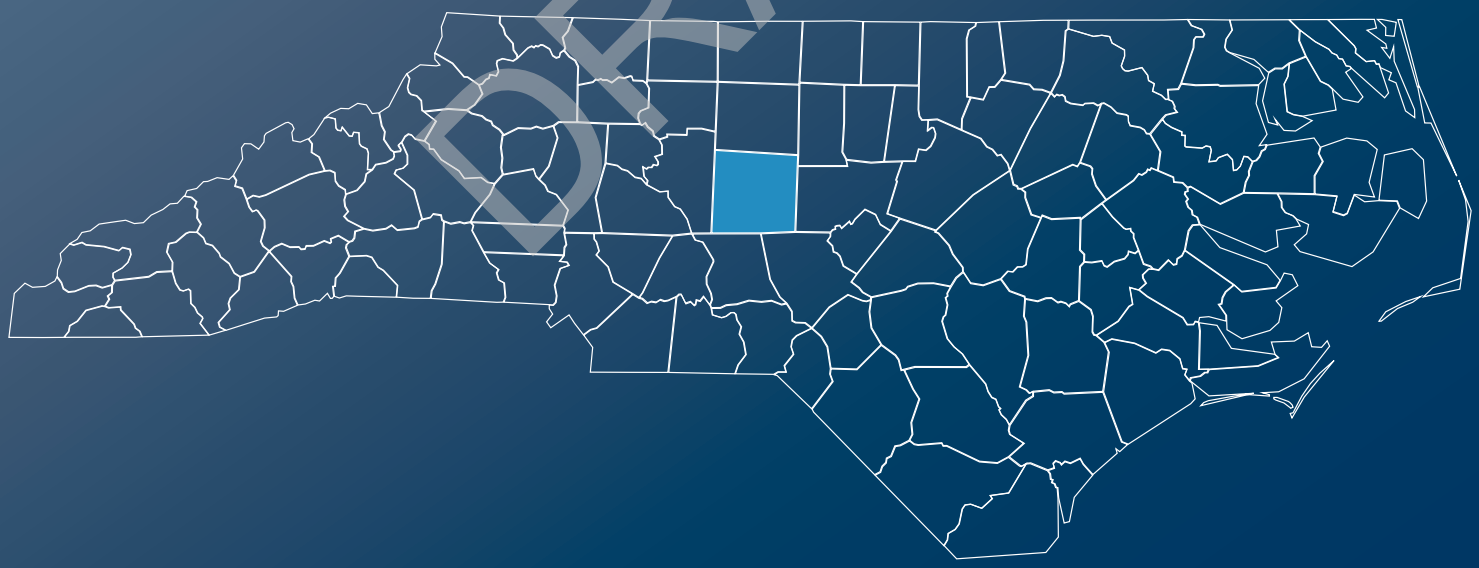
RANDOLPH COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

DRAFT



MONTH 2027

ACKNOWLEDGEMENTS

Thank you to the hundreds of residents, business owners, community leaders, special interest groups, and governmental staff who participated in the development of this plan through meetings, events, comment forms, and plan reviews.

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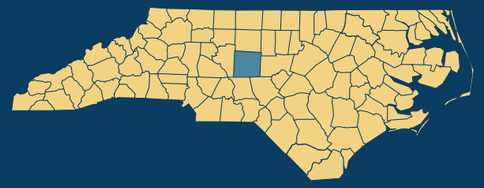
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EXECUTIVE SUMMARY



In 2024 the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Randolph County and its municipalities, and the Piedmont Triad Rural Planning Organization began a Comprehensive Transportation Plan (CTP) study for Randolph County.

The Randolph County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development over a 25 year timeframe. Various modes of transportation were evaluated, and recommendations made, including highway, public transportation, bicycle/pedestrian. The impact of other modes of travel, such as airports and ferries, play significant roles in moving people and freight in North Carolina and in the CTP.

The Randolph CTP was adopted locally and by the North Carolina Board of Transportation in MONTH. 2027.

This plan does not cover routine maintenance or minor operations issues. Refer to the Appendix X for contact information on these types of issues.

VISION

"The vision for Randolph County is to produce and maintain a Comprehensive Transportation Plan to establish a safe, efficient, and sustainable multimodal transportation system that meets the needs of residents, visitors, and the traveling public. This system will support economic vitality, conserve resources, and enhance the quality of life by providing diverse and transportation choices."

- Vision statement from the Randolph County CTP Steering Committee

PLAN GOALS

Goal 1: Safety, Connectivity, and Mobility

Improve the safety, connectivity, and mobility of the transportation system for people, freight and all modes of transportation in and through the region.

Goal 2: Quality and Performance (System Operations)

Maintain and enhance the quality and performance of the transportation system in Randolph County through efficient congestion management and operations techniques.

Goal 3: Regional Connectivity and Metropolitan Integration

Promote and enhance connectivity and mobility throughout Randolph County and the surrounding region and metropolitan areas.

Goal 4: Natural environment and rural character

Protection of natural environment and preservation of rural characters for recreational use and tourism.

STUDY APPROACH

1. Development of goals and objectives
2. Public involvement and community understanding
3. Data compilation and collection
4. Data analysis
5. Identification of multimodal transportation deficiencies and CTP project proposals
6. Local and NCDOT adoption

ANALYSIS AND PUBLIC INPUT KEY TYPES OF MEETINGS AND PUBLIC INPUT:

Steering committee meetings	Public Engagement Meetings	Adoption Meetings	Total Survey Respondents	Survey Comments
14	6	9	423	153

Priorities

Road Condition & Safety (1st), **Environment** (2nd), and **Community and Economy** (3rd) ranked as the top three priorities, based on average priority scores (lower values indicate higher importance).

Connectivity, **pedestrian network**, **public transit**, **intersections safety** and **natural environment protection** showed higher ranks than other potential issues as major challenges in the county.

Survey Comments

Many survey comments are related to **Congestion** (302), **Roadway** (169), **Public transit** (140) and **Pedestrian** (107).

Several keywords for improvements were '**Intersection**,' '**light**,' '**congestion**,' '**sidewalks**,' '**bike lanes**,' '**bus stop**,' '**downtown**' and '**zoo**'.

See Chapter 2 for more on this topic.

PRINCIPAL RECOMMENDATIONS

These are some of the principal CTP Recommendations of the Randolph County CTP. They are not listed in any priority order and more information can be found in Chapter 3 and in the Appendix X.

I-73/74

Widen from four lanes to six lanes between U.S. 64 and 1 mile north of Pineview Road (S.R. 1712).

