional peak-hour volumes exceed the planning-level capacity of the roadway's existing or proposed cross-section, and identify where and under which scenario capacity constraints emerge. Movement-by-movement delay results or Synchro simulation output are not expected.

The two land use scenarios (Scenario A — Moderate Density Buildout; Scenario B — Full UDA Buildout) will each be evaluated against two network conditions: a no-build baseline and a preferred network alternative.

Deliverables

- Future land use scenario descriptions and inputs memo.
- Travel demand modeling methodology documentation and forecast results.

- Capacity analysis results by corridor and intersection under No-Build and Build conditions for both scenarios.

Task 4 – Transportation Network Alternatives Development and Analysis

Objective

Develop, evaluate, and recommend a preferred transportation network for the corridor for each Corridor Profile. Alternatives should identify which improvements are appropriate for VDOT funding programs, developer proffers, and for locality capital investment.

Subtask 4.1 – Network Alternatives Identification

Based on the future conditions analysis, the consultant will develop a preferred transportation network alternative and at least one alternative for comparison. Alternatives development will be informed by Study Group Meeting 2. The following elements must be addressed in each alternative, with illustrative typical sections where appropriate:

General

- *Intersection Control Recommendations.* Planning-level intersection control recommendations at: Stone Spring Road and Peach Grove Avenue; Stone Spring Road and Stone Port Boulevard / M&N Drive; Stone Spring Road and Ridgedale Road; Ridgedale Road and Grassy Creek Road; and the Peach Grove extension terminus at Ridgedale Road or Greendale Road.
- *Multi-Modal Evaluation.* Evaluate multi-modal options on all roads, and specifically Stone Spring Road.

Stone Spring Road

- *Access Management Plan for Stone Spring Road.* Each alternative will include an access management plan confirming the Stone Port Boulevard signal and the Peach Grove Avenue intersection as the two primary full-movement access points; no additional full-movement or signalized intersections between those two points absent justification; treatment of the Stone Spring Road / Ridgedale Road intersection as a directional or right-in/right-out/left-in access point in conjunction with M&N Drive extension; and future access for parcels between the two primary intersections via internal street connections or shared driveways.
- *Stone Spring Road Multi-Modal Evaluation.* Evaluate whether replacing existing bike lanes with a shared-use path on one side of the road, which would free travel lanes for a two-way left turn lane at access points, represents the preferred treatment. This evaluation must address both the Rockingham County segment and the City of Harrisonburg segment.

Ridgedale Road

- *Ridgedale Road Future Function and Design.* Address the future function, classification, and design approach for Ridgedale Road, including: appropriate classification (collector or minor arterial); typical section for anticipated traffic volumes; geometric improvements at specific segments and intersections; evaluation of the Grassy Creek Road intersection for roundabout, standard intersection, or realignment treatment; and the policy question of whether severing the Ridgedale Road connection at Stone Spring Road is appropriate once M&N Drive is extended to the Stone Port Boulevard signal. The severance question shall be presented as a policy question for the study

working group to decide based on traffic volume analysis, without recommending closure as a study output.

- *M&N Drive Network Integration.* Address the future role of M&N Drive and Autumn Lane in relation to the Ridgedale Road network, including how M&N Drive's extension to the Stone Port Boulevard signal affects traffic patterns on Ridgedale Road and changes the function of the existing Ridgedale Road / Stone Spring Road connection. Specifically evaluate whether Autumn Lane's access to Ridgedale Road should be consolidated into M&N Drive as M&N becomes the primary east-west connector to the Stone Port Boulevard signal, and whether that consolidation is warranted once M&N Drive is extended. Present this as a recommendation to consider based on traffic volume analysis and access spacing.

Ramblewood Road

- *Ramblewood Road Network Scenario Evaluation.* Evaluate how Ramblewood Road's traffic function and safety issues change under each alternative's network assumptions: document projected daily trips on Ramblewood Road under each scenario and network alternative compared to current conditions; note whether the alternative sufficiently reduces Ramblewood traffic to address the City's safety concerns; and address whether Ramblewood Road's through-traffic function remains necessary once Peach Grove is constructed.
- *High-level conceptual design and cost estimate.* Develop a general realignment sketch sufficient to identify likely curve realignment locations and ROW impacts to inform an order-of-magnitude cost of upgrading the road. Depth of analysis to be confirmed with the study group.

