



## Disclaimer

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## 1.0 EXECUTIVE SUMMARY

### 1.1 Introduction

The *Route 60 Corridor Study* was developed as a cooperative effort between the City of Lexington, Rockbridge County, and the Virginia Department of Transportation (VDOT). Upon local adoption, VDOT will use this study when considering requests from the City and County for local roadway improvements, as well as when making decisions about improvements to larger thoroughfare routes. The study is the product of an analysis that evaluated the Route 60 corridor and recommended a set of transportation improvements to best satisfy existing and future transportation needs. Technical data such as Synchro models and reports are contained within the attached CD-ROM.

### 1.2 Summary of Approach and Analysis Method

This transportation plan was developed as part of a structured approach with the following components:

- Data collection
- Analysis of existing study year conditions and forecasting future traffic demands
- Assessment of near-term and long-term land use scenarios
- Development of a series of transportation scenario models
- Development of recommendations to address existing and future transportation needs
- Coordination with the City of Lexington and Rockbridge County government officials and the public
- Development of cost estimates for the recommended improvements
- Environmental overview and transportation plan documentation

### 1.3 Limits of Study

The *Route 60 Corridor Study* focuses on a 0.8 mile segment of Route 60, centered on the existing interchange with Route 11, as it transitions from Rockbridge County to the City of Lexington. The eastern limit of the study is the intersection of Midland Trail (Route 60) and Quarry Lane. The western limit of the study is the intersection of Nelson Street (Route 60) and Spotswood Drive.

## 1.4 Recommendations

Recommendations for the *Route 60 Corridor Study* are based on a comprehensive review of the capacity, safety, and geometry of the existing roadway system. They are also based on other issues that affect the area's transportation system (such as land use, environmental conditions, and other modes of transportation).

The study corridor was divided into two "context zones" that independently represent both the character and function of the roadway. The more urban segment located within the city limits was defined as an Urban Gateway, while the more rural segment in Rockbridge County was defined as a Regional Service Area.

For the Urban Gateway context zone, recommendations include installing shared-use bicycle lanes or "sharrows", constructing new sidewalks along Route 60 to fill in current gaps, and upgrading existing crosswalks that are not currently ADA-compliant. A parallel access road connecting the entrance to the Rockbridge Square shopping center at New Market Place to Walker Street on the south side of the corridor is proposed as a means to consolidate / modify existing intersections and entrances along Route 60, in order to improve traffic flow and enhance roadway safety. Gateway treatments including improved signage and landscaping are also recommended along this segment of the corridor.

For the Regional Service Area, a new sidewalk is recommended along the southwest side of the Route 60. A 10' wide multi-use trail with associated curb and gutter road section upgrades is recommended along the northeast side of Route 60 to serve pedestrian and bicycle use. Without a major interchange reconstruction project, the existing Route 11 ramp intersections will require signalization to accommodate future traffic growth. Prior to any future advancement of the recommendation of installing traffic signals, a signal warrant study will be required for each Route 11 ramp intersection. Recommended gateway treatments associated with the county segment of Route 60 include improved signage, landscaping, curb and gutter road sections, and potential decorative paving / materials for use within proposed medians.

Three future 2035 alternative scenarios with different corridor configurations and travel patterns were analyzed for the Regional Service Area context zone. The Alternative 2 scenario was selected as the preferred future improvement recommendations, as it addressed performance issues at hot spots while maintaining direct access at Route 60 and McCorkle Drive. The recommendations associated with Alternative 2 include an

internal connector linking Rocklawn Lane to the Stonewall Square parking lot travel aisle and a raised median from the Route 11 northbound ramp intersection to the Route 60 / Stonewall Square entrance intersection. The raised median would contain a gap at the McCorkle Drive intersection to permit left turn movements from both travel directions along Route 60. However, McCorkle Drive and the entrance to the existing service station to the south of Route 60 would be modified to only allow right-in / right-out movements accessing Route 60.

## 2.0 INTRODUCTION

The *Route 60 Corridor Study* provides a blueprint for the development and maintenance of a transportation system along Route 60 that supports existing and projected travel demands to the year 2035. This report provides details on the identification of existing transportation needs, forecasting and identification of future travel demands, and transportation improvement recommendations for the study area. Recommendations were developed to address current needs and future year 2035 needs.

### 2.1 Study Purpose and Need

The Route 60 corridor is a northwest-southeast oriented gateway corridor connecting the City of Lexington with Rockbridge County. The primary goal of this study is to establish Route 60 as a vibrant gateway corridor for both the City of Lexington and Rockbridge County, with a focus on enhancing transportation mobility, improving public safety, protecting important environmental resources, improving the overall appearance of the corridor, and coordinating multimodal transportation options.

In particular, this study serves the following purposes:

- Evaluate the transportation system along study corridor (from the Route 60 / Spotswood Drive intersection to the Route 60 / Quarry Lane intersection);
- Determine major issues, challenges, and needs associated with the transportation infrastructure along the study corridor;
- Develop strategies and recommend improvements addressing current and future transportation demands;
- Identify needs for all modes of transportation based upon capacity, safety and functional requirements including the effectiveness and efficiency of the overall transportation system;
- Recommend strategic short-term and long-term transportation improvement projects that will be prioritized and phased over time, relative to available funding.

The study will provide the City of Lexington, Rockbridge County and the Virginia Department of Transportation (VDOT) with a tool to help identify corridor needs as future land use driven development advances throughout the Route 60 corridor and surrounding areas.

## 2.2 Route 60 Background

The Route 60 corridor is an important northwest-southeast highway, built to serve critical local, regional and interstate transportation needs. In Virginia, Route 60 runs 312 miles through the central part of the state, connecting the cities of Lexington, Buena Vista, Richmond and Virginia Beach. Route 60 generally parallels Interstate 64 (I-64) and serves as an alternative route for east / west travel across central Virginia.

The Route 60 corridor within the study area is part of the National Highway System and is classified as an Urban Principal Arterial within the City of Lexington and a Rural Minor Arterial within Rockbridge County. The 0.8 mile stretch bounded by Spotswood Drive to the west and Quarry Lane to the east, is a gateway corridor connecting downtown Lexington with Rockbridge County. Furthermore, Route 60 serves as the primary link from Interstate 81 and Lexington to the City of Buena Vista, located to the east of the study area and provides a connection to multiple higher education facilities in the immediate area, including Washington and Lee University and Virginia Military Institute in Lexington and Southern Virginia University in Buena Vista. The study corridor also serves as an important commercial destination for the region. 2011 Average Daily Traffic (ADT) volumes are generally consistent along the corridor with 13,000 at the Spotswood Drive intersection to 11,000 at the Route 11 interchange. For most of its length, the road is 4 or 5 lanes wide with additional turning lanes at some intersections.

The corridor includes the following 10 intersections, which were evaluated as part of this study:

1. Route 60 & Spotswood Drive
2. Route 60 & Lewis Street
3. Route 60 & New Market Place (Rockbridge Square shopping center entrance)
4. Route 60 & Walker Street
5. Route 60 & Route 11 Southbound Ramps
6. Route 60 & Route 11 Northbound Ramps
7. Route 60 & Rocklawn Lane
8. Route 60 & McCorkle Drive
9. Route 60 & Stonewall Square shopping center entrance
10. Route 60 & Quarry Lane

Figure 1 provides a detailed map of the study area and analyzed intersections.

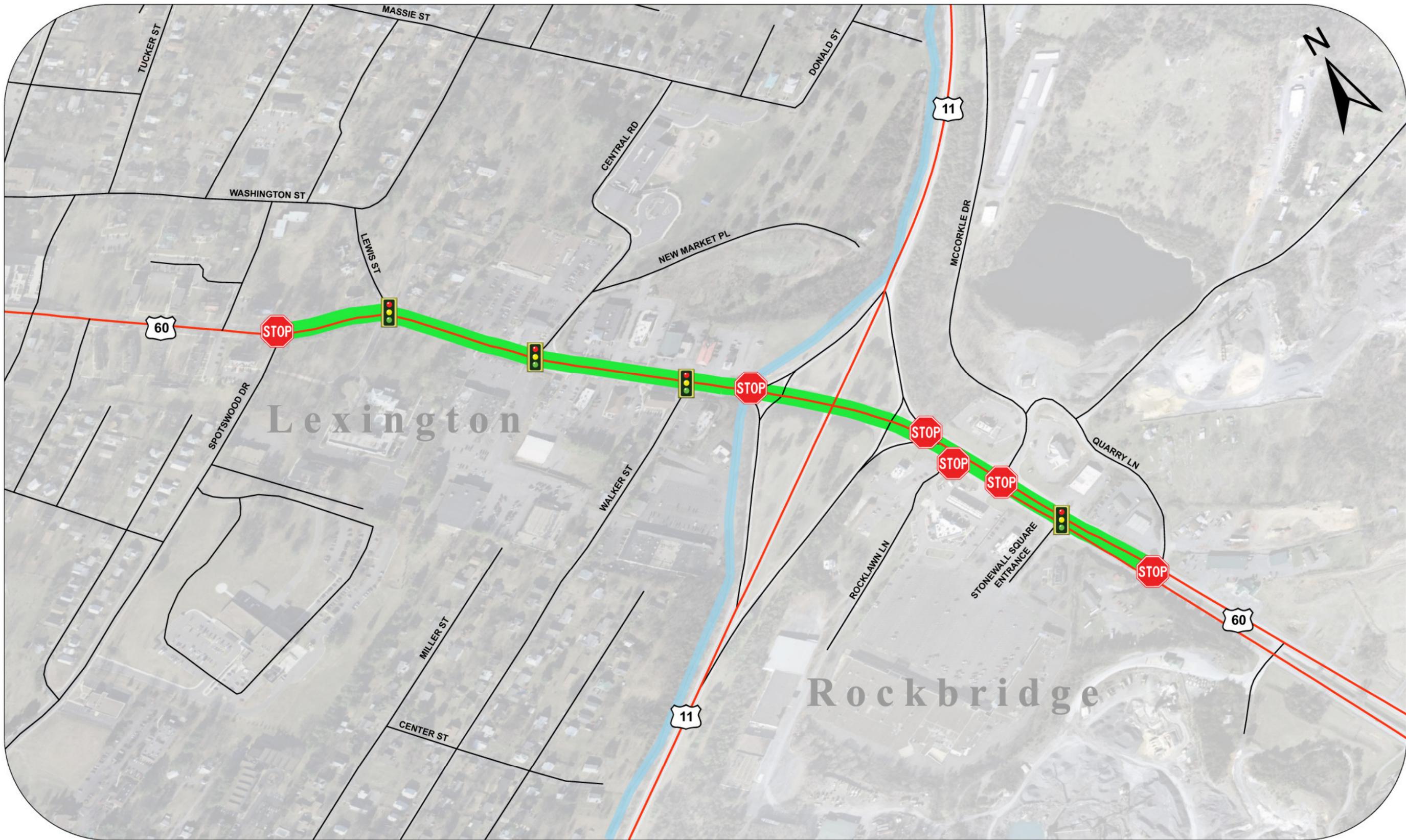


FIGURE 1  
STUDY AREA

**ROUTE 60 CORRIDOR STUDY**

## 2.3 Study Approach

This corridor study was developed as part of a structured approach with four basic components:

- Data collection
- Coordination with the City of Lexington and Rockbridge County officials and public involvement
- Analysis of existing study year conditions, forecasting of future traffic demands and development of a series of transportation scenario models
- Development of recommendations to address existing and future transportation needs

### Data Collection

Data on all major aspects of the Route 60 corridor transportation system was collected at the onset of this study. The data collected included updates to traffic counts, factored growth rates (as appropriate), updates to the roadway inventory and conditions, a review of accident data, the review of land use changes within the study area, assessment of environment issues, and previous transportation planning documents.

### Coordination with Local Officials and Public Involvement

Through a series of meetings with local officials and the general public, existing and future transportation needs were identified and reviewed, and recommendations for transportation improvements were developed. There were a total of two Steering Committee meetings and two public involvement meetings. VDOT also conducted surveys to identify stakeholder's needs, concerns and preferences about the study corridor.



ROUTE 60 CORRIDOR STUDY - VISUAL PREFERENCE SURVEY


 May 21, 2012

### Forecasting of Future Traffic Demands

Based on historic trends and land use plans, traffic volumes were forecasted for the study horizon year of 2035. Any expected changes in demand for other modes of transportation were developed as appropriate.

### Development of Recommendations to Address Existing and Future Transportation Needs

Based on an assessment of current and projected travel needs and safety, recommendations for improvements to the Route 60 corridor were developed. Improvements to address system connectivity, other modes of travel, and accommodation of movement were developed based on observed deficiencies and needs identified as part of the data collection process.

## 3.0 EXISTING CONDITIONS

### 3.1 Existing Land Use

Land use patterns are important to transportation systems as they largely affect a community's economy and environment, and in turn affect travel tendencies. Land use and transportation systems should be designed to be compatible and mutually-supportive in order to support economic growth and enhance quality of life.

The City of Lexington and Rockbridge County utilize a fairly Euclidean-style zoning approach which regulates development through land use classifications and dimensional standards. Properties along the western sections of the study corridor within the city limits are primarily developed, with existing land uses including commercial and retail developments, fast food restaurants, hotels, shopping centers, and residential neighborhoods. Stonewall Jackson Hospital is also located on the southeast side of the Route 60 / Spotswood Drive intersection. The County portion of the corridor contains mainly commercial and retail development (Stonewall Square shopping center), and industrial land uses.

The development standards of the various zoning districts shape the local transportation system, including the Route 60 corridor. In the City portion, Route 60 possesses an urban character with sidewalks and buildings with minimal street setbacks, resulting in limited right-of-way for future transportation improvements. In the County, the corridor is more suburban in nature, with wider right-of-way cross sections. With the variety of land uses along the various segments of Route 60, there are a range of access configurations which include single business driveways, strip shopping center development driveways, unsignalized intersections, signalized intersections, and private driveways.

A map of the existing zoning in the City of Lexington and Rockbridge County is shown in Figure 2.

The Route 60 corridor is not only an important connection linking the City of Lexington, Rockbridge County and Buena Vista, but also an important business / commercial area within the region. Travel through the corridor includes a mixture of localized destination trips, as well as pass through trips for access to Interstate-81 and Route 11.



### 3.2 Existing Roadway Geometry

The corridor is predominantly a four-lane undivided roadway with turn lanes at each intersection in the study area except for the Route 60 / Spotswood Drive intersection and Route 60 / Quarry Lane intersection. Additionally, a two-way-left-turn-lane (TWLTL) exists between New Market Place and Walker Street. Other roadway geometry characteristics include modest vertical curves along Route 60 and skewed intersections.

Route 60 (Nelson Street) in the City of Lexington, is classified as an Urban Principal Arterial roadway. Curb and gutter are present along this section of Route 60. Right-of-way width varies from 45 - 65 feet along this segment.



Route 60, west of Walker St

Leaving the city limits, Route 60 continues east as Midland Trail. This segment, crossing under Route 11 and entering Rockbridge County, is classified as a Rural Minor Arterial roadway. Within the County, Route 60 has four travel lanes, contains portions of both curb and gutter and ditch section, and maintains a variable 50 – 80 feet right-of-way width.



Route 60, east of Rocklawn Lane

As part of this study, 10 existing intersections were analyzed for capacity and safety deficiencies. The location of the existing intersections and their lane configuration are shown with the analysis presented later in this chapter.

### 2.3 Existing Traffic Volumes and Operating Conditions

Traffic counts along the study corridor were obtained by the use of automatic traffic counters and manual intersection turning movement counts. Machine counts were installed on key roadway segments for a 48-hour period and averaged to develop the Average Daily Traffic (ADT) sum for the road segment. Vehicle turning movement counts (TMC's) were conducted at key intersection locations during the morning (7:00

AM – 9:00 AM) and evening (4:00 PM – 6:00 PM) peak periods for one day at each intersection location. None of the traffic counts included vehicle classifications. The original set of traffic counts were collected in October 2008. To supplement and grow that data from previous studies to 2012 volumes, spot intersection counts were conducted at the Route 60 / Rocklawn Lane, Route 60 / McCorkle Drive, Route 60 / Stonewall Square entrance and Route 60 / Quarry Lane intersections in March 2012. All traffic data was then adjusted to Year 2012 accordingly. Count data is included in Appendix C.

Based on these traffic counts, a capacity analysis was performed at each of the 10 key intersections to quantify traffic congestion along the Route 60 corridor. The analysis was performed using standard traffic engineering level of service analysis with Synchro 8.0 software. The key output is level of service for each intersection. Level of service (LOS) is a qualitative measure of the operating conditions of a traffic stream on a transportation facility. Level of service essentially rates traffic operations using a scale from A to F, with A representing excellent traffic flow with minimal delays and F representing failure in traffic operations and very high levels of delay. An explanation of the varying degrees of LOS is depicted in Table 1.

Detailed LOS results from the Synchro analysis are shown in Table 2. LOS values of E or worse are highlighted. Existing traffic conditions, including existing turning movement counts, lane geometry, and approach LOS are summarized in Figure 3.

Four existing signalized intersections and six un-signalized intersections were evaluated. Currently, all of the intersections are operating with an acceptable overall intersection LOS D or better in both the AM and PM peak hour. However, failing level of service occurs at several intersection movements, including the southbound left-turn movement (LOS F) at the Route 60 / Route 11 Southbound Ramps intersection during both AM and PM peak hours, and northbound through (LOS F) and southbound left-turn/through movement (LOS E) at the Route 60 / Stonewall Square entrance intersection during the PM peak hour. Conflicts with high-volume mainline traffic at un-signalized intersections are the reason for long side street delays which result in failing level of service.

Table 1. Level of Service

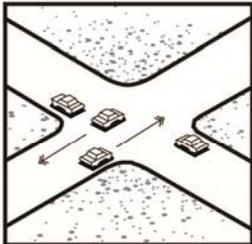
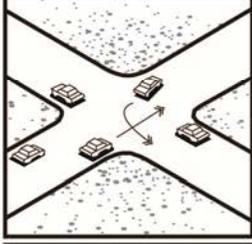
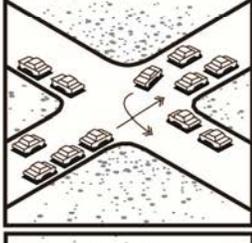
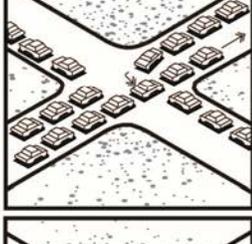
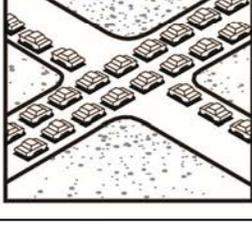
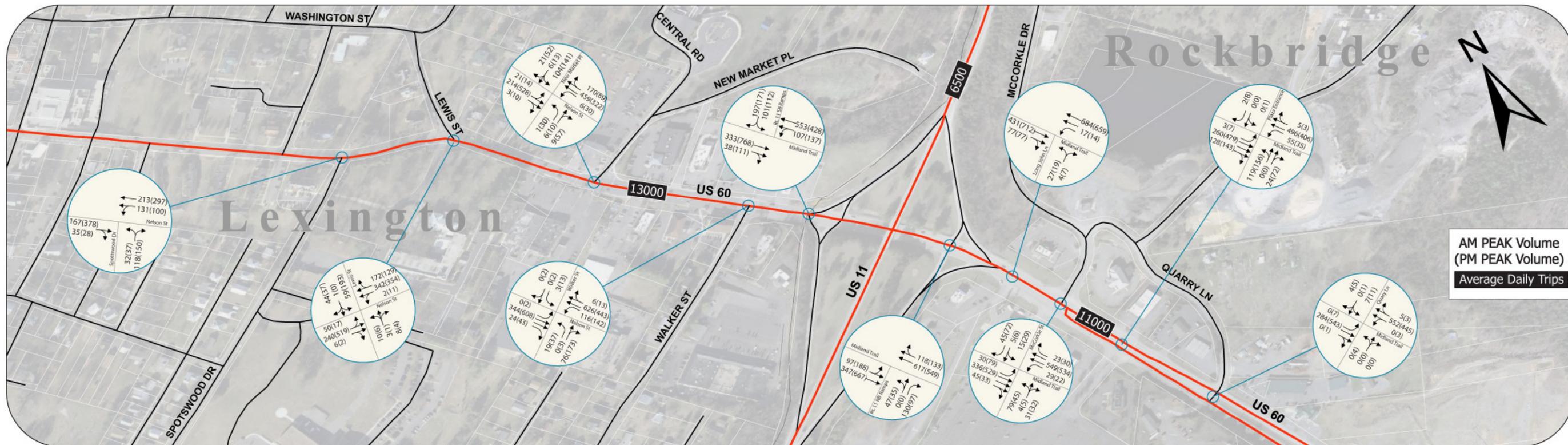
LEVEL OF SERVICE	Level of Service(LOS)	What it looks like	What it means	
			Along Roadway Segments	At Intersections
	A		Free flow, low traffic density.	No vehicle waits thru more than one signal indication.
	B		Delay isn't unreasonable, stable traffic flow.	On rare occasions motorists wait thru more than one signal indication.
	C		Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.	Intermittently drivers wait thru more than one signal indication, and occasionally backups may develop behind left turning vehicles, traffic flow still stable and acceptable.
	D		Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, thus preventing excessive backups.	Delays at intersections may become extensive with some, especially left-turning vehicles waiting two or more signal indications, but enough cycles with lower demand occur to permit periodic clearance, thus preventing excessive backups.
	E		Actual capacity of the roadway involves delay to all motorists due to congestion.	Very long queues may create lengthy delays, especially for left turning vehicles.
	F		Forced flow with demand volumes greater than capacity resulting in complete congestion. Volumes drop to zero in extreme cases.	Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a storage area during part or all of an hour.



Table 2. Existing Conditions Level of Service Summary

#	INTERSECTION	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour														
1	Spotswood Drive	A 5.5		A 0.0		A 6.1	A 0.0			B 14.3				
			A (0.0)			A (3.9)			B (14.3)					
2	Lewis Street	B 10.1		B 10.2			B 10.4			A 8.3			A 9.2	
			B (10.2)			B (10.4)			A (8.3)			A (9.2)		
3	New Market Place	B 11.2		B 10.2		A 9.4	B 12.1		A 6.9	A 7.0			A 9.5	
			B (10.2)			B (12.0)			A (7.0)			A (9.5)		
4	Walker Street	A 9.8	A 0.0	B 11.1	A 9.3	C 26.5	A 4.3		C 21.5	C 21.0		C 20.9	A 0.0	
			B (11.0)			A (7.8)			C (21.1)			C (20.9)		
5	Route 11 SB ramps	C 15.5		A 0.0	A 0.0	A 3.6	A 0.0					F 145.8		B 13.8
			A (0.0)			A (1.6)						F (65.4)		
6	Route 11 NB ramps	A 3.1	A 5.1	A 0.0			A 0.0	A 0.0	C 16.2		A 0.0			
			A (2.5)			A (0.0)			C (16.2)					
7	Long John Lane	A 0.8		A 0.0	A 0.0	A 8.9	A 0.0			C 20.2				
			A (0.0)			A (0.3)			C (20.2)					
8	McCorkle Drive	A 4.6	A 8.5	A 0.0	A 0.0	A 8.3	A 0.0	A 0.0		D 27.7		C 24.6		A 9.1
			A (0.7)			A (0.5)			D (27.7)			B (14.2)		
9	Shopping Center Entrance	B 15.8	A 9.9	B 10.7	B 10.4	D 36.0	B 12.5			C 32.7				D 38.6
			B (10.6)			B (15.0)			C (32.7)			D (38.6)		
10	Quarry Lane	A 0.2	A 0.0	A 0.0			A 0.0			A 0.0			B 14.4	
			A (0.0)			A (0.0)			A (0.0)			B (14.4)		
PM Peak Hour														
#	INTERSECTION	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour														
1	Spotswood Drive	A 5.5		A 0.0		A 5.4	A 0.0			C 21.7				
			A (0.0)			A (2.9)			C (21.7)					
2	Lewis Street	B 10.8		B 10.8			B 10.2			A 8.6			B 12.2	
			B (10.8)			B (10.2)			A (8.6)			B (12.2)		
3	New Market Place	B 10.9		B 12.0		B 10.2	B 10.3		A 7.8	A 7.8			B 11.0	
			B (12.0)			B (10.3)			A (7.8)			B (11.0)		
4	Walker Street	B 15.4	C 26.9	B 13.4	B 10.4	D 35.3	A 8.1		C 21.0	C 20.5		C 20.9	B 19.9	
			B (13.2)			B (15.4)			C (20.6)			C (20.6)		
5	Route 11 SB ramps	A 8.1		A 0.0	A 0.0	A 6.0	A 0.0					F 85.8		B 11.3
			A (0.0)			A (3.0)						F (41.2)		
6	Route 11 NB ramps	A 3.9	A 5.4	A 0.0			A 0.0	A 0.0	D 27.2		A 0.0			
			A (2.6)			A (0.0)			D (27.2)					
7	Long John Lane	A 0.8		A 0.0	A 0.0	B 10.0	A 0.0			D 25.9				
			A (0.0)			A (0.4)			D (25.9)					
8	McCorkle Drive	A 7.1	A 8.6	A 0.0	A 0.0	A 9.0	A 0.0	A 0.0		F 66.3		E 36.9		A 9.4
			A (1.2)			A (0.5)			F (66.3)			C (18.8)		
9	Shopping Center Entrance	B 19.7	B 12.5	B 14.7	B 13.2	D 43.3	B 14.4			D 37.0		D 44.2		D 42.5
			B (14.3)			B (17.1)			D (37.0)			D (43.0)		
10	Quarry Lane	A 0.8	A 8.5	A 0.0			A 0.3			C 19.3			C 15.8	
			A (0.3)			A (0.2)			C (19.3)			C (15.8)		



**FIGURE 3**  
**TRAFFIC VOLUMES & LEVEL OF SERVICE**  
**EXISTING (2012) CONDITIONS**

**ROUTE 60 CORRIDOR STUDY**

### 3.4 Roadway Safety

In addition to congestion and convenience of travel, safety is another critical element used to determine the quality of a transportation system. Motor vehicle crash information provides a measure of the safety of the street and highway system. Recent motor vehicle crash data (2008 - 2010) for the Route 60 corridor within Rockbridge County was obtained from VDOT Staunton District Traffic Engineering Division. Recent data for the study segment within the City of Lexington was not available; therefore 2006 – 2008 crash data from previous studies was used. Roadway safety was assessed based on a review of records for all traffic crashes. The frequency of crashes at various locations along the corridor was assessed, as well as potential causes for these crashes.

The analysis for this corridor study included the identification of locations with potential safety concerns. This effort was performed at a planning-level with the purpose of determining possible short, mid, or long-term transportation improvements to mitigate the safety concerns. The planning-level analysis does not replace detailed traffic engineering safety studies that may be required in the future at particular locations.

As illustrated in Figure 4, over a three year period, there were 36 crashes within the vicinity of the Route 60 corridor. Of the 29 crashes along Route 60, nearly 60% occurred at the Route 60 / New Market Place intersection and Route 60 / Walker Street intersection. As the number of crashes at an intersection can be linked to the traffic volumes entering the intersection, crash rates were determined to assess the relative safety of each intersection. The Institute of Transportation Engineers (ITE) recommends that improvements be evaluated for intersections with a crash rate of over 2 crashes per million entering vehicles (MEV). As shown in Table 3, all the intersections along the study corridor have crash rates of less than 1.00 per MEV. The relative high crash rates at the intersections of Route 60 / New Market Place and Route 60 / Walker Street may be due to the high concentration of commercial driveways and their proximity to the two adjacent intersections. The City of Lexington would be advised to continue monitoring crash information along Route 60.

During the same study period, 7 crashes occurred at the Route 11 northbound on-ramp interchange. The replacement of the current northbound on-ramp stop sign with a new acceleration lane to eliminate the safety concerns at this location is recommended.

**Table 3. Intersection Crash Rates Summary**

INTERSECTION		# of Accidents			Average # Accidents per year	Average Crashes per MEVs
		Year 1	Year 2	Year 3		
1	Spotswood Drive	0	0	0	0	0.00
2	Lewis Street	0	3	0	1	0.21
3	New Market Place	4	3	1	3	0.63
4	Walker Street	7	2	0	3	0.48
5	Route 11 SB ramps	1	0	0	1	0.00
6	Route 11 NB ramps	1	0	0	1	0.16
7	Long John Lane	1	0	0	1	0.18
8	McCorkle Drive	1	0	0	1	0.18
9	Shopping Center	2	0	0	1	0.23
10	Quarry Lane	0	0	0	0	0.00

Crashes at intersections (not including those on a road segment)



### 3.5 Existing Multimodal Facilities

This section discusses existing multimodal facilities along the Route 60 corridor. Currently, the dominant mode of transportation within the study area is by personal vehicle. Other modes include sidewalks within the City limits and the RADAR transit service along Route 60 corridor. There are no existing pedestrian or bicycle facilities in the County portion of the study area. The following sections discuss the existing conditions of the corridor's multimodal facilities.

#### **Pedestrian**

At present, sidewalks exist along the north side of Route 60 between Lewis Street and Walker Street. On the south side, sidewalks are installed between Spotswood Drive and Walker Street. No sidewalk currently exists along the corridor within Rockbridge County. Within the City limits, some of the existing crosswalks are not ADA-compliant due to skewed geometries, curb ramp conditions, and / or existing grades along Route 60. Overall, pedestrian facilities along the corridor are generally sufficient within the City of Lexington, as sidewalks and crosswalks provide connections between residential neighborhoods and commercial developments in the area. However, the sidewalks on both sides of the Route 60 corridor stop abruptly just east of the Route 60 / Walker Street intersection and provide no access for pedestrians to cross underneath the Route 11 interchange to enter into Rockbridge County. Existing sidewalks are shown in Figure 5.