View Project Map

U.S. 64

Widen to a four-lane divided roadway between Davidson County and I-73/74.

View Project Map

U.S. 64 Business

Improve this five-lane road by constructing reduced conflict intersections and traffic signal upgrades and constructing new service roads near commercial stores along East Dixie Drive.

View Project Map

U.S. 220 Business

Widen to three lanes with a center left-turn lane in Randleman. Widen to five-lane facility with a center left turn lane facility from Vision Drive to Hub Morrison Road and from McDowell Road to East Dixie Drive

View Project Map

U.S. 421

Upgrade to interstate standards with interchange improvements between the Chatham County line and the Guilford County line.

View Project Map

N.C. 49

Improve the existing two - lane road with 5-foot paved shoulders and construct turn lanes where warranted at intersections.

View Project Map

PROJECT SHEETS

There are **196 Project Sheets** that feature individual project maps, recommendation details, and can be found in the CTP Projects Appendix.

APPROVALS

☑ This information will be added after mutual adoption.

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Chapter ONE
Introductions and Overview

The Comprehensive Transportation Plan (CTP) is North Carolina's multimodal long range transportation plan. The CTP is mutually adopted and identifies transportation system needs, as well as solutions, to support anticipated growth and development over a 25-30-year timeframe.

PURPOSE AND OVERVIEW

This plan is developed by NCDOT and the Piedmont Triad Rural Planning Organization, and local planning partners with the support of Randolph County CTP Steering Committee.

The CTP supports the community's adopted vision and goals by integrating land use and transportation planning. This should be used by local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and environmental resources. The CTP process is designed to provide useful information into the project development process.

When starting a CTP study, officials form a steering committee of individuals who represent the various stakeholders of the community. NCDOT and other local planning staff also participate. The committee develops the draft vision, goals, objectives, and performance measures. These are further refined with input from residents and then used to guide the development and evaluation of the CTP.

VISION

The CTP vision, goals, and objectives are developed based on input of the public involvement process, local staff, and officials to help identify how residents in an area would like to develop the transportation system.

"Produce and maintain a Comprehensive Transportation Plan to establish a safe, efficient, and sustainable multimodal transportation system that meets the needs of residents, visitors, and the traveling public. This system will support economic vitality, conserve resources, and enhance the quality of life by providing diverse and transportation choices."

- Vision statement from the Randolph County CTP Steering Committee

The Vision Statement was developed from the Randolph County CTP (2012) and the Randolph County Growth Management Plan (2023) with the aid of the steering committee. The Vision Statement guided the development of the CTP and was used to establish identified needs and deficiencies and evaluate the project recommendations.

Randleman Lake Courtesy of the Heart of North Carolina Visitors Bureau

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STUDY GOALS AND OBJECTIVES

GOAL 1:
IMPROVE THE SAFETY, CONNECTIVITY, AND MOBILITY OF THE TRANSPORTATION SYSTEM FOR PEOPLE AND FREIGHT ACROSS ALL MODES THROUGHOUT THE REGION.

- Enhance the capacity of major highways where heavy congestion is projected.
- Reduce the frequency and severity of crashes at identified locations through targeted safety improvements (e.g., median control, roundabouts, turn lanes, or improved signaling).
- Implement "Complete Streets" principles to ensure safe access for all users, including motorists, cyclists, pedestrians, and transit riders.
- Enhance freight mobility by designating and improving key truck routes to support local industries and reduce heavy vehicle traffic in residential areas.

GOAL 2:
MAINTAIN AND ENHANCE THE QUALITY AND PERFORMANCE OF THE TRANSPORTATION SYSTEM IN RANDOLPH COUNTY THROUGH EFFICIENT CONGESTION MANAGEMENT AND OPERATIONAL TECHNIQUES.

- Improve intersection and interchange performance along major corridors (e.g., synchronized traffic signals, shared driveways, and median control, real-time travel information etc.) to improve traffic flow and to reduce crash rates without expanding physical road width.
- Utilize traffic data to identify issues, analyze existing conditions, and evaluate alternatives.
- Support the maintenance and rehabilitation of existing bridge and pavement infrastructure to extend the lifecycle of roadways.

GOAL 3:
PROMOTE AND ENHANCE CONNECTIVITY AND MOBILITY THROUGHOUT RANDOLPH COUNTY, THE SURROUNDING REGION, AND MAJOR METROPOLITAN AREAS.

- Improve reliability of rural highways connecting cities, towns, and key regional destinations (e.g., Greensboro, High Point, Raleigh, and Charlotte).
- Integrate local and regional bicycle and pedestrian networks into a unified connectivity plan.
- Support expansion of public transportation system to ensure multiple travel options are available to residents.
- Coordinate with neighboring counties and MPOs to ensure that cross-county transportation projects (like highway improvements or regional trails) are seamlessly aligned.

GOAL 4:
ENCOURAGE THE PRESERVATION OF SCENIC VIEWS AND RURAL CHARACTER.

- Identify and avoid environmentally sensitive areas (e.g., wetlands, floodplains, and historic sites) during project planning.
- Ensure connectivity to recreational and touristic places such as public parks and pottery places)

The Measures of Effectiveness are detailed in Appendix X.

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STATE AND FEDERAL POLICIES AND PLANS

This section outlines some of the important state and federal policies and plans that were considered while developing the Randolph County CTP. See the Appendices for an outline of the CTP requirements, and how they are accounted for and followed. Please click on any item in the following list for more information:

Complete Streets
Multimodal Statewide Freight Plan
N.C. Planning Facility Type
N.C. General Statute 136-66.2
N.C. Moves 2050 Plan
Statewide Logistics Plan
Strategic Transportation Corridors
Strategic Transportation Investments
North Carolina Planning Facility Types
Title VI in Public Involvement

LOCAL POLICIES AND PLANS

This section outlines some of the important local policies and plans that were considered while developing the Randolph County CTP.

Please click on any item in the following list for more information:

Randolph County Growth Management Plan (2023)

City of Asheboro Comprehensive Transportation Plan (2014)

City of Asheboro Comprehensive Pedestrian Transportation Plan – A Vision for 2025 (2008)

City of Asheboro 2020 Land Development Plan (2015)

City of Randleman Land Development Plan (2022)

Town of Ramseur Zoning Map (2007)

North Asheboro Greenway Feasibility Study (2024)

THIS PLAN FEATURES:

- ☑ **A thorough analysis of current conditions and public feedback regarding various modes of transportation.**
- ☑ **A list of recommendations.**
- ☑ **Supporting documentation of the plan, study process, and recommendations.**
- ☑ **A recommended comprehensive transportation network for Randolph County.**

CTP PROCESS SUMMARY

The development of this plan was open and participatory, with area residents providing input through committee meetings, online and paper surveys and public involvement meetings. The overall process and timeline are summarized in the list below:

SPRING 2024
Began data gathering, local staff meetings, established study scope, and preparation for CTP Steering Committee meetings.

