



MEMORANDUM

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**TO:** Frederick County Transportation Committee

**FROM:** John A. Bishop, AICP, Assistant Director - Transportation *JAB*

**RE:** November 25, 2019 Transportation Committee Meeting

**DATE:** November 19, 2019

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The Frederick County Transportation Committee will be meeting at **8:30 a.m. on Monday, November 25, 2019** in the first-floor conference room of the Frederick County Administration Building, 107 North Kent Street, Winchester, Virginia.

AGENDA

- 1. Capital Improvement Plan - Update**
- 2. Cedar Hill Road Truck Restriction**
- 3. County Project Updates**
- 4. Upcoming Agenda Items**
- 5. Other**

Please contact our Department if you are unable to attend this meeting.

Attachments

JAB/dw



## **Item 1: Capital Improvement Plan - Update**

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### **Topic Synopsis**

Each year the County must update the Capital Improvement Plan. The Capital Improvement Plan outlines key capital funding priorities from among the different County Departments and Agencies.

### **Analysis**

Staff has attached the 2019-2024 CIP, transportation section, for reference and is recommending the following changes.

1. Removal of Sulphur Springs Road because the project is under construction.
2. Addition of the Exit 313 Bridge replacement and capacity improvements to the funded list.
3. Addition of the Route 11 widening and intersection improvements from Opequon Church Lane to the Winchester City limits to the unfunded list.
4. Updated the road name for Crossover Boulevard from Tevis and Airport Extension.
5. Adjust the wording for Exit 317 interchange from ramp alignment to interchange improvements to allow greater SmartScale flexibility.
6. Addition of spot improvements to the Route 7 corridor to allow for potential SmartScale projects that are being identified in the STARS study that is currently underway for that area.
7. With the exception of Route 37, adjust the rankings on the unscheduled list to place all improvements to existing facilities above construction of new facilities.

### **Recommended Action**

Staff would recommend a recommendation of approval to the Board of Supervisors.

# FREDERICK COUNTY, VIRGINIA 2019-2024 CAPITAL IMPROVEMENT PLAN



Adopted by the  
Frederick County  
Board of Supervisors  
March 13, 2019

Recommended by the  
Frederick County  
Planning Commission  
January 16, 2019

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**CAPITAL IMPROVEMENTS PLAN  
FREDERICK COUNTY  
FY 2019-2024**

**INTRODUCTION**

Section §15.2-2239 of the Code of Virginia assigns the responsibility for preparation of plans for capital outlays to the local Planning Commissions. The Capital Improvements Plan (CIP) consists of a schedule for major capital expenditures for the County for the ensuing five years.

The CIP is updated annually. Projects are removed from the plans as they are completed or as priorities change. The plan is intended to assist the Board of Supervisors in preparation of the County budget. In addition to determining priorities for capital expenditures, the County must also ensure that projects contained within the CIP conform to the Comprehensive Plan. Specifically, the projects are reviewed with considerations regarding health, safety, and the general welfare of the public, and the policies of the Comprehensive Plan. Once the CIP is adopted, it becomes a component of the 2035 Comprehensive Plan and provides a link between the documents and potential proffered contributions made with future rezoning projects.

The inclusion of projects to the CIP is in no way an indication that Frederick County will be undertaking these projects. The CIP is strictly advisory; it is intended for use as a capital facilities planning document, not for requesting funding allocations. Once adopted, project priorities may change throughout the year based on changing circumstances. It is also possible that particular projects may not be funded during the year that is indicated in the CIP. The status of any project becomes increasingly uncertain the further in the future it is projected.

## **Transportation Committee**

The Transportation Committee continues to provide project requests for the CIP. Virginia State Code allows for transportation projects to be included within a locality's CIP. Funding for transportation project requests will likely come from developers and revenue sharing. Implementation of transportation projects does not take away funding for generalized road improvements.

The Transportation Committee has requested funding for 22 projects. The top three requests include Route 277 improvements, Airport Road/East Tevis Street Extension and Renaissance Drive (Phase 2). The inclusion of the Eastern Road Plan Improvements item once again emphasizes the connection between the CIP and potential proffered contributions made with rezoning projects which are aimed at mitigating potential transportation impacts identified in the Comprehensive Plan.