#### **Bicycle**

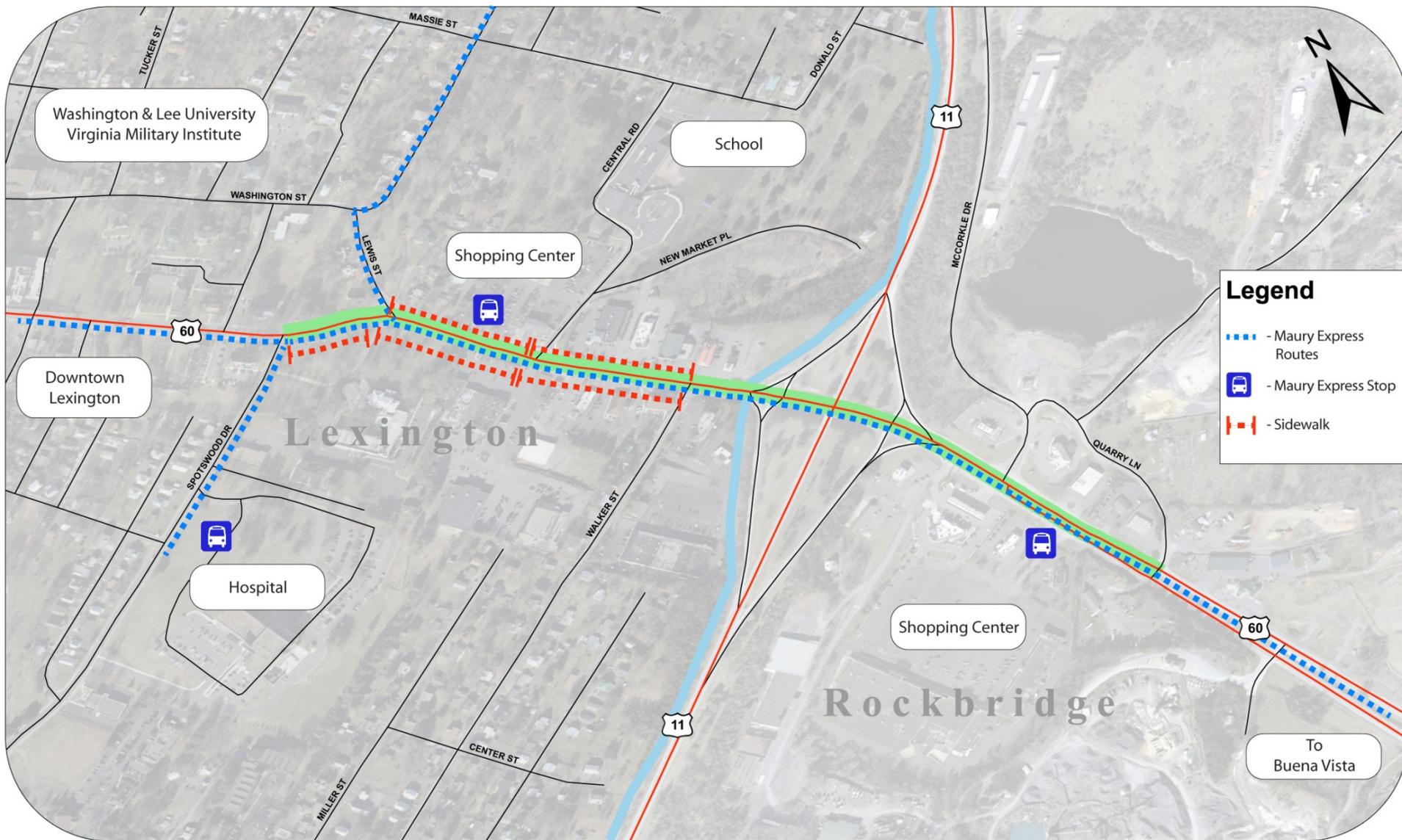
There are no bicycle facilities or multi-purpose trails along or adjacent to the Route 60 corridor. As a result of the lack of formal bicycle accommodations, only more experienced users who are comfortable riding with motor vehicle traffic would likely cycle along existing Route 60.

The study area will require retrofit to accommodate bicycle uses. However, bicycling has the potential to be very beneficial in this established area where a substantial development mix of offices, stores, schools and residences exist. The Central Shenandoah Valley Bicycle Plan (2005) includes future recommended bikeway / wide shoulders for the Route 60 corridor. Future bicycle and pedestrian recommendations are discussed in Chapter 5.0 Future Conditions.

**Transit**

The study corridor is served by one fixed route line of the Maury Express operated by RADAR. RADAR is a non-profit corporation, which has provided rural public transit services and specialized transit primarily in the "Greater Roanoke Valley". RADAR services are aimed at people who are physically / mentally disabled or transportation disadvantaged. Within the Route 60 corridor study area, the Maury Express operates on an average one hour interval from Monday through Saturday. The service has two stops along the study corridor; one at the Kroger Supermarket and one at the Stonewall Square Shopping Center. There is an additional stop just south of the study corridor at the Carilion Stonewall Jackson Hospital.

The Maury Express route is shown in Figure 5.



**FIGURE 5**  
**EXISTING MULTIMODAL FACILITIES**  
**AND PEDESTRIAN/BICYCLE DESTINATIONS**

**ROUTE 60 CORRIDOR STUDY**



### 3.6 Existing Environmental Conditions

This section discusses existing environmental conditions along the Route 60 corridor study area. As the majority of the corridor is developed, environmental constraints should be minimal in the implementation of transportation improvements. Geographic Information Systems (GIS) mapping at local, state and federal levels was reviewed to determine potential environmental constraints along the corridor. Hydrological and National Wetland Inventory mapping identify one unnamed tributary of the Maury River that generally follows Rocklawn Lane, crossing Route 60 and then following McCorkle Drive to the north. An isolated pocket of wetlands is also identified between Rocklawn Lane and the Stonewall Square Shopping Center parking lot. However, neither hydrological feature could be visually located during the site visit conducted at the beginning of the study. It is possible that these features may have been impacted during the construction of the shopping center and other existing businesses along the County segment of Route 60. The study corridor is not impacted by floodplain, nor is it adjacent to any properties included within a conservation or open space easement. Many of the previously developed properties along the corridor consist of or at one time operated as vehicle fueling stations. Department of Environmental Quality and Environmental Protection Agency mapping indicates numerous petroleum release sites along the corridor. If future transportation improvements along the corridor require additional right-of-way, there may be a need to conduct a Phase I Environmental Site Assessment to determine potential soil contamination or pollution sources such as underground tanks. Any findings may lead to Phase II efforts, including mitigation. Furthermore, given the developed nature along Route 60, historical or archeological constraints should not be present. Additional environmental work will be required as needed with project development along the corridor in the future.

## 4.0 PUBLIC INVOLVEMENT

The development of the *Route 60 Corridor Study* included coordination meetings with local staff members from the City and County and two public meetings held with VDOT, local officials, and residents from the City of Lexington and Rockbridge County.

It is important to gather public input in order to properly plan for the future of the study corridor and better serve the needs of the locality. The general public participated in the study by filling out survey forms and attending meetings to share their vision of the Route 60 corridor. Public input was analyzed to identify current deficiencies along the corridor, as well as future needs from the user's perspective. This information assisted in the development of the future improvement alternatives and was an integral part in the corridor study process.

### 4.1 Coordination Meetings

On February 14<sup>th</sup>, 2012, VDOT staff met with local officials from the City of Lexington and Rockbridge County to discuss the scope of the corridor study. A description of the objectives and goals of the study was provided. The study methodology and process to be utilized, including the selection of the study area limits and projection of future traffic volumes, was explained to the localities. During the meeting, a consensus was reached on the study area limits, location of the traffic counts to be collected and public meeting schedules.

On August 9<sup>th</sup>, 2012, VDOT staff met with Rockbridge County officials to provide an update on the project status and discuss the projected future traffic volumes to be analyzed in the study.

Following the analysis of the future traffic volumes and development of preliminary design alternatives along the corridor, the study was suspended for the majority of 2013 and early 2014 due to staff turnover within VDOT Staunton District Planning and the City of Lexington. A completed draft of the corridor study was finalized and submitted to City and County staff for review in October of 2014.

A review meeting with City, County, and VDOT staff was conducted in November of 2014. Following the meeting, the study was updated to address review comments and a revised version was submitted to the localities in March of 2015. A final public involvement meeting was held on April 30, 2015 to share the study recommendations

with the general public and stakeholders and to encourage feedback and comments. Following the public meeting, the study was updated to incorporate public comments. The finalized version of the study was submitted to the City Council and County Board of Supervisors in December of 2015 for consideration of adoption. A summary of the comments received at the public involvement meeting and subsequent revisions to the study are included in Appendix H.

## 4.2 Survey

### General Public Survey

To understand the public's concerns on the current state of the Route 60 corridor and their vision for the future corridor, a *Route 60 Corridor Study Transportation Needs Survey* was conducted during May and June, 2012. It was open to anyone who lives, works, shops or otherwise uses Route 60 from the intersection with Spotswood Drive to the intersection with Quarry Lane. The survey was made available online and at local government offices. Property owners along the corridor received a direct invitation via postal mail to participate in the survey.

The survey was open from May 7<sup>th</sup> to June 22<sup>nd</sup>, 2012 and more than 200 Lexington / Rockbridge-area citizens completed the *Route 60 Corridor Study Transportation Needs Survey*. Citizens were asked to answer eighteen questions, to vote for their top choices among the provided potential transportation improvements along Route 60, and to share their own ideas.

Some of the key findings of the survey indicated:

1. 63% of the respondents are most concerned with pedestrian safety.
2. Top ranked transportation improvements that respondents would like to see are pedestrian improvements (43%), sidewalk improvements (41%) and bike improvements (40%).
3. 90% of the respondents visit the Route 60 corridor everyday or 1-3 times a week. 46% travel along the corridor to visit businesses.
4. 35% of the respondents typically use other forms of transportation than personal vehicle to travel along the Route 60 corridor.
5. 91% of the respondents live in the City of Lexington or Rockbridge County.

More than 90% of the respondents also wrote in their ideas for the corridor study. Ideas ranged from new sidewalk locations and re-designing signage, to adjusting signal timing

and improved access management. In addition, improved infrastructure for pedestrians and bicycles was a common request.

The survey results have been utilized in the corridor study to assist in determining appropriate short-term and long-term improvements to address the transportation issues associated with the Route 60 corridor. The complete *Route 60 Corridor Study Transportation Needs Survey* and detailed results analysis are included in Appendix D.

### **Stakeholder Survey**

A separate stakeholder survey was also conducted. The stakeholder list was compiled by the City of Lexington and Rockbridge County, and included mostly business and land owners along the Route 60 study area. 28 survey letters were mailed to these stakeholders and no responses were received. The stakeholder survey letter is included in Appendix E.

### **4.3 Public Involvement Meetings**

One objective of the study was to provide the public with an opportunity to be involved in the corridor planning process through Context Sensitive Solutions (CSS). The CSS process involves the public throughout the planning and development process to address all modes of travel by having flexible design standards. As part of the public involvement effort, VDOT planners met with the public on May 21<sup>st</sup>, 2012 to solicit citizen comments to help identify the critical issues and opportunities regarding transportation and development along the corridor.

During the public meeting, a Visual Preference Survey was conducted. Participants rated 24 photographs of similar functional class roadways in other communities according to the provided design / capacity features that they would prefer to be incorporated into the future Route 60 corridor. The most favored features included roadside landscaping, more multimodal facilities including the designation of bicycle lanes, continuous sidewalks on both sides of the street and designated public transit stops. Improved storm water management and traffic calming measures to slow traffic coming into the city from the Route 11 bypass were also favored.

The Visual Preference Survey exhibits are included in Appendix F.

A second public involvement meeting was held on April 30, 2015 to present the recommendation of the study and to encourage feedback and comments. The public comments collected from the meeting are included in Appendix H.

## 5.0 PROJECTED FUTURE CONDITIONS

### 5.1 Traffic Forecast Methodology

In order to determine the transportation needs for the Route 60 corridor, traffic projections were utilized for analyzing future travel conditions on the transportation system in the horizon year 2035.

Historic Annual Average Daily Traffic counts (AADT) from 2008 to 2011 were obtained from VDOT's Traffic Count Database. The data shows a general decrease of traffic volumes over the years, resulting in a negative growth rate, mostly likely due to the economic downturn that the Country experienced during that time period. Therefore, calculating growth rate from historic traffic data was not used, as it would likely misrepresent future conditions along the corridor.

As areas adjacent to the Route 60 corridor continue to grow, development and redevelopment is expected within the next 20 years throughout the study area. Meetings were conducted with the City of Lexington and Rockbridge County planning departments to gain a better understanding of the anticipated future land use and potential developments along the study corridor. Considering the comparatively short length of the corridor and relatively mature and stable land uses, it was decided that an annual traffic growth rate factor of 0.5% would be utilized in forecasting future traffic volumes from existing traffic counts. To apply this annual growth rate to existing (year 2012) volumes, a factor of 1.12 was utilized. This factor simulates a 0.5% annual increase over a twenty-three year period between existing conditions and future (year 2035) conditions.

New developments within the vicinity of the study corridor that will have impacts on the traffic volumes were also identified. Specifically, the Sheetz project within the City of Lexington, located along the northern side of the Route 60 / Walker Street intersection, was included in the future design scenario. Trip generation, trip distributions, trip assignments, and other data from the *Lexington Sheetz Traffic Impact Study* were used to calculate site-related trips at impacted intersections.

### 5.2 Future Baseline Scenario

Based on the future volume definitions discussed above, a LOS analysis was conducted for the study intersections along the Route 60 corridor for this scenario. Table 4

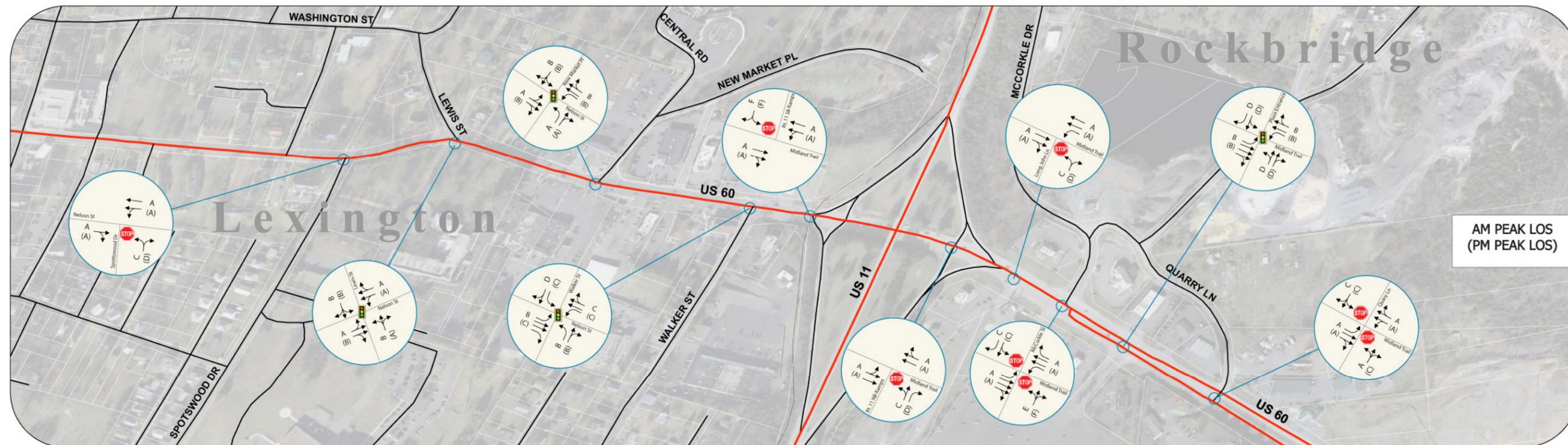
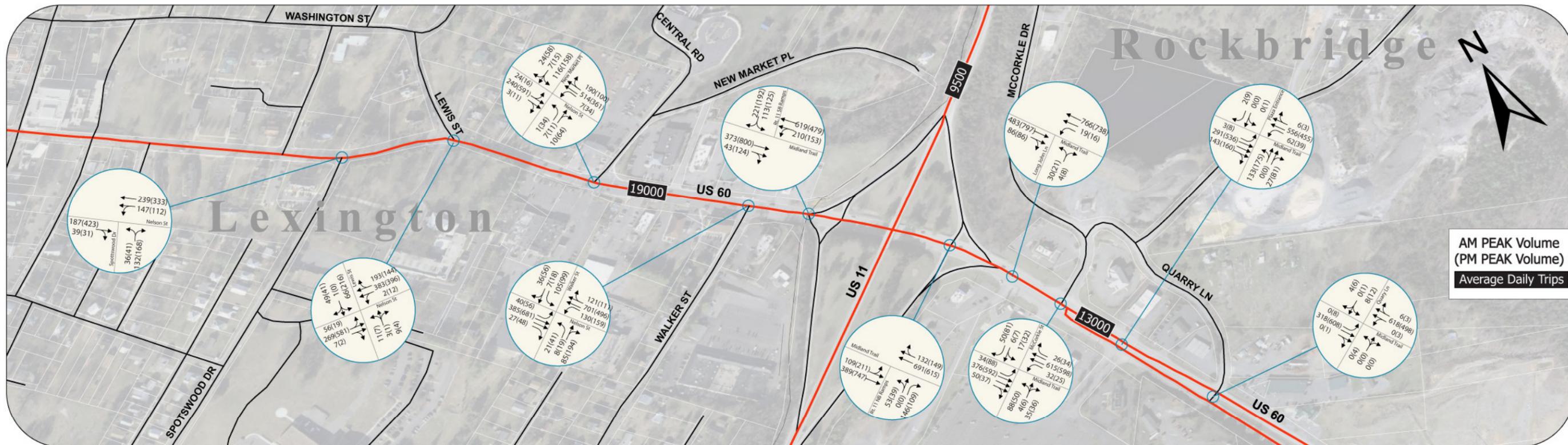
summarizes the results of the analysis. LOS values of E or worse are highlighted. Future 2035 baseline traffic conditions, including projected 2035 turning movement counts, lane geometry, and approach LOS, are summarized in Figure 6.

Under the Future 2035 baseline scenario, all ten intersections continue to operate with an acceptable overall intersection LOS D or better in both the AM and PM peak hour. However, failing level of service occurs at some intersection approaches including the southbound approach (LOS F) at the Route 60 / Route 11 Southbound Ramps intersection and the northbound approach (LOS E/F) at the Route 60 / McCorkle Drive intersection during both AM and PM peak hours.

It is also noted that the operational performance at the intersections from the City limits to the eastern study limit were downgraded significantly during the PM peak hour. For example, the delay at the southbound off ramp movement at the Route 60 / Route 11 Southbound Ramps intersection increased from 145.8 seconds to 302.4 seconds during the AM peak hour, and from 85.8 seconds to 196.7 seconds during the PM peak hour.

Table 4. Future Baseline Conditions Level of Service Summary

AM Peak Hour														
#	INTERSECTION	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour														
1	Spotswood Drive	A 6.1		A 0.0		A 6.3	A 0.0				C 16.5			
			A (0.0)			A (4.0)			C (16.5)					
2	Lewis Street	A 8.2		A 7.2			A 7.3				B 11.4		B 13.2	
			A (7.2)			A (7.3)			B (11.4)			B (13.2)		
3	New Market Place	B 11.1		A 9.5		A 8.6	B 11.6		A 7.8	A 7.9			B 11.5	
			A (9.5)			B (11.6)			A (7.9)			B (11.5)		
4	Walker Street	C 24.2	D 39.1	B 17.6	B 14.2	D 38.8		B 19.1	B 18.4	B 18.4		D 51.3	B 18.2	
			B (19.0)			C (21.8)			B (18.4)			D (46.6)		
5	Route 11 SB ramps	D 29.6		A 0.0	A 0.0	A 3.7	A 0.0					F 302.4	C 15.6	
			A (0.0)			A (1.6)						F (127.6)		
6	Route 11 NB ramps	A 3.6	A 5.5	A 0.0			A 0.0	A 0.0		C 19.2	A 0.0			
			A (2.6)			A (0.0)			C (16.2)					
7	Long John Lane	A 0.9		A 0.0	A 0.0	A 9.2	A 0.0				C 24.1			
			A (0.0)			A (0.3)			C (24.1)					
8	McCorkle Drive	A 6.4	A 8.7	A 0.0	A 0.0	A 8.5	A 0.0	A 0.0		E 43.0		D 30.4	A 9.1	
			A (0.7)			A (0.5)			E (43.0)			C (16.2)		
9	Shopping Center Entrance	B 16.7	A 9.4	B 10.1	B 10.0	D 44.0	B 12.0			D 39.1			D 45.0	
			B (10.1)			B (15.5)			D (39.1)			D (45.0)		
10	Quarry Lane	A 0.3	A 0.0		A 0.0		A 0.0			A 0.0			C 15.8	
			A (0.0)			A (0.0)			A (0.0)			C (15.8)		
PM Peak Hour														
#	INTERSECTION	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour														
1	Spotswood Drive	A 7.3		A 0.0		A 5.7	A 0.0				D 30.2			
			A (0.0)			A (3.0)			D (30.2)					
2	Lewis Street	B 10.8		B 10.5			A 9.8				A 9.2		B 14.0	
			B (10.5)			A (9.8)			A (9.2)			B (14.0)		
3	New Market Place	B 12.4		B 14.4		B 12.2	B 11.6		A 7.5	A 7.6			B 11.0	
			B (14.4)			B (11.7)			A (7.5)			B (11.0)		
4	Walker Street	C 24.3	D 37.8	C 22.8	B 15.7	D 40.1	B 17.9		B 17.7	B 17.4		D 45.9	B 18.1	
			C (24.2)			C (22.9)			B (17.5)			C (30.6)		
5	Route 11 SB ramps	C 16.1		A 0.0	A 0.0	A 6.5	A 0.0					F 196.7	B 12.0	
			A (0.0)			A (3.3)						F (86.1)		
6	Route 11 NB ramps	A 4.5	A 5.8	A 0.0			A 0.0	A 0.0		D 31.9	A 0.0			
			A (2.8)			A (0.0)			D (31.9)					
7	Long John Lane	A 1.0		A 0.0	A 0.0	B 10.6	A 0.0				D 33.5			
			A (0.0)			A (0.4)			D (33.5)					
8	McCorkle Drive	C 15.0	A 8.8	A 0.0	A 0.0	A 9.3	A 0.0	A 0.0		F 165.6		F 54.1	A 9.5	
			A (1.2)			A (0.5)			F (165.6)			C (24.8)		
9	Shopping Center Entrance	C 21.5	B 13.2	B 15.8	B 14.0	D 44.8	B 15.3			D 42.1		D 49.6	D 47.4	
			B (15.3)			B (18.1)			D (42.1)			D (47.9)		
10	Quarry Lane	A 0.8	A 8.7		A 0.0		A 0.3			C 22.3			C 17.8	
			A (0.3)			A (0.2)			C (22.3)			C (17.8)		



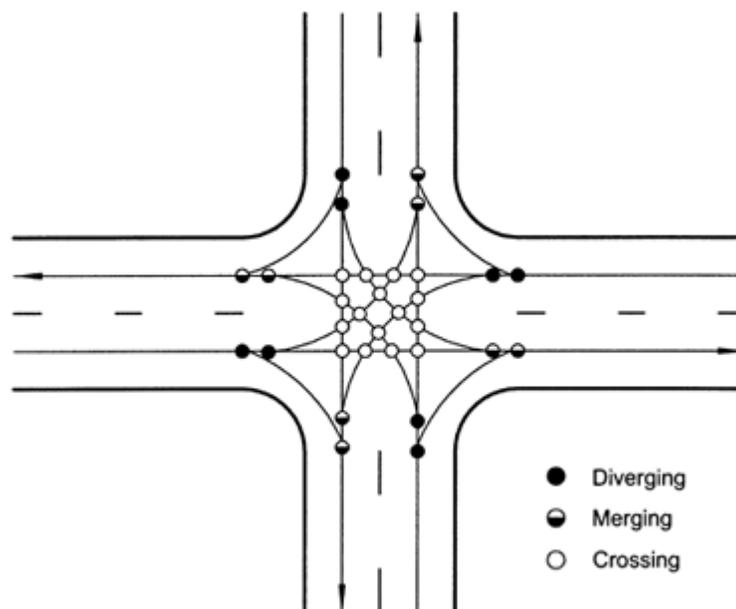
**FIGURE 6**  
TRAFFIC VOLUMES & LEVEL OF SERVICE  
FUTURE (2035) BASELINE CONDITIONS

**ROUTE 60 CORRIDOR STUDY**

### 5.3 Future Alternative Scenarios

Based on the results of the Future 2035 baseline scenario, various conceptual alternatives were considered to address the performance deficiencies. General improvements include intersection signalization, intersection lane configuration modifications and more efficient local street network connections.

Conflict points at unsignalized intersections are the common causes for poor side street performances and overall operational safety concerns. As illustrated below, there are a total of 32 conflict points at an intersection.



Source: Federal Highway Administration

To reduce the conflict points at unsignalized intersections and commercial entrances located along the eastern segment of the Route 60 corridor, an internal connector was proposed to connect Rocklawn Lane to the Stonewall Square parking lot travel aisle on south side of Route 60. The goal of the internal connector is to route potentially conflicting side street traffic to the nearby signalized intersection. The new internal connector is illustrated in Figure 7. This proposed connection is utilized in all of the future alternative scenarios.

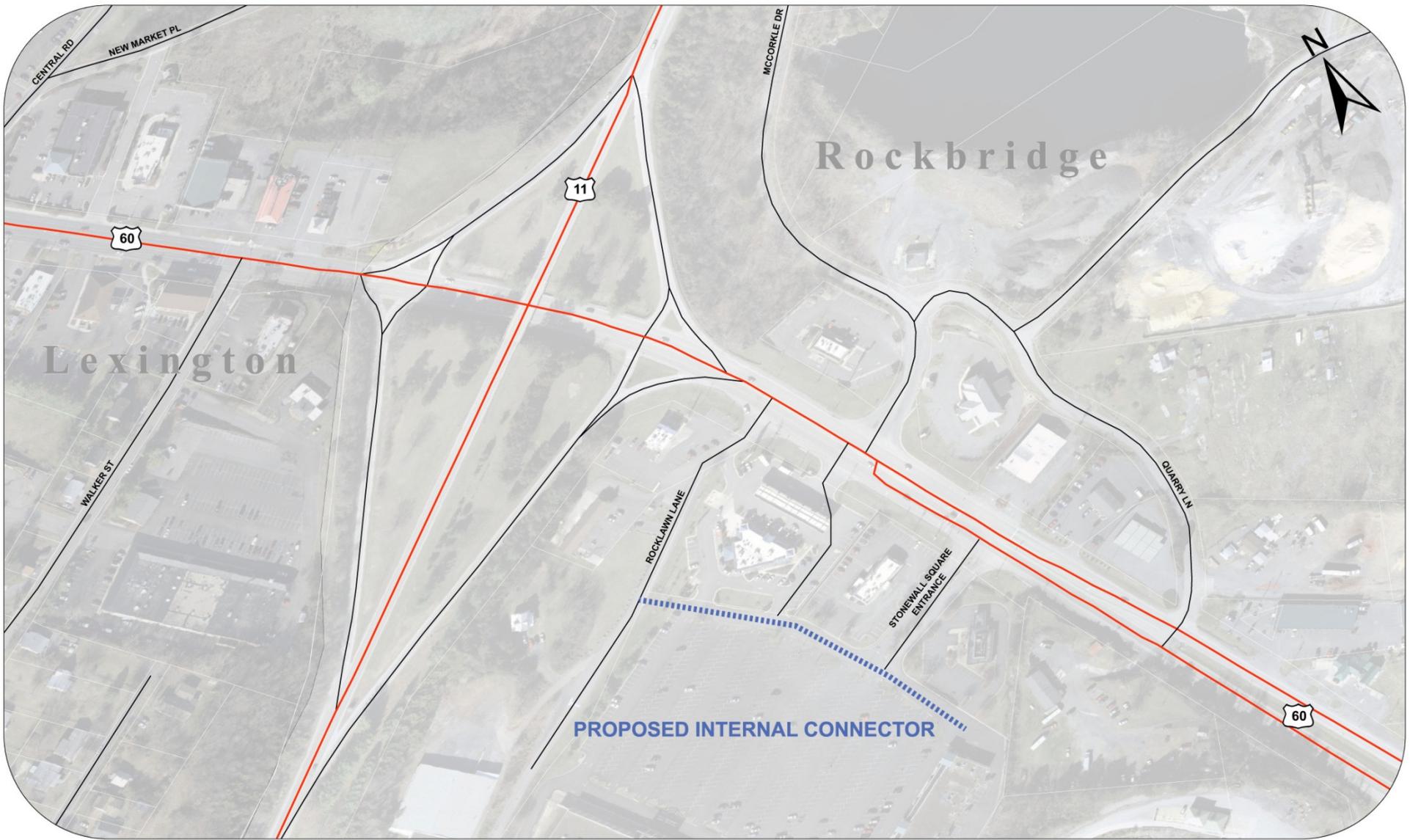


FIGURE 7  
PROPOSED INTERNAL CONNECTOR

**ROUTE 60 CORRIDOR STUDY**

### Alternative 1

Alternative 1 was developed to minimize the traffic conflicts at unsignalized intersections along the eastern segment of the study corridor in order to improve overall roadway performances and safety.

This conceptual alternative includes the following general improvements:

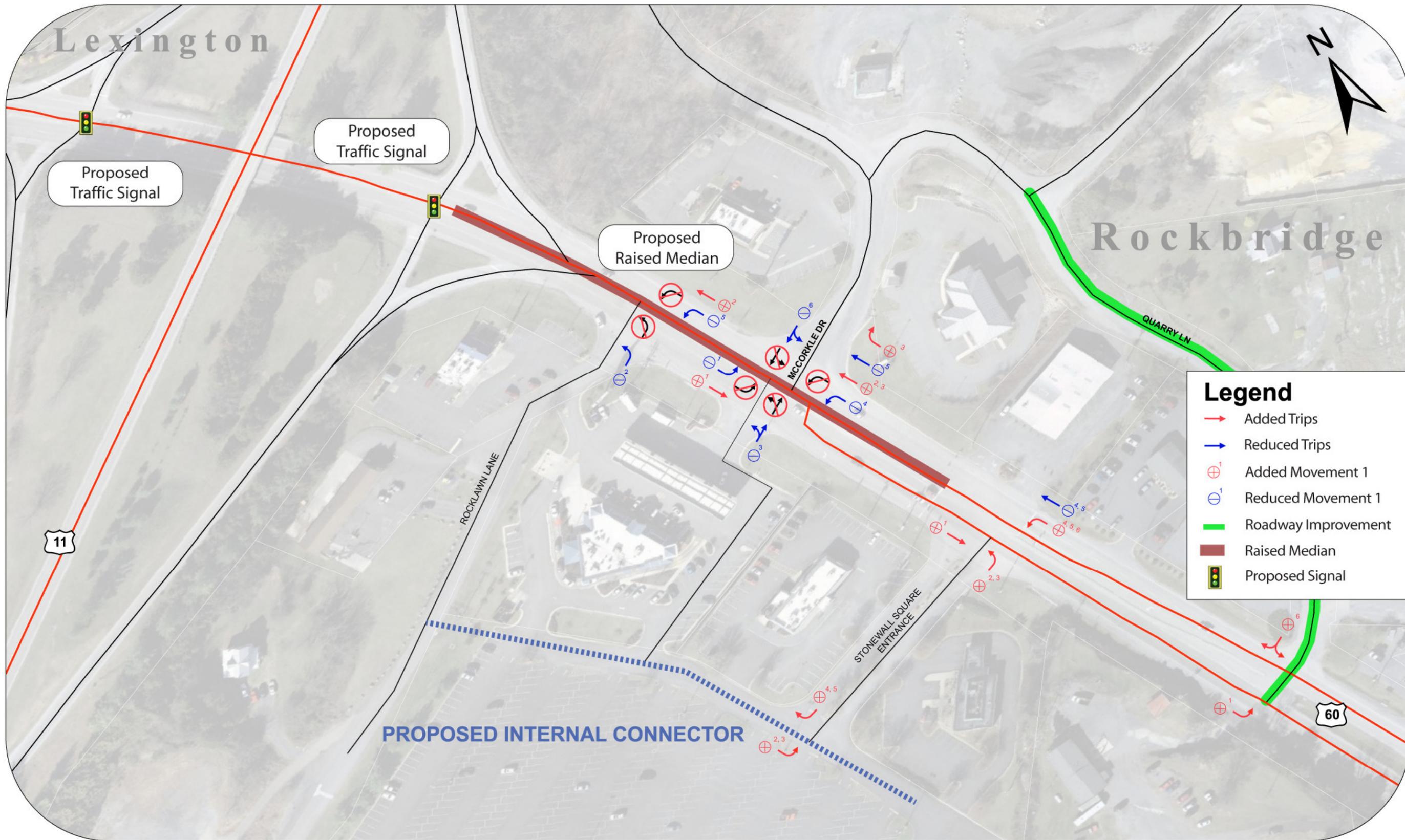
- Signalize the two ramp intersections at the Route 60 / Route 11 interchange
- Construct an internal connector linking Rocklawn Lane and the Stonewall Square parking lot travel aisle
- Construct a continuous raised median from the Route 11 northbound ramps intersection to the Route 60 / Stonewall Square entrance intersection
- Remove the eastbound / westbound left-turn lanes at the Route 60 / McCorkle Drive intersection
- Maintain right-in / right-out accesses at Rocklawn Lane and McCorkle Drive on both sides of the Route 60 corridor
- Upgrade Quarry Lane to provide 12' wide lanes with 6' shoulders in both directions while improving roadway geometry where possible

The eastbound / westbound left-turn traffic at the unsignalized McCorkle Drive and Rocklawn Lane intersections would be transferred to the nearby Quarry Lane intersection. Through / left-turn movements at the Rocklawn Lane and McCorkle Drive intersections would be consolidated at the shopping center entrance intersection through the internal connector. A detailed traffic routing plan for Alternative 1 is provided in Figure 8.