SUMMER/FALL 2024
Kick-off CTP Steering Committee meeting, Develop CTP Vision statement, Goals & Objectives. Preparation for CTP Public Survey.

WINTER 2024
Review public Survey, analyze existing conditions.

SPRING/SUMMER 2025
Development and Endorsement of Socio-Economic Projections, review future conditions, begin development of CTP recommendations.

FALL/WINTER 2025
Finalize Draft Recommendations with CTP Steering Committee.

SPRING/SUMMER 2026
Review Draft Recommendations at Public Involvement meetings.

FALL/WINTER 2026 + SPRING 2027
Local CTP Adoptions, RPO Endorsement, Board of Transportation Adoption.



Seagrove, Courtesy of the Heart of North Carolina Visitors Bureau

RANDOLPH COUNTY COMPREHENSIVE TRANSPORTATION PLAN

Chapter **TWO**
Existing and Future Conditions

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This chapter summarizes the current and future conditions of the transportation system in the Randolph County CTP with consideration of public involvement.

To meet future travel demand, reliable forecasts of future travel patterns are needed to estimate congestion.

For highways, this is usually accomplished through mainly a capacity deficiency analysis (which is a measure of how the facility is operating based on existing and projected traffic) and a traffic crash analysis.

For multimodal uses, the distance between destinations, and roadway characteristics, are key components in the analysis.

This information, along with population growth, economic development potential, and land use trends is used to determine the potential impacts on the future transportation system.

PUBLIC, COMMUNITY, STAKEHOLDER INVOLVEMENT SUMMARY

Public involvement is a key element in the transportation planning process.

Public input was an overarching component of this plan, collected through multiple avenues and methods. This plan will affect those who live, work, own a business, play, and/or enjoy leisure activities in Randolph County. Feedback from the public guided the creation of this plan's project recommendations. A full summary of public outreach can be found in Public/Community Involvement Appendix.

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Randolph County Steering Committee and the Piedmont Triad RPO. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and put forth CTP project recommendations.

COMMUNITY UNDERSTANDING

A Community Understanding Report (CUR) was created which summarizes local information about population, employment, expected growth areas, schools, and transportation methods. This report can be found in Community Understanding Appendix.

TYPES OF PUBLIC INVOLVEMENT USED

The project team set a goal to reach as many residents as possible and hear from diverse communities and stakeholders. Equal opportunities regardless of race, color, national origin, limited English proficiency, income, sex, age, or disability were provided during the development of the CTP. The public engagement efforts as part of this study process ensured appropriate outreach and opportunity for involvement from these identified groups. More information can be found in the Community Understanding Appendix.

The steering committee was involved during the process using:

- ☑ Committee meetings (in-person and virtual)
- ☑ E-mail and phone communications
- ☑ Surveys

The public was involved using:

- ☑ Study website
- ☑ Surveys (English & Spanish, online, paper)
- ☑ Coverage in local newspapers, and TV Media
- ☑ Public Meetings
- ☑ Draft and final plan presentations

More information can be found in the Public/Community Involvement Appendix.

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WHAT WE HEARD

Highway

- "Areas of employment and schools and medical facilities are key places people need to be able to get to."
- "New projects are great, but, yes, make sure the roads traveled on a daily basis are in good condition."

Bicycle

- "Very important as a source of exercise and tourism/economy, not to mention the environment..."
- "We need proper sidewalk and bicycle connectivity in Asheboro and the rest of the county..."

Pedestrian

- "Sidewalks are critical for a pedestrian-friendly community."
- "Make intersections more accessible for pedestrians and bikers and not drivers."

Public Transportation

- "A public transit system (such as a public bus system) is greatly needed, particularly within Asheboro."
- "Currently there is not enough public transportation between cities or counties for medical trips."

COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2022 to 2050. Excluding the High Point Urban Area MPO, growth in Randolph County is expected to occur primarily within the City of Asheboro along U.S. 220 Business and U.S. 64 Business. The county also expects significant employment increases from the Toyota battery Mega site and resulting residential and commercial growth near the town of Liberty and U.S. 421 corridor. The Randolph County CTP study area, excluding the High Point MPO, accounts for approximately 76.1% of the county's total population.

2022 POPULATION	109,572
2050 PROJECTED POPULATION	130,921
2022 EMPLOYMENT	41,202
2050 PROJECTED EMPLOYMENT	54,317

More information can be found in the Socioeconomic Data Forecast and methodology Appendix about the methodology that was used to project the population and employment to 2050.

The socioeconomic data was endorsed by the Randolph County Commissioners on April 7th, 2025.

NC State Statute §136-66.2 specifically states that NCDOT may participate in the development and adoption of a CTP when all governments within the area covered by the plan have adopted land development plans adopted within the previous five years. The Randolph County Growth Management Plan adopted in 2023 meets that requirement.

TRANSPORTATION NETWORK SUMMARY

An important stage in the development of a CTP is the analysis of the existing transportation system and ability to serve the area's travel demand.,

The following table shows specific highlights, and not a comprehensive list, of the transportation network. More detail can be found elsewhere in this chapter.

Primary North-South Roadways	I-73/74, U.S. 220 Business, U.S. 421
Primary East-West Roadways	U.S. 64, N.C. 49, N.C. 42
Strategic Transportation Corridors	I-73/74, U.S. 64, N.C. 49, U.S. 421
Public Transportation Services (Demand Response)	Regional Coordinated Area Transportation system) (RCATS),
Fixed Route Bus (Deviated)	Route 10: Randolph County Express – Piedmont Authority for Regional Transportation (PART)
General Aviation Airports	Asheboro Regional Airport
Park and Ride Lots	None
Railroads (Freight)	Norfolk Southern, from High Point to Asheboro, and from Greensboro to Chatham County line
Railroads (Passenger)	None
Primary Freight Movement	I-73/74, U.S. 220 Business, U.S. 64, U.S. 421, N.C. 49
Sidewalks	Sidewalks are primarily located in downtowns or within municipal boundaries
Bicycle Lanes	None
Statewide Bicycle Routes	None
Greenways	Deep River State Trail The Birkhead Mountain Trail
Ferries	None

Each mode of travel covered by a comprehensive transportation plan has been independently analyzed for both current and forecast conditions.