## **Winchester Regional Airport**







Funding for airport projects is derived through a complex formula where the federal and state governments contribute a majority of the funding, with Frederick County and the other jurisdictions providing the remaining funding. The construction of a new general aviation terminal to support future airport operations continues to be number one in the CIP, followed by the Taxiway "A" Relocation (design/construction). A number of other projects focus on land acquisition in support of airport development to meet Federal Aviation requirements for general aviation facilities. The vast majority of the funding for these improvements comes from the FAA and VDA.



# 2019 - 2024 Frederick County Capital Improvement Plan Transportation Projects

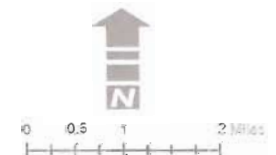
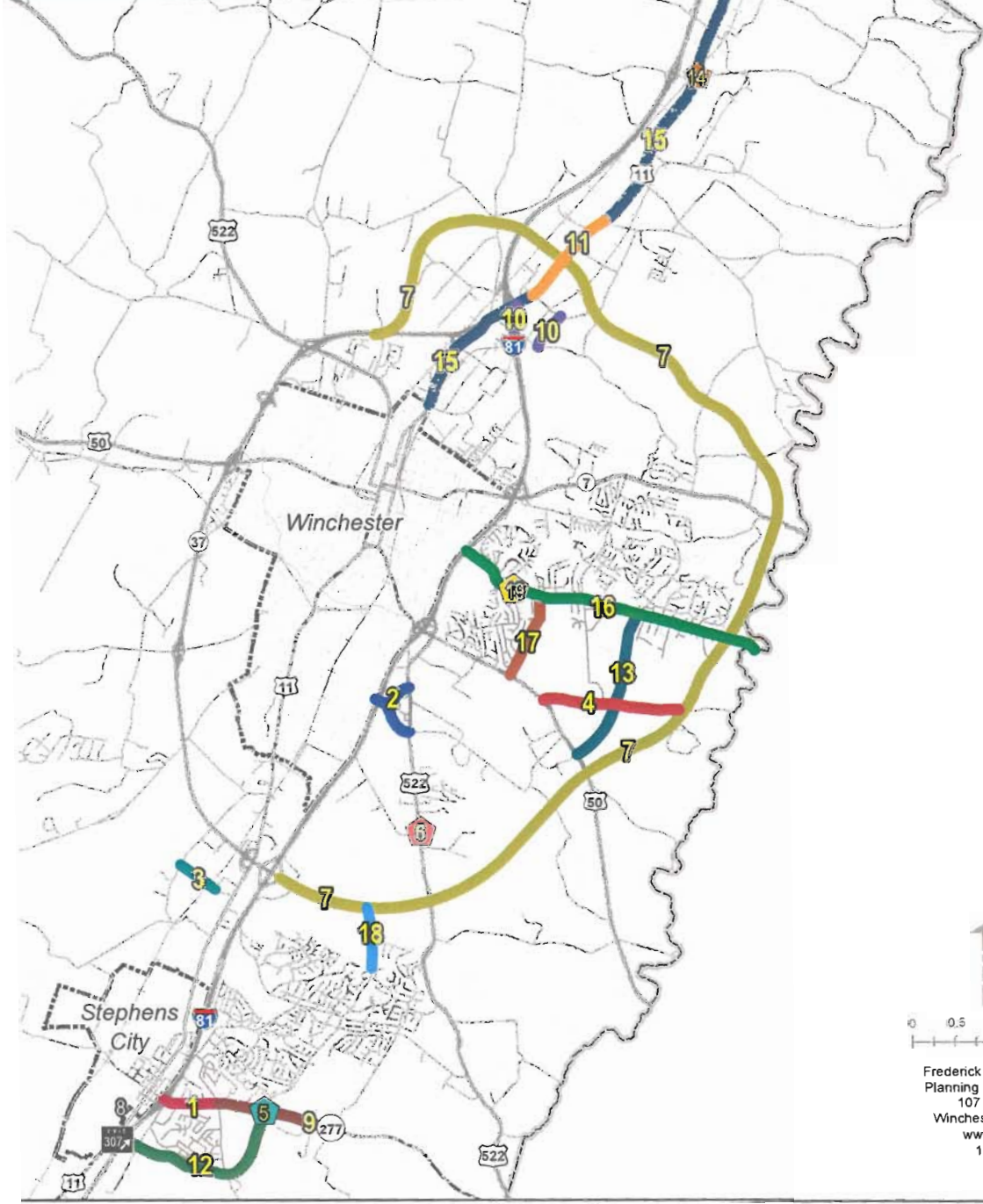
## 2019 - 2024 Capital Improvement Plan Transportation Projects