Under the future Alternative 1 scenario, all ten study intersections operate with an acceptable overall LOS D or better in both the AM and PM peak hour.

Level of service at side street approaches at the McCorkle Drive intersection was also improved to LOS A after constructing the raised median and eliminating the conflicting traffic. With additional traffic routed from unsignalized intersections, the shopping center entrance intersection shows a slight increase in intersection delay but still maintains acceptable overall and approach performance.

Table 5 summarizes the results of the analysis. Future Alternative 1 traffic conditions, including turning movement volumes, lane geometry, and approach LOS are summarized in Figure 9.



**Table 5. Future Alternative 1 Conditions Level of Service Summary**

AM Peak Hour														
#	INTERSECTION	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour														
1	Spotswood Drive	A 6.1		A 0.0		A 6.3	A 0.0					C 16.5		
			A (0.0)			A (4.0)			C (16.5)					
2	Lewis Street	A 8.2		A 7.2			A 7.3					B 11.4		B 13.2
			A (7.2)			A (7.3)			B (11.4)			B (13.2)		
3	New Market Place	B 11.1		A 9.5		A 8.6	B 11.6		A 7.8	A 7.9				B 11.5
			A (9.5)			B (11.6)			A (7.9)			B (11.5)		
4	Walker Street	C 24.2	D 39.1	B 17.6	B 14.2	D 38.8	B 19.1		B 18.4	B 18.4		D 51.3		B 18.2
			B (19.0)			C (21.8)			B (18.4)			D (46.6)		
5	Route 11 SB ramps	A 7.9		A 5.4		A 8.6						A 9.2		A 9.8
			A (5.4)			A (8.6)						A (9.5)		
6	Route 11 NB ramps	A 5.7		A 5.3			A 5.9		A 8.8	A 4.1				
			A (5.3)			A (5.9)			A (5.5)					
7	Long John Lane	A 0.1		A 0.0	A 0.0	A 0.0	A 0.0					A 9.8		
			A (0.0)			A (0.0)			B (9.8)					
8	McCorkle Drive	A 0.9	A 0.0	A 0.0	A 0.0	A 0.0	A 0.0	A 0.0				A 9.7		A 9.4
			A (0.0)			A (0.0)			A (9.7)			A (9.4)		
9	Shopping Center Entrance	C 23.2	B 14.3	B 15.8	B 15.0	D 39.7	B 18.0					D 37.5		D 43.9
			B (15.5)			C (22.5)			D (37.5)			D (43.9)		
10	Quarry Lane	A 1.2	A 9.4		A 0.0		A 0.0					A 0.0		C 20.5
			A (0.9)			A (0.0)			A (0.0)			C (20.5)		
PM Peak Hour														
#	INTERSECTION	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour														
1	Spotswood Drive	A 7.3		A 0.0		A 5.7	A 0.0					D 30.2		
			A (0.0)			A (3.0)			D (30.2)					
2	Lewis Street	B 10.8		B 10.5			A 9.8					A 9.2		B 14.0
			B (10.5)			A (9.8)			A (9.2)			B (14.0)		
3	New Market Place	B 12.4		B 14.4		B 12.2	B 11.6		A 7.5	A 7.6				B 11.0
			B (14.4)			B (11.7)			A (7.5)			B (11.0)		
4	Walker Street	C 24.3	D 37.8	C 22.8	B 15.7	D 40.1	B 17.9		B 17.7	B 17.4		D 45.9		B 18.1
			C (24.2)			C (22.9)			B (17.5)			C (30.6)		
5	Route 11 SB ramps	A 7.4		A 6.6		A 7.7						A 9.8		A 9.2
			A (6.6)			A (7.7)						A (9.4)		
6	Route 11 NB ramps	A 8.0		B 11.3			A 4.6		B 10.0	A 3.7				
			B (11.3)			A (4.6)			A (5.5)					
7	Long John Lane	A 0.1		A 0.0	A 0.0	A 0.0	A 0.0					A 9.2		
			A (0.0)			A (0.0)			A (9.2)					
8	McCorkle Drive	A 0.8	A 0.0	A 0.0	A 0.0	A 0.0	A 0.0	A 0.0				B 10.4		A 9.7
			A (0.0)			A (0.0)			B (10.4)			A (9.7)		
9	Shopping Center Entrance	C 27.6	B 17.7	C 22.2	B 18.5	D 45.0	C 20.3					D 44.6		D 51.8
			C (21.3)			C (25.2)			D (44.6)			D (50.1)		
10	Quarry Lane	A 0.8	A 8.7		A 0.0		A 0.3					C 21.2		C 17.2
			A (0.3)			A (0.2)			C (21.2)			C (17.2)		

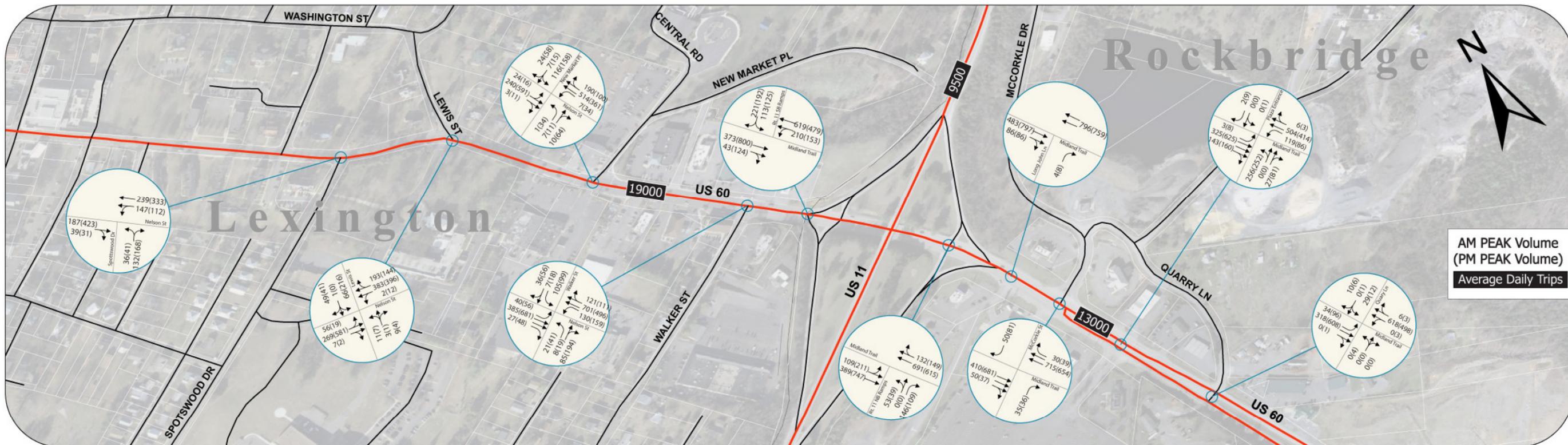


FIGURE 9  
 TRAFFIC VOLUMES & LEVEL OF SERVICE  
 FUTURE (2035) ALTERNATIVE 1 CONDITIONS

ROUTE 60 CORRIDOR STUDY

## Alternative 2

Alternative 2 was developed to reduce the traffic conflicts at unsignalized intersections along the eastern segment of the study corridor with minimal interruptions to existing traffic.

This conceptual alternative includes the following general improvements:

- Signalize the two ramp intersections at the Route 60 / Route 11 interchange
- Construct an internal connector linking Rocklawn Lane and the Stonewall Square parking lot travel aisle
- Construct a continuous raised median from the Route 11 northbound ramps to the Route 60 / Stonewall Square entrance intersection, with a median break at the McCorkle Drive intersection
- Maintain right-in / right-out access at Rocklawn Lane and McCorkle Drive on both sides of the Route 60 corridor

The eastbound / westbound left-turn movements at the unsignalized McCorkle Drive intersection would remain to provide direct access to the existing businesses from Route 60. However, through / left-turn movements from Rocklawn Lane and McCorkle Drive south of Route 60 would be consolidated to the shopping center entrance intersection through the proposed internal connector. Through / left-turn movements from McCorkle Drive north of Route 60 would be consolidated at the Quarry Lane intersection. A detailed traffic routing plan for Alternative 2 is provided in Figure 10.

Under the future Alternative 2 scenario, all ten intersections operate with an acceptable overall intersection LOS D or better in both the AM and PM peak hour.

Compared to the results from Alternative 1, the McCorkle Drive intersection shows a slight increase in intersection delay, but maintains similar intersection and approach performance.

Table 6 summarizes the results of the analysis. Future Alternative 2 traffic conditions, including turning movement volumes, lane geometry, and approach LOS, are summarized in Figure 11.



FIGURE 10  
ALTERNATIVE 2 ROUTING PLAN

ROUTE 60 CORRIDOR STUDY

**Table 6. Future Alternative 2 Conditions Level of Service Summary**

AM Peak Hour														
#	INTERSECTION	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour														
1	Spotswood Drive	A 6.1		A 0.0		A 6.3	A 0.0					C 16.5		
			A (0.0)			A (4.0)			C (16.5)					
2	Lewis Street	A 8.2		A 7.2			A 7.3					B 11.4		B 13.2
			A (7.2)			A (7.3)			B (11.4)			B (13.2)		
3	New Market Place	B 11.1		A 9.5		A 8.6	B 11.6		A 7.8	A 7.9				B 11.5
			A (9.5)			B (11.6)			A (7.9)			B (11.5)		
4	Walker Street	C 24.2	D 39.1	B 17.6	B 14.2	D 38.8	B 19.1		B 18.4	B 18.4		D 51.3		B 18.2
			B (19.0)			C (21.8)			B (18.4)			D (46.6)		
5	Route 11 SB ramps	A 7.9		A 5.4		A 8.6						A 9.2		A 9.8
			A (5.4)			A (8.6)						A (9.5)		
6	Route 11 NB ramps	A 5.7		A 5.3			A 5.9		A 8.8	A 4.1				
			A (5.3)			A (5.9)			A (5.5)					
7	Long John Lane	A 0.1		A 0.0	A 0.0	A 0.0	A 0.0					B 10.6		
			A (0.0)			A (0.0)			B (10.6)					
8	McCorkle Drive	A 1.3	A 9.1	A 0.0	A 0.0	A 8.5	A 0.0	A 0.0				A 9.6		A 9.4
			A (0.8)			A (4.0)			A (9.6)			A (9.4)		
9	Shopping Center Entrance	C 21.8	B 13.1	B 14.1	B 13.7	D 39.3	B 16.6		D 38.1					D 44.4
			B (13.9)			C (20.0)			D (38.1)			D (44.4)		
10	Quarry Lane	A 0.7	A 0.0	A 0.0		A 0.0	A 0.0		A 0.0					C 17.7
			A (0.0)			A (0.0)			A (0.0)			C (17.7)		
PM Peak Hour														
#	INTERSECTION	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour														
1	Spotswood Drive	A 7.3		A 0.0		A 5.7	A 0.0					D 30.2		
			A (0.0)			A (3.0)			D (30.2)					
2	Lewis Street	B 10.8		B 10.5			A 9.8					A 9.2		B 14.0
			B (10.5)			A (9.8)			A (9.2)			B (14.0)		
3	New Market Place	B 12.4		B 14.4		B 12.2	B 11.6		A 7.5	A 7.6				B 11.0
			B (14.4)			B (11.7)			A (7.5)			B (11.0)		
4	Walker Street	C 24.3	D 37.8	C 22.8	B 15.7	D 40.1	B 17.9		B 17.7	B 17.4		D 45.9		B 18.1
			C (24.2)			C (22.9)			B (17.5)			C (30.6)		
5	Route 11 SB ramps	A 7.4		A 6.6		A 7.7						A 9.8		A 9.2
			A (6.6)			A (7.7)						A (9.4)		
6	Route 11 NB ramps	A 8.0		B 11.3			A 4.6		B 10.0	A 3.7				
			B (11.3)			A (4.6)			A (5.5)					
7	Long John Lane	A 0.1		A 0.0	A 0.0	B 10.6	A 0.0					B 12.2		
			A (0.0)			A (0.0)			B (12.2)					
8	McCorkle Drive	A 1.6	A 9.0	A 0.0	A 0.0	A 9.3	A 0.0	A 0.0				B 10.1		A 9.6
			A (1.2)			A (0.4)			B (10.1)			A (9.6)		
9	Shopping Center Entrance	C 25.2	B 16.1	B 19.3	B 16.9	D 46.8	B 18.6		D 41.1			D 49.9		D 47.6
			C (18.6)			C (22.6)			D (41.1)			D (48.1)		
10	Quarry Lane	A 0.8	A 8.7	A 0.0		A 0.3	A 0.0		A 21.9					C 17.6
			A (0.3)			A (0.2)			C (21.9)			C (17.6)		

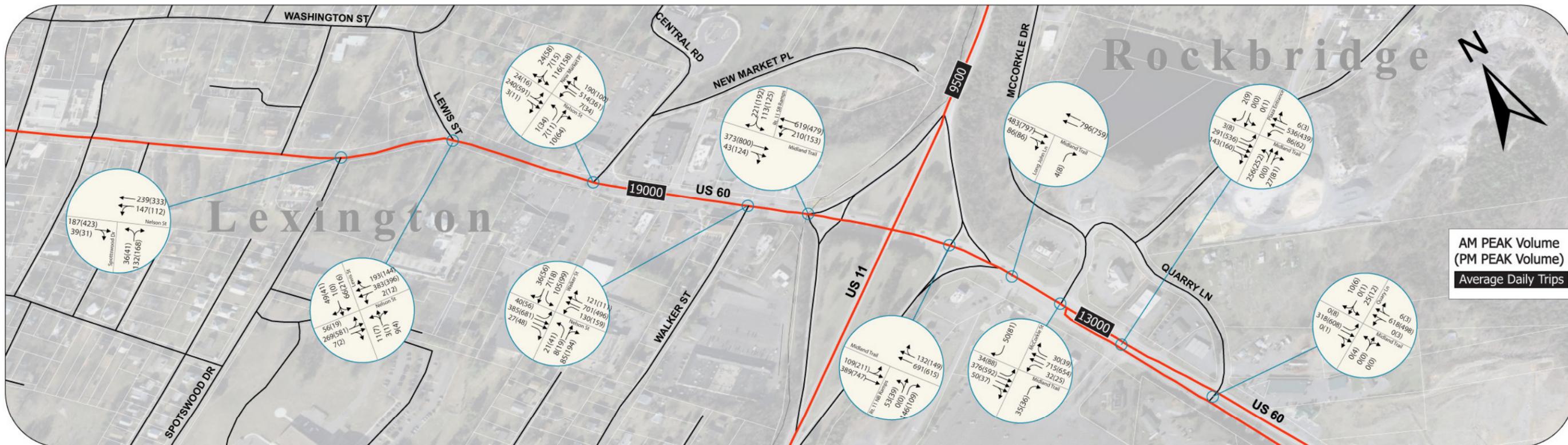


FIGURE 11  
TRAFFIC VOLUMES & LEVEL OF SERVICE  
FUTURE (2035) ALTERNATIVE 2 CONDITIONS

ROUTE 60 CORRIDOR STUDY

### Alternative 3

Alternative 3 was developed to minimize the traffic conflicts at unsignalized intersections along the eastern segment of the study corridor in order to improve overall roadway performance and safety. Additional improvement options were explored at the Stonewall Square shopping center entrance intersection to further enhance local street network connectivity.

This conceptual alternative includes the following general improvements:

- Signalize the two ramp intersections at the Route 60 / Route 11 interchange
- Construct an internal connector linking Rocklawn Lane and the Stonewall Square parking lot travel aisle
- Construct a continuous raised median from the Route 11 northbound ramp intersection to the Route 60 / Stonewall Square shopping center entrance intersection
- Remove the eastbound / westbound left-turn lanes at the Route 60 / McCorkle Drive intersection
- Maintain the right-in / right-out accesses at Rocklawn Lane and McCorkle Drive on both sides of the Route 60 corridor
- Improve the existing intersection at the entrance to the Stonewall Square shopping center by providing a new connection on the north side of the intersection to Quarry Lane
- Upgrade Quarry Lane from McCorkle Drive to the new connector road to provide 12' wide lanes with 6' shoulders in both directions while improving roadway geometry where possible

The eastbound / westbound left-turn traffic at the existing unsignalized McCorkle Drive intersection would be consolidated at the improved signalized shopping center entrance intersection. Through / left-turn movements at Rocklawn Lane and McCorkle Drive intersections would also be consolidated at the shopping center entrance intersection through the internal connector. Additional side street traffic on the north side would be routed to the new southbound approach of the shopping center entrance intersection. A detailed traffic routing plan for Alternative 3 is provided in Figure 12.

Under the future Alternative 3 scenario, all ten intersections operate with an acceptable overall intersection LOS D or better in both the AM and PM peak hour.

Level of service of side street approaches at the McCorkle Drive intersection are also improved to LOS A after constructing the raised median and eliminating the conflicting traffic.

With the additional traffic routed from the existing unsignalized intersections, the shopping center entrance intersection shows a moderate increase in delay. While the intersection still operates at an acceptable intersection level of service, the northbound delay increases 10 to 20 seconds compared to the Alternative 1 and Alternative 2 scenarios. Additionally, the southbound approach level of service decreases to an unacceptable LOS E.

Table 7 summarizes the results of the analysis. LOS values of E or worse are highlighted. Future Alternative 3 traffic conditions, including turning movement volumes, lane geometry, and approach LOS, are summarized in Figure 13.

Comparing the three future alternative scenarios, the preferred future improvement scenario will consist of recommendations associated with Alternative 2. This alternative addresses operational performance and safety along the corridor, while still maintaining an acceptable level of accessibility to existing businesses along the corridor.

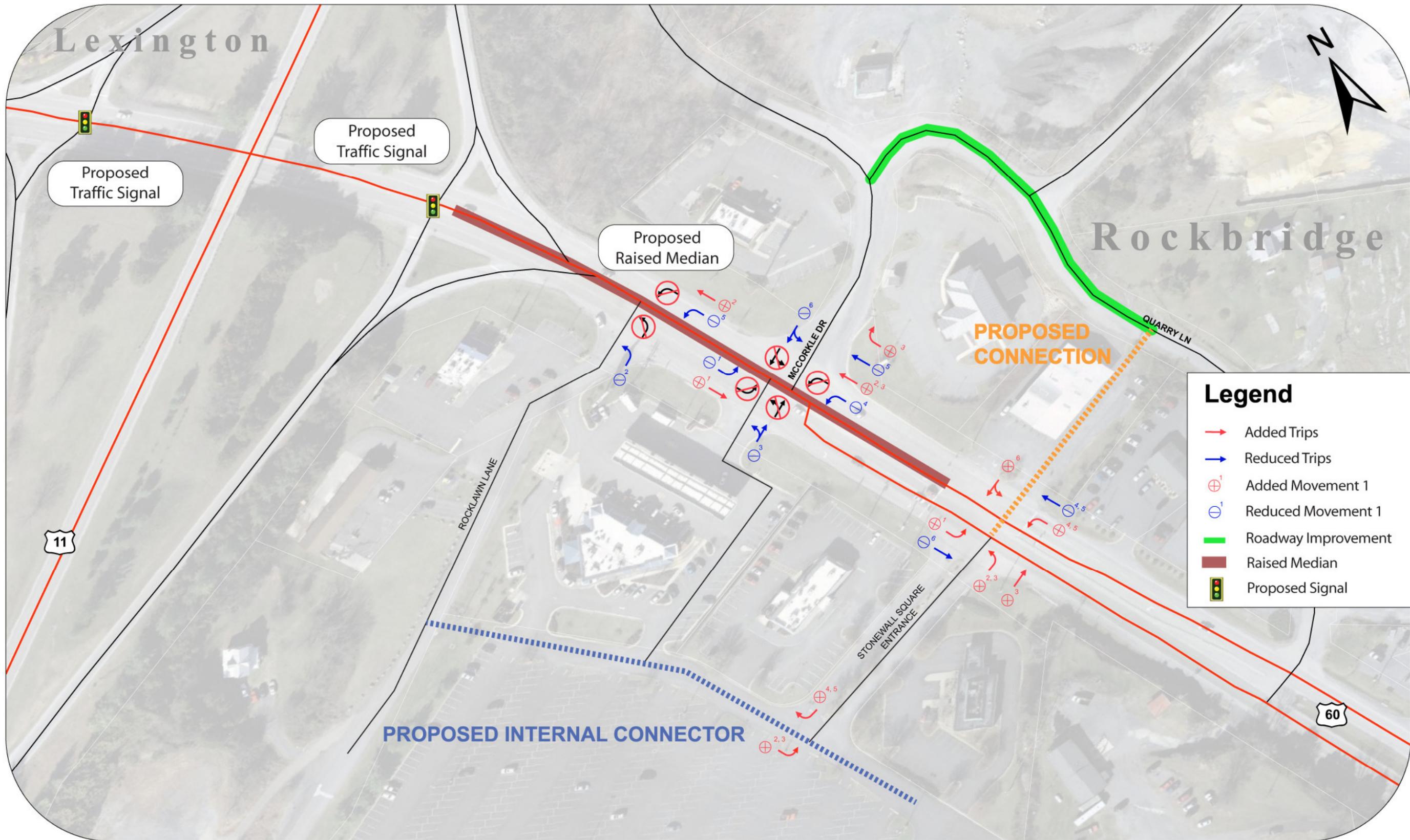
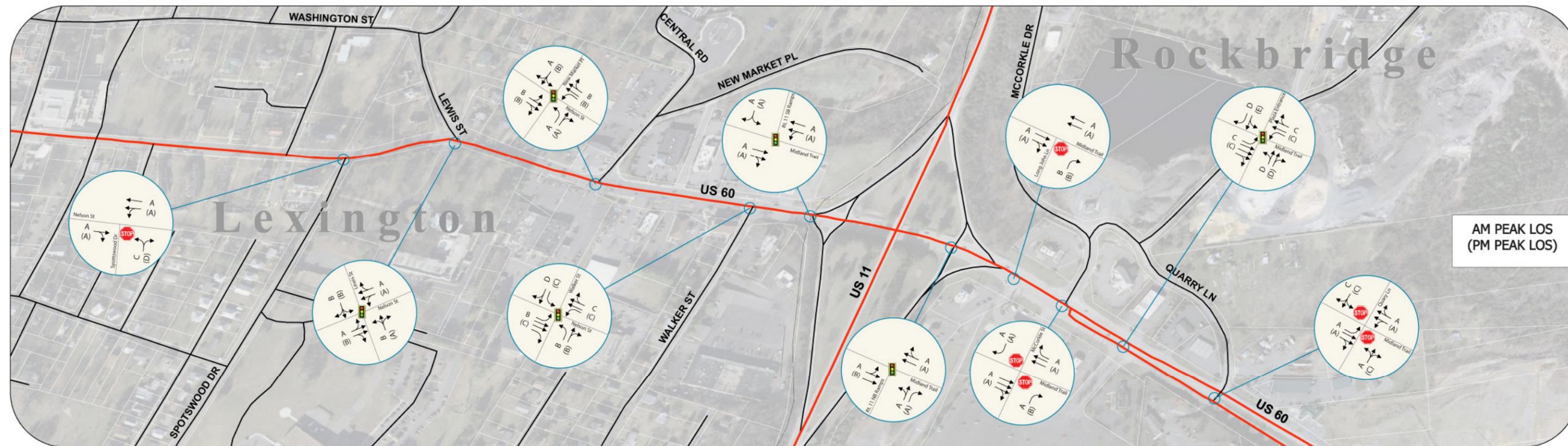
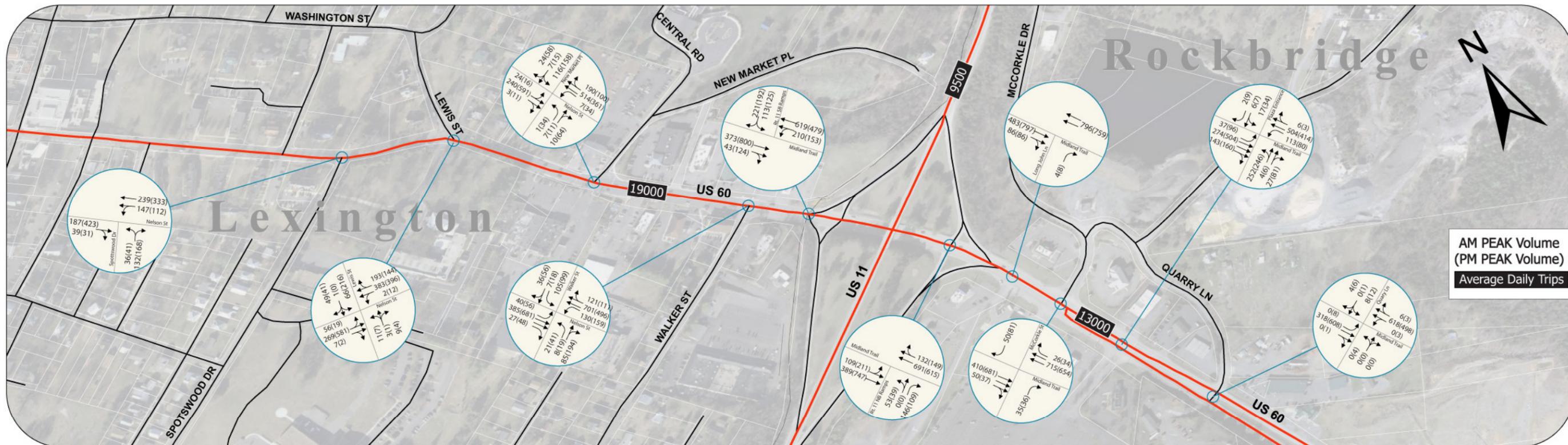


Table 7. Future Alternative 3 Conditions Level of Service Summary

AM Peak Hour														
#	INTERSECTION	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour														
1	Spotswood Drive	A 6.1		A 0.0		A 6.3	A 0.0					C 16.5		
			A (0.0)			A (4.0)			C (16.5)					
2	Lewis Street	A 8.2		A 7.2			A 7.3					B 11.4		B 13.2
			A (7.2)			A (7.3)			B (11.4)			B (13.2)		
3	New Market Place	B 11.1		A 9.5		A 8.6	B 11.6		A 7.8	A 7.9				B 11.5
			A (9.5)			B (11.6)			A (7.9)			B (11.5)		
4	Walker Street	C 24.2	D 39.1	B 17.6	B 14.2	D 38.8	B 19.1		B 18.4	B 18.4		D 51.3		B 18.2
			B (19.0)			C (21.8)			B (18.4)			D (46.6)		
5	Route 11 SB ramps	A 7.9		A 5.4		A 8.6						A 9.2		A 9.8
			A (5.4)			A (8.6)						A (9.5)		
6	Route 11 NB ramps	A 5.7		A 5.3			A 5.9		A 8.8	A 4.1				
			A (5.3)			A (5.9)			A (5.5)					
7	Long John Lane	A 0.1		A 0.0	A 0.0	A 0.0	A 0.0					B 10.6		
			A (0.0)			A (0.0)			B (10.6)					
8	McCorkle Drive	A 0.9	A 0.0	A 0.0	A 0.0	A 0.0	A 0.0	A 0.0			A 9.7			A 9.4
			A (0.0)			A (0.0)			A (9.7)			A (9.4)		
9	Shopping Center Entrance	C 31.1	C 25.6	B 19.9	B 19.3	E 55.6	C 23.1		D 51.6			D 52.9		D 54.7
			C (20.7)			C (29.5)			D (51.6)			D (53.4)		
10	Quarry Lane	A 0.2	A 0.0	A 0.0		A 0.0	A 0.0		A 0.0					C 15.6
			A (0.0)			A (0.0)			A (0.0)			C (15.6)		
PM Peak Hour														
#	INTERSECTION	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
PM Peak Hour														
1	Spotswood Drive	A 7.3		A 0.0		A 5.7	A 0.0					D 30.2		
			A (0.0)			A (3.0)			D (30.2)					
2	Lewis Street	B 10.8		B 10.5			A 9.8					A 9.2		B 14.0
			B (10.5)			A (9.8)			A (9.2)			B (14.0)		
3	New Market Place	B 12.4		B 14.4		B 12.2	B 11.6		A 7.5	A 7.6				B 11.0
			B (14.4)			B (11.7)			A (7.5)			B (11.0)		
4	Walker Street	C 24.3	D 37.8	C 22.8	B 15.7	D 40.1	B 17.9		B 17.7	B 17.4		D 45.9		B 18.1
			C (24.2)			C (22.9)			B (17.5)			C (30.6)		
5	Route 11 SB ramps	A 7.4		A 6.6		A 7.7						A 9.8		A 9.2
			A (6.6)			A (7.7)						A (9.4)		
6	Route 11 NB ramps	A 8.0		B 11.3			A 4.6		B 10.0	A 3.7				
			B (11.3)			A (4.6)			A (5.5)					
7	Long John Lane	A 0.1		A 0.0	A 0.0	B 10.6	A 0.0					B 12.2		
			A (0.0)			A (0.0)			B (12.2)					
8	McCorkle Drive	A 0.8	A 0.0	A 0.0	A 0.0	A 0.0	A 0.0	A 0.0			B 10.4			A 9.6
			A (0.0)			A (0.0)			B (10.4)			A (9.6)		
9	Shopping Center Entrance	D 38.5	D 39.1	C 25.7	C 22.8	E 65.8	C 24.9		E 61.2			E 69.1		E 59.5
			C (28.0)			C (32.5)			D (61.2)			E (68.3)		
10	Quarry Lane	A 0.8	A 8.7	A 0.0		A 0.4						C 22.5		C 17.9
			A (0.3)			A (0.2)			C (22.5)			C (17.9)		



**FIGURE 13**  
TRAFFIC VOLUMES & LEVEL OF SERVICE  
FUTURE (2035) ALTERNATIVE 3 CONDITIONS

**ROUTE 60 CORRIDOR STUDY**

**Summary of Alternative Improvements**

The following table illustrates a comparison of proposed improvements related to the three provided alternatives.