Peach Grove Extension

- *Peach Grove Avenue Extension.* Evaluate at least one feasible alignment addressing grade and topography constraints, right-of-way requirements and known ownership constraints (Daly family parcels, residential property at Stone Spring Road), access to adjacent developable parcels, connection point to Ridgedale Road or Greendale Road, and consistency with the Walnut Grove developer's concept plan as a reference. The recommended typical section should include a cross-section informed by the Rockingham County Comprehensive Plan, 2016 HRMPO Bicycle and Pedestrian Plan, and other existing plans such as the HRMPO Port Republic, Neff Avenue, Peach Grove Avenue Plan (2025) to evaluate number of lanes and multimodal facilities. The Walnut Grove developer's concept plan can be used as a reference and starting point, not as the study's alignment recommendation. The study's recommendation must reflect independent evaluation of feasible options.
- *Peach Grove Extension and Ramblewood Upgrade Cost Comparison.* At least one alternative will include a planning-level cost comparison between constructing the Peach Grove Avenue extension and upgrading Ramblewood Road to a standard adequate to serve as the primary development connector. Cost estimate methodology will be confirmed with the study group.

Subtask 4.2 – Ridgedale Road Capacity and Geometry Analysis

The consultant will conduct a capacity and geometry analysis of Ridgedale Road from Stone Spring Road to Grassy Creek Road and include the following:

- Existing and forecast daily and peak-hour traffic volumes under both scenarios and both network alternatives.

- Existing sight distance constraints by segment, including specific locations of concern and the nature of each constraint (horizontal curvature, vertical curvature, roadside obstructions, vegetation).
- Recommended typical section for Ridgedale Road, including lane widths, shoulder accommodation, and right-of-way requirements.
- Conceptual recommendations for geometric improvements or realignment at specific constrained locations. Where topography and parcel configuration allow, the analysis shall also consider whether a new Greendale Road connector built through future development could serve as an effective replacement for portions of the existing Ridgedale Road alignment, potentially allowing Grassy Creek Road to be realigned or the Ridgedale Road connection at Stone Spring Road to be severed. This alternative network scenario shall be evaluated at a planning level.
- Consider Peach Grove Avenue extension alignment if appropriate.
- Conceptual recommendation for the Grassy Creek Road intersection.
- Access management recommendations for Ridgedale Road, including appropriate spacing for future development access points.
- Address Ridgedale Road severance at Stone Spring Road with supporting traffic volume analysis.

Deliverables

- Alternatives screening summary.
- Transportation network alternatives with maps; preferred alternative recommendation.
- Future Conditions Analysis memo documenting land use scenarios, travel demand modeling methodology and results, capacity analysis approach, network alternatives descriptions, and preferred alternative recommendation. Reviewed at Study Group Meeting 2.
- Peach Grove Avenue Extension Alignment Analysis, documenting feasible alignment options, right-of-way constraints, preferred alignment recommendation, recommended typical section, planning-level cost estimate, and Peach Grove versus Ramblewood cost comparison.
- Study Group Meeting 2 presentation materials.

Task 5 – Public Engagement

Objective

Provide meaningful public input opportunities appropriate to the scale of the study. The engagement approach should emphasize listening and information sharing on existing conditions and travel patterns, with a process for affected property owners on proposed alignments. HRMPO/CSPDC and Rockingham County staff will lead public engagement efforts, and the consultant is expected to provide supporting materials, print outs, and staffing as necessary.

Activities

- *Public Survey.* Following the existing conditions analysis, CSPDC will distribute an online mapping tool (e.g., Social Pinpoint or similar) allowing residents and corridor users to identify problem locations, describe travel behaviors, and share experiences. CSPDC will manage outreach and promotion (geofenced advertising, social media, locality channels) and provide a summary of results to the study group as an input to alternatives development.
- *Property Owner Notification.* For property owners whose land is crossed by proposed future street alignments identified in the network alternatives, including the Peach Grove Avenue extension

corridor, Rockingham County staff will provide written notification letters to be sent describing the study, explaining that a future roadway alignment is being evaluated across or adjacent to their property, and inviting them to contact the County and HRMPO staff with questions or to request a meeting. The consultant will not initiate individual property owner meetings but will be available to meet with respondents if requested. Notifications must be sent prior to the draft Master Plan being made publicly available.

- *Draft Master Plan Public Availability.* At study completion, the consultant will coordinate with HRMPO and Rockingham County to make the final Master Plan publicly available with appropriate public notification. Rockingham County's eventual adoption of the Master Plan into the Stone Spring UDA Plan will have other own public hearing requirements and that process is outside the scope of this study.

Deliverables

- HRMPO will prepare online engagement platform setup.
- HRMPO will provide engagement summary memo.

Task 6 – Transportation Master Plan and Final Deliverables

Objective

Produce a final Transportation Master Plan that serves as a lasting reference for Rockingham County, the City of Harrisonburg, VDOT, and future consultants, and as the foundation for development review, rezoning conditions, and future applications for VDOT funding programs. The Master Plan should be written and formatted for use by planning staff and elected officials; convey technical jargon in an easily-digestible, straight-forward, well-organized manner; have a high-level of production-quality and be suitable for presentation to the Rockingham County Board of Supervisors and for public distribution.