### Funded Priorities

-  1. ROUTE 277 WIDENING & SAFETY IMPROVEMENTS (PH 1)
-  2. AIRPORT RD EXTENSION, EAST TEVIS ST EXTENSION, & BRIDGE OVER I-81
-  3. RENAISSANCE DR, PHASE 2
-  4. SULPHUR SPRINGS RD IMPROVEMENT FROM ROUTE 50 TO LANDFILL
-  5. ROUTE 277; RT TURN LANE EXTENSION AT WARRIOR DR
-  6. PAPERMILL RD; RT TURN LANE EXTENSION AT ROUTE 522

### Unfunded Priorities

-  7. CONTINUE ROUTE 37 PLANNING & ENGINEERING WORK
-  8. I-81 EXIT 307 RELOCATION
-  9. ROUTE 277 WIDENING & SAFETY IMPROVEMENTS (PH 2)
-  10. REDBUD RD & EXIT 317 RAMP REALIGNMENTS
-  11. ROUTE 11 N WIDENING FROM SNOWDEN BRIDGE BLVD TO OLD CHARLESTOWN RD
-  12. WARRIOR DR EXTENSION TO NEW EXIT 307
-  13. CHANNING DR EXTENSION TO ROUTE 50
-  14. BRUCETOWN RD/ HOPEWELL RD; ALIGNMENT AND INTERSECTION
-  15. ROUTE 11 N OF WINCHESTER WIDENING TO WV LINE
-  16. SENSNEY RD WIDENING
-  17. INVERLEE WAY; CONNECTION FROM SENSNEY RD TO ROUTE 50
-  18. WARRIOR DR EXTENSION FROM ROUTE 37
-  19. SENSNEY RD; TURN LANES AT CRESTLEIGH DR
-  22. EASTERN ROAD PLAN IMPROVEMENTS



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## THE CIP TABLES - CONTENT DESCRIPTIONS

The Capital Improvements Plan tables, on the following four pages, contains a list of the capital improvement projects proposed for the ensuing five years. A description of the information in this table is explained below.

**Projects Ranked by Department** - The priority rating assigned by each agency or department for their requested projects.

**County Contribution** - The estimated dollar value that will be contributed for each project. This value is listed by individual fiscal years and by total contributions over the five-year period. The total contribution column, located to the right of the fiscal year columns, does not include debt service projections.

**Notes** - Indicates the footnotes that apply to additional funding sources for particular projects.

**Total Project Costs** - The cost for each project, including the County allocations and other funding sources.

### PROJECT FUNDING

The projects included in Table 1 have a total projected cost to the County of \$422,286,169 this figure excludes Airport request and transportation projects as these are primarily funded through other sources.

While the CIP is primarily used to cover the next five years, much of the project costs have been identified beyond the next five years.

- School projects are funded through a combination of loans from the Virginia Public School Authority and the Virginia Literary Fund.
- Funding for Parks and Recreation Department projects will come from the unreserved fund balance of the County. The Parks and Recreation Commission actively seeks grants and private sources of funding for projects not funded by the County.
- The inclusion of transportation projects to the CIP is in no way an indication that Frederick County will be undertaking these projects. Funding projects will continue to come from a combination of state and federal funds, developer contributions, and revenue sharing.
- Airport projects will be funded by contributions from the federal, state, and local governments. The local portion may include contributions from Frederick, Clarke, Shenandoah, Warren Counties, and the City of Winchester.