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HIGHWAY ANALYSIS SUMMARY

Roadway System Capacity Deficiencies

Comparing roadway demand (vehicle volumes) to roadway supply (carrying capacity) is one of the primary measures of roadway performance.

Capacity deficiencies occur when the traffic volume approaches or exceeds the road's capacity. The analysis assumes 2026-2035 State Transportation Improvement Program (STIP) projects that are in the right-of-way acquisition phase or are under construction.

Key highway capacity deficiencies for the Randolph County CTP

[I-73/74] (From U.S. 64 Business/West Dixie Drive to I-74/U.S. 220)
2022 (base year) – Under capacity
2050– Near capacity

[U.S. 220 Business] (From Pineview Street to New Salem Road)
2022 (base year) – Under/Near capacity
2050 – Near capacity

[U.S. 220 Business] (From Old Liberty Road to Pineview Street and From U.S. 64 Business to Charles Avenue)
2022 (base year) – Near/Over capacity
2050 –Over capacity

[U.S. 64 Business] (From I-73/74 to N.C. 42)
2022 (base year) – Near/Over capacity
2055 – Over capacity

[N.C. 42] (From I-73/74 to U.S. 64 Business N.C. 49)
2022 (base year) – Near/Over capacity
2050 – Over capacity

[N.C. 42] (From U.S. 64 Business to Old Buffalo Ford Road)
2022 (base year) – Under capacity
2050 – Near capacity

[N.C. 49] (From Old N.C. 49 to I-73/74)
2022 (base year) – Over capacity
2050 – Over capacity

Refer to the Multimodal Analysis Appendix for existing and future capacity deficiencies.

Planning Level Intersection Assessment

Roadway intersections in Randolph County were assessed using a high level of analysis, including the type of facility and current delay. The recommendations identify a possible solution to a problem or "identified need." The improvement types can be interchanges, overpasses, limited movement and all movement intersections. Refer to Definitions and References Appendix for definitions of any terms.

The major intersections identified for improvement in the CTP are:

- I-73/74 and N.C. 42 Interchange
- I-73/74 and U.S. 64 Business Interchange
- U.S. 220 Business and W Presnell Street Intersection
- U.S. 220 Business and N.C. 42 Intersection
- U.S. 220 Business and U.S. 64 Business Intersection
- U.S. 220 Business and Old Liberty Road
- U.S. 421 and Julian Airport Road/ Dogwood Lane Interchange
- U.S. 421 and Starmount Road Interchange
- U.S. 421 and Shiloh Rd Intersection
- U.S. 64 Business and N.C. 42 Intersection
- U.S. 64 Business and South Cox Street
- U.S. 64 and N.C. 49 in Ramseur
- U.S. 64 and Sunflower Drive
- U.S. 64 and Loflin Pond Drive
- U.S. 64 and Mountain Road

Planning Level Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. The crash locations in Randolph County which occurred between January 1, 2018, and December 31, 2022, are shown on Figure 3 in the Transportation Planning Analysis Appendix.

Figure 4 shows the Fatal/Severe crash locations which occurred between January 1, 2018, and December 31, 2022.

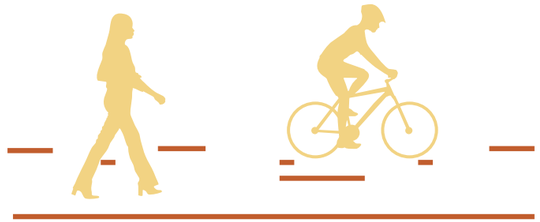
The CTP Steering Committee reviewed the Fatal and Severe Crash Locations Map and noted that Randolph County has a moderate crash history. Most incidents occur along major roadways, specifically U.S. 64 Business, N.C. 49, and N.C. 42; these safety issues are expected to be alleviated by the improvements proposed for these corridors. Multiple intersections were also identified during the development of this CTP and have been recommended for safety enhancements. Because safety concerns often require more immediate action than the long-range projects identified in the CTP, public comments regarding safety were shared with NCDOT Division 8 for their review and consideration.

Bridge Deficiency Assessment

There are 51 structurally deficient and functionally obsolete bridges identified along the studied roads. Refer to the Transportation Planning Analysis Data Appendix for more detailed bridge deficiency information.



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BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

Bicyclists and pedestrians are elements of the transportation system in North Carolina. Many communities are working to improve mobility for cyclists and pedestrians.

The Deep River State Trail runs through Randleman, Franklinville, and Ramseur. The Uwharrie River Trail and the Birkhead Mountain Trail are in Southwest Randolph. Both trails provide vital options for walking, jogging and biking. The Lake Lucas trail is within Lake Lucas Park in Asheboro.

Within Randolph County, sidewalks are primarily concentrated in downtowns in municipal areas. However, significant gaps remain in the pedestrian network; some segments end abruptly, failing to link to key destinations such as schools, parks, shopping centers, and residential areas. The Steering Committee prioritized addressing these gaps to improve overall connectivity to various community destinations.

Currently, there are no dedicated bike lanes within the county, forcing cyclists to share the road with motorized traffic, which remains a primary safety concern. Consequently, the Steering Committee focused on connecting towns to key activity centers—such as schools, libraries, and retail hubs—to support safer commuting, errands, and school-related travel.

Refer to Multimodal Analysis Appendix if needed.



PUBLIC TRANSPORTATION ANALYSIS SUMMARY

Public transportation in Randolph County primarily focuses on regional connectivity and specialized demand-response services. While the county does not currently operate a traditional fixed-route municipal bus system (such as a city loop), several regional and local options are available.

Piedmont Authority for Regional Transportation (PART): PART connects Randolph County to the broader Triad region, including Greensboro, High Point, and Winston-Salem. Specifically, Route 10 serves Asheboro, Randleman, and Greensboro, providing six key stops within the county.

Regional Coordinated Area Transportation System (RCATS): As the county's primary public transportation provider, RCATS offers point-to-point service to various destinations, including government agencies, employment sites, medical centers, community colleges, and senior centers. These services utilize vans and buses through subscription and demand-response routes, which require advance scheduling. All vehicles are ADA-compliant to effectively serve the disabled population.

Intercity Service: The Mid-State Express, managed by NCDOT and operated by Sunway Charters, connects Winston-Salem to Fayetteville with a designated stop in Asheboro.

Refer to Multimodal Analysis Appendix for more details.