**Table 8. Summary of Alternative Improvements**

<b>Regional Service Area Improvements</b>	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>
Restricts left turn movements off of Route 60 onto McCorkle Drive and Rocklawn Lane.	<b>X</b>		<b>X</b>
Restricts left turn movements onto Route 60 from Rocklawn Lane.	<b>X</b>	<b>X</b>	<b>X</b>
Restricts left turn movements onto Route 60 and thru movements across Route 60 from McCorkle Drive.	<b>X</b>	<b>X</b>	<b>X</b>
Provides an internal connector between Rocklawn Lane and the Stonewall Square parking lot travel aisle to consolidate traffic movements to the existing signalized intersection at the shopping center entrance.	<b>X</b>	<b>X</b>	<b>X</b>
Provides a “4 <sup>th</sup> leg” to the existing signalized intersection at the Stonewall Square Shopping Center entrance by providing a connector between Quarry Lane and Route 60.			<b>X</b>
Requires roadway improvements to Quarry Lane.	<b>X</b>		<b>X</b>
Provides a multi-use trail along the north side of Route 60 and a sidewalk along the south side of Route 60.	<b>X</b>	<b>X</b>	<b>X</b>
<b>Urban Gateway Improvements</b>			
Provides a parallel access road along the south side of Route 60 between New Market Place Shopping Center and Walker Street to allow for the consolidation of existing entrances along Route 60.	<b>X</b>	<b>X</b>	<b>X</b>
Provides “sharrow” lanes along west and eastbound Route 60.	<b>X</b>	<b>X</b>	<b>X</b>
Provides new sidewalks at existing gaps along Route 60 and improves existing crosswalks for ADA compliance.	<b>X</b>	<b>X</b>	<b>X</b>

## 5.4 Future Multimodal Accommodations

As discussed in previous chapters, existing pedestrian and bicycle accommodations along the Route 60 corridor are limited. Additionally, improvements to multimodal accommodation are among the top desired improvements based on the results of the *Route 60 Corridor Study* Transportation Needs Survey and Visual Preference Survey.

The Route 60 corridor area will require retrofit to create new sidewalks and bike lanes given the narrow street within the City of Lexington and the rural nature of Rockbridge County corridor segment. The Central Shenandoah Valley Bicycle Plan includes future proposed bikeway and wide shoulder plans for Route 60 corridor.

Within the City, new sidewalks are recommended to connect the current gaps in the existing sidewalk network. The intersections at Walker Street, New Market Place, and Lewis Street also require pedestrian curb ramp and crosswalk upgrades in order to achieve ADA compliance.

For bicycle users, shared-lane markings or “sharrows” are recommended. A sharrow is a street marking placed in the center of a travel lane to indicate that a bicyclist may use the full travel lane. An example of a sharrow is illustrated below:



Sharrows are meant to alert motorists to expect and accept cyclists as users of the roadway, and are typically used on roads where there is not enough space to delineate separate bike lanes. Sharrows are recommended to be implemented along the City of Lexington segment due to limited right-of-way and existing pavement width.

In Rockbridge County where Route 60 has a relatively wide cross-section, a separate 10' wide multi-use trail is recommended along the northeast side of Route 60 that also incorporates a curb and gutter road section to match the existing conditions along the southwest side commercial development frontage. New sidewalks are also recommended along the southwest side of Route 60 to provide for the extension of the city sidewalk network to the Stonewall Square shopping center following the future reconstruction of the Route 60 / Route 11 interchange.

### **5.5 Future Environmental Conditions**

As discussed in section 3.6 Existing Environmental Conditions, environmental constraints that may impact the future transportation recommendations presented in this study should be minimal due to the developed nature of Route 60 along the study corridor. The one exception could include the need to obtain additional right-of-way to provide future improvements. Department of Environmental Quality and Environmental Protection Agency mapping indicates numerous petroleum release sites along the corridor where there are existing or previous fueling stations and / or vehicle service centers. If additional right-of-way is required, these areas may be subject to a Phase I Environmental Site Assessment, with any findings possibly leading to Phase II mitigation efforts. Additional environmental work will be required as needed with project development along the corridor in the future.

## 6.0 ROUTE 60 CORRIDOR RECOMMENDATIONS

Based on analysis of highway capacity, safety, geometry, and other local issues affecting the performance of the transportation system serving the Route 60 corridor, and local community input from surveys and public meetings, recommendations have been developed for the study corridor. These recommendations were developed in conjunction with the City of Lexington and Rockbridge County and were presented for review and comment by the general public. The detailed recommendations are described below.

### 6.1 Corridor Vision and Future Context Zones

As stated in previous sections, the primary goal of this corridor study is to establish Route 60 as a vibrant gateway corridor for both the City of Lexington and Rockbridge County, with a focus on enhancing transportation mobility, improving public safety, improving the overall appearance of the corridor, and coordinating multimodal transportation options.

In order to understand the existing and future deficiencies and functional opportunities of the Route 60 corridor, the roadway segment was divided into separate “context zones” that define the vision and needs of the corridor for both the City of Lexington and Rockbridge County. The more urban roadway segment within the city limits was defined as an Urban Gateway and the more rural segment within Rockbridge County was defined as a Regional Service Area.

The future Urban Gateway spans between Spotswood Drive and the Route 11 interchange. This segment of the Route 60 corridor has an urban character with a defined streetscape that includes sidewalks and minimum building setbacks that creates a sense of “urban mass”. The overall vision for this segment is to create an urban boulevard with improved pedestrian and bicycle facilities, improved access management, and an improved aesthetic streetscape to include landscape and signage enhancements.

The future Regional Service Area spans the segment between the Route 11 interchange and Quarry Lane. The vision for this segment is to create a rural arterial that accommodates multiple transportation modes and improves the efficiency and safety of travel between Lexington and Rockbridge County / Buena Vista, while also

enhancing the aesthetic quality of the roadway as it serves as a transition between City and County.

## 6.2 Transportation Recommendations

This section summarizes the transportation improvement recommendations for the Route 60 corridor.

### Urban Gateway

Recommendations for an enhanced multimodal corridor include installing shared-use bicycle lanes or “sharrows”, constructing new sidewalks to fill gaps in the existing network, and upgrading existing crosswalks to meet ADA compliance. An additional long range improvement that is recommended at such time of a complete Route 60 road corridor improvement project consists of the relocation of the Route 60 sidewalks back from the face of curb, in order to introduce a planting strip to improve pedestrian safety and user experience.

A parallel access road connecting the Rockbridge Square shopping center (located across from the intersection with New Market Place) and Walker Street south of the corridor is proposed to provide rear access to the businesses along Route 60. This access management recommendation would allow for the consolidation and / or modification of existing entrances and intersections along the Route 60 corridor to improve traffic flow and enhance roadway safety. However, constructing this access road would require significant engineering efforts due to elevation change between businesses, and comprehensive planning in order to acquire the necessary land from property owners. A potential internal connector road on the north side of Route 60, connecting the Sheetz entrance to New Market Place is also provided as a future recommendation.

Finally, gateway treatment improvements including signage, landscaping, site furnishings and street lighting may also be applied to this segment of the corridor. The future Urban Gateway recommendations are illustrated in Figure 14.

### Regional Service Area

It is difficult for cyclists and pedestrians to reach the county portion of the Route 60 corridor, as no bicycle and pedestrian facilities currently exist along this segment. In order to provide an enhanced multimodal network along the corridor, a new multi-use trail and sidewalks are recommended along the Rural Service Area segment. The relatively wide cross-section of Route 60 within the County can accommodate the 10’

wide multi-use trail along the northeast side of the corridor from the Route 11 northbound ramps to the intersection with Quarry Lane, as well as the sidewalk along the southwest side of the corridor from the Route 11 northbound ramps to the Stonewall Square shopping center entrance.

Until such time that a major interchange reconstruction project is underway, the Route 11 ramp junctions will require signalization to accommodate future traffic growth. Prior to any future advancement of the recommendation of installing traffic signals, a signal warrant study will be required for each Route 11 ramp intersection. It is also recommended to replace the current northbound on-ramp stop sign with a new acceleration lane to eliminate safety concerns at this location. Recommended gateway treatments associated with the county segment of Route 60 include improved signage, landscaping, curb and gutter road sections, and potential decorative paving / materials for use within proposed medians.

Recommended improvements for vehicular accessibility along the county segment of the Route 60 corridor consists of an internal connector linking Rocklawn Lane to the Stonewall Square parking lot travel aisle to the south of the Route 60 corridor and median improvements along Route 60 to minimize conflicting turning movements at the intersections with Rocklawn Lane and McCorkle Drive. These improvements will consolidate traffic to the signalized intersection of Route 60 and the Stonewall Square shopping center entrance, reducing traffic conflicts at unsignalized intersections along this segment of the corridor. The future Regional Service Area recommendations are illustrated in Figure 15.

### **Route 11 / Route 60 Interchange**

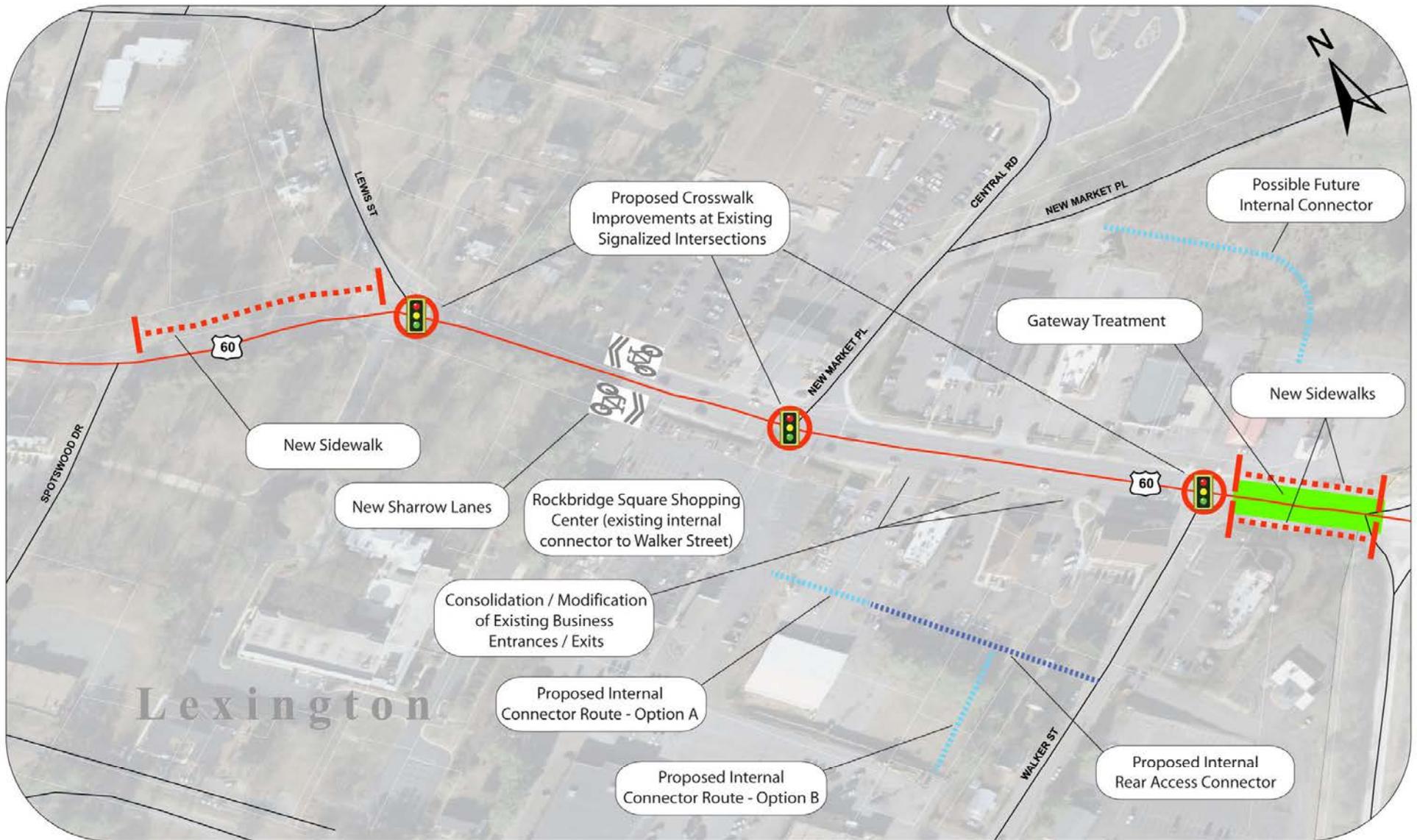
The replacement of the existing Route 11 bridge over Route 60 is currently a VDOT priority project, but there is no timeframe associated with the replacement. Therefore, the recommendations developed within this study are based on analysis of the interchange in the current state and did not factor in future interchange modifications.

Due to existing constraints at the existing Route 11 / Route 60 interchange, connectivity of the recommended pedestrian and bicycle facilities between the City and County will be challenging and limited until such time that the interchange is reconstructed. At such time that the bridge replacement is scheduled, the project may also include a complete redesign of the Route 11 / Route 60 interchange to upgrade the road and ramp geometry to meet current design standards. At a minimum, the recommendations provided in this study will ensure that the necessary multimodal infrastructure is in place

## Recommendations

east and west of the interchange to allow for a future connection as part of an interchange rebuild.

There may be an opportunity to provide an interim multimodal connection until such time that the interchange is reconstructed. Based on visual inspection during project site visits, there appears to be adequate space behind the bridge columns along the north side of Route 60 to accommodate a modified multi-use trail. This retrofit would require earthwork and a retaining system below the bridge deck. Additionally, such a connection may require a design modification in terms of trail width or the elimination of trail shoulders / clear zones. If the City of Lexington and Rockbridge County choose to explore the possibility of an interim multimodal connection through the existing Route 60 / Route 11 Bypass interchange, VDOT can assist with a separate project study.



Lexington

**FIGURE 14**  
**URBAN GATEWAY CONTEXT ZONE**  
**RECOMMENDATIONS**

**ROUTE 60 CORRIDOR STUDY**



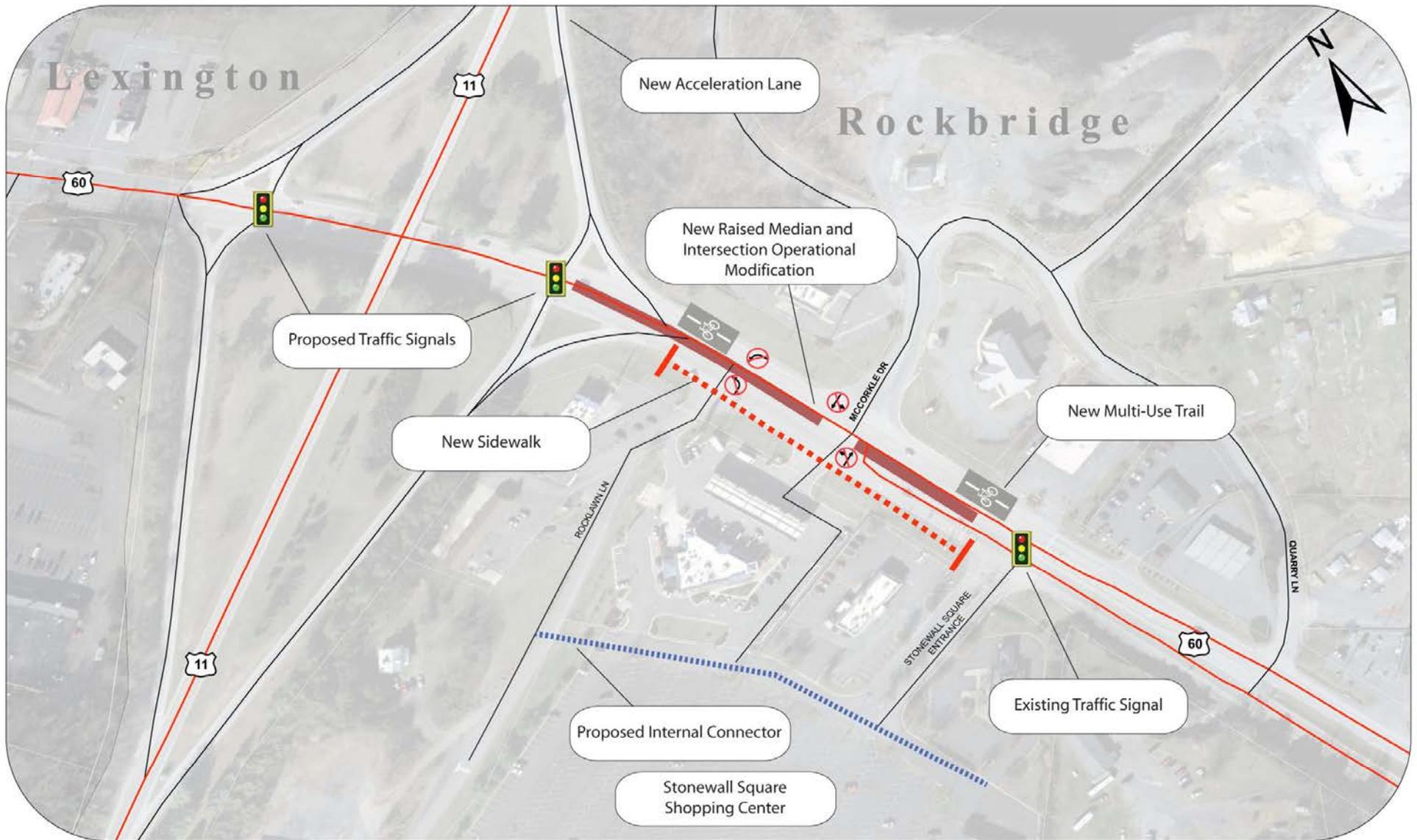


FIGURE 15  
 REGIONAL SERVICE AREA CONTEXT ZONE  
 RECOMMENDATIONS

ROUTE 60 CORRIDOR STUDY

## 6.3 Cost Estimates

### Urban Gateway Improvements

- Installation of new 5' wide sidewalks along the north and south sides of Route 60 from the Walker Street intersection to the southbound Route 11 ramp intersection and along the north side of Route 60 from the Spotswood Drive intersection to the Lewis Street intersection, including curb ramps and crosswalks where necessary (approximately 740 linear feet):  
**\$80,000**
- Pedestrian improvements for ADA compliance at the Route 60 intersections with Lewis Street and New Market Place (installation of new curb ramps and crosswalk striping):  
**\$60,000**
- Construction of a two lane frontage road with curb and gutter connecting the Rockbridge Square Shopping Center parking lot with Walker Street to serve existing properties along the south side of Route 60 with rear access (approximately 525 linear feet):  
**\$1,100,000**
- Consolidation of existing entrances along the south side of Route 60 between New Market Place and Walker Street with new curb and gutter and sidewalk (approximately 270 linear feet):  
**\$100,000**
- Installation of "sharrow" bike lane markings along eastbound and westbound Route 60 from the Spotswood Drive intersection to the northbound Route 11 ramp intersection (approximately 2,400 linear feet):  
**\$55,000**
- Installation of "gateway treatment" landscaping and signage along Route 60 just west of the southbound Route 11 ramp intersection (estimate assumes two brick faced monument style signs, 10 ornamental flowering trees, 60 shrubs and 1,600 square feet of perennial landscaping):  
**\$120,000**
- Installation of streetscape landscaping along Route 60 to complete and compliment existing street trees (estimate assumes 12 deciduous shade trees):  
**\$7,500**

Total Cost Estimate for Urban Gateway Improvements:

**\$1,522,500**

**Regional Service Area Improvements**

- Installation of traffic signals at the northbound and southbound Route 11 ramp intersections with Route 60:  
**\$500,000 per signal (\$1,000,000 total)**
- Installation of a new 5’ wide concrete sidewalk along the south side of Route 60 from the Route 11 northbound ramp intersection to the eastern side of the Stonewall Square shopping center intersection, including curb ramps and crosswalks where necessary (approximately 700 linear feet):  
**\$60,000**
- Installation of a new 10’ wide asphalt multiuse trail along the north side of Route 60 from the Route 11 northbound ramp intersection to the eastern side of the Quarry Lane intersection, including curb ramps and crosswalks where necessary (approximately 1,100 linear feet):  
**\$90,000**
- Construction of a two lane internal connection road with curb and gutter linking Rocklawn Lane with the parking lot travel aisle in the Stonewall Square shopping center, includes travel aisle pavement improvements to the shopping center entrance (approximately 100 linear feet of new road and 350 linear feet of pavement improvements):  
**\$250,000**
- Installation of a 14’ wide median along Route 60 from the Route 11 northbound ramp intersection to the Stonewall Square shopping center intersection with a break at the McCorkle Drive intersection to maintain eastbound / westbound left turn movements (approximately 650 linear feet):  
**\$250,000**
- Improvements to the McCorkle Drive intersection north and south of Route 60, including the installation of entrance medians to prohibit left turn movements onto Route 60:  
**\$40,000**
- Construction of a new 12’ wide acceleration lane to serve the Route 11 northbound on-ramp (approximately 300 linear feet):  
**\$400,000**
- Installation of streetscape landscaping along Route 60 (estimate assumes 22 deciduous shade trees and 5 ornamental flowering trees):  
**\$15,000**

Total Cost Estimate for Regional Service Area Improvements: **\$2,105,000**

**Total Cost Estimate for *Route 60 Corridor Study* Improvements: \$3,627,500**

## APPENDIX A – CORRIDOR RENDERINGS



URBAN GATEWAY  
EXISTING CONDITIONS

ROUTE 60 CORRIDOR STUDY





URBAN GATEWAY  
EXISTING CONDITIONS

ROUTE 60 CORRIDOR STUDY



URBAN GATEWAY  
PROPOSED IMPROVEMENTS

ROUTE 60 CORRIDOR STUDY



REGIONAL SERVICE AREA  
EXISTING CONDITIONS

ROUTE 60 CORRIDOR STUDY



# REGIONAL SERVICE AREA PROPOSED IMPROVEMENTS

**ROUTE 60 CORRIDOR STUDY**



REGIONAL SERVICE AREA  
EXISTING CONDITIONS

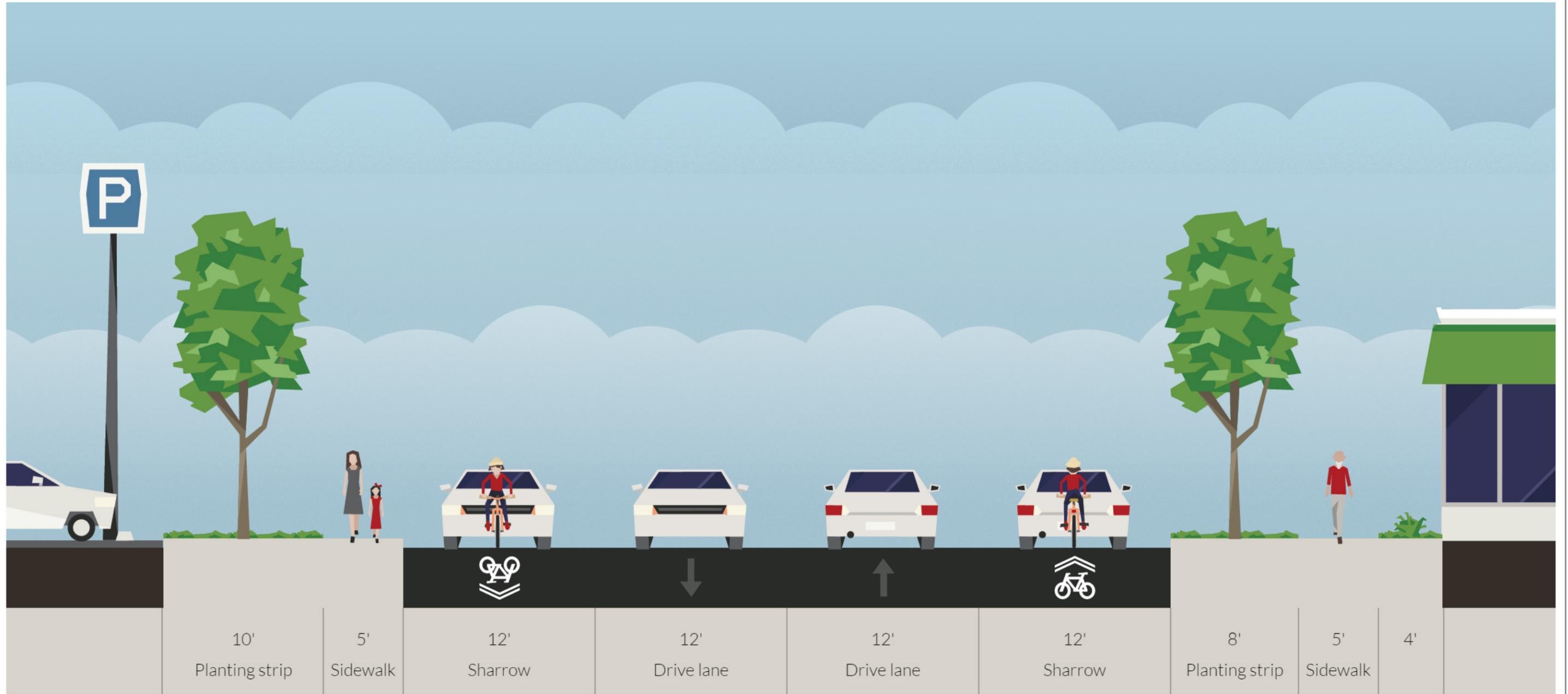
ROUTE 60 CORRIDOR STUDY



REGIONAL SERVICE AREA  
PROPOSED IMPROVEMENTS

**ROUTE 60 CORRIDOR STUDY**

## **APPENDIX B – TYPICAL CORRIDOR STREET SECTIONS**



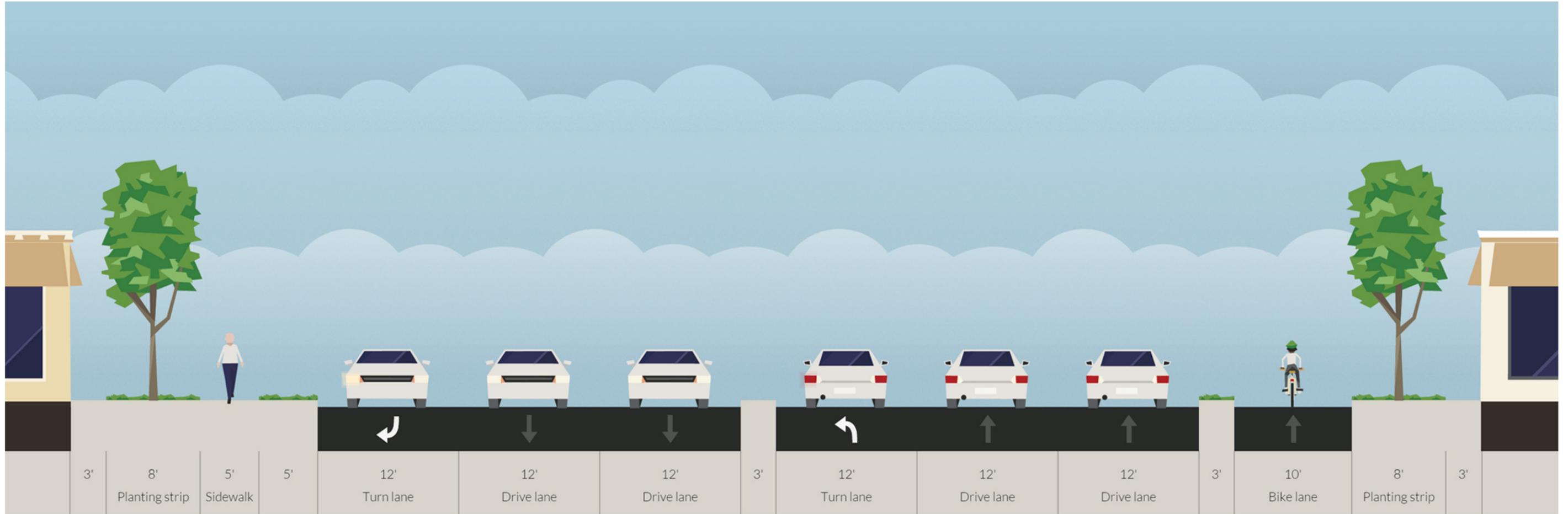
EXISTING SIDEWALK  
CONDITION

RECOMMENDED FUTURE  
SIDEWALK CONDITION



URBAN GATEWAY  
TYPICAL STREET SECTION

ROUTE 60 CORRIDOR STUDY



REGIONAL SERVICE AREA  
TYPICAL STREET SECTION

**ROUTE 60 CORRIDOR STUDY**

## APPENDIX C – TRAFFIC COUNT DATA

**Spottswood Dr & E Nelson St**

Start Date: 3/15/2012

Start Time: 7:00:00 AM

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	18	10	0	6	0	1	0	1	13	0	0
07:15 AM	0	0	0	0	0	19	14	0	11	0	0	0	3	25	0	0
07:30 AM	0	0	0	0	0	35	20	0	18	0	6	0	2	35	0	0
07:45 AM	0	0	0	0	1	48	40	0	35	0	9	0	12	43	0	0
08:00 AM	0	0	0	0	0	51	48	0	48	0	10	0	10	49	0	0
08:15 AM	0	0	0	0	0	53	27	0	18	0	9	0	7	39	1	0
08:30 AM	0	0	0	0	0	60	16	0	17	0	4	0	6	35	0	0
08:45 AM	0	0	0	0	0	61	31	0	12	0	8	0	7	43	0	0

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds												
07:45 AM	0	0	0	0	1	48	40	0	35	0	9	0	12	43	0	0
08:00 AM	0	0	0	0	0	51	48	0	48	0	10	0	10	49	0	0
08:15 AM	0	0	0	0	0	53	27	0	18	0	9	0	7	39	1	0
08:30 AM	0	0	0	0	0	60	16	0	17	0	4	0	6	35	0	0
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>212</b>	<b>131</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>35</b>	<b>166</b>	<b>1</b>	<b>0</b>
<b>AM PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.25</b>	<b>0.88</b>	<b>0.68</b>		<b>0.61</b>	<b>0.00</b>	<b>0.80</b>		<b>0.73</b>	<b>0.85</b>	<b>0.25</b>	

Start Date: 3/15/2012

Start Time: 4:00:00 PM

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	0	0	0	0	73	25	0	45	0	3	0	7	81	0	0
04:15 PM	0	0	0	0	0	88	36	0	31	0	6	0	4	76	0	0
04:30 PM	0	0	0	0	0	74	33	0	37	0	12	0	8	79	0	0
04:45 PM	0	0	0	0	0	71	24	0	31	0	4	0	6	93	0	0
05:00 PM	0	0	0	0	0	74	20	0	47	0	9	0	9	109	0	0
05:15 PM	0	0	0	0	0	78	23	0	35	0	12	0	5	97	0	0
05:30 PM	0	0	0	0	0	67	11	0	36	0	6	0	6	77	0	0
05:45 PM	0	0	0	0	0	53	39	0	25	0	7	0	7	56	0	1

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds												
04:30 PM	0	0	0	0	0	74	33	0	37	0	12	0	8	79	0	0
04:45 PM	0	0	0	0	0	71	24	0	31	0	4	0	6	93	0	0
05:00 PM	0	0	0	0	0	74	20	0	47	0	9	0	9	109	0	0
05:15 PM	0	0	0	0	0	78	23	0	35	0	12	0	5	97	0	0
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>297</b>	<b>100</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>28</b>	<b>378</b>	<b>0</b>	<b>0</b>
<b>PM PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.95</b>	<b>0.76</b>		<b>0.80</b>	<b>0.00</b>	<b>0.77</b>		<b>0.78</b>	<b>0.87</b>	<b>0.00</b>	