**Table 2 - Transportation Projects - CIP Requests**

Table 2 - Transportation Projects - CIP Requests											
		Contribution Per Fiscal Year									
Projects - Ranked by Agency	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024+	Long Range Comprehensive Plan Projects	County/VDOT/Private Contributions	Notes	Total Project Costs	
	Ensuing Fiscal Year	Year 2	Year 3	Year 4	Year 5	Beyond Year 6+					
<b>Funded Priorities</b>											
Route 277, Fairfax Pike, Widening and Safety Improvements (ph 1)	\$35,944,878							\$35,944,878	E	\$35,944,878	
Airport Road Extension, East Tevis Street Extension and Bridge over 81	\$24,703,788							\$24,703,788	E	\$24,703,788	
Renaissance Drive, Phase 2	\$5,791,500							\$5,791,500	E	\$5,791,500	
Sulpher Springs Road Improvement project	\$11,946,091							\$11,946,091	E	\$11,946,091	
Route 277 right turn extension Warrior Drive	\$476,644							\$476,644	E	\$476,644	
Papermill Road right turn lane extension Route 522	\$507,262							\$507,262	E	\$507,262	
<b>Unfunded Priorities</b>											
Route 37 Engineering & Construction							\$750,000,000	\$750,000,000	E	\$750,000,000	
I-81 Exit 307 Relocation with 4 In connection to Double Church and Stephens City Bypass							\$234,255,469	\$234,255,469	E	\$234,255,469	
Route 277, Fairfax Pike, Widening and Safety Improvements (ph 2)							\$25,428,550	\$25,428,550	E	\$25,428,550	
Redbud Road Realignment and Exit 317 Ramp realignment							\$11,239,132	\$11,239,132	E	\$11,239,132	
Widening of Route 11 North (ph 1)							\$28,346,120	\$28,346,120	E	\$28,346,120	
Warrior Drive Extension (south)							\$47,000,000	\$47,000,000	E	\$47,000,000	
Channing Drive Extension							\$45,000,000	\$45,000,000	E	\$45,000,000	
Brucetown/Hopewell Realign.							\$3,800,000	\$3,800,000	E	\$3,800,000	
Widening of Route 11 North (ph2)							\$192,000,000	\$192,000,000	E	\$192,000,000	
Senseny Road Widening							\$67,000,000	\$67,000,000	E	\$67,000,000	
Inverlee Way							\$27,300,000	\$27,300,000	E	\$27,300,000	
Warrior Drive Extension (Crosspointe south)							\$33,500,000	\$33,500,000	E	\$33,500,000	
Senseny Road turn lanes/improvements Crestleigh Drive							\$2,548,579	\$2,548,579	E	\$2,548,579	
Eastern Road Plan Improvements							TBD	TBD	E	TBD	
<b>Total</b>	<b>\$79,370,163</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,467,417,850</b>	<b>\$1,546,788,013</b>		<b>\$1,546,788,013</b>	

Other Funding Sources: E= Partial funding anticipated through development & revenue sources

The inclusion of transportation projects to the CIP is in no way an indication that Frederick County will be undertaking these projects. Funding projects will continue to come from a combination of state and federal funds, developer contributions, and revenue sharing

## Transportation Committee Project Priority List

### *Funded Priorities*

#### **PRIORITY 1 - Route 277 Widening and Safety Improvements (Ph 1)**

**Description:** Construct a 4-lane divided roadway beginning at I-81 and continuing to Double Church Road. Project would include realignment of Aylor Road to align with Stickley Drive.

**Capital Cost:** \$35,944,878

**Justification:** This is a regional transportation improvement that will address congestion in the Southern Frederick area and address development to the surrounding areas.

**Construction Schedule:** TBD

#### **PRIORITY 2 -Airport Road Extension, East Tevis Street Extension and Bridge over I-81**

**Description:** Construct a 4-lane divided roadway beginning at Route 522 and going west approximately 0.2 miles to connect to the road network being constructed by the Russell 150 Development. Construct Airport Road from Route 522 to a roundabout intersection with the Tevis Extension on the east side of I-81. Project includes bridge over Interstate 81.

**Capital Cost:** \$24,703,788

**Justification:** This is a regional transportation improvement that will address congestion in many areas of the County and address development to the surrounding area. The location is as identified by joint planning efforts between the County, VDOT, and the developer.