Activities

- Prepare a draft Transportation Master Plan for study group review for Study Group Meeting 3. Distribute the draft to study group members for a comment period. Address all agency comments prior to preparing the final Master Plan.
- Prepare the final Transportation Master Plan incorporating all agency and study group comments from the draft review. Submit in Word and PDF formats.
- Prepare presentation materials and attend one HRMPO Policy Board meeting to present the final Master Plan findings.

Report Structure

- Executive Summary (suitable for public-facing use and elected official distribution).
- Study Introduction (purpose, need, study area, corridor profiles, prior studies).
- Existing Conditions (data, safety analysis, multimodal inventory, roadway geometry).
- Growth and Future Conditions (land use scenarios, travel demand modeling methodology, capacity analysis results under both scenarios).
- Network Alternatives Analysis and Preferred Recommendations (by corridor profile).
- Peach Grove Avenue Extension Analysis (alignment, typical section, cost estimate, comparison with Ramblewood upgrade).
- Ridgedale Road Future Network Function and Design.

- Access Management Plan for Stone Spring Road (with map-based exhibits suitable for development review use).
- Active Transportation Recommendations (Stone Spring Road bike lane versus shared-use path; Ridgedale Road pedestrian and bicycle accommodation).
- Implementation Priorities (near/mid/long-term) with development trigger conditions and funding pathways.
- Appendices: traffic count data; crash data tables; travel demand model documentation; capacity analysis results; cost estimate detail; public engagement summary.

Format

- PDF format with a summary suitable for non-technical audiences.
- GIS-based maps in ESRI-compatible format.
- One round of consolidated comments from HRMPO/CSPDC, Rockingham County, Harrisonburg, and VDOT will be incorporated.

Deliverables

- Draft Transportation Master Plan for Study Group review at Study Group Meeting 3.
- Final Transportation Master Plan incorporating one round of consolidated comments; submitted in both editable and PDF formats.
- GIS data package: all spatial data produced during the study, to include study area boundary; future roadway alignments; typical section reference locations; access management plan features; crash data summaries; bicycle and pedestrian facility inventory; all map layers used in report figures. Delivered as ESRI shapefiles compatible with Rockingham County GIS.
- HRMPO Policy Board presentation slide deck.
- Consultant will present the final Master Plan at an in-person Policy Board meeting.

4. Exclusions

The following items are explicitly outside the scope of this study and should not be assumed in the consultant proposal. If any of these elements are determined necessary during the project, a change order may be required.

- Engineering design, construction plans, or permitting.
- Right-of-way surveys or appraisals. Right-of-way impacts on conceptual plans will be shown using aerial and GIS data only.
- Environmental review or NEPA documentation.
- Stormwater or drainage analysis.
- Utility identification or relocation planning.
- Independent Ramblewood Road improvement study or safety design. The Walnut Grove developer's safety evaluation has already been conducted and reviewed by the City of Harrisonburg. The consultant should reference and coordinate with that work rather than duplicate it.
- Detailed transit route redesign. HDPT route analysis is out of scope; the consultant will note bus stop locations and connectivity gaps as part of the multimodal inventory if appropriate.
- Greenway or trail engineering or design.

- Analysis of the Erickson Avenue corridor west of the Stone Spring Road / South Main Street City line.
- Stone Spring UDA Plan adoption process. Rockingham County's public hearing process to incorporate Master Plan findings into the UDA Plan is a County-led process outside the scope of this study.
- Presentations to Rockingham County or City of Harrisonburg beyond the HRMPO Policy Board.

5. HRMPO / CSPDC Role

HRMPO/CSPDC will provide project management, stakeholder coordination support, and technical input throughout the study. Consultant proposals should not duplicate effort in these areas in fee proposals:

- Management of the study group process, including meeting logistics and stakeholder communication, to include coordination with the City of Harrisonburg and VDOT.
- Compilation of reference documents listed under Subtask 2.1, including prior studies, development TIAs, and UDA plan materials, to the extent obtainable.
- Outreach support for the Task 5 public engagement effort through HRMPO's website and social media channels, and coordination with Rockingham County for County distribution channels.

6. Draft Project Schedule

The bulk of the study should take seven months, and the final schedule will be confirmed at study kick-off.

Milestone	Target
Proposals due / consultant selected	August 2026
Notice to Proceed / kickoff meeting	September 2026
Data collection complete; prior studies compiled	October 2026
Study Group Meeting 1 — Existing Conditions	November 2026
Public survey	January - February 2027
Future land use scenarios confirmed	January - February 2027
Future Conditions Memo	February 2027
Study Group Meeting 2 — Alternatives review	February 2027
Draft Transportation Master Plan for review	March - April 2027
Study Group Meeting 3 — Draft Plan review	March – April 2027
Final deliverables submitted	May 2027
HRMPO Policy Board presentation	May - June 2027