## VEHICLE TURNING MOVEMENT COUNT - SUMMARY

**INTERSECTION: Lewis St**

**Nelson St**

**LOCATION: Town of Lexington**

**PROJECT NUMBER: 2008-0317s**

**Counted by: BG**

**Date: 10/21/2008**

**Weather: Clear**

**Entered by: JB**



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[HTTP://WWW.TRAFFICGROUP.COM](http://www.trafficgroup.com)

TIME	TRAFFIC FROM NORTH <small>on: Lewis St</small>					TRAFFIC FROM SOUTH <small>on: Hampton Inn Access</small>					TRAFFIC FROM EAST <small>on: Nelson St</small>					TRAFFIC FROM WEST <small>on: Nelson St</small>					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
<b>AM</b>																					
07:0-15	5	0	9	0	14	1	0	1	0	2	15	36	0	0	51	1	20	1	0	22	89
15-30	1	0	6	0	7	1	0	2	0	3	38	43	2	0	83	0	33	2	0	35	128
30-45	8	0	11	0	19	1	0	0	0	1	34	41	2	0	77	0	49	12	0	61	158
45-00	15	0	17	0	32	2	1	1	0	4	<b>50</b>	82	1	0	133	<b>4</b>	59	18	0	81	250
08:0-15	<b>19</b>	<b>1</b>	<b>19</b>	0	39	0	<b>2</b>	1	0	3	46	<b>95</b>	1	0	142	0	60	<b>23</b>	0	83	267
15-30	6	0	11	0	17	<b>3</b>	0	<b>4</b>	0	<b>7</b>	47	92	0	0	139	0	59	7	0	66	229
30-45	4	0	12	0	16	3	0	4	0	7	29	73	0	0	102	2	<b>62</b>	2	0	66	191
45-00	4	0	13	0	17	2	0	1	0	3	36	84	0	0	120	1	68	6	0	75	215
<b>PM</b>																					
04:0-15	6	0	52	0	58	1	0	0	0	1	35	90	2	0	127	0	140	9	0	149	335
15-30	10	0	49	0	59	1	0	1	0	2	<b>46</b>	83	1	0	130	0	107	3	0	110	301
30-45	<b>11</b>	0	46	0	57	1	0	1	0	2	23	86	3	0	112	0	139	5	0	144	315
45-00	10	0	45	0	55	0	0	1	0	1	30	92	<b>5</b>	0	127	1	122	<b>5</b>	0	128	311
05:0-15	6	0	<b>53</b>	0	59	<b>2</b>	<b>1</b>	<b>3</b>	0	6	30	<b>93</b>	2	0	125	1	<b>151</b>	4	0	156	346
15-30	1	0	40	0	41	3	0	0	0	3	20	75	5	0	100	1	113	2	0	116	260
30-45	3	0	38	0	41	2	1	0	0	3	29	65	2	0	96	0	116	3	0	119	259
45-00	6	0	25	0	31	1	0	1	0	2	36	70	4	0	110	0	82	2	0	84	227
<b>1 Hr Totals</b>																					
07-08	29	0	43	0	72	5	1	4	0	10	137	202	5	0	344	5	161	33	0	199	625
715-815	43	1	53	0	97	4	3	4	0	11	168	261	6	0	435	4	201	55	0	260	803
730-830	48	1	58	0	107	6	3	6	0	15	177	310	4	0	491	4	227	60	0	291	904
745-845	44	1	59	0	104	8	3	10	0	21	172	342	2	0	516	6	240	50	0	296	937
08-09	33	1	55	0	89	8	2	10	0	20	158	344	1	0	503	3	249	38	0	290	902
04-05	37	0	192	0	229	3	0	3	0	6	134	351	11	0	496	1	508	22	0	531	1262
415-515	37	0	193	0	230	4	1	6	0	11	129	354	11	0	494	2	519	17	0	538	1273
430-530	28	0	184	0	212	6	1	5	0	12	103	346	15	0	464	3	525	16	0	544	1232
445-545	20	0	176	0	196	7	2	4	0	13	109	325	14	0	448	3	502	14	0	519	1176
05-06	16	0	156	0	172	8	2	4	0	14	115	303	13	0	431	2	462	11	0	475	1092
<b>PEAK HOUR</b>																					
745-845	44	1	59	0	104	8	3	10	0	21	172	342	2	0	516	6	240	50	0	296	937
AM PHF	0.58	0.25	0.78	0.00		0.67	0.38	0.63	0.00		0.86	0.90	0.50	0.00		0.38	0.97	0.54	0.00		
415-515	37	0	193	0	230	4	1	6	0	11	129	354	11	0	494	2	519	17	0	538	1273
PM PHF	0.84	0.00	0.91	0.00		0.50	0.25	0.50	0.00		0.70	0.95	0.55	0.00		0.50	0.86	0.85	0.00		

## VEHICLE TURNING MOVEMENT COUNT - SUMMARY

**INTERSECTION: Nelson Street**

**New Market Place**

**LOCATION: Lexington Virginia**

**PROJECT NUMBER: 2008-0317s**

**Counted by: GC**

**Date: 10/21/2008**

**Weather: Clear**

**Entered by: JB**



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[HTTP://WWW.TRAFFICGROUP.COM](http://www.trafficgroup.com)

TIME	TRAFFIC FROM NORTH on: New Market Place					TRAFFIC FROM SOUTH on: Shopping Center Access					TRAFFIC FROM EAST on: Nelson St					TRAFFIC FROM WEST on: Nelson St					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
<b>AM</b>																					
07:0-15	0	0	4	0	4	0	1	0	0	1	6	51	0	0	57	1	27	0	0	28	90
15-30	0	0	2	0	2	0	0	0	0	0	16	81	1	0	98	0	34	1	0	35	135
30-45	0	1	17	0	18	1	0	0	0	1	47	74	0	0	121	1	49	8	0	58	198
45-00	7	2	33	0	42	0	3	1	0	4	77	127	4	0	208	0	51	6	0	57	311
08:0-15	12	1	42	0	55	4	2	0	0	6	35	122	1	0	158	1	56	5	0	62	281
15-30	2	2	12	0	16	4	1	0	0	5	11	136	1	0	148	1	58	2	0	61	230
30-45	1	0	7	0	8	4	2	0	0	6	15	95	3	0	113	1	67	3	0	71	198
45-00	3	1	18	0	22	5	1	1	0	7	12	116	2	0	130	1	71	5	0	77	236
<b>PM</b>																					
04:0-15	4	2	34	0	40	16	5	8	0	29	30	93	9	0	132	5	135	4	0	144	345
15-30	12	3	37	0	52	10	4	6	0	20	27	93	9	0	129	3	102	3	0	108	309
30-45	12	3	33	0	48	21	3	5	0	29	15	80	3	0	98	2	132	1	0	135	310
45-00	15	3	44	0	62	6	4	9	0	19	30	88	10	0	128	4	93	6	0	103	312
05:0-15	10	5	26	0	41	15	2	7	0	24	19	91	9	0	119	2	169	3	0	174	358
15-30	15	2	38	0	55	15	1	9	0	25	25	63	8	0	96	2	134	4	0	140	316
30-45	9	1	27	0	37	16	2	5	0	23	21	74	6	0	101	2	124	0	0	126	287
45-00	5	1	29	0	35	14	2	11	0	27	14	79	6	0	99	2	89	0	0	91	252
06:0-15	7	3	23	0	33	13	2	4	0	19	16	68	4	0	88	0	79	2	0	81	221
15-30	7	2	20	0	29	7	2	6	0	15	29	98	6	0	133	2	62	2	0	66	243
30-45	3	4	24	0	31	12	2	7	0	21	16	90	10	0	116	1	79	3	0	83	251
45-00	1	1	19	0	21	11	1	4	0	16	12	74	2	0	88	4	89	1	0	94	219
<b>1 Hr Totals</b>																					
07-08	7	3	56	0	66	1	4	1	0	6	146	333	5	0	484	2	161	15	0	178	734
715-815	19	4	94	0	117	5	5	1	0	11	175	404	6	0	585	2	190	20	0	212	925
730-830	21	6	104	0	131	9	6	1	0	16	170	459	6	0	635	3	214	21	0	238	1020
745-845	22	5	94	0	121	12	8	1	0	21	138	480	9	0	627	3	232	16	0	251	1020
08-09	18	4	79	0	101	17	6	1	0	24	73	469	7	0	549	4	252	15	0	271	945
04-05	43	11	148	0	202	53	16	28	0	97	102	354	31	0	487	14	462	14	0	490	1276
415-515	49	14	140	0	203	52	13	27	0	92	91	352	31	0	474	11	496	13	0	520	1289
430-530	52	13	141	0	206	57	10	30	0	97	89	322	30	0	441	10	528	14	0	552	1296
445-545	49	11	135	0	195	52	9	30	0	91	95	316	33	0	444	10	520	13	0	543	1273
05-06	39	9	120	0	168	60	7	32	0	99	79	307	29	0	415	8	516	7	0	531	1213
<b>PEAK HOUR</b>																					
730-830	21	6	104	0	131	9	6	1	0	16	170	459	6	0	635	3	214	21	0	238	1020
AM PHF	0.44	0.75	0.62	0.00		0.56	0.50	0.25	0.00		0.55	0.84	0.38	0.00		0.75	0.92	0.66	0.00		
430-530	52	13	141	0	206	57	10	30	0	97	89	322	30	0	441	10	528	14	0	552	1296
PM PHF	0.87	0.65	0.80	0.00		0.68	0.63	0.83	0.00		0.74	0.88	0.75	0.00		0.63	0.78	0.58	0.00		

**Walker St & E. Nelson St**

Start Date: 3/15/2012

Start Time: 7:00:00 AM

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	61	12	0	6	0	1	0	1	42	0	0
07:15 AM	0	0	0	0	0	70	8	0	9	0	2	0	0	50	1	0
07:30 AM	0	0	0	0	1	134	26	0	15	0	5	0	8	59	0	0
07:45 AM	0	0	0	0	2	219	25	0	20	0	6	0	7	114	0	0
08:00 AM	0	0	1	0	1	141	42	0	25	0	6	0	4	100	0	0
08:15 AM	0	0	2	0	2	132	23	0	16	0	2	0	5	71	0	0
08:30 AM	0	0	0	0	0	104	14	0	15	0	3	0	5	84	0	0
08:45 AM	0	0	3	0	1	115	24	0	11	0	6	0	2	79	0	0

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:30 AM	0	0	0	0	1	134	26	0	15	0	5	0	8	59	0	0
07:45 AM	0	0	0	0	2	219	25	0	20	0	6	0	7	114	0	0
08:00 AM	0	0	1	0	1	141	42	0	25	0	6	0	4	100	0	0
08:15 AM	0	0	2	0	2	132	23	0	16	0	2	0	5	71	0	0
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>626</b>	<b>116</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>24</b>	<b>344</b>	<b>0</b>	<b>0</b>
<b>AM PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.38</b>		<b>0.75</b>	<b>0.71</b>	<b>0.69</b>		<b>0.76</b>		<b>0.79</b>		<b>0.75</b>	<b>0.75</b>		

Start Date: 3/15/2012

Start Time: 4:00:00 PM

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	1	4	0	3	80	28	0	41	0	12	0	12	138	1	0
04:15 PM	0	0	4	0	0	102	36	0	38	0	11	0	19	108	2	0
04:30 PM	0	0	0	0	4	110	39	0	39	1	11	0	9	160	1	0
04:45 PM	2	2	1	0	3	116	36	0	39	1	10	0	11	152	0	0
05:00 PM	0	0	8	0	5	121	21	0	50	1	9	0	13	156	1	0
05:15 PM	0	0	4	0	1	96	46	0	45	0	7	0	10	140	0	0
05:30 PM	0	0	3	0	4	105	30	0	36	0	9	0	11	141	0	0
05:45 PM	0	0	2	0	1	103	35	0	37	2	4	0	12	108	2	0

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds												
04:30 PM	0	0	0	0	4	110	39	0	39	1	11	0	9	160	1	0
04:45 PM	2	2	1	0	3	116	36	0	39	1	10	0	11	152	0	0
05:00 PM	0	0	8	0	5	121	21	0	50	1	9	0	13	156	1	0
05:15 PM	0	0	4	0	1	96	46	0	45	0	7	0	10	140	0	0
<b>PM Peak</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>443</b>	<b>142</b>	<b>0</b>	<b>173</b>	<b>3</b>	<b>37</b>	<b>0</b>	<b>43</b>	<b>608</b>	<b>2</b>	<b>0</b>
<b>PM PHF</b>	<b>0.25</b>	<b>0.25</b>	<b>0.41</b>		<b>0.65</b>	<b>0.92</b>	<b>0.77</b>		<b>0.87</b>	<b>0.75</b>	<b>0.84</b>		<b>0.83</b>	<b>0.95</b>	<b>0.50</b>	

**VEHICLE TURNING MOVEMENT COUNT - SUMMARY**

**INTERSECTION: US 60**

**US 11 SB Ramps**

**LOCATION: Lexington Virginia**

**PROJECT NUMBER: 2008-0317s**

**Counted by: LW**

**Date: 10/21/2008**

**Weather: Clear**

**Entered by: JB**



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[HTTP://WWW.TRAFFICGROUP.COM](http://www.trafficgroup.com)

TIME	TRAFFIC FROM NORTH on: Off Ramp US 11					TRAFFIC FROM SOUTH on: On Ramp US 11					TRAFFIC FROM EAST on: US 60					TRAFFIC FROM WEST on: US 60					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
<b>AM</b>																					
07:0-15	12	4	11	0	27	0	0	0	0	0	0	54	9	0	63	1	45	0	0	46	136
15-30	22	1	16	0	39	0	0	0	0	0	0	83	13	0	96	0	44	0	0	44	179
30-45	42	0	21	0	63	0	0	0	0	0	0	109	20	0	129	8	77	0	0	85	277
45-00	58	0	22	0	80	0	0	0	0	0	0	179	31	0	210	13	76	0	0	89	379
08:0-15	48	0	21	0	69	0	0	0	0	0	0	139	24	0	163	11	101	0	0	112	344
15-30	49	0	37	0	86	0	0	0	0	0	0	126	32	0	158	6	79	0	0	85	329
30-45	28	0	26	0	54	0	0	0	0	0	0	99	15	0	114	2	90	0	0	92	260
45-00	30	0	21	0	51	0	0	0	0	0	0	126	15	0	141	7	95	0	0	102	294
<b>PM</b>																					
04:0-15	59	0	29	0	88	0	0	0	0	0	0	94	25	0	119	25	223	0	0	248	455
15-30	51	0	27	0	78	0	0	0	0	0	0	103	32	0	135	23	167	0	0	190	403
30-45	43	0	34	0	77	0	0	0	0	0	0	108	36	0	144	28	194	0	0	222	443
45-00	36	0	28	0	64	0	0	0	0	0	0	114	30	0	144	26	192	0	0	218	426
05:0-15	41	0	23	0	64	0	0	0	0	0	0	103	39	0	142	34	215	0	0	249	455
15-30	47	0	30	0	77	0	0	0	0	0	0	85	31	0	116	26	169	0	0	195	388
30-45	35	0	28	0	63	0	0	0	0	0	0	79	21	0	100	35	179	0	0	214	377
45-00	32	0	22	0	54	0	0	0	0	0	0	103	23	0	126	25	134	0	0	159	339
<b>1 Hr Totals</b>																					
07-08	134	5	70	0	209	0	0	0	0	0	0	425	73	0	498	22	242	0	0	264	971
715-815	170	1	80	0	251	0	0	0	0	0	0	510	88	0	598	32	298	0	0	330	1179
730-830	197	0	101	0	298	0	0	0	0	0	0	553	107	0	660	38	333	0	0	371	1329
745-845	183	0	106	0	289	0	0	0	0	0	0	543	102	0	645	32	346	0	0	378	1312
08-09	155	0	105	0	260	0	0	0	0	0	0	490	86	0	576	26	365	0	0	391	1227
04-05	189	0	118	0	307	0	0	0	0	0	0	419	123	0	542	102	776	0	0	878	1727
415-515	171	0	112	0	283	0	0	0	0	0	0	428	137	0	565	111	768	0	0	879	1727
430-530	167	0	115	0	282	0	0	0	0	0	0	410	136	0	546	114	770	0	0	884	1712
445-545	159	0	109	0	268	0	0	0	0	0	0	381	121	0	502	121	755	0	0	876	1646
05-06	155	0	103	0	258	0	0	0	0	0	0	370	114	0	484	120	697	0	0	817	1559
<b>PEAK HOUR</b>																					
730-830	197	0	101	0	298	0	0	0	0	0	0	553	107	0	660	38	333	0	0	371	1329
AM PHF	0.85	0.00	0.68			0.00	0.00	0.00				0.00	0.77	0.84		0.73	0.82	0.00			
415-515	171	0	112	0	283	0	0	0	0	0	0	428	137	0	565	111	768	0	0	879	1727
PM PHF	0.84	0.00	0.82			0.00	0.00	0.00				0.00	0.94	0.88		0.82	0.89	0.00			

**VEHICLE TURNING MOVEMENT COUNT - SUMMARY**

**INTERSECTION: ByPass US 11 NB**

**US 60**

**LOCATION: Town of Lexington**

**PROJECT NUMBER: 2008-0317s**

**Counted by: PJ**

**Date: 10/21/2008**

**Weather: Clear**

**Entered by: JB**



*Merging Innovation and Excellence®*  
[HTTP://WWW.TRAFFICGROUP.COM](http://www.trafficgroup.com)

TIME	TRAFFIC FROM NORTH on: US 11					TRAFFIC FROM SOUTH on: US 11					TRAFFIC FROM EAST on: US 60					TRAFFIC FROM WEST on: US 60					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
<b>AM</b>																					
07:0-15	0	0	0	0	0	9	0	0	0	9	8	68	0	0	76	0	53	3	0	56	141
15-30	0	0	0	0	0	29	2	6	0	37	20	91	0	0	111	0	51	7	0	58	206
30-45	0	0	0	0	0	41	0	14	0	55	27	121	0	0	148	0	77	19	0	96	299
45-00	0	0	0	0	0	29	0	17	0	46	33	191	0	0	224	0	77	26	0	103	373
08:0-15	0	0	0	0	0	29	0	12	0	41	30	159	0	0	189	0	98	28	0	126	356
15-30	0	0	0	0	0	31	0	4	0	35	28	146	0	0	174	0	95	24	0	119	328
30-45	0	0	0	0	0	28	0	4	0	32	26	111	0	0	137	0	98	22	0	120	289
45-00	0	0	0	0	0	23	0	4	0	27	23	135	0	0	158	0	91	21	0	112	297
<b>PM</b>																					
04:0-15	0	0	0	0	0	23	0	7	0	30	25	122	0	0	147	0	177	54	0	231	408
15-30	0	0	0	0	0	24	0	8	0	32	27	131	0	0	158	0	145	45	0	190	380
30-45	0	0	0	0	0	24	0	6	0	30	36	150	0	0	186	0	170	48	0	218	434
45-00	0	0	0	0	0	18	0	13	0	31	36	132	0	0	168	0	173	49	0	222	421
05:0-15	0	0	0	0	0	31	0	8	0	39	34	136	0	0	170	0	179	46	0	225	434
15-30	0	0	0	0	0	13	0	8	0	21	24	113	0	0	137	0	153	55	0	208	366
30-45	0	0	0	0	0	12	0	1	0	13	31	100	0	0	131	0	150	41	0	191	335
45-00	0	0	0	0	0	15	0	7	0	22	26	132	0	0	158	0	104	42	0	146	326
<b>1 Hr Totals</b>																					
07-08	0	0	0	0	0	108	2	37	0	147	88	471	0	0	559	0	258	55	0	313	1019
715-815	0	0	0	0	0	128	2	49	0	179	110	562	0	0	672	0	303	80	0	383	1234
730-830	0	0	0	0	0	130	0	47	0	177	118	617	0	0	735	0	347	97	0	444	1356
745-845	0	0	0	0	0	117	0	37	0	154	117	607	0	0	724	0	368	100	0	468	1346
08-09	0	0	0	0	0	111	0	24	0	135	107	551	0	0	658	0	382	95	0	477	1270
04-05	0	0	0	0	0	89	0	34	0	123	124	535	0	0	659	0	665	196	0	861	1643
415-515	0	0	0	0	0	97	0	35	0	132	133	549	0	0	682	0	667	188	0	855	1669
430-530	0	0	0	0	0	86	0	35	0	121	130	531	0	0	661	0	675	198	0	873	1655
445-545	0	0	0	0	0	74	0	30	0	104	125	481	0	0	606	0	655	191	0	846	1556
05-06	0	0	0	0	0	71	0	24	0	95	115	481	0	0	596	0	586	184	0	770	1461
<b>PEAK HOUR</b>																					
730-830	0	0	0	0	0	130	0	47	0	177	118	617	0	0	735	0	347	97	0	444	1356
AM PHF	0.00	0.00	0.00			0.79	0.00	0.69			0.89	0.81	0.00			0.00	0.89	0.87			
415-515	0	0	0	0	0	97	0	35	0	132	133	549	0	0	682	0	667	188	0	855	1669
PM PHF	0.00	0.00	0.00			0.78	0.00	0.67			0.92	0.92	0.00			0.00	0.93	0.96			

**Long John Ln & E. Midland Trail**

Start Date: 3/22/2012

Start Time: 7:00:00 AM

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	68	1	0	0	0	2	0	7	49	0	0
07:15 AM	0	0	0	0	0	95	1	0	0	0	6	0	19	72	0	0
07:30 AM	0	0	0	0	0	136	0	0	1	0	6	0	15	84	0	0
07:45 AM	0	0	0	0	0	215	2	0	0	0	6	0	25	106	0	0
08:00 AM	0	0	0	0	0	182	4	0	2	0	7	0	17	128	0	0
08:15 AM	0	0	0	0	0	143	8	0	2	0	10	0	21	118	0	0
08:30 AM	0	0	0	0	0	144	3	0	0	0	4	0	14	79	0	0
08:45 AM	0	0	0	0	0	142	6	0	0	0	2	0	13	90	0	2

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds												
07:45 AM	0	0	0	0	0	215	2	0	0	0	6	0	25	106	0	0
08:00 AM	0	0	0	0	0	182	4	0	2	0	7	0	17	128	0	0
08:15 AM	0	0	0	0	0	143	8	0	2	0	10	0	21	118	0	0
08:30 AM	0	0	0	0	0	144	3	0	0	0	4	0	14	79	0	0
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>684</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>77</b>	<b>431</b>	<b>0</b>	<b>0</b>
<b>AM PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.80</b>	<b>0.53</b>		<b>0.50</b>	<b>0.00</b>	<b>0.68</b>		<b>0.77</b>	<b>0.84</b>	<b>0.00</b>	

Start Date: 3/15/2012

Start Time: 4:00:00 PM

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	0	0	0	0	165	3	0	3	0	9	0	25	183	0	0
04:15 PM	0	0	0	0	0	154	2	0	2	0	2	0	19	135	0	0
04:30 PM	0	0	0	0	0	150	3	0	2	0	7	0	19	165	0	0
04:45 PM	0	0	0	0	0	158	2	0	0	0	1	0	14	182	0	0
05:00 PM	0	0	0	0	0	169	8	0	3	0	7	0	19	201	0	0
05:15 PM	0	0	0	0	0	182	1	0	2	0	4	0	25	164	0	0
05:30 PM	0	0	0	0	0	128	3	0	2	0	3	0	20	135	0	0
05:45 PM	0	0	0	0	0	142	2	0	3	0	2	0	15	137	0	0

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds												
04:30 PM	0	0	0	0	0	150	3	0	2	0	7	0	19	165	0	0
04:45 PM	0	0	0	0	0	158	2	0	0	0	1	0	14	182	0	0
05:00 PM	0	0	0	0	0	169	8	0	3	0	7	0	19	201	0	0
05:15 PM	0	0	0	0	0	182	1	0	2	0	4	0	25	164	0	0
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>659</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>77</b>	<b>712</b>	<b>0</b>	<b>0</b>
<b>PM PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.91</b>	<b>0.44</b>		<b>0.58</b>	<b>0.00</b>	<b>0.68</b>		<b>0.77</b>	<b>0.89</b>	<b>0.00</b>	

**McCorkle Dr & E. Midland Trail**

Start Date: 3/14/2012  
 Start Time: 7:00:00 AM

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	7	1	2	0	2	48	6	0	5	1	11	0	5	39	4	0
07:15 AM	6	0	3	0	3	75	13	0	5	2	20	0	5	69	4	0
07:30 AM	14	1	0	0	2	113	9	0	9	1	14	0	7	65	9	0
07:45 AM	11	1	1	0	7	158	9	0	4	2	20	0	14	93	6	0
08:00 AM	16	0	5	0	5	146	10	0	7	2	18	0	9	84	6	0
08:15 AM	12	3	4	0	5	136	6	0	14	0	17	0	14	89	10	0
08:30 AM	6	1	5	0	6	109	4	0	6	0	24	0	8	70	8	0
08:45 AM	12	1	0	0	4	109	3	0	7	1	16	0	11	68	10	0

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds												
07:45 AM	11	1	1	0	7	158	9	0	4	2	20	0	14	93	6	0
08:00 AM	16	0	5	0	5	146	10	0	7	2	18	0	9	84	6	0
08:15 AM	12	3	4	0	5	136	6	0	14	0	17	0	14	89	10	0
08:30 AM	6	1	5	0	6	109	4	0	6	0	24	0	8	70	8	0
<b>AM Peak</b>	<b>45</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>23</b>	<b>549</b>	<b>29</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>79</b>	<b>0</b>	<b>45</b>	<b>336</b>	<b>30</b>	<b>0</b>
<b>AM PHF</b>	<b>0.70</b>	<b>0.42</b>	<b>0.75</b>		<b>0.82</b>	<b>0.87</b>	<b>0.73</b>		<b>0.55</b>	<b>0.50</b>	<b>0.82</b>		<b>0.80</b>	<b>0.90</b>	<b>0.75</b>	

Start Date: 3/14/2012  
 Start Time: 4:00:00 PM

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	21	2	12	0	9	132	11	0	13	0	13	0	9	125	13	0
04:15 PM	13	0	2	0	12	123	5	0	11	3	10	0	8	129	13	0
04:30 PM	16	1	8	0	11	136	4	0	11	0	10	0	7	123	21	0
04:45 PM	20	3	7	0	5	136	6	0	6	2	9	0	5	135	25	0
05:00 PM	21	2	7	0	3	137	4	0	7	1	9	0	12	148	16	0
05:15 PM	15	0	7	0	11	125	8	0	8	2	17	0	9	123	17	0
05:30 PM	12	2	5	0	9	101	2	0	14	0	17	0	9	111	14	0
05:45 PM	16	2	3	0	14	106	7	0	12	1	12	1	12	84	10	0

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds												
04:30 PM	16	1	8	0	11	136	4	0	11	0	10	0	7	123	21	0
04:45 PM	20	3	7	0	5	136	6	0	6	2	9	0	5	135	25	0
05:00 PM	21	2	7	0	3	137	4	0	7	1	9	0	12	148	16	0
05:15 PM	15	0	7	0	11	125	8	0	8	2	17	0	9	123	17	0
<b>PM Peak</b>	<b>72</b>	<b>6</b>	<b>29</b>	<b>0</b>	<b>30</b>	<b>534</b>	<b>22</b>	<b>0</b>	<b>32</b>	<b>5</b>	<b>45</b>	<b>0</b>	<b>33</b>	<b>529</b>	<b>79</b>	<b>0</b>
<b>PM PHF</b>	<b>0.86</b>	<b>0.50</b>	<b>0.91</b>		<b>0.68</b>	<b>0.97</b>	<b>0.69</b>		<b>0.73</b>	<b>0.63</b>	<b>0.66</b>		<b>0.69</b>	<b>0.89</b>	<b>0.79</b>	

**Shopping Center Entrance & E. Midland Trail**

Start Date: 3/14/2012

Start Time: 7:00:00 AM

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	1	46	5	0	7	0	10	0	10	34	0	0
07:15 AM	0	0	0	0	0	71	10	0	8	0	9	0	22	56	1	0
07:30 AM	0	0	0	0	0	89	9	0	4	0	20	0	16	58	0	0
07:45 AM	0	0	0	0	0	159	8	0	2	0	29	0	26	67	0	0
08:00 AM	0	0	0	0	5	131	14	0	5	0	29	0	32	66	0	0
08:15 AM	2	0	0	0	0	117	20	0	8	0	29	0	40	70	1	0
08:30 AM	0	0	0	0	0	89	13	0	9	0	32	0	30	57	2	0
08:45 AM	1	0	0	0	0	94	14	0	11	0	27	0	26	54	1	0

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds												
07:45 AM	0	0	0	0	0	159	8	0	2	0	29	0	26	67	0	0
08:00 AM	0	0	0	0	5	131	14	0	5	0	29	0	32	66	0	0
08:15 AM	2	0	0	0	0	117	20	0	8	0	29	0	40	70	1	0
08:30 AM	0	0	0	0	0	89	13	0	9	0	32	0	30	57	2	0
<b>AM Peak</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>496</b>	<b>55</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>119</b>	<b>0</b>	<b>128</b>	<b>260</b>	<b>3</b>	<b>0</b>
<b>AM PHF</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>		<b>0.25</b>	<b>0.78</b>	<b>0.69</b>		<b>0.67</b>	<b>0.00</b>	<b>0.93</b>		<b>0.80</b>	<b>0.93</b>	<b>0.38</b>	

Start Date: 3/14/2012

Start Time: 4:00:00 PM

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	2	0	0	0	0	107	9	0	14	0	29	0	34	128	0	0
04:15 PM	2	0	0	0	0	102	8	0	13	0	45	0	50	114	0	0
04:30 PM	1	0	0	0	2	103	12	0	17	0	37	0	21	118	4	0
04:45 PM	2	0	0	0	0	116	11	0	14	0	33	0	40	114	2	0
05:00 PM	3	0	1	0	1	85	4	0	28	0	41	0	32	133	1	0
05:15 PM	0	0	0	0	0	108	12	0	11	0	41	0	33	115	0	0
05:30 PM	1	0	0	0	0	82	12	0	16	0	28	0	15	113	1	0
05:45 PM	0	0	0	0	0	105	4	0	4	0	19	0	17	80	0	0

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds												
04:15 PM	2	0	0	0	0	102	8	0	13	0	45	0	50	114	0	0
04:30 PM	1	0	0	0	2	103	12	0	17	0	37	0	21	118	4	0
04:45 PM	2	0	0	0	0	116	11	0	14	0	33	0	40	114	2	0
05:00 PM	3	0	1	0	1	85	4	0	28	0	41	0	32	133	1	0
<b>PM Peak</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>406</b>	<b>35</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>156</b>	<b>0</b>	<b>143</b>	<b>479</b>	<b>7</b>	<b>0</b>
<b>PM PHF</b>	<b>0.67</b>	<b>0.00</b>	<b>0.25</b>		<b>0.38</b>	<b>0.88</b>	<b>0.73</b>		<b>0.64</b>	<b>0.00</b>	<b>0.87</b>		<b>0.72</b>	<b>0.90</b>	<b>0.44</b>	