**Construction Schedule:** TBD

#### **PRIORITY 3 - Renaissance Drive, Phase 2**

**Description:** Construct a connector road and Railroad Crossing between Route 11 and Shady Elm Drive.

**Capital Cost:** \$5,791,500

**Justification:** This is a transportation improvement that will address congestion at key points along Route 11 and Apple Valley Drive. This project is identified in Secondary Road Improvements Plan.

**Construction Schedule:** TBD

**PRIORITY 4 - Sulphur Springs Road Intersection improvement and widening from Route 50 to the Landfill**

**Description:** Widen Sulphur Spring Road from the intersection with Route 50 to the regional landfill, add paved shoulders for pedestrians and bicycles, improve the intersection at Route 50.

**Capital Cost:** \$11,956,091

**Justification:** This project will address capacity and safety improvements to the corridor. This project is identified in Secondary Road Improvements Plan.

**Construction Schedule:** Entering design and right-of- way underway.

**PRIORITY 5 - Route 277 right turn lane extension at Warrior Drive**

**Description:** Extend right turn lane for eastbound 277 at the intersection of Rt 277 and Warrior Drive. Installation of sidewalk for pedestrian safety and installation of pedestrian pedestal.

**Capital Cost:** \$476,644

**Justification:** This improvement would be a significant safety upgrade to this intersection.

**Construction Schedule:** TBD

**PRIORITY 6- Papermill Road right turn lane extension at Route 522**

**Description:** Extend right turn bay of Papermill Road (Route 644) where it intersects with Route 522 to alleviate turn bay spillover that is taking place.

**Capital Cost:** \$507,262

**Justification:** This improvement would be a significant safety upgrade to this intersection.

**Construction Schedule:** TBD

## ***Unfunded Priorities***

### **PRIORITY 7 - Planning, Engineering, Right-of-Way and Construction Work for Route 37**

**Description:** This project would be to continue work on the Eastern Route 37 extension. More specifically, to update the Environmental Impact Statement to the point of a new Record of Decision and to update the 1992 design plans to address the current alignment, engineering guidelines, and possible interchange improvements. In addition, this allows for advanced engineering, right-of-way purchase and construction.

**Capital Cost:** \$750,000,000

**Justification:** This project moves the County closer to completion of a transportation improvement that would benefit the entire County and surrounding localities.

**Construction Schedule:** TBD

### **PRIORITY 8- Interstate 81, Exit 307 Relocation**

**Description:** Construct a relocated Exit 307 interchange.

**Capital Cost:** \$234,255,469

**Justification:** This is a regional transportation improvement that will address congestion in many areas of the County and address coming development to the surrounding areas.

**Construction Schedule:** TBD

### **PRIORITY 9 - Route 277 Widening and Safety Improvements (Ph 2)**

**Description:** Construct a 4-lane divided roadway beginning at I-81 and continuing to Sherando Park. Project would include realignment of Aylor Road to align with Stickley Drive.

**Capital Cost:** \$25,428,550

**Justification:** This is a regional transportation improvement that will address congestion in the Southern Frederick area and address development to the surrounding areas.

**Construction Schedule:** TBD

**PRIORITY 10- Redbud Road Realignment and Exit 317 Ramp Realignment**

**Description:** Realign Redbud Road from its current location through development land in the vicinity of Route 11 north and Snowden Bridge Boulevard and Relocate the I-81 Exit 317 NB ramp to the current location of the Redbud Road/Route 11 intersection.

**Capital Cost:** \$11,239,132

**Justification:** This is a transportation improvement that will have significant impact on Eastern Frederick County. This project is identified in the adopted Eastern Road Plan.

**Construction Schedule:** TBD

**PRIORITY 11 - Route 11 North Widening to 6 Lanes from Snowden Bridge Boulevard to Old Charlestown Road**

**Description:** Route 11 North of Snowden Bridge Boulevard is currently primarily a two-lane roadway. This project would widen that facility to a 6-lane divided roadway with turn lanes where appropriate.

**Capital Cost:** \$28,346,120

**Justification:** This is a transportation improvement that will provide a significant capacity upgrade to address congestion on the Route 11 Corridor. This project is identified in the adopted Eastern Road Plan.

**Construction Schedule:** TBD

**PRIORITY 12- Warrior Drive Extension**

**Description:** Construct a 4-lane divided roadway beginning at Route 277 where Warrior Drive intersects from the north and continuing that roadway south and west to intersect with I-81 at the location of the relocated Exit 307 interchange.