Urban Transportation (provide both rural and urban transportation)	**RCATS (demand-response service)**
Rural Transportation (provide both local and rural transportation)	**RCATS (demand-response service)**
Regional Transportation (Operate in multiple areas of the state and connect multiple municipalities and counties)	**PART (Route 10, deviated fixed route);**
Intercity Transportation (Greyhound and Amtrak)	**Sunway Charters (Mid-State Express)**

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AIRPORTS

Randolph County features one primary public regional airport along with several private airfields used for general aviation and agricultural purposes. The Asheboro Regional Airport is the only public-use facility in the county and serves as a vital hub for business travel, private pilots, and the local aviation community. Located on Pilots View Road—approximately six miles southwest of downtown Asheboro—the airport features a 5,500-foot paved runway capable of accommodating corporate jets and small aircraft.

The table below shows airports near municipalities in this CTP.

Type of Airport	Name	Location	Distance
Public General Airport	**Asheboro Regional Airport**	Asheboro, N.C.	6 miles
Closest Passenger Service Airport	**Piedmont Triad International Airport**	Greensboro, N.C.	37 miles
Closest International Airport	**Raleigh-Durham International Airport**	Morrisville, N.C.	60 miles

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GOODS MOVEMENT / FREIGHT

Major freight generators in the Randolph County CTP study area were identified based on their proximity to railroads and primary highway corridors. The Norfolk Southern rail line provides vital short-line freight movement between High Point and Asheboro, while another significant rail line connecting Greensboro to Chatham County runs through Liberty and Seagrove.

Data analysis indicates that the majority of truck freight movement utilizes the following corridors:

- **I-73/74, U.S. 220, U.S. 220 Business, U.S. 64, U.S. 64 Business, U.S. 421, N.C. 42, and N.C. 49.**
- **I-73/74 serves as the backbone of the county's freight network.**
- **U.S. 64 is a primary east-west corridor connecting Asheboro to Lexington, Raleigh, and I-85.**
- **N.C. 49 provides a direct link between the Charlotte metropolitan area and Asheboro.**
- **U.S. 421 has become an increasingly critical freight artery, particularly near the Toyota Battery Manufacturing plant in Liberty, facilitating industrial traffic between Greensboro and Fayetteville.**

Refer to the Transportation Planning Analysis Data Appendix for more details.



Sunset Theatre, City of Asheboro; Courtesy of the Heart of North Carolina Visitors Bureau

RANDOLPH COUNTY COMPREHENSIVE TRANSPORTATION PLAN

Chapter **THREE**

CTP Project Proposals

Each mode of travel included in the Randolph County Comprehensive Transportation Plan (Highway, Public Transportation, Bicycle / Pedestrian) have been independently analyzed for current and future conditions.

Projected 2050 needs for each mode of transportation were analyzed and project recommendations developed through consideration of benefits and potential impacts including an extensive public engagement process. The results of this analysis are found in Figure 1.

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DOT PROJECT DELIVERY PROCESS

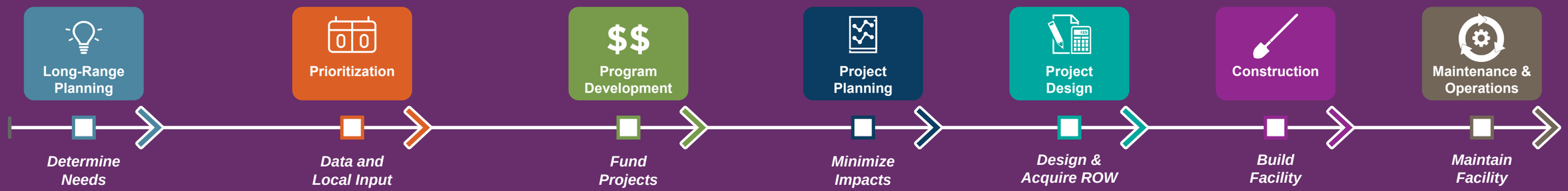
Years of extensive planning, study and work occur before NCDOT begins building a roadway. The process, known as the Project Development Process, begins with the department assisting municipalities and regions in developing Comprehensive Transportation Plans, which are long range plans that identify area transportation needs and priorities.

Once a project is programmed for funding, NCDOT initiates studies and the project enters into the environmental analysis and development phase. As part of this process, further studies are conducted to get additional public input on how the proposed project might affect people living and working in the area, as well as assessing the potential environmental impact and how to meet the transportation need.

Once the final design location has been determined and NCDOT acquires necessary property to accommodate the project and awards a construction contract ("Let"). Then, construction begins.

The typical NCDOT Project Delivery Process is shown in the figure below.

NCDOT PROJECT DELIVERY PROCESS



CTP PROJECT RECOMMENDATIONS LIST

The following list contains information about Randolph County Comprehensive Transportation Plan recommendations. These recommendations represent an agreement (between NCDOT and adopting planning partners) of an identified transportation deficiency and a potential solution.

While the CTP does recommend possible solutions called project recommendations, it may not represent the final location or cross-section, and features associated with the improvement and may change over time due to further and more detailed studies. It is the responsibility of local communities to help protect transportation corridors for new location facilities.

The list shown below is not in any priority order.

CTP MAPS

The mutually adopted Randolph County CTP Maps are found in Figure 1.

The maps included are:

1. Facility Types and Control of Access

2. Highway Recommendations

3. Public Transportation Recommendations

4. Bicycle / Pedestrian Recommendations

The Facility Type and Control of Access map is important for planning, design, and operations. The various Recommendations Maps identify an agreement of an identified transportation deficiency and a potential solution.

For more information, see Definition and Resources Appendix.

DRAFT

FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

0 0.75 1.5 3 4.5 6 Miles

N

Sheet 1 of 4

Base map date: April 04, 2024

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

DRAFT
Plan Date: October 13, 2026

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	———	- - -
Access Management / Operations (e.g., add median)	#	———	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	———	- - -
Other (e.g., safety, economic development)	#	———	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

0 0.75 1.5 3 4.5 6 Miles

Sheet 2 of 4

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 28, 2026

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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Sheet 2A of 4 Inset A