**Quarry Ln & E. Midland Trail**

Start Date: 3/14/2012

Start Time: 7:00:00 AM

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00 AM	0	0	1	0	0	52	0	0	0	0	0	0	0	41	0	0
7:15 AM	0	0	1	0	0	81	1	0	0	0	0	0	0	64	0	0
7:30 AM	0	0	1	0	0	98	0	0	0	0	0	0	0	62	0	0
7:45 AM	1	0	2	0	3	166	0	0	0	0	0	0	0	69	0	0
8:00 AM	1	0	1	0	0	149	0	0	0	0	0	0	0	71	0	0
8:15 AM	0	0	2	0	2	137	0	0	0	0	0	0	0	78	0	0
8:30 AM	2	0	2	0	0	100	0	0	0	0	0	0	0	66	0	0
8:45 AM	0	0	1	0	4	108	0	0	0	0	0	0	0	65	0	0

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds												
7:45 AM	1	0	2	0	3	166	0	0	0	0	0	0	0	69	0	0
8:00 AM	1	0	1	0	0	149	0	0	0	0	0	0	0	71	0	0
8:15 AM	0	0	2	0	2	137	0	0	0	0	0	0	0	78	0	0
8:30 AM	2	0	2	0	0	100	0	0	0	0	0	0	0	66	0	0
<b>AM Peak</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>552</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>284</b>	<b>0</b>	<b>0</b>
<b>AM PHF</b>	<b>0.50</b>	<b>0.00</b>	<b>0.88</b>		<b>0.42</b>	<b>0.83</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.91</b>	<b>0.00</b>	

Start Date: 3/14/2012

Start Time: 4:00:00 PM

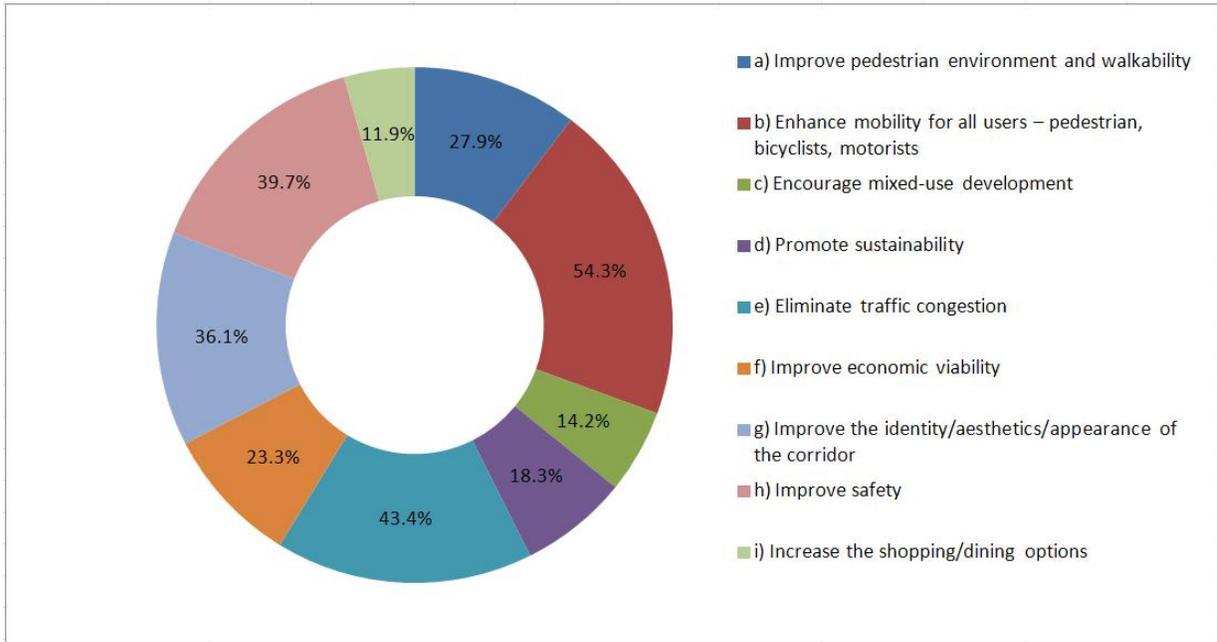
Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	2	0	3	0	1	113	2	0	0	0	1	0	1	140	1	0
4:15 PM	0	0	1	0	1	107	2	0	0	0	3	0	0	126	1	0
4:30 PM	0	0	2	0	0	117	1	0	0	0	0	0	0	135	0	0
4:45 PM	0	1	4	0	1	127	0	0	0	0	0	0	0	127	1	0
5:00 PM	3	0	3	0	1	85	0	0	0	0	2	0	1	156	5	0
5:15 PM	2	0	2	0	1	116	2	0	0	0	2	0	0	125	1	0
5:30 PM	1	0	1	0	1	93	0	0	0	0	0	0	0	129	0	0
5:45 PM	2	0	0	0	2	107	0	0	0	0	0	0	0	84	0	0

Start Time	Southbound				Westbound				Northbound				Eastbound			
	Right	Thru	Left	Peds												
4:30 PM	0	0	2	0	0	117	1	0	0	0	0	0	0	135	0	0
4:45 PM	0	1	4	0	1	127	0	0	0	0	0	0	0	127	1	0
5:00 PM	3	0	3	0	1	85	0	0	0	0	2	0	1	156	5	0
5:15 PM	2	0	2	0	1	116	2	0	0	0	2	0	0	125	1	0
<b>PM Peak</b>	<b>5</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>445</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>543</b>	<b>7</b>	<b>0</b>
<b>PM PHF</b>	<b>0.42</b>	<b>0.25</b>	<b>0.69</b>		<b>0.75</b>	<b>0.88</b>	<b>0.38</b>		<b>0.00</b>	<b>0.00</b>	<b>0.50</b>		<b>0.25</b>	<b>0.87</b>	<b>0.35</b>	

## **APPENDIX D – TRANSPORTATION NEEDS SURVEY AND RESULTS ANALYSIS**

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY RESULTS**

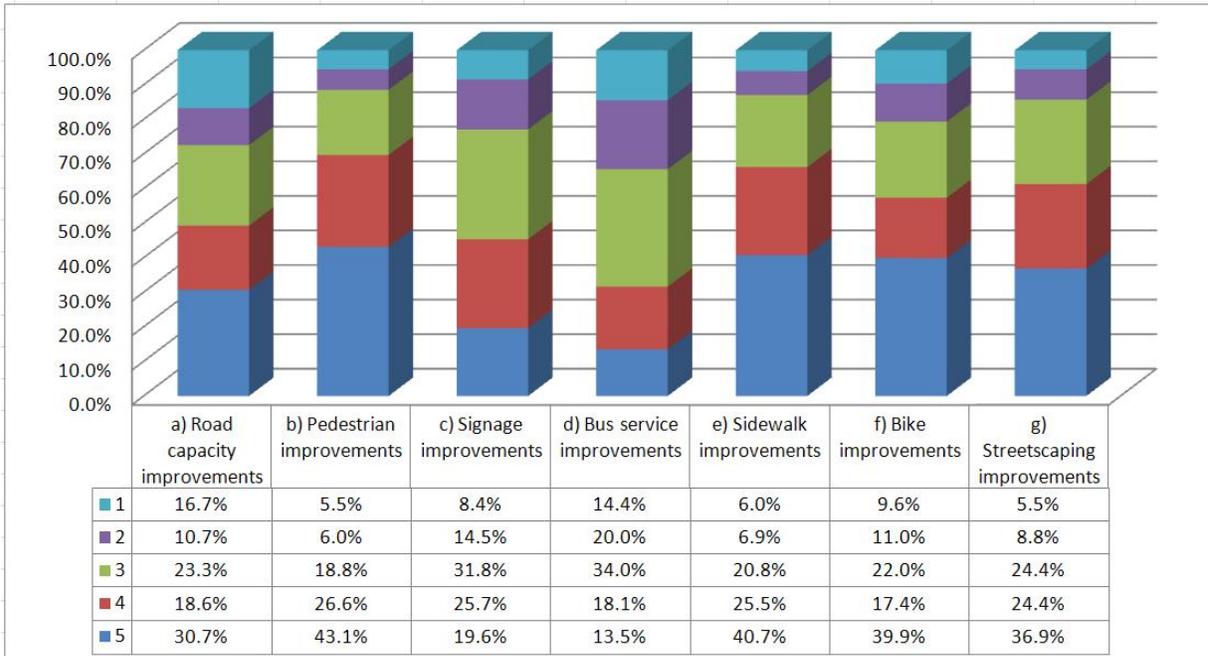
1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)



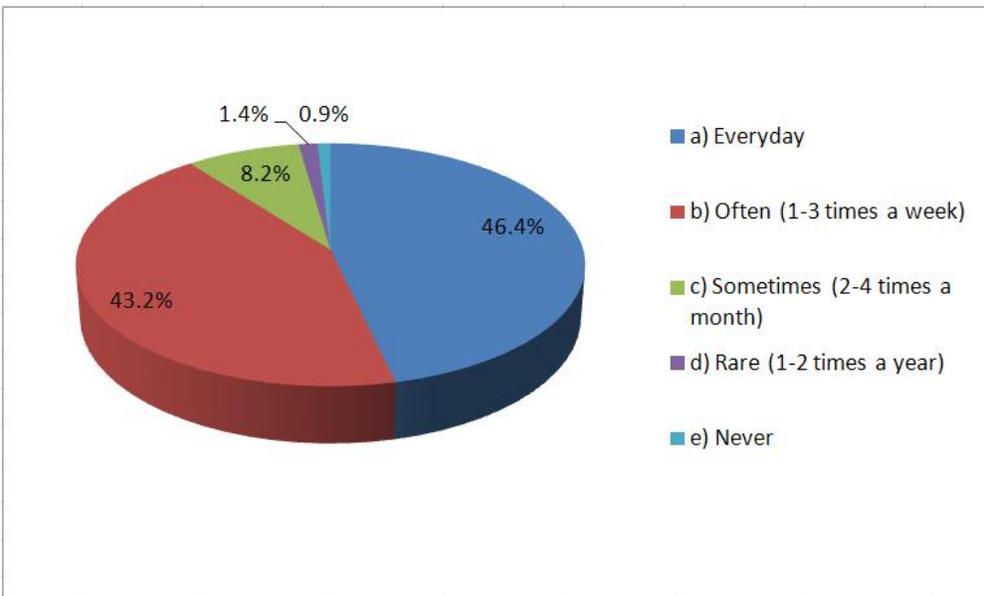
2. What current mobility issues along the corridor concern you the most?



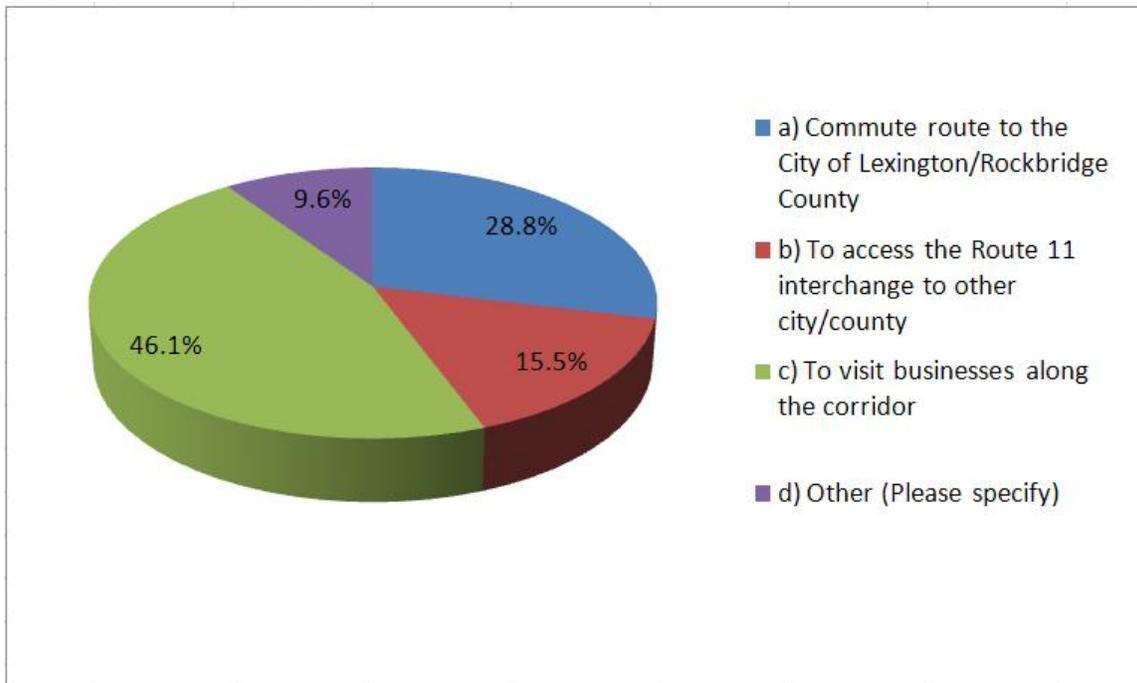
3. What transportation changes along the corridor would you like to see more in the future? Please rate on a scale of 1-5 (1 – not important, 5 – very important)



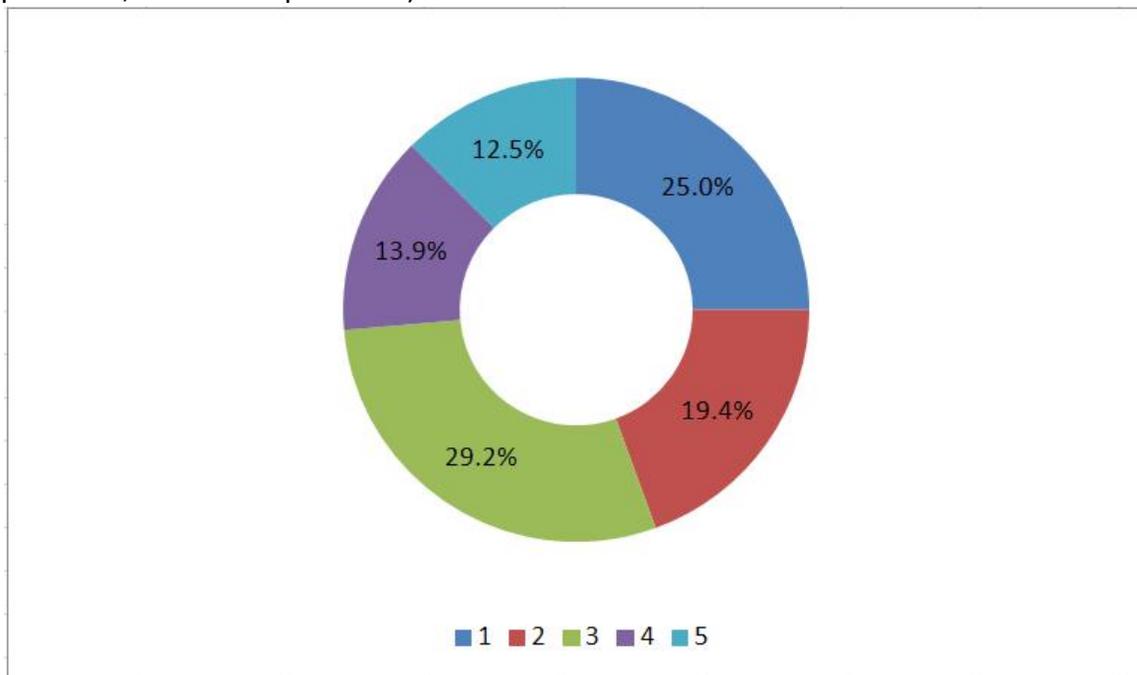
4. How often do you visit businesses along the Route 60 Corridor



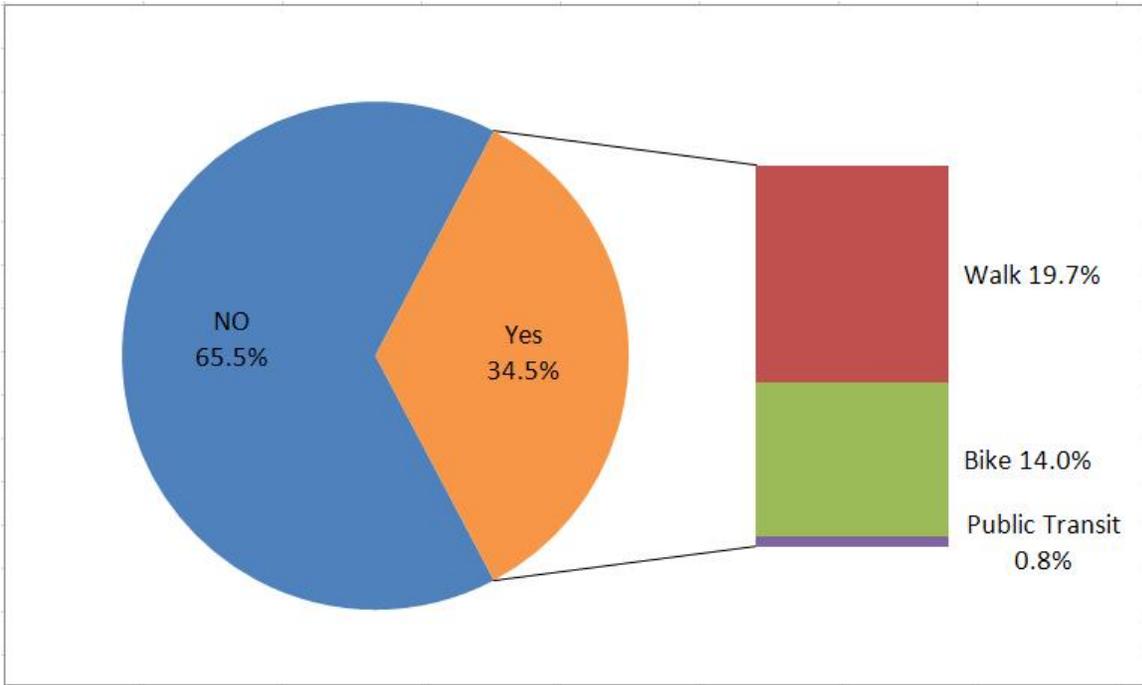
5. Why do you travel along the Route 60 Corridor?



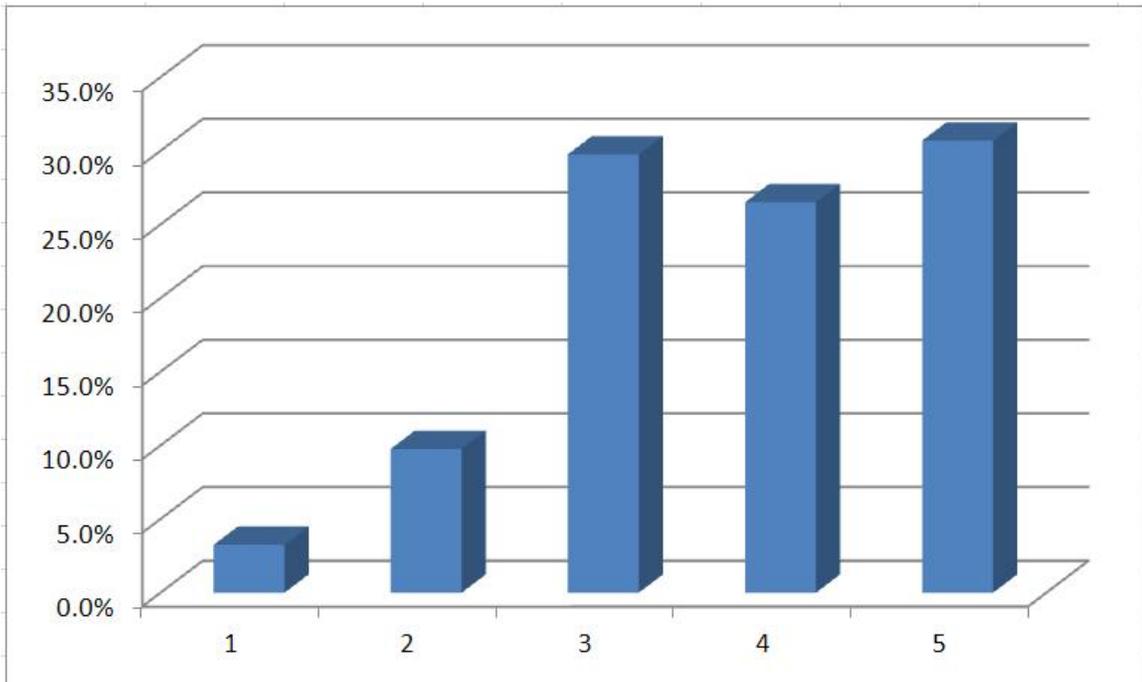
6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)



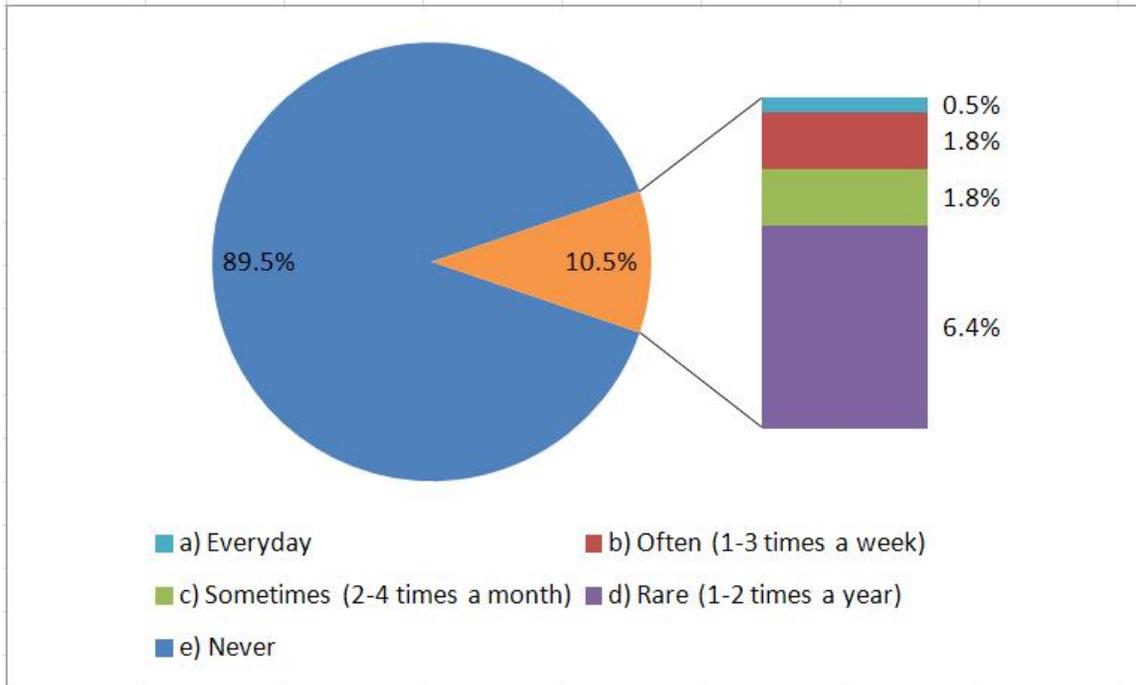
7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor? If yes, what type of transportation do you use?



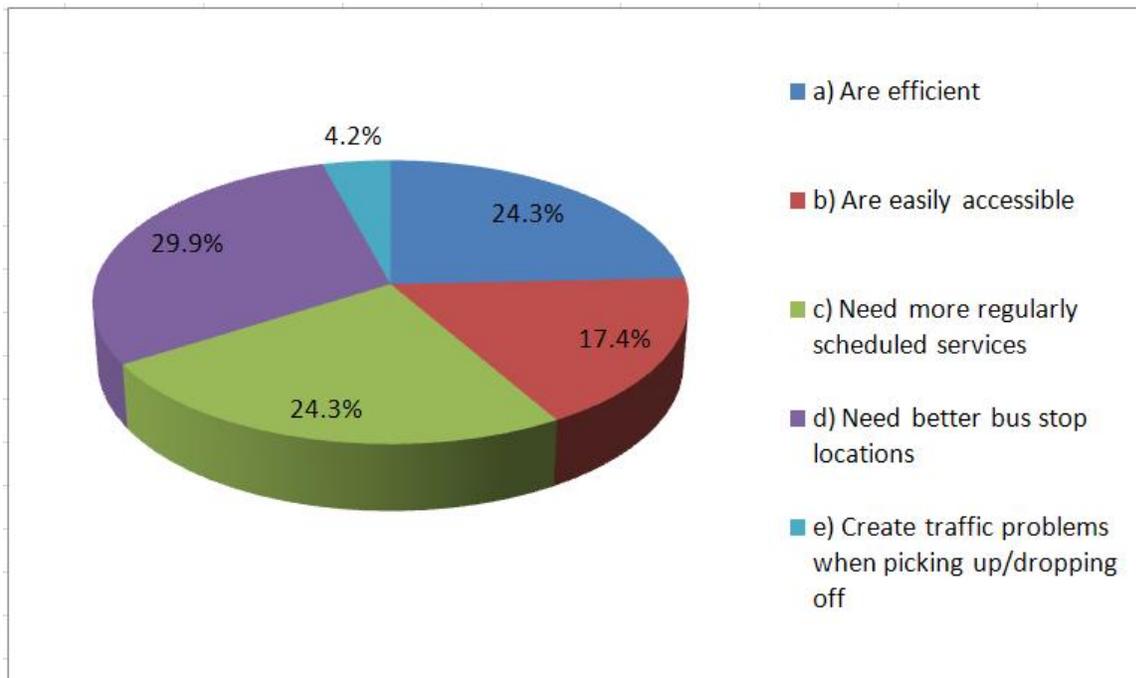
8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)



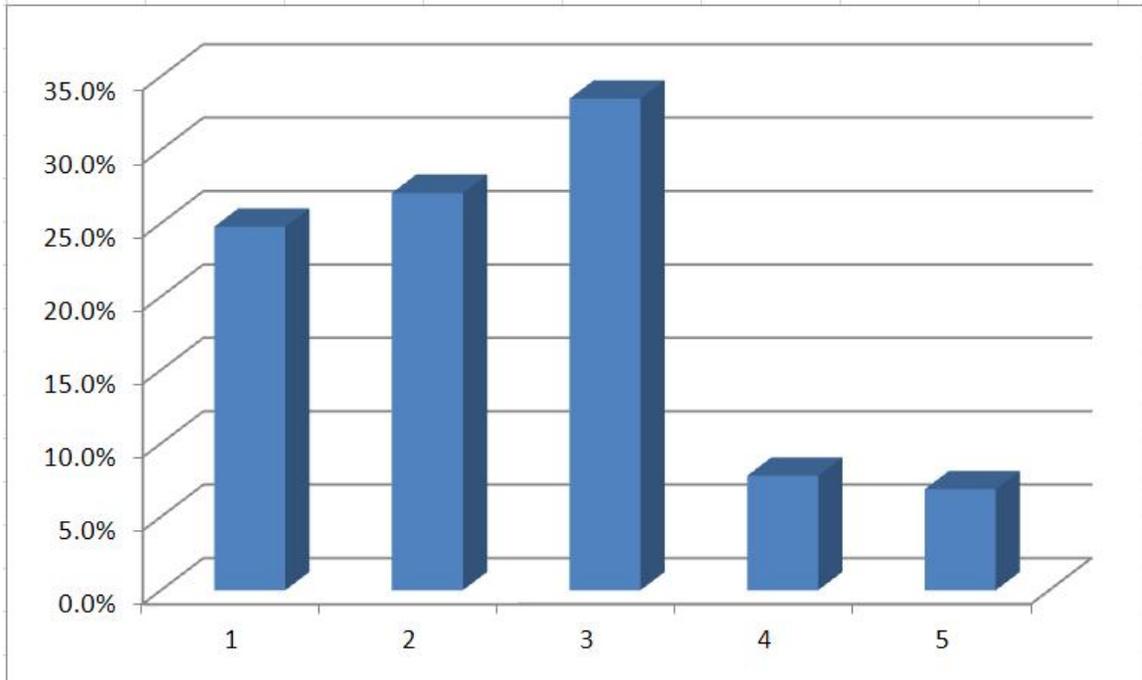
9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?



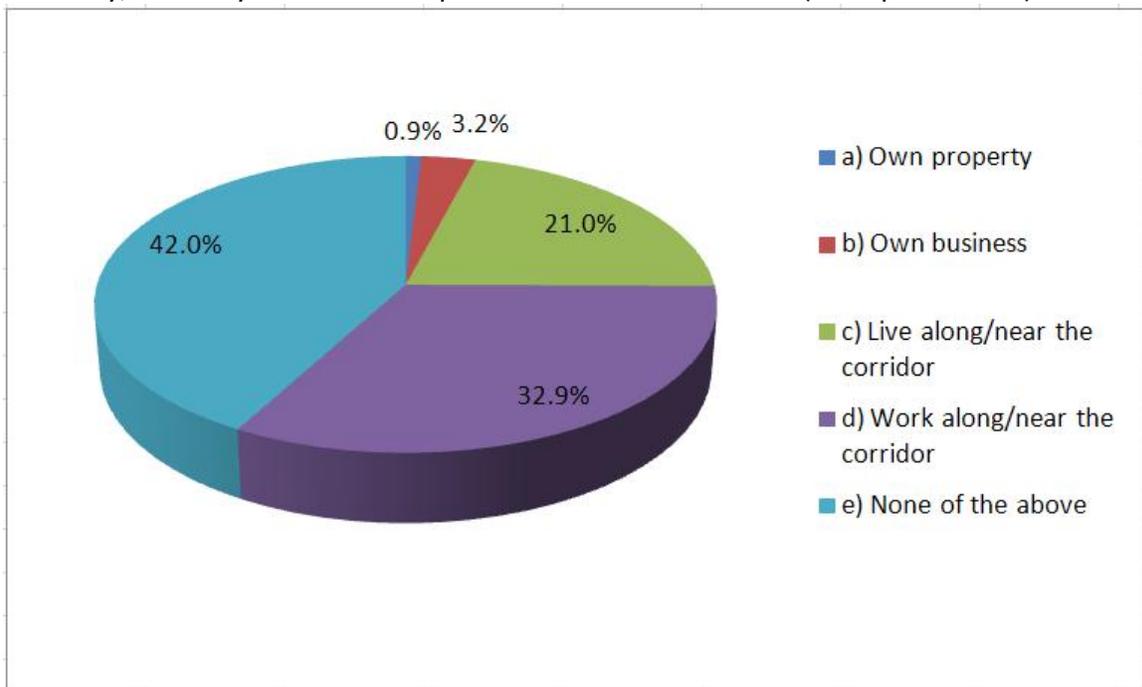
10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:



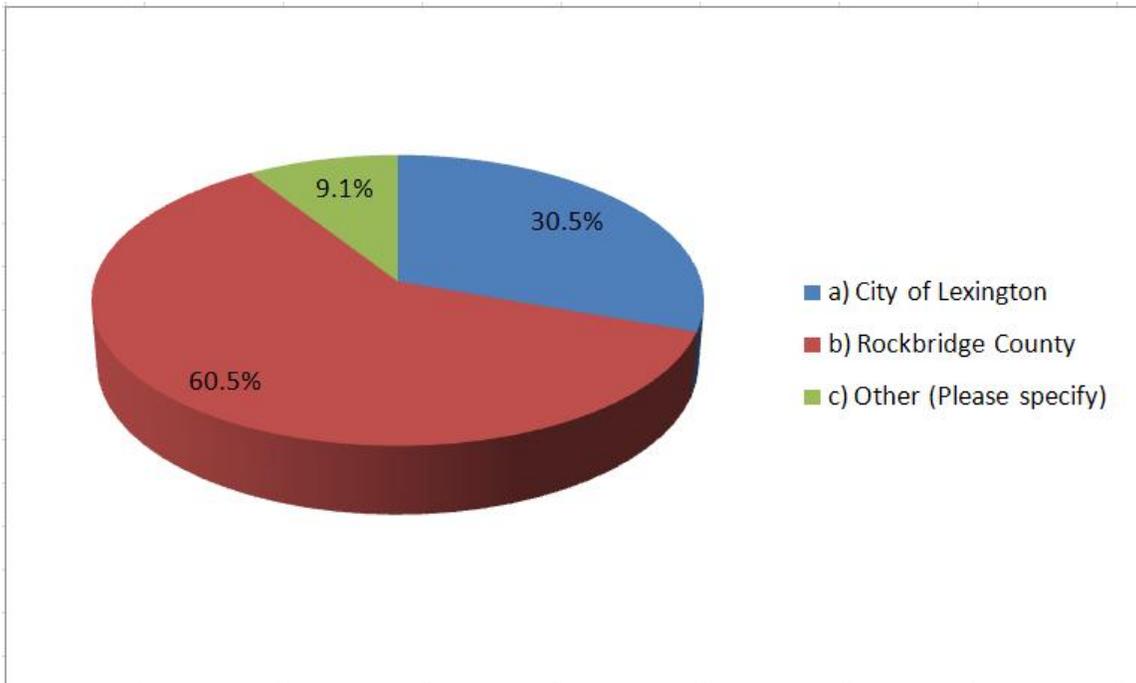
11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)



12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)



13. Where do you live?



Thank you for your participation!