**Capital Cost:** \$47,000,000

**Justification:** This is a regional transportation improvement that will address congestion in the Southern Frederick area and address development to the surrounding areas.

**Construction Schedule:** TBD

**PRIORITY 13 - Channing Drive Extension**

**Description:** Construct a 4-lane divided roadway beginning at Senseny Road where Channing Drive intersects from the north and continuing that roadway south to intersect with Route 50 East at Independence Drive.

**Capital Cost:** \$45,000,000

**Justification:** This project has been identified in the Eastern Road Plan and will address congestion in Eastern Frederick County and address development to the surrounding areas.

**Construction Schedule:** TBD

**PRIORITY 14 - Brucetown Road/Hopewell Road Alignment and Intersection Improvements**

**Description:** Realign Brucetown Road to meet Hopewell Road at Route 11. Improvements to this intersection will address comprehensive planned development's traffic generation in the area.

**Capital Cost:** \$3,800,000

**Justification:** This is a transportation improvement that will have significant impact on the Route 11 corridor. The location is identified by joint planning efforts between the County and VDOT.

**Construction Schedule:** TBD

**PRIORITY 15- Widening of Route 11 North to the West Virginia State Line**

**Description:** Improve Route 11 to a divided 4 and 6-lane facility as detailed in the Eastern Road Plan.

**Capital Cost:** \$192,000,000

**Justification:** This is a regional transportation improvement that will address congestion over a large area of the County and address development to the surrounding area. This project improves the safety for the traveling public by reducing congestion and improving the flow of traffic.

**Construction Schedule:** TBD

**PRIORITY 16 - Senseny Road Widening**

**Description:** Widen Senseny Road to a 4-lane divided roadway. This project is not dependent upon, but is being coordinated with the implementation of Route 37, Channing Drive, and development in the area.

**Capital Cost:** \$67,000,000

**Justification:** This is a transportation improvement that will have significant impact on Eastern Frederick County. This project is identified in the adopted Eastern Road Plan.

**Construction Schedule:** TBD



### **PRIORITY 17 - Inverlee Way**

**Description:** Construct a 4-lane divided roadway beginning at Senseny Road and going south to Route 50 East. This project is being planned in conjunction with improvements to Senseny Road and surrounding development.

**Capital Cost:** \$27,300,000

**Justification:** This is a regional transportation improvement that will address congestion and provide an additional needed link between Senseny Road and Route 50 East.

**Construction Schedule:** TBD

### **PRIORITY 18 - Warrior Drive Extension from Route 37 Crosspointe south to existing terminus**

**Description:** 4 lane roadway from the Route 37 extension in the Crosspoint Development south to the existing terminus of Warrior Drive.

**Capital Cost:** \$33,500,000

**Justification:** This improvement would be concurrent with a Route 37 extension and would provide significant congestion relief at Exit 307 as well as Tasker Road at Exit 310

**Construction Schedule:** TBD

### **PRIORITY 19 - Senseny Road Turn lanes at the intersection of Senseny Road and Crestleigh Drive**

**Description:** Improvements to the intersection of Senseny Road (657) and Crestleigh Drive to include turn lanes and potential signalization. This project would add left and right turn lanes to Senseny Road at the intersection of Crestleigh and potentially a full signalization of the intersection.

**Capital Cost:** \$2,548,579

**Justification:** This improvement would be a significant safety upgrade to this intersection.

**Construction Schedule:** TBD

**PRIORITY 20 - Frederick County Eastern Road Plan**

**Description:** This project is intended to address all of the planned transportation improvements in the County Comprehensive Plan, Eastern Road Plan that are not noted individually above.

**Capital Cost:** \$TBD







**Justification:** This project prepares the County for future development by addressing the projects needed to support that development in a manner consistent with the Comprehensive Plan.