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 28, 2026

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	———	- - -
Access Management / Operations (e.g., add median)	#	———	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	———	- - -
Other (e.g., safety, economic development)	#	———	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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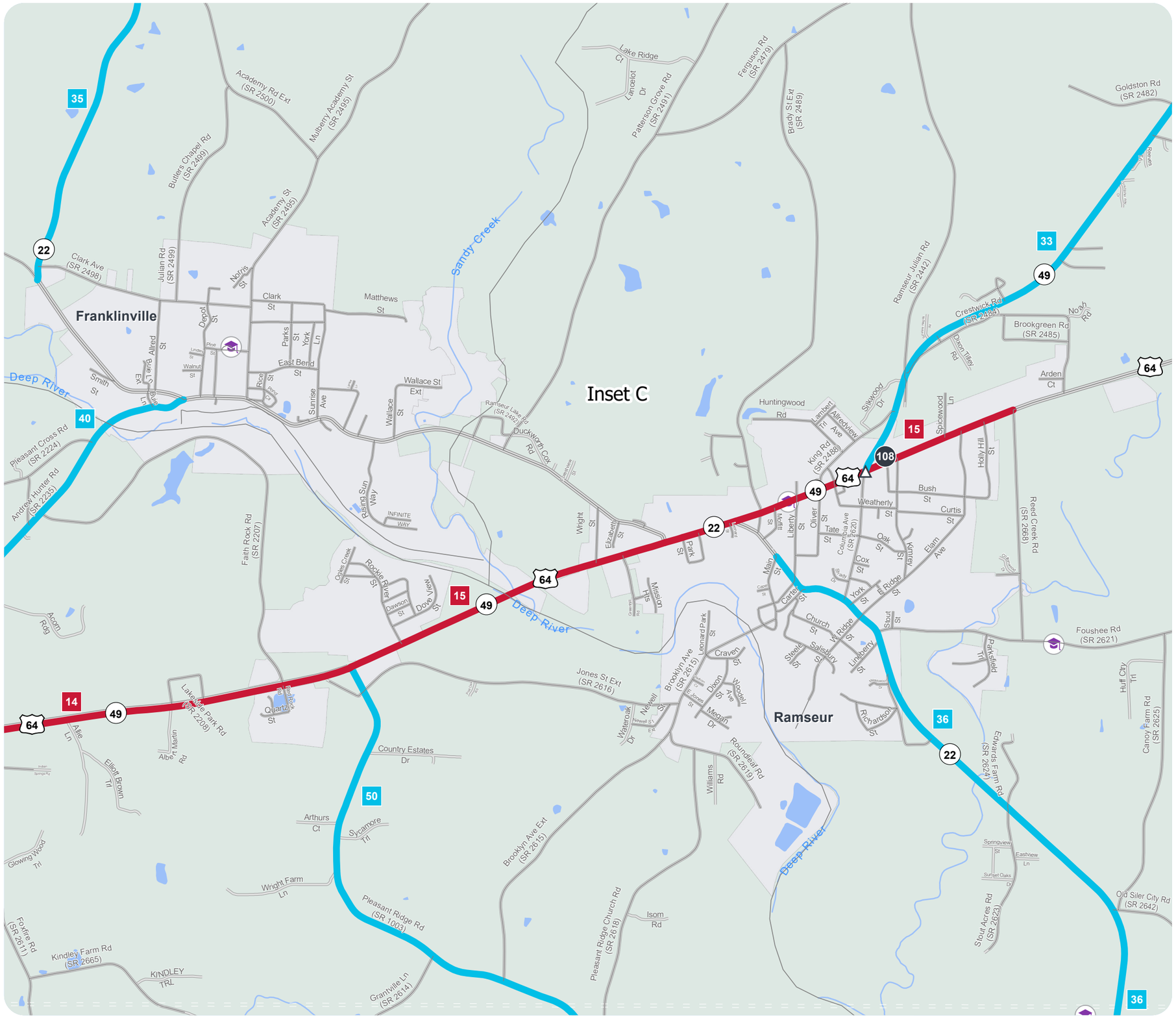
Sheet 2B of 4 Inset B

Base map date: April 04, 2024

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DRAFT
Plan Date: October 28, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	———	- - -
Access Management / Operations (e.g., add median)	#	———	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	———	- - -
Other (e.g., safety, economic development)	#	———	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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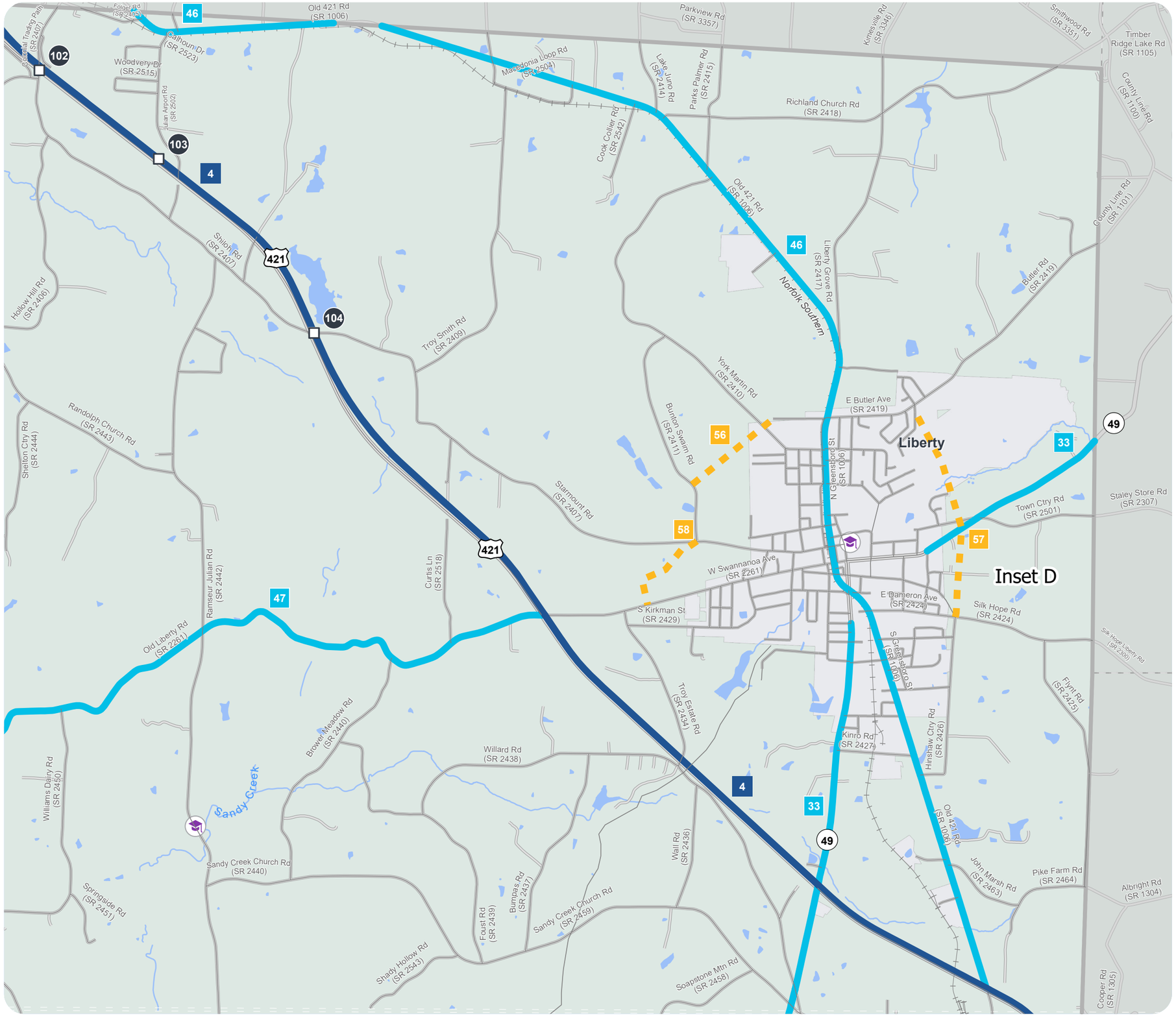
Sheet 2C of 4 Inset C