## ROCKBRIDGE AREA CONSERVATION COUNCIL

P.O. Box 564, Lexington, VA 24450

racc@rockbridge.net

(540) 463-2330

<http://rockbridgeconservation.org/>

June 7, 2012

Terry Short  
Ruixin "Richard" Ge  
VDOT - Staunton District  
811 Commerce Road  
Staunton, VA 24401-9029

Dear Terry and Richard,

Enclosed are the Route 60 Survey forms that were turned in to my office.

Thank you for your outstanding work in putting together such an excellent public meeting in Lexington.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "B. Walsh", written over a horizontal line.

Barbara L. Walsh  
Executive Director

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

Staunton

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)
- a) Improve pedestrian environment and walkability
  - b) Enhance mobility for all users – pedestrian, bicyclists, motorists
  - c) Encourage mixed-use development
  - d) Promote sustainability
  - e) Eliminate traffic congestion
  - f) Improve economic viability
  - g) Improve the identity/aesthetics/appearance of the corridor
  - h) Improve safety
  - i) Increase the shopping/dining options
  - j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
b) Vehicular safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Truck traffic	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
f) Pedestrian/bicycle accessibility	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Pedestrian improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Sidewalk improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor
- a) Everyday
  - b) Often (1-3 times a week)
  - c) Sometimes (2-4 times a month)
  - d) Rare (1-2 times a year)
  - e) Never

5. Why do you travel along the Route 60 Corridor?

- a) Commute route to the City of Lexington/Rockbridge County
- b) To access the Route 11 interchange to other city/county
- c) To visit businesses along the corridor
- d) Other (Please specify) \_\_\_\_\_

6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)

- |                       |                       |                                  |                       |                       |
|-----------------------|-----------------------|----------------------------------|-----------------------|-----------------------|
| 5                     | 4                     | 3                                | 2                     | 1                     |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?

- a) Yes
- b) No

7 a) If yes, what type of transportation do you use?

- i. Walk
- ii. Bike
- iii. Public Transit
- iv. Other (Please specify) \_\_\_\_\_

8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

- |                       |                       |                                  |                       |                       |
|-----------------------|-----------------------|----------------------------------|-----------------------|-----------------------|
| 5                     | 4                     | 3                                | 2                     | 1                     |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:

- a) Are efficient
- b) Are easily accessible
- c) Need more regularly scheduled services
- d) Need better bus stop locations
- e) Create traffic problems when picking up/dropping off
- f) Other (Please specify) don't know

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5                      4                      3                      2                      1  
                                                                                         but not larger signs

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

It has some signage that is low but there is not consistency. The problem now is that due to increased traffic at the US 11 interchange, it is difficult to turn safely.

15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

Rt. US 11 Interchange w/ Rt. 60 W/E

16. What kind of visual improvements would you like to see along the Route 60 Corridor?

Consistent signage  
Landscaping improvements (more trees)

17. What is your primary concern for the Route 60 Corridor?

Attractive entrance to the area  
Safety for Cars, bikes and pedestrians

18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

Certainly the prohibition of large signs  
and flashing signs (i.e. at the Sears Store)

Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)
- a) Improve pedestrian environment and walkability
  - b) Enhance mobility for all users – pedestrian, bicyclists, motorists
  - c) Encourage mixed-use development
  - d) Promote sustainability
  - e) Eliminate traffic congestion
  - f) Improve economic viability
  - g) Improve the identity/aesthetics/appearance of the corridor
  - h) Improve safety
  - i) Increase the shopping/dining options
  - j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
b) Vehicular safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Truck traffic	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
f) Pedestrian/bicycle accessibility	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Pedestrian improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Sidewalk improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor
- a) Everyday
  - b) Often (1-3 times a week)
  - c) Sometimes (2-4 times a month)
  - d) Rare (1-2 times a year)
  - e) Never

5. Why do you travel along the Route 60 Corridor?
- a) Commute route to the City of Lexington/Rockbridge County
  - b) To access the Route 11 interchange to other city/county
  - c) To visit businesses along the corridor
  - d) Other (Please specify) \_\_\_\_\_
6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)
- |                       |                       |                                  |                       |                       |
|-----------------------|-----------------------|----------------------------------|-----------------------|-----------------------|
| 5                     | 4                     | 3                                | 2                     | 1                     |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?
- a) Yes
  - b) No
- 7 a) If yes, what type of transportation do you use?
- i. Walk
  - ii. Bike
  - iii. Public Transit
  - iv. Other (Please specify) \_\_\_\_\_
8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)
- |                       |                       |                       |                       |                       |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 5                     | 4                     | 3                     | 2                     | 1                     |
| <input type="radio"/> |
9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?
- a) Everyday
  - b) Often (1-3 times a week)
  - c) Sometimes (2-4 times a month)
  - d) Rare (1-2 times a year)
  - e) Never
10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:
- a) Are efficient
  - b) Are easily accessible
  - c) Need more regularly scheduled services
  - d) Need better bus stop locations
  - e) Create traffic problems when picking up/dropping off
  - f) Other (Please specify) \_\_\_\_\_

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

- 5                      4                      3                      2                      1
- 

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

*Accessibility to the businesses on the left after exiting Lexington.*

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15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

*The business/restaurants between the route 11 intersection heading east toward Buena Vista. When heading east the signage is poor and accessibility poor.*

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16. What kind of visual improvements would you like to see along the Route 60 Corridor?

*Signage especially for drivers going east - Landscaping - After the bank it's ugly and looks unfinished*

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17. What is your primary concern for the Route 60 Corridor?

The businesses on the left after crossing the route 11/  
route 60 intersection need a connecting road. Drivers  
have to make a U-turn on 60 to access some of  
them.

18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

As an entrance to Lexington it leaves much to  
be desired!

Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)
- a) Improve pedestrian environment and walkability
  - b) Enhance mobility for all users – pedestrian, bicyclists, motorists
  - c) Encourage mixed-use development
  - d) Promote sustainability
  - e) Eliminate traffic congestion
  - f) Improve economic viability
  - g) Improve the identity/aesthetics/appearance of the corridor
  - h) Improve safety
  - i) Increase the shopping/dining options
  - j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Vehicular safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Truck traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Pedestrian/bicycle accessibility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>				
b) Pedestrian improvements	<input type="radio"/>				
c) Signage improvements	<input type="radio"/>				
d) Bus service improvements	<input type="radio"/>				
e) Sidewalk improvements	<input type="radio"/>				
f) Bike improvements	<input type="radio"/>				
g) Streetscaping improvements	<input type="radio"/>				

4. How often do you visit businesses along the Route 60 Corridor
- a) Everyday
  - b) Often (1-3 times a week)
  - c) Sometimes (2-4 times a month)
  - d) Rare (1-2 times a year)
  - e) Never

5. Why do you travel along the Route 60 Corridor?

- a) Commute route to the City of Lexington/Rockbridge County
- b) To access the Route 11 interchange to other city/county
- c) To visit businesses along the corridor
- d) Other (Please specify) \_\_\_\_\_

6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)

- |                       |                       |                       |                       |                       |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 5                     | 4                     | 3                     | 2                     | 1                     |
| <input type="radio"/> |

7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?

- a) Yes
- b) No

7 a) If yes, what type of transportation do you use?

- i. Walk
- ii. Bike
- iii. Public Transit
- iv. Other (Please specify) \_\_\_\_\_

8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

- |                       |                       |                       |                       |                       |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 5                     | 4                     | 3                     | 2                     | 1                     |
| <input type="radio"/> |

9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:

- a) Are efficient
- b) Are easily accessible
- c) Need more regularly scheduled services
- d) Need better bus stop locations
- e) Create traffic problems when picking up/dropping off
- f) Other (Please specify) \_\_\_\_\_

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5                      4                      3                      2                      1  
                                                                                       

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

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15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

Exit From By-Pass onto 60 heading W

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16. What kind of visual improvements would you like to see along the Route 60 Corridor?

COULD Be PARK FEELING

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17. What is your primary concern for the Route 60 Corridor?

EASE OF DRIVING / PARKING / SHOPPING

18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

There are 5 or 6 regular shopping  
stops for me.

It's an important entry —  
Nice to have it attractive.

Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)
- a) Improve pedestrian environment and walkability
  - b) Enhance mobility for all users – pedestrian, bicyclists, motorists
  - c) Encourage mixed-use development
  - d) Promote sustainability
  - e) Eliminate traffic congestion
  - f) Improve economic viability
  - g) Improve the identity/aesthetics/appearance of the corridor
  - h) Improve safety
  - i) Increase the shopping/dining options
  - j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
b) Vehicular safety	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
c) Pedestrian safety	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
d) Truck traffic	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
f) Pedestrian/bicycle accessibility	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Pedestrian improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Sidewalk improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor
- a) Everyday
  - b) Often (1-3 times a week)
  - c) Sometimes (2-4 times a month)
  - d) Rare (1-2 times a year)
  - e) Never

5. Why do you travel along the Route 60 Corridor?

- a) Commute route to the City of Lexington/Rockbridge County
- b) To access the Route 11 interchange to other city/county
- c) To visit businesses along the corridor
- d) Other (Please specify) \_\_\_\_\_

6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)

- 5                      4                      3                      2                      1
- 

7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?

- a) Yes
- b)  No

7 a) If yes, what type of transportation do you use?

- i. Walk
- ii. Bike
- iii. Public Transit
- iv. Other (Please specify) \_\_\_\_\_

8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

- 5                      4                      3                      2                      1
- 

9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:

- a) Are efficient
- b) Are easily accessible
- c) Need more regularly scheduled services
- d) Need better bus stop locations
- e) Create traffic problems when picking up/dropping off
- f) Other (Please specify) DON'T KNOW

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5                      4                      3                      2                      1  
                                                                                       

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

coming off the Rt. 11 bypass onto 60  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

see above  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

16. What kind of visual improvements would you like to see along the Route 60 Corridor?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

17. What is your primary concern for the Route 60 Corridor?

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18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

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Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

Staunton

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)

- a) Improve pedestrian environment and walkability
- b) Enhance mobility for all users – pedestrian, bicyclists, motorists
- c) Encourage mixed-use development
- d) Promote sustainability
- e) Eliminate traffic congestion
- f) Improve economic viability
- g) Improve the identity/aesthetics/appearance of the corridor
- h) Improve safety
- i) Increase the shopping/dining options
- j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
b) Vehicular safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
d) Truck traffic	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
f) Pedestrian/bicycle accessibility	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Pedestrian improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
e) Sidewalk improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
g) Streetscaping improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

5. Why do you travel along the Route 60 Corridor?

- a) Commute route to the City of Lexington/Rockbridge County
- b) To access the Route 11 interchange to other city/county
- c) To visit businesses along the corridor
- d) Other (Please specify) \_\_\_\_\_

6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)

5	4	3	2	1
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*act by please*

7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?

- a) Yes
- b) No

7 a) If yes, what type of transportation do you use?

- i. Walk
- ii. Bike
- iii. Public Transit
- iv. Other (Please specify) \_\_\_\_\_

8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5	4	3	2	1
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:

- a) Are efficient
- b) Are easily accessible
- c) Need more regularly scheduled services
- d) Need better bus stop locations
- e) Create traffic problems when picking up/dropping off
- f) Other (Please specify) \_\_\_\_\_

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5	4	3	2	1
<input type="radio"/>				

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

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15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

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16. What kind of visual improvements would you like to see along the Route 60 Corridor?

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17. What is your primary concern for the Route 60 Corridor?

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18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

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Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)
- a) Improve pedestrian environment and walkability
  - b) Enhance mobility for all users – pedestrian, bicyclists, motorists
  - c) Encourage mixed-use development
  - d) Promote sustainability
  - e) Eliminate traffic congestion
  - f) Improve economic viability
  - g) Improve the identity/aesthetics/appearance of the corridor
  - h) Improve safety
  - i) Increase the shopping/dining options
  - j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
b) Vehicular safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Truck traffic	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
f) Pedestrian/bicycle accessibility	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>				
b) Pedestrian improvements	<input type="radio"/>				
c) Signage improvements	<input type="radio"/>				
d) Bus service improvements	<input type="radio"/>				
e) Sidewalk improvements	<input type="radio"/>				
f) Bike improvements	<input type="radio"/>				
g) Streetscaping improvements	<input type="radio"/>				

4. How often do you visit businesses along the Route 60 Corridor

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never



5. Why do you travel along the Route 60 Corridor?

- a) Commute route to the City of Lexington/Rockbridge County
- b) To access the Route 11 interchange to other city/county
- c) To visit businesses along the corridor
- d) Other (Please specify) \_\_\_\_\_

6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)

- 5                      4                      3                      2                      1
- 

7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?

- a) Yes
- b) No

7 a) If yes, what type of transportation do you use?

- i. Walk
- ii. Bike
- iii. Public Transit
- iv. Other (Please specify) \_\_\_\_\_

N/A

8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

- 5                      4                      3                      2                      1
- 

N/A

9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:

- a) Are efficient
- b) Are easily accessible
- c) Need more regularly scheduled services
- d) Need better bus stop locations
- e) Create traffic problems when picking up/dropping off
- f) Other (Please specify) \_\_\_\_\_

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

- 5                      4                      3                      2                      1
- 

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

*The access to the bypass (Rt 11) is very tricky*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

*Central turn lane just past Kroger*

*and access to Rt. 11 bypass*

*no crossover into Pet World shops*

\_\_\_\_\_

\_\_\_\_\_

16. What kind of visual improvements would you like to see along the Route 60 Corridor?

*Landscaping along the road frontage*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

17. What is your primary concern for the Route 60 Corridor?

*Safety of turning traffic*

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18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

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Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

Staunton

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)

- a) Improve pedestrian environment and walkability
- b) Enhance mobility for all users – pedestrian, bicyclists, motorists
- c) Encourage mixed-use development
- d) Promote sustainability
- e) Eliminate traffic congestion
- f) Improve economic viability
- g) Improve the identity/aesthetics/appearance of the corridor
- h) Improve safety
- i) Increase the shopping/dining options
- j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Vehicular safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Truck traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Pedestrian/bicycle accessibility	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Pedestrian improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Sidewalk improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never



11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

- 5                      4                      3                      2                      1
- 

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

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15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

Light needed when leaving  
or entering bypass

16. What kind of visual improvements would you like to see along the Route 60 Corridor?

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17. What is your primary concern for the Route 60 Corridor?

Light at Bypass  
that whole intersection is a  
problem

18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

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Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)
- a) Improve pedestrian environment and walkability
  - b) Enhance mobility for all users – pedestrian, bicyclists, motorists
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  - d) Promote sustainability
  - e) Eliminate traffic congestion
  - f) Improve economic viability
  - g) Improve the identity/aesthetics/appearance of the corridor
  - h) Improve safety
  - i) Increase the shopping/dining options
  - j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?
- |   | High Concern                     | Medium Concern                   | Low Concern                      |
|---|----------------------------------|----------------------------------|----------------------------------|
| a) Length of travel time  | <input type="radio"/>            | <input type="radio"/>            | <input checked="" type="radio"/> |
| b) Vehicular safety   | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/>            |
| c) Pedestrian safety  | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/>            |
| d) Truck traffic  | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/>            |
| e) Bus service  | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/>            |
| f) Pedestrian/bicycle accessibility                                     | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/>            |
| g) Inter-parcel access<br>(Connecting businesses with shared entrances) | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/>            |

3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

- |                               | 5                                | 4                                | 3                     | 2                     | 1                     |
|-------------------------------|----------------------------------|----------------------------------|-----------------------|-----------------------|-----------------------|
| a) Road capacity improvements | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b) Pedestrian improvements    | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| c) Signage improvements       | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| d) Bus service improvements   | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| e) Sidewalk improvements      | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| f) Bike improvements          | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| g) Streetscaping Improvements | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

4. How often do you visit businesses along the Route 60 Corridor
- a) Everyday
  - b) Often (1-3 times a week)
  - c) Sometimes (2-4 times a month)
  - d) Rare (1-2 times a year)
  - e) Never

5. Why do you travel along the Route 60 Corridor?
- a) Commute route to the City of Lexington/Rockbridge County
  - b) To access the Route 11 interchange to other city/county
  - c) To visit businesses along the corridor
  - d) Other (Please specify) \_\_\_\_\_
6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)
- |                       |                       |                       |                       |                       |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 5                     | 4                     | 3                     | 2                     | 1                     |
| <input type="radio"/> |
7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?
- a) Yes
  - b) No
- 7 a) If yes, what type of transportation do you use?
- i. Walk
  - ii. Bike
  - iii. Public Transit
  - iv. Other (Please specify) \_\_\_\_\_
8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)
- |                       |                       |                       |                                  |                       |
|-----------------------|-----------------------|-----------------------|----------------------------------|-----------------------|
| 5                     | 4                     | 3                     | 2                                | 1                     |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?
- a) Everyday
  - b) Often (1-3 times a week)
  - c) Sometimes (2-4 times a month)
  - d) Rare (1-2 times a year)
  - e) Never
10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:
- a) Are efficient
  - b) Are easily accessible
  - c) Need more regularly scheduled services
  - d) Need better bus stop locations
  - e) Create traffic problems when picking up/dropping off
  - f) Other (Please specify) \_\_\_\_\_

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5                      4                      3                      2                      1  
                                                                                       

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

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15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

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16. What kind of visual improvements would you like to see along the Route 60 Corridor?

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17. What is your primary concern for the Route 60 Corridor?

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18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

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Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)
- a) Improve pedestrian environment and walkability
  - b) Enhance mobility for all users – pedestrian, bicyclists, motorists
  - c) Encourage mixed-use development
  - d) Promote sustainability
  - e) Eliminate traffic congestion
  - f) Improve economic viability
  - g) Improve the identity/aesthetics/appearance of the corridor
  - h) Improve safety
  - i) Increase the shopping/dining options
  - j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Vehicular safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
d) Truck traffic	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
f) Pedestrian/bicycle accessibility	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Pedestrian improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
e) Sidewalk improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor
- a) Everyday
  - b) Often (1-3 times a week)
  - c) Sometimes (2-4 times a month)
  - d) Rare (1-2 times a year)
  - e) Never

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- a) Commute route to the City of Lexington/Rockbridge County
  - b) To access the Route 11 interchange to other city/county
  - c) To visit businesses along the corridor
  - d) Other (Please specify) \_\_\_\_\_
6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)
- |                                  |                       |                       |                       |                       |
|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 5                                | 4                     | 3                     | 2                     | 1                     |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?
- a) Yes
  - b) No
- 7 a) If yes, what type of transportation do you use?
- i. Walk
  - ii. Bike
  - iii. Public Transit
  - iv. Other (Please specify) car
8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)
- |                       |                       |                       |                       |                                  |
|-----------------------|-----------------------|-----------------------|-----------------------|----------------------------------|
| 5                     | 4                     | 3                     | 2                     | 1                                |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?
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- a) Are efficient
  - b) Are easily accessible
  - c) Need more regularly scheduled services
  - d) Need better bus stop locations
  - e) Create traffic problems when picking up/dropping off
  - f) Other (Please specify) \_\_\_\_\_

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

- 5                      4                      3                      2                      1
- 

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

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15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

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16. What kind of visual improvements would you like to see along the Route 60 Corridor?

*needs beautification*

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17. What is your primary concern for the Route 60 Corridor?

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18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

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Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)
  - a) Improve pedestrian environment and walkability
  - b) Enhance mobility for all users – pedestrian, bicyclists, motorists
  - c) Encourage mixed-use development
  - d) Promote sustainability
  - e) Eliminate traffic congestion
  - f) Improve economic viability
  - g) Improve the identity/aesthetics/appearance of the corridor
  - h) Improve safety
  - i) Increase the shopping/dining options
  - j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?
 

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
b) Vehicular safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Truck traffic	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
f) Pedestrian/bicycle accessibility	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future? Please rate on a scale of 1-5 (1 – not important, 5 – very important)
 

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Pedestrian improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Sidewalk improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor
  - a) Everyday
  - b) Often (1-3 times a week)
  - c) Sometimes (2-4 times a month)
  - d) Rare (1-2 times a year)
  - e) Never

5. Why do you travel along the Route 60 Corridor?

- a) Commute route to the City of Lexington/Rockbridge County
- b) To access the Route 11 interchange to other city/county
- c) To visit businesses along the corridor
- d) Other (Please specify) \_\_\_\_\_

6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)

5	4	3	2	1
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?

- a) Yes
- b) No

7 a) If yes, what type of transportation do you use?

- i. Walk
- ii. Bike
- iii. Public Transit
- iv. Other (Please specify) \_\_\_\_\_

8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5	4	3	2	1
<input type="radio"/>				

*N/A*

9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
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10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:

- a) Are efficient
- b) Are easily accessible
- c) Need more regularly scheduled services
- d) Need better bus stop locations
- e) Create traffic problems when picking up/dropping off
- f) Other (Please specify) \_\_\_\_\_

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11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5                      4                      3                      2                      1  
                                                                                       

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

TRAFFIC Central Exp. Bank of Botetourt  
and CAR STATION

15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

ABOVE

16. What kind of visual improvements would you like to see along the Route 60 Corridor?

Trees / Landscaping with "Welcome to Lexington" sign

17. What is your primary concern for the Route 60 Corridor?

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18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

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Thank you for your participation!



**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)

- a) Improve pedestrian environment and walkability
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- c) Encourage mixed-use development
- d) Promote sustainability
- e) Eliminate traffic congestion
- f) Improve economic viability
- g) Improve the identity/aesthetics/appearance of the corridor
- h) Improve safety
- i) Increase the shopping/dining options
- j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
b) Vehicular safety	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input checked="" type="radio"/> c) Pedestrian safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Truck traffic	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
e) Bus service	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Pedestrian/bicycle accessibility	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
b) Pedestrian improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Sidewalk improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

5. Why do you travel along the Route 60 Corridor?
- a) Commute route to the City of Lexington/Rockbridge County
  - b) To access the Route 11 interchange to other city/county
  - c) To visit businesses along the corridor
  - d) Other (Please specify) \_\_\_\_\_
6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)
- |                       |                       |                                  |                       |                       |
|-----------------------|-----------------------|----------------------------------|-----------------------|-----------------------|
| 5                     | 4                     | 3                                | 2                     | 1                     |
| <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?
- a) Yes
  - b) No
- 7 a) If yes, what type of transportation do you use?
- i. Walk
  - ii. Bike
  - iii. Public Transit
  - iv. Other (Please specify) \_\_\_\_\_
8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)
- |                       |                       |                       |                       |                                  |
|-----------------------|-----------------------|-----------------------|-----------------------|----------------------------------|
| 5                     | 4                     | 3                     | 2                     | 1                                |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?
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  - f) Other (Please specify) \_\_\_\_\_

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5                      4                      3                      2                      1  
                                                                                       

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
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- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

*Very unattractive entry way to Lexington. Needs more trees, better sidewalks, better signage.*

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15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

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16. What kind of visual improvements would you like to see along the Route 60 Corridor?

*Improved (smaller) signage, many more trees; traffic calming methods*

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17. What is your primary concern for the Route 60 Corridor?

*Make it "greener"*

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18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

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Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)

- a) Improve pedestrian environment and walkability
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2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
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c) Pedestrian safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Truck traffic	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
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 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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c) Signage improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Sidewalk improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never



11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5      4      3      2      1  
               

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

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15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

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16. What kind of visual improvements would you like to see along the Route 60 Corridor?

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17. What is your primary concern for the Route 60 Corridor?

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18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

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Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

Staunton

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)

- a) Improve pedestrian environment and walkability
- b) Enhance mobility for all users – pedestrian, bicyclists, motorists
- c) Encourage mixed-use development
- d) Promote sustainability
- e) Eliminate traffic congestion** *by pizza hut*
- f) Improve economic viability
- g) Improve the identity/aesthetics/appearance of the corridor
- h) Improve safety
- i) Increase the shopping/dining options
- j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
b) Vehicular safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Truck traffic	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
f) Pedestrian/bicycle accessibility	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Pedestrian improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
e) Sidewalk improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor

- a) Everyday
- b) Often (1-3 times a week)**
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

5. Why do you travel along the Route 60 Corridor?

- a) Commute route to the City of Lexington/Rockbridge County
- b) To access the Route 11 interchange to other city/county
- c) To visit businesses along the corridor
- d) Other (Please specify) \_\_\_\_\_

6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)

- 5                      4                      3                      2                      1
- 

7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?

- a) Yes
- b) No

7 a) If yes, what type of transportation do you use?

- i. Walk
- ii. Bike
- iii. Public Transit
- iv. Other (Please specify) \_\_\_\_\_

8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

- 5                      4                      3                      2                      1
- 

9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:

- a) Are efficient
- b) Are easily accessible
- c) Need more regularly scheduled services
- d) Need better bus stop locations
- e) Create traffic problems when picking up/dropping off
- f) Other (Please specify) don't know

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5                      4                      3                      2                      1  
                                                                                       

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

*Good businesses need to beautify*

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15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

*exit of the bypass near pizza hut*

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16. What kind of visual improvements would you like to see along the Route 60 Corridor?

*More flowers / bushes*

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17. What is your primary concern for the Route 60 Corridor?

*exit off bypass*

18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)

- a) Improve pedestrian environment and walkability
- b) Enhance mobility for all users – pedestrian, bicyclists, motorists
- c) Encourage mixed-use development
- d) Promote sustainability
- e) Eliminate traffic congestion
- f) Improve economic viability
- g) Improve the identity/aesthetics/appearance of the corridor
- h) Improve safety
- i) Increase the shopping/dining options
- j) Other (Please specify) \_\_\_\_\_

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Vehicular safety	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Truck traffic	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
f) Pedestrian/bicycle accessibility	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Pedestrian improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Sidewalk improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

5. Why do you travel along the Route 60 Corridor?

- a) Commute route to the City of Lexington/Rockbridge County
- b) To access the Route 11 interchange to other city/county
- c) To visit businesses along the corridor
- d) Other (Please specify) \_\_\_\_\_

6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)

- 5                      4                      3                      2                      1
- 

7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?

- a) Yes
- b) No

7 a) If yes, what type of transportation do you use?

- i. Walk
- ii. Bike
- iii. Public Transit
- iv. Other (Please specify) \_\_\_\_\_

8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

- 5                      4                      3                      2                      1
- 

9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:

- a) Are efficient
- b) Are easily accessible
- c) Need more regularly scheduled services
- d) Need better bus stop locations
- e) Create traffic problems when picking up/dropping off
- f) Other (Please specify) \_\_\_\_\_

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5  4  3  2  1

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e)  None of the above

13. Where do you live?

- a)  City of Lexington
- b)  Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

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15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

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16. What kind of visual improvements would you like to see along the Route 60 Corridor?

*more space landscaping*

*improve signage situation*

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17. What is your primary concern for the Route 60 Corridor?

esthetics  
safety/traffic

18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

Thank you for your participation!

**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)

- a) Improve pedestrian environment and walkability
- b) Enhance mobility for all users – pedestrian, bicyclists, motorists
- c) Encourage mixed-use development
- d) Promote sustainability
- e) Eliminate traffic congestion
- f) Improve economic viability
- g) Improve the identity/aesthetics/appearance of the corridor
- h) Improve safety
- i) Increase the shopping/dining options
- j) Other (Please specify) b, d, h

2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
b) Vehicular safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Truck traffic	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
f) Pedestrian/bicycle accessibility	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Pedestrian improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Sidewalk improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. How often do you visit businesses along the Route 60 Corridor

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

5. Why do you travel along the Route 60 Corridor?
- a) Commute route to the City of Lexington/Rockbridge County
  - b) To access the Route 11 interchange to other city/county
  - c) To visit businesses along the corridor
  - d) Other (Please specify) travel to visit friends

6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 – no problems, 5 – serious problems)
- 5                      4                      3                      2                      1

7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?
- a) Yes
  - b) No

- 7 a) If yes, what type of transportation do you use?
- i. Walk
  - ii. Bike
  - iii. Public Transit
  - iv. Other (Please specify) \_\_\_\_\_

8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)
- 5                      4                      3                      2                      1

9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?
- a) Everyday
  - b) Often (1-3 times a week)
  - c) Sometimes (2-4 times a month)
  - d) Rare (1-2 times a year)
  - e) Never

10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:
- a) Are efficient
  - b) Are easily accessible
  - c) Need more regularly scheduled services
  - d) Need better bus stop locations
  - e) Create traffic problems when picking up/dropping off
  - f) Other (Please specify) \_\_\_\_\_

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

- 5                      4                      3                      2                      1

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

The intersection w Rt 11 is a fast food strip mall - ugly and poorly planned. It is not a nice entrance to the city.

15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

Where it intersects with Rt. 11 - very difficult to enter at times -

16. What kind of visual improvements would you like to see along the Route 60 Corridor?

no ad signage that makes the route cluttered and unattractive - maintain the "green" beauty & decrease the impact of commercial use, unless it is tasteful & fits w the landscape -

17. What is your primary concern for the Route 60 Corridor?

That it will just be built for cars & trucks & unattractive commercial sites - that the people, the environment and the aesthetics will be sacrificed for more utilitarian concerns - ie. "Pave Paradise & put up a parking lot" (and a fast food joint) attitude

18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

- It would be nice to have safe, attractive, pedestrian & bike access for those who want & would use it. We need to do all we can to reduce use of cars,
- storm water management -
- buffers around parking & other ugly areas - maybe with some trees and benches - esp. where there are bus stops -
- shielded lighting to decrease glare.

Thanks for asking!

Coljuntt Meacham

Thank you for your participation!

Mike Meads  
 Financial Advisor  
 103 E Washington  
 Lexington, VA 24450

# Fax Sheet

**June 6, 2012**

DATE

**5**

NUMBER OF PAGES  
 including cover sheet

**Ruixin GE, EIT Route 60 Survey**

TO

**Mike Meads**

FROM

**(540) 332-2262**

FAX NUMBER

**(866) 826-6073**

FAX NUMBER

- For your information.
- Here are the documents we discussed.
- Please sign and return to our office.
- Please call me about the following documents.
- Here is some information relating to your investment. Please review.
- As you requested.
- Diversification issue. Call me.
- We should discuss this.
- Following is important account information. Please check it for accuracy, complete if required, sign where indicated, and return.
- Please complete the following and fax back to our office at (866) 826-6073
- Please sign, date and fax back to our office at (866) 826-6073

Please call our office with any questions.