**Construction Schedule:** N/A

# 2020 - 2025 Frederick County Capital Improvement Plan Transportation Projects

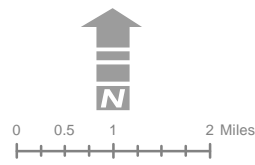
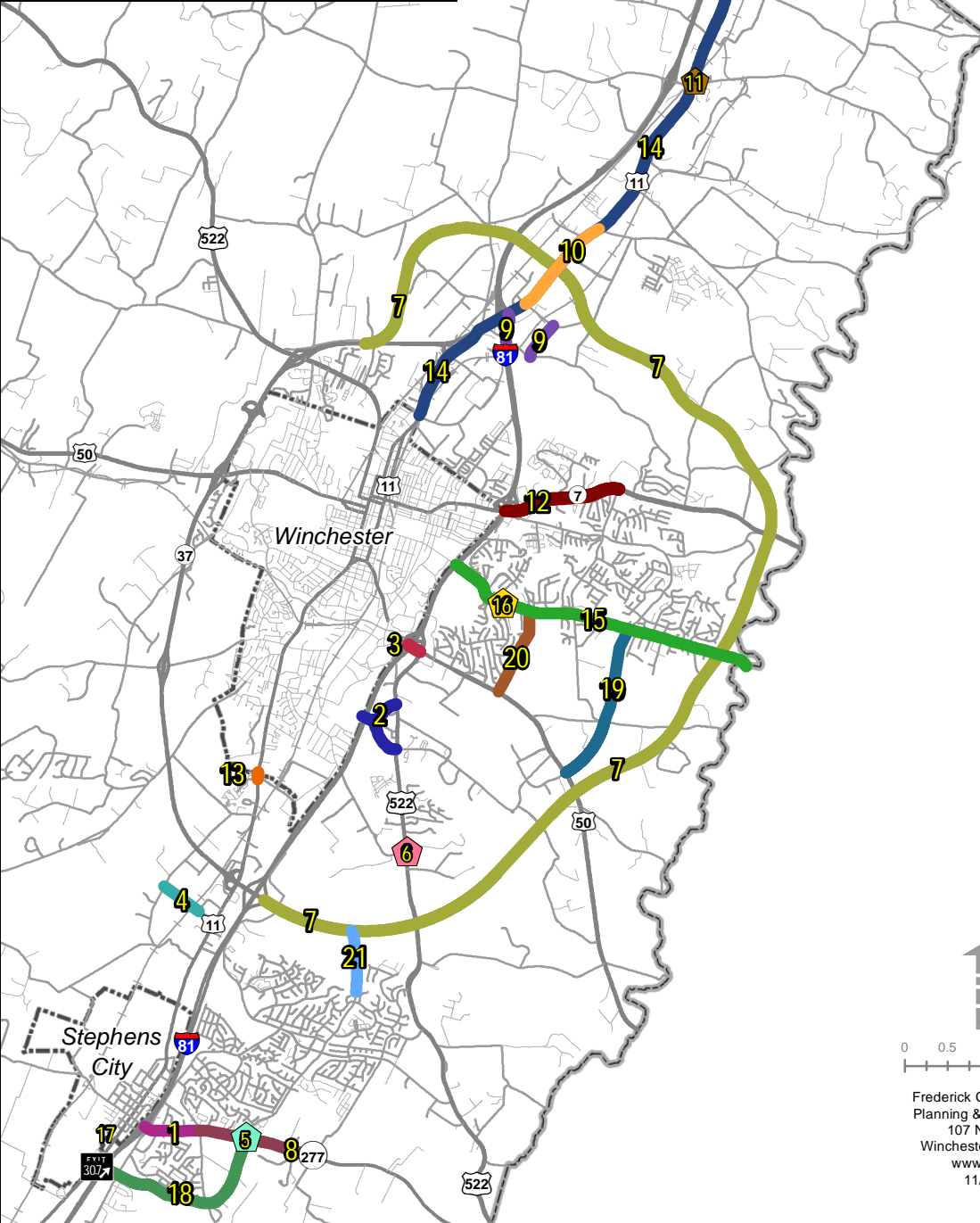
## 2020 - 2025 Capital Improvement Plan Transportation Projects

### Funded Priorities

-  1. ROUTE 277 WIDENING & SAFETY IMPROVEMENTS (PH 1)
-  2. CROSSOVER BLVD & BRIDGE OVER I-81
-  3. EXIT 313 BRIDGE REPLACEMENT & CAPACITY IMPROVEMENTS
-  4. RENAISSANCE DR, PHASE 2
-  5. ROUTE 277; RT TURN LANE EXTENSION AT WARRIOR DR
-  6. PAPERMILL RD; RT TURN LANE EXTENSION AT ROUTE 522

### Unfunded Priorities

-  7. CONTINUE ROUTE 37 PLANNING & ENGINEERING WORK
-  8. ROUTE 277 WIDENING & SAFETY IMPROVEMENTS (PH 2)
-  9. REDBUD RD & EXIT 317 INTERCHANGE IMPROVEMENTS
-  10. ROUTE 11 N WIDENING FROM SNOWDEN BRIDGE BLVD TO OLD CHARLESTOWN RD
-  11. BRUCETOWN RD/ HOPEWELL RD; ALIGNMENT AND INTERSECTION
-  12. ROUTE 7 CORRIDOR IMPROVEMENTS FROM EXIT 315 TO GREENWOOD RD
-  13. ROUTE 11 S WIDENING & INTERSECTION IMPROVEMENTS FROM CITY LIMITS TO OPEQUON CHURCH LN
-  14. ROUTE 11 N OF WINCHESTER WIDENING TO WV LINE
-  15. SENSENY RD WIDENING
-  16. SENSENY RD; TURN LANES AT CRESTLEIGH DR
-  17. I-81 EXIT 307 RELOCATION
-  18. WARRIOR DR EXTENSION TO NEW EXIT 307
-  19. CHANNING DR EXTENSION TO ROUTE 50
-  20. INVERLEE WAY; CONNECTION FROM SENSENY RD TO ROUTE 50
-  21. WARRIOR DR EXTENSION FROM ROUTE 37
-  22. EASTERN ROAD PLAN IMPROVEMENTS



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11/19/19



## **Item 2: Cedar Hill Road Truck Restriction**

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### **Topic Synopsis**

This item below was presented at the July Transportation Committee Meeting. At that meeting, Staff was directed to monitor the situation and bring the item back at a later date. To date, with the exception of receiving a report of a citizen that was unhappy the item was not recommended for approval, Staff has received no further contacts or reports of incidents on this roadway.

Staff is in receipt of a citizen request through Supervisor McCann-Slaughter to consider requesting that VDOT place a designation of No Through Trucks on Cedar Hill Road (Route 671).

### **Analysis**

The current issue of trucks that appear on Cedar Hill Road is anecdotally due to trucks that have lost their way seeking the Amazon Distribution Center and have been mistakenly routed to Burgess Lane. Staff would note that through truck designations apply only to trucks traveling through the entire restricted roadway. As such, a truck driver, who believes his/her destination is within this restricted area (even if that belief is mistaken) would not be deterred from the route.

The most recent recorded traffic count by VDOT on this segment of Cedar Hill Road was 910 vehicles per day with 97% of those trips being 4-wheel vehicles and the remaining 3% (27 vehicles) being some other type. Fourteen of those other trips are school buses, 2 axle vehicles, and 7 being 3 axle vehicles. A field review of the roadway does indicate that it is not well suited to trucks with a number of locations where a truck and passenger vehicle would have trouble passing each other if they were moving in opposite directions. As such, the roadway is not well suited for tractor trailer traffic.

Finally, there is potential for trucks to use Cedar Hill Road to bypass the truck restriction on Welltown Road, however, the volumes would not seem to indicate this is taking place.

### **Recommended Action**

If the Committee would wish to seek a truck restriction on Cedar Hill Road, the action would be to direct Staff to prepare an application packet for Board of Supervisors review and to pass a recommendation to the Board of Supervisors.



### **Item 3: County Project Updates**

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**Crossover Boulevard aka Tevis Street Extension/Airport Road/I-81 Bridge:**

Construction continues to go well and as long as weather doesn't create a delay, bridge beams are expected to be set in early December.

**Renaissance Drive:**

60% design has been reached and Staff is coordinating with CSX and VDOT to get the plan reviewed.

**Northern Y:**

No updates at this time.





## **Item 4: Upcoming Agenda Items**

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### **December**

SmartScale (ongoing discussion and development)

MPO Study Progress

### **TBD**

Oakdale Crossing Traffic Calming Study



## Item 5: Other

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