Base map date: April 04, 2024

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DRAFT
Plan Date: October 28, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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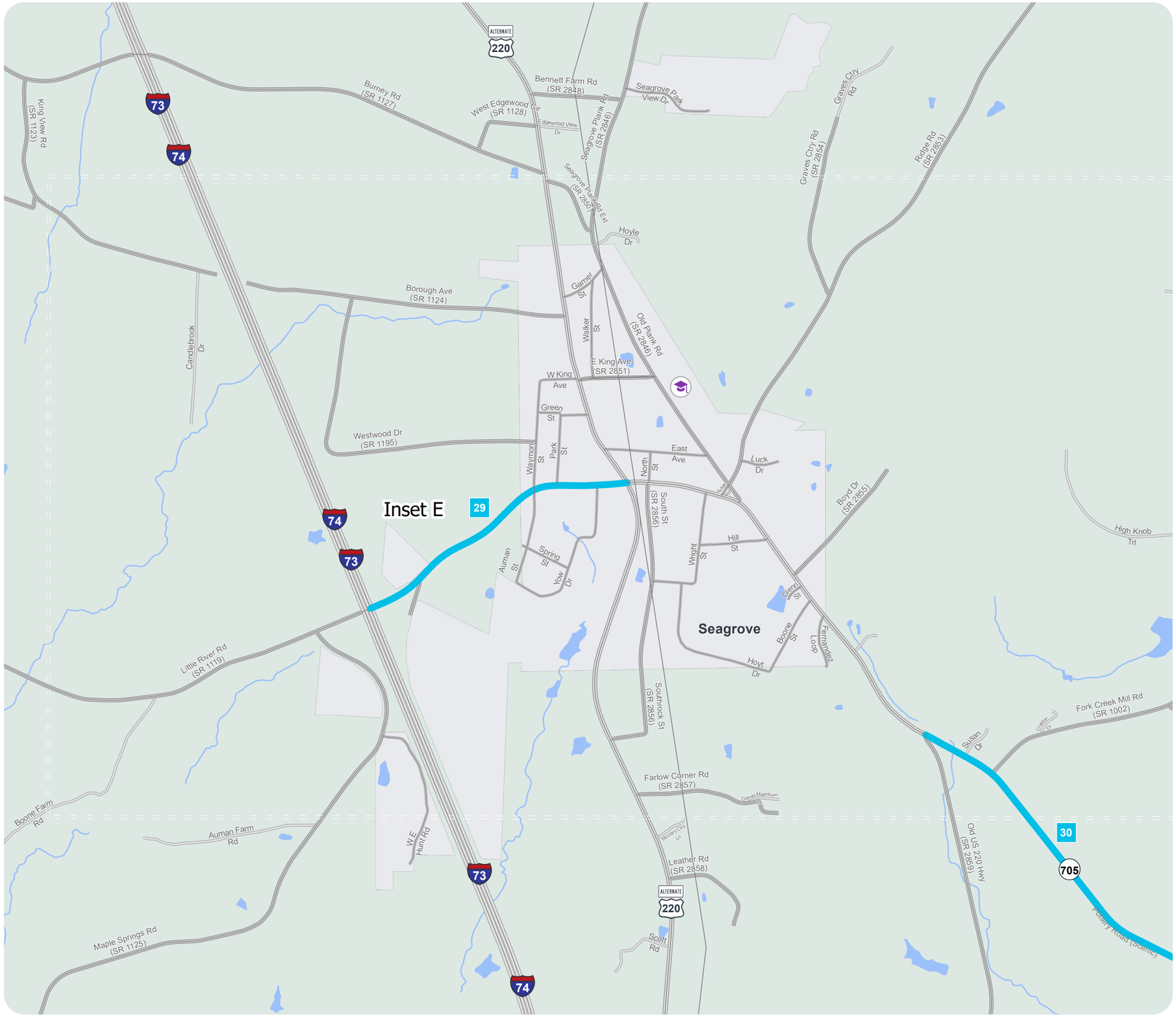
Sheet 2D of 4 Inset D

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 28, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	———	- - -
Access Management / Operations (e.g., add median)	#	———	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	———	- - -
Other (e.g., safety, economic development)	#	———	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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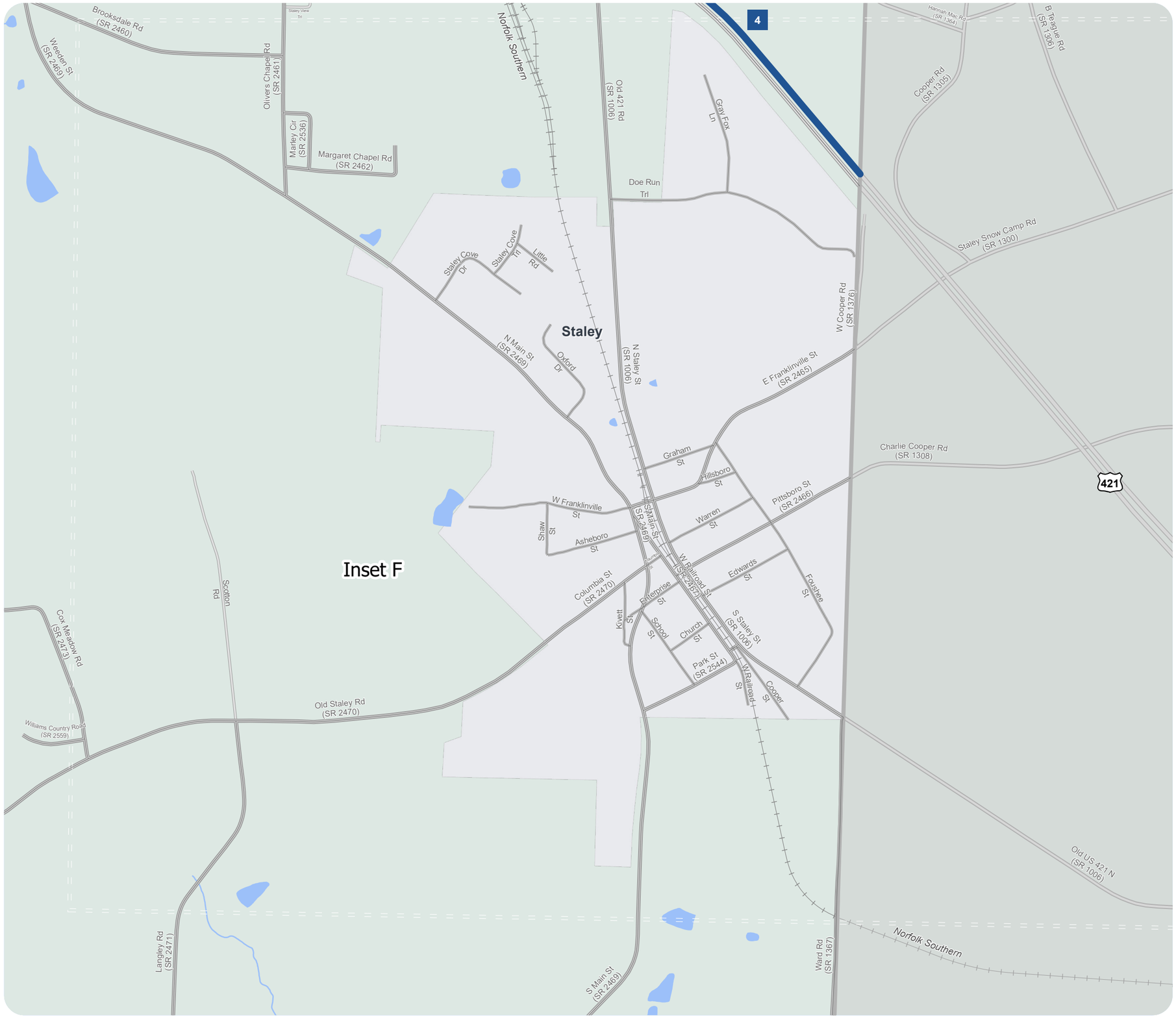
Sheet 2E of 4 Inset E

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 28, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	▬	▬ ▬
Access Management / Operations (e.g., add median)	#	▬	▬ ▬
Modernization (e.g., widen lanes, add turn lanes)	#	▬	▬ ▬
Other (e.g., safety, economic development)	#	▬	▬ ▬
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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N

Sheet 2F of 4 Inset F

Base map date: April 04, 2024

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DRAFT
Plan Date: October 28, 2026

Randolph County
Highway Recommendations

1 Interstate Hwy 73/74 Widening, RAND10001-H:

From US 64 to Pineview St (SR1712) | 6.77 miles

Widen to a six lane divided facility to alleviate future congestion from US 64/NC 49 to 1 mile north of Pineview Road (SR 1712) including interchange improvements at NC 42 and US 64 Business.

2 US 64 BUS Widening, U-5813:

From US 64 Bypass to I-73/74 | 2.81 miles

Widen to a four lane divided facility to alleviate future congestion from US 64 Bypass to I-73/74, including interchange improvements at NC 49 and at I-73/74.

3 US 64 BUS Widening, RAND20001-H:

From I-73/74 to US 64 Bypass | 5.06 miles

Recommended Improvements to this facility include: reducing conflict intersections, traffic signal operation adjustments, and adding new service roads to alleviate future congestion. This project also includes a sidewalk recommendation.

4 US 421 Improvement, RAND20002-H:

From Chatham County to Guilford County | 9.97 miles

Upgrade to Interstate standards from the Chatham County line to the Guilford County line to improve mobility along the corridor.

6 US 220 BUS Widening, RAND20004-H:

From Hwy 311 Ext (SR 1009) to New Salem Rd (SR 2116) | 2.87 miles

Widen to a three-lane facility with a center left turn lane to alleviate future congestion. This project also includes a bicycle recommendation.

7 US 220 BUS Widening, U-6006:

From Caudle Rd to US 311 Ext | 0.71 miles

Widen to a four lane facility to alleviate future congestion from Caudle Road (SR 2123) to US 311 Extension (SR 2270). This is 2026-2035 STIP project.

DRAFT

Highway Class: Congestion | Access Management | Modernization | Other (Safety, etc.) | Bridge/Intersection

8

US 220 BUS Widening, R-5956A:

From Vision Dr to Hub Morris Rd | 2.28 miles

Widen to a five lane facility with a center left turn lane to alleviate future congestion and improve mobility from Vision Drive to Hub Morrison Road.

9

US220 BUS Widening, RAND20006-H:

From McDowell Rd (SR 1150) to E Dixie Dr (US 64 BUS) | 1.02 miles

Widen from a three-lane to a five-lane facility with a center turn lane to alleviate future congestion, improve mobility and safety from McDowell Road to East Dixie Drive. This project also includes a sidewalk recommendation.

10

Pineview St Widening, U-5711:

From West of Sylvan Drive to US 220 Business | 0.58 miles

Widen from a two-lane to a three-lane facility with a center turn lane to alleviate future congestion from west of Sylvan Drive to US 220 Business.

11

US 220 Business Improvement, U-6007:

From Ridge Street to Walker Avenue | 0.47 miles

Construct left and right-turn lanes at intersections and major points of activity from Ridge Street (SR 2915) to West Walker Avenue (SR 1453). This project also includes a sidewalk recommendation.

12

US 64 Widening, R-2220DA:

From Davidson County to West side of US 64 Bypass | 11.13 miles

Widen to a four-lane with median expressway from Davidson County to the US 64 Bypass to improve mobility from I-85 to Raleigh.

13

NC 42 Widening, U-5743:

From East Salisbury St (SR 2237) to Dixie Dr (US 64/ NC49) | 0.76 miles

Widen from a two-lane to a three-lane facility with a center left turn lane to alleviate future congestion from East Salisbury Street (SR 2237) to Dixie