Phone: **(540) 463-1990**

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540-372-2262  
 ATTN: Ruixing Ge, EIT

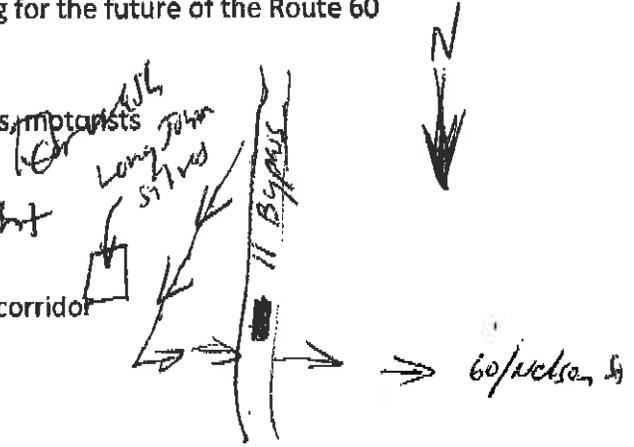


**Route 60 Corridor Study**  
**TRANSPORTATION NEEDS SURVEY**

Staunton

1. What should be the highest priority in terms of planning for the future of the Route 60 Corridor? (Maximum of three)

- a) Improve pedestrian environment and walkability
- b) Enhance mobility for all users – pedestrian, bicyclists, motorists
- c) Encourage mixed-use development
- d) Promote sustainability
- e)  Eliminate traffic congestion - need light here
- f) Improve economic viability
- g) Improve the identity/aesthetics/appearance of the corridor
- h) Improve safety
- i) Increase the shopping/dining options
- j) Other (Please specify) \_\_\_\_\_



2. What current mobility issues along the corridor concern you the most?

	High Concern	Medium Concern	Low Concern
a) Length of travel time	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
b) Vehicular safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Pedestrian safety	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
d) Truck traffic	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
e) Bus service	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
f) Pedestrian/bicycle accessibility	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
g) Inter-parcel access (Connecting businesses with shared entrances)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

3. What transportation changes along the corridor would you like to see more in the future?  
 Please rate on a scale of 1-5 (1 – not important, 5 – very important)

	5	4	3	2	1
a) Road capacity improvements - Lights	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Pedestrian improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Signage improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
d) Bus service improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
e) Sidewalk improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Bike improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Streetscaping improvements ?	<input type="radio"/>				

4. How often do you visit businesses along the Route 60 Corridor

- a)  Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

5. Why do you travel along the Route 60 Corridor?

- a) Commute route to the City of Lexington/Rockbridge County
- b) To access the Route 11 interchange to other city/county
- c) To visit businesses along the corridor
- d) Other (Please specify) School 7:30 AM to 8 AM, Sept - June is worst time

6. Are there vehicle congestion problems along the corridor? Please rate on a scale of 1-5 (1 - no problems, 5 - serious problems)

- 5  4  3  2  1

7. Other than car, do you typically use any other form of transportation to travel along the Route 60 Corridor?

a) Yes

b) No

7 a) If yes, what type of transportation do you use?

- i. Walk
- ii. Bike
- iii. Public Transit
- iv. Other (Please specify) at 11 Bypass // RT 60/Watson St. intersection

8. Do you find that it is safe and pleasant to walk on sidewalks along the corridor? Please rate on a scale of 1-5 (1 - strongly disagree, 5 - strongly agree)

- 5  4  3  2  1  NA

9. How often do you utilize the public transit services along the Route 60 corridor, including RADAR and Rockbridge Area Transit Service (RATS)?

- a) Everyday
- b) Often (1-3 times a week)
- c) Sometimes (2-4 times a month)
- d) Rare (1-2 times a year)
- e) Never

10. Do you think RADAR and Rockbridge Area Transit Service (RATS) along the corridor:

- a) Are efficient
- b) Are easily accessible
- c) Need more regularly scheduled services NA
- d) Need better bus stop locations
- e) Create traffic problems when picking up/dropping off
- f) Other (Please specify) \_\_\_\_\_

11. Do you think that streetscaping (i.e. signage, lighting, landscaping, etc) should become more recognizable to provide identity along the Route 60 Corridor? Please rate on a scale of 1-5 (1 – strongly disagree, 5 – strongly agree)

5                      4                      3                      2                      1  
                                                                                       

12. Currently, what is your relationship to the Route 60 Corridor? (Multiple choices)

- a) Own property
- b) Own business
- c) Live along/near the corridor
- d) Work along/near the corridor
- e) None of the above

13. Where do you live?

- a) City of Lexington
- b) Rockbridge County
- c) Other (Please specify) \_\_\_\_\_

14. What do you like most and least about the Route 60 Corridor?

intersections of RT #11 Bypass // Nelson St // 60  
\_\_\_\_\_  
\_\_\_\_\_

15. In your opinion, what are the most problematic intersections/segments along the Route 60 Corridor?

See # 14  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

16. What kind of visual improvements would you like to see along the Route 60 Corridor?

a Red amber green light at intersection  
\_\_\_\_\_  
\_\_\_\_\_

17. What is your primary concern for the Route 60 Corridor?

*See #14*

18. Do you have any additional comments or questions concerning the Route 60 Corridor Study?

*Thanks for asking.*

*Mike Meads  
462-7788*

Thank you for your participation!

## **APPENDIX E – STAKEHOLDER SURVEY LETTER**

**Staunton**

**Route 60 Corridor Stakeholder Survey**

For the Route 60 Corridor Study, we would like to know about the transportation issues that affect you and your business. Please answer the following questions:

1) Do you/your customers walk or ride bicycles on a regular basis? (circle one)

Yes                      No

If so, what are the primary destinations? \_\_\_\_\_

2) Location and description of any additional transportation problems (Please be as specific as possible): *Please highlight or circle area on map on the reverse side*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3) Recommendation(s) for transportation problem(s): *Feel free to use the map on the reverse side.*

\_\_\_\_\_  
\_\_\_\_\_  
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Other issues and/or comments:

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Thank you for your assistance in completing this survey. Please return this comment form by Friday, April 20, 2012 to:

**Contact Information: (Optional)**  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Telephone: \_\_\_\_\_

Terry R. Short, Jr.  
Staunton District Planning Manager  
Virginia Department of Transportation  
811 Commerce Road  
Staunton, VA 24402-2249  
voice: 540/332-9057  
e-mail: terry.shortJR@vdot.virginia.gov  
fax: 540/332-2262

**Staunton**



**Legend:**

-  Study Corridor
-  City Boundary

**Route 60 Corridor Study Area Map**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

811 Commerce Road  
Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Mr. David L. Ruley  
112 East Midland Trail  
Lexington, Virginia 24450

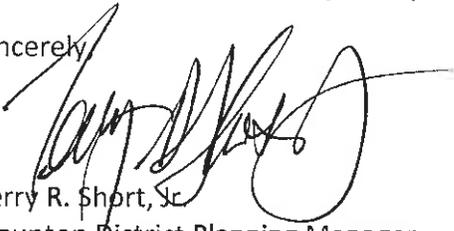
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Sincerely,

  
Terry R. Short, Jr.  
Staunton District Planning Manager



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811 Commerce Road  
Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Ms. Karen D. Penick, Tte  
597 Ross Road  
Lexington, Virginia 24450

Dear Ms. Penick,

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Terry R. Short, Jr.  
Staunton District Planning Manager



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

811 Commerce Road  
Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Kroger Limited Partnership, Inc  
1012 Vine Street  
Cincinnati, Ohio 45202

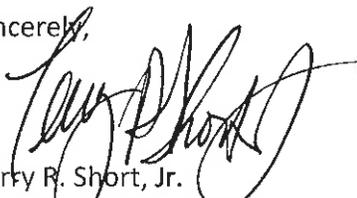
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Terry R. Short, Jr.  
Staunton District Planning Manager



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Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Michael and Melanie Camden  
424 E. Nelson Street  
Lexington, Virginia 24450

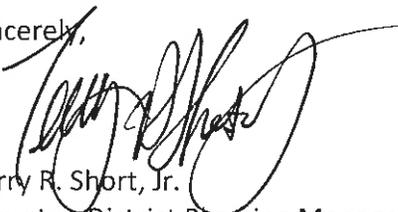
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Terry R. Short, Jr.  
Staunton District Planning Manager



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[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

RBSA, LLC  
c/o John F. Shoulders  
5401-A Benois Road  
Roanoke, Virginia 24014

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Terry R. Short, Jr.  
Staunton District Planning Manager



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Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Ms. Rebecca A, Johnson  
475 E. Nelson Street  
Lexington, Virginia 24450

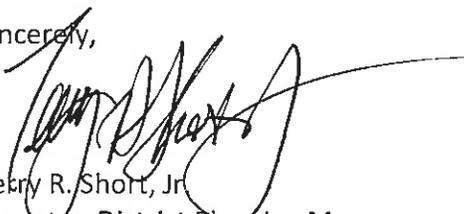
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Sincerely,



Terry R. Short, Jr.  
Staunton District Planning Manager



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GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Walker/Wood, LLC  
c/o Clarence Wood, Tte  
Post Office Box 2594  
Bala Cynwyd, Pennsylvania 19004

Dear Sir/Madam,

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Terry R. Short, Jr.  
Staunton District Planning Manager



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

811 Commerce Road  
Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Four-M Properties, LLC  
c/o Wendnoke Corp.  
27 Central Avenue  
Cortland, New York 13045

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Terry R. Short, Jr.  
Staunton District Planning Manager



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[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Trunet, LLC  
1260 Zollman's Mill Road  
Lexington, Virginia 24450

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[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Bank of Rockbridge  
c/o BB&T  
Post Office Box 1290  
Winston Salem, North Carolina 27102

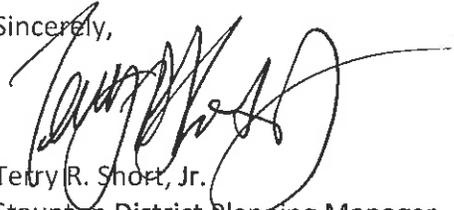
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Terry R. Short, Jr.  
Staunton District Planning Manager



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GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

R. H. Cosner and H. C. Glazebrook, Jr.  
c/o Savage, Savage & Brown  
Post Office Box 22845  
Oklahoma City, Oklahoma 73123

Dear Sir/Madam,

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GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Clarence M. Wood, Tte  
c/o Savage, Savage & Brown  
Post Office Box 22845  
Oklahoma City, Oklahoma 73123

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Terry R. Short, Jr.  
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GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

JRN Chicken Stores, Inc  
c/o Savage, Savage & Brown  
Post Office Box 22845  
Oklahoma City, Oklahoma 73123

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GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Albert W. Mabry & Donna M. Mabry  
Post Office Box 917  
Lexington, Virginia 24450

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Should you have any questions, please feel free to contact me at [terry.shortJR@vdot.virginia.gov](mailto:terry.shortJR@vdot.virginia.gov) or (540) 332-9057. Thank you for taking the time to make this project a success. We value your input.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry R. Short, Jr.", written over a large, stylized flourish.

Terry R. Short, Jr.  
Staunton District Planning Manager



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

811 Commerce Road  
Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Burgerbusters Inc  
2242 W. Great Neck Road #201  
Virginia Beach, Virginia 23451

Dear Sir/Madam,

The Staunton District of Virginia Department of Transportation recently began a study of Route 60 Corridor between Spottswood Drive & E. Nelson Street intersection in the City of Lexington and Quarry Lane & E. Midland Trail intersection in Rockbridge County. The study aims at addressing the long-term transportation issues associated with the Route 60 Corridor. VDOT will consider multiple factors such as community input, traffic operation, future economic projections and existing corridor context.

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Terry R. Short, Jr.  
Staunton District Planning Manager



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

811 Commerce Road  
Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

MedUSA Properties Inc  
c/o Charter Foods Inc LJS #31596  
Post Office Box 430  
Talbott, Tennessee 37877-5370

Dear Sir/Madam,

The Staunton District of Virginia Department of Transportation recently began a study of Route 60 Corridor between Spottswood Drive & E. Nelson Street intersection in the City of Lexington and Quarry Lane & E. Midland Trail intersection in Rockbridge County. The study aims at addressing the long-term transportation issues associated with the Route 60 Corridor. VDOT will consider multiple factors such as community input, traffic operation, future economic projections and existing corridor context.

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Sincerely,

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Terry R. Short, Jr.  
Staunton District Planning Manager



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

811 Commerce Road  
Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Bank of Botetourt  
Post Office Box 339  
Buchanan, Virginia 24066

Dear Sir/Madam,

The Staunton District of Virginia Department of Transportation recently began a study of Route 60 Corridor between Spottswood Drive & E. Nelson Street intersection in the City of Lexington and Quarry Lane & E. Midland Trail intersection in Rockbridge County. The study aims at addressing the long-term transportation issues associated with the Route 60 Corridor. VDOT will consider multiple factors such as community input, traffic operation, future economic projections and existing corridor context.

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Staunton District Planning Manager



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## DEPARTMENT OF TRANSPORTATION

811 Commerce Road  
Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Stonewall Associates LLC  
Attn: Thalhimer  
Post Office Box 840  
Roanoke, Virginia 24004

Dear Sir/Madam,

The Staunton District of Virginia Department of Transportation recently began a study of Route 60 Corridor between Spottswood Drive & E. Nelson Street intersection in the City of Lexington and Quarry Lane & E. Midland Trail intersection in Rockbridge County. The study aims at addressing the long-term transportation issues associated with the Route 60 Corridor. VDOT will consider multiple factors such as community input, traffic operation, future economic projections and existing corridor context.

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Staunton District Planning Manager



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[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Mr. Brian H. Fredricksen  
4651 N. Lee Hwy  
Fairfield, Virginia 24435

Dear Mr. Fredricksen,

The Staunton District of Virginia Department of Transportation recently began a study of Route 60 Corridor between Spottswood Drive & E. Nelson Street intersection in the City of Lexington and Quarry Lane & E. Midland Trail intersection in Rockbridge County. The study aims at addressing the long-term transportation issues associated with the Route 60 Corridor. VDOT will consider multiple factors such as community input, traffic operation, future economic projections and existing corridor context.

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Staunton District Planning Manager



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[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

MedUSA Properties Inc  
c/o Jody Winder  
8180 Mechanicsville Turnpike  
Mechanicsville, Virginia 23111

Dear Sir/Madam,

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Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Meseno LLC  
511 E. Nelson Street  
Lexington, Virginia 24450

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Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Hampton Inn of Lexington, LLC  
401 E. Nelson Street  
Lexington, Virginia 24450

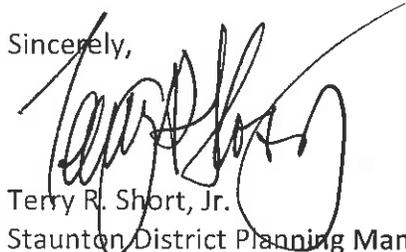
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Sincerely,

  
Terry R. Short, Jr.  
Staunton District Planning Manager



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

811 Commerce Road  
Staunton, VA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

GREGORY A. WHIRLEY  
COMMISSIONER

April 25, 2012

Sigma Nu Educational Foundation  
Post Office Box 1869  
Lexington, Virginia 24450

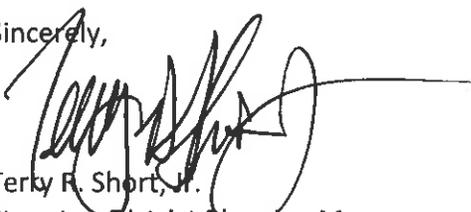
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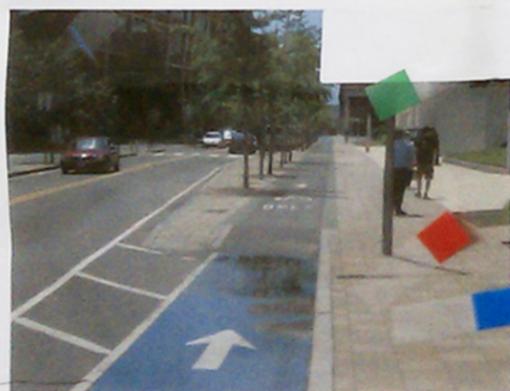
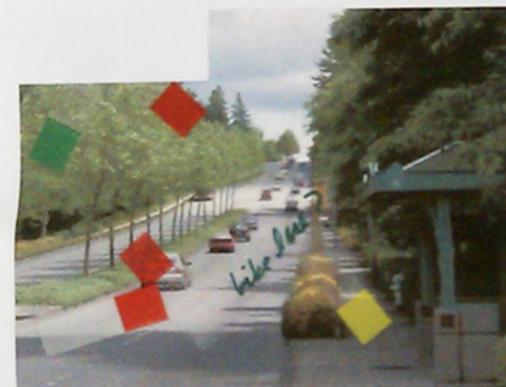
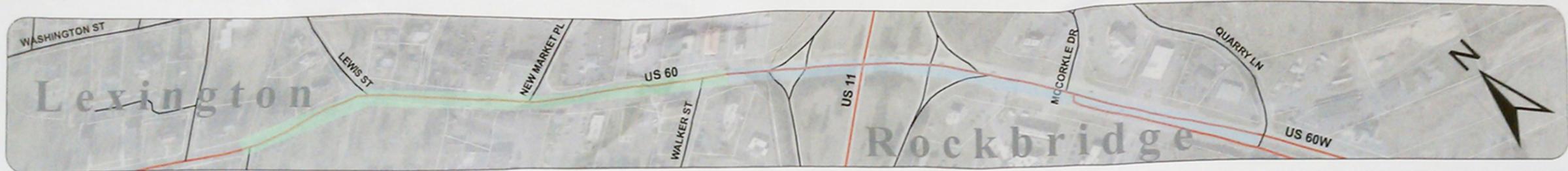
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Terry R. Short, Jr.  
Staunton District Planning Manager

## **APPENDIX F – DETAILED VISUAL PREFERENCE SURVEY**



D. F. ...  
 ...  
 ...

**ROUTE 60 CORRIDOR STUDY - VISUAL PREFERENCE SURVEY**

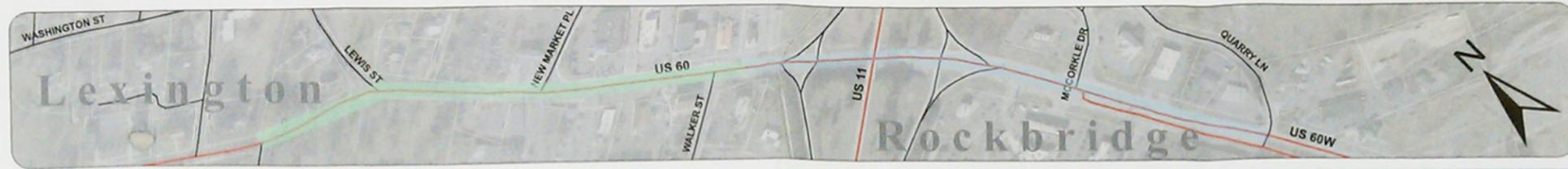


May 21, 2012



**VISUAL PREFERENCE SURVEY  
EXHIBIT 1**

**ROUTE 60 CORRIDOR STUDY**



**ROUTE 60 CORRIDOR STUDY - VISUAL PREFERENCE SURVEY**

**VDOT** May 21, 2012



*Complete Street*  
 Street trees.  
 Bike Lanes  
 Sidewalks (both directions) w/ buffer for tree, snow, safe feeling.  
 Good (low impact) storm water management  
 Access management best practices  
 Transit stops.  
 Accessibility  
 Preservation Areas  
 Traffic Calming to keep traffic speed down

**APPENDIX G – APRIL 30, 2015 PUBLIC INVOLVEMENT  
MEETING STAKEHOLDER INVITATION AND MAILING  
LIST**



# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

811 COMMERCE ROAD

STAUNTON, VIRGINIA 24401-9029

[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

Charles A. Kilpatrick, P.E.  
Commissioner

April 15, 2015

Arleen Boyle  
50 Edgewater Avenue  
Massapequa, NY 11758

Dear Ms. Boyle,

The Staunton District of the Virginia Department of Transportation (VDOT) is currently conducting a planning level traffic study of the Route 60 Corridor between the Spotswood Drive and E. Nelson Street intersection in the City of Lexington and the Quarry Lane and E. Midland Trail intersection in Rockbridge County. The purpose of the study is to identify and address long-term transportation issues associated with the Route 60 Corridor. The study has considered existing year traffic operations analysis, public input, existing corridor context, projected future growth, and future year traffic operations analysis to develop improvement alternatives and recommendations for the Route 60 Corridor.

VDOT has finalized a draft of the Route 60 Corridor Study report and will be presenting the findings and recommendations for public input. You are invited to a Public Participation Meeting on April 30, 2015 at the Rockbridge County Administration Office Building (Extension Office Meeting Room, 2<sup>nd</sup> Floor, 150 S. Main Street, Lexington, VA 24450) from 5:30 pm to 7:00 pm. A formal presentation on the study will begin promptly at 5:30 pm, followed by a Question & Answer session. We encourage you to visit the Route 60 Corridor Study project page on the VDOT website, for more information and a link to the draft copy of the study report:  
[http://www.virginiadot.org/projects/staunton/city\\_of\\_lexington\\_and\\_rockbridge\\_county\\_-\\_route\\_60\\_corridor\\_study.asp](http://www.virginiadot.org/projects/staunton/city_of_lexington_and_rockbridge_county_-_route_60_corridor_study.asp)

Should you have any questions, please feel free to contact me at (540)332-9057 or [terry.shortJR@vdot.virginia.gov](mailto:terry.shortJR@vdot.virginia.gov). Thank you for taking the time to make this project a success. We value your input.

Sincerely,

Terry R. Short Jr.  
Staunton District Planning Manager

WE KEEP VIRGINIA MOVING



## Route 60 Property Stakeholder List for Rockbridge County - April 2015

Arleen Boyle 50 Edgewater Avenue Massapequa, NY 11758	Charles W Barger & Sons Inc P.O. Box 778 Lexington, VA 24450	Bank of Botetourt Attn: Meade Stull P.O. Box 339 Buchanan, VA 24066
Albert Mabry P.O. Box 917 Lexington, VA 24450	Brian Fredricksen 711 Plunkett Street Lexington, VA 24435	Meseno LLC 511 E. Nelson Street Lexington, VA 24450
Sheila Breedlove 20 Sunny Hill Lane Lexington, VA 24450	Herman's Produce C/O Lisa Carter 1542 Hawthorne Avenue Buena Vista, VA 24416	Graziano LLC 250 New Cameron Drive Lexington, VA 24450
Medusa Properties Inc 10 Bordens School Lane Lexington, VA 24450	Medusa Properties Inc C/O Jody Winder 8180 Mechanicsville Turnpike Mechanicsville, VA 23111	Stonewall Associates LLC Attn: Poe & Cronk 10 S. Jefferson Street, Suite 1200 Roanoke, VA 24011
David Ruley 122 E. Midland Trail Lexington, VA 24450		

**APPENDIX H – SUMMARY OF PUBLIC COMMENTS FROM  
APRIL 30, 2015 PUBLIC INVOLVEMENT MEETING**

## Summary of Public Involvement Meeting

The Public Involvement Meeting to present the findings and recommendations of the study was held on April 30, 2015 at the Rockbridge County Administrative Office Building in the City of Lexington. The meeting consisted of a formal presentation of the study recommendations and then a discussion with members of the public to address questions and concerns. While there were many aspects of the proposed recommendations that were well received by those in attendance, there was considerable concern over some of the proposed vehicular turning movement restrictions included in the recommendations. These concerns consisted of the proposed right-in / right-out only movement at the Walker Street approach to the intersection with Route 60 within the City and the complete closure of the median opening along Route 60 at the intersection with McCorkle Drive associated with the Phase II recommendations within the County. The Phase II recommendations also raised considerable concern with the current owner of the NAPA Rockbridge Auto Parts property, who was in attendance. The Phase II recommendations required a take of the NAPA Rockbridge Auto Parts property in order to accommodate the fourth leg of the existing Route 60 / Stonewall Square Shopping Center entrance intersection. Following the meeting, VDOT District Planning reached out to the property owner by phone to further discuss the recommendations and their concerns. Additional public comments submitted at the meeting are included in this appendix. No additional comments were received by VDOT following the meeting. District Planning did receive a phone call from the owner of the Taco Bell property within the County portion of the Route 60 corridor. The proposed recommendations along the property frontage and entrance were discussed. The owner's primary question was whether or not the improvements would require additional right-of-way along the property frontage. It was explained to the owner that the existing Route 60 right-of-way appears to contain adequate width to accommodate the improvements and the need for additional right-of-way is not anticipated.

As a result of the comments and concerns expressed by the corridor stakeholders and the general public, VDOT, County, and City staff agreed to revise the final Route 60 Corridor Study to remove the Regional Service Area Phase II recommendations and remove the proposed turning movement restrictions at the Walker Street intersection with Route 60.



PUBLIC PARTICIPATION MEETING

Route 60 (Nelson Street and East Midland Trail) Corridor Study  
City of Lexington and Rockbridge County

Thursday, April 30, 2015, 5:30 p.m. - 7 p.m.  
Rockbridge County Extension Office Meeting Room  
Rockbridge County Administrative Office Building, Second Floor  
150 South Main Street  
Lexington, Virginia 24450

COMMENT SHEET

All comments are subject to public disclosure.

Name (optional):

JOHN SEBRELL

Address:

1. Do you believe this study will help meet transportation needs of the community?

No. REQUIRES WAY TOO MUCH BY IN BY PARTIES THAT  
WILL BE HURT BY PLAN. ALSO REQUIRES PRIVATE PARTIES  
TO FUND MAJORITY OF COST -

2. Are there any specific proposed recommendations of this study that you do or do not favor?  
What are they? Why?

ADD SIDEWALKS AND SIGNALLED CROSSWALKS

3. Were VDOT representatives able to answer your questions? If not, were you offered further assistance?

NOT REALLY

5. How did you hear about this meeting?

Newspaper \_\_\_\_\_ Direct Mail \_\_\_\_\_ VDOT Roadway signs \_\_\_\_\_ Other \_\_\_\_\_

Please leave this comment sheet at the designated location or mail your comments within 10 days (postmarked by May 11, 2015) to the addressee on the reverse side.



PUBLIC PARTICIPATION MEETING

Route 60 (Nelson Street and East Midland Trail) Corridor Study  
City of Lexington and Rockbridge County

Thursday, April 30, 2015, 5:30 p.m. - 7 p.m.  
Rockbridge County Extension Office Meeting Room  
Rockbridge County Administrative Office Building, Second Floor  
150 South Main Street  
Lexington, Virginia 24450

COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): Kevin Minor

Address: 84 Spring Farm Rd  
Lexington, VA 24450

1. Do you believe this study will help meet transportation needs of the community?

Yes, for now. Is the very long-term plan for the junction of U.S. 60 and I-81.

2. Are there any specific proposed recommendations of this study that you do or do not favor? What are they? Why?

The multi-use trails will be good only if speed is lowered. Overall the lane would be good, except it still presents the wall of differences in each section. City, then urban, then rural with no

3. Were VDOT representatives able to answer your questions? If not, were you offered further assistance?

Yes  
Continued feel.

5. How did you hear about this meeting?

Newspaper  Direct Mail  VDOT Roadway signs  Other News-Gazette (online)

Please leave this comment sheet at the designated location or mail your comments within 10 days (postmarked by May 11, 2015) to the addressee on the reverse side.



PUBLIC PARTICIPATION MEETING

Route 60 (Nelson Street and East Midland Trail) Corridor Study  
City of Lexington and Rockbridge County

Thursday, April 30, 2015, 5:30 p.m. - 7 p.m.  
Rockbridge County Extension Office Meeting Room  
Rockbridge County Administrative Office Building, Second Floor  
150 South Main Street  
Lexington, Virginia 24450

COMMENT SHEET

All comments are subject to public disclosure.

Name (optional):

Address:

Lexington

1. Do you believe this study will help meet transportation needs of the community?

Yes, very much so. Excellent ideas.

2. Are there any specific proposed recommendations of this study that you do or do not favor? What are they? Why?

No, some adjusting here and there, but concepts are solid

3. Were VDOT representatives able to answer your questions? If not, were you offered further assistance?

Yes, very much so.

5. How did you hear about this meeting?

Newspaper  Direct Mail  VDOT Roadway signs \_\_\_\_\_ Other \_\_\_\_\_

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150 South Main Street  
Lexington, Virginia 24450

COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): Kelly Minor

Address: 84 Spring Farm Rd  
Lexington, VA 24450

1. Do you believe this study will help meet transportation needs of the community?

Yes, overall  
I come from a much larger + truely congested area ...  
whatever keeps lex small + slow is good!

2. Are there any specific proposed recommendations of this study that you do or do not favor?  
What are they? Why?

- Before adding commercial pads, be sure all existing business space is used
- good on signage and landscaping - when signs moved on 60 (Rural), use some tan brick-based signs as on 60 (Urban)

3. Were VDOT representatives able to answer your questions? If not, were you offered further assistance?

Yes

5. How did you hear about this meeting?

Newspaper  Direct Mail  VDOT Roadway signs  Other Lex. News-Gazette online

Please leave this comment sheet at the designated location or mail your comments within 10 days (postmarked by May 11, 2015) to the addressee on the reverse side.



# Sign-in sheet

Public Participation Meeting – Route 60 Corridor Study, City of Lexington and Rockbridge County

Thursday, April 30, 2015 - Staunton District

Sign-in sheets are public records. Information provided on them is subject to public disclosure. Please print.

Name	Affiliation	Address / Email
1 Kevin Minor	Lexington resident	31 Spring Farm Rd. Lexington, VA 24450 kminor@earthlink.net
2 Kelly Minor	Lexington Resident	84 Spring Farm Rd Lexington 24450 rurifolk@ufl.edu
3 Buster Lewis	Rock Co. Supervisor	16 McClellan Ln Rock Baths 24473 P.O. Box 711 Lexington, VA 24450 bustler@mountainviewfarm.biz
4 Duane Fitzgerald	Director of Public Works City of Lexington	duanefitzgerald@cityoflexington.com
5 Mike Kennedy	Director of Planning and City of Lex	890 Shop Road Lexington, VA 24450 mkennedy@lexingtonva.gov
6 Terry Hampton	Dir. of Planning and City of Lex	300 East Washington St.
7 Donna & Bert Mabrey	Owners, Rockbridge Auto Parts - NAPA	85 E. Midkuff Trail Lexington, VA
8 Lee Marshall	RACC	2 South Randolph St 24450
9 John Sebrell	Lex Planning Com	5 Sheridan Row 24450
10 George Moore	Business	Haupten Inn



# Sign-in sheet

Public Participation Meeting – Route 60 Corridor Study, City of Lexington and Rockbridge County

Thursday, April 30, 2015 - Staunton District

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	Name	Affiliation	Address / Email
1	Capt A.M. Miller	Lexington Police Dept	11 Fuller Street Lexington
2	Ed Smith	News-Gazette	Lex
3	Ty Dickerson	Lexington Fire Dept	708 S. MAIN ST.
4	Nash Simon	City of Lexington	
5	CHUCK BARBER	Property Owner	C BARBER@CWBARBER.COM
6			
7			
8			
9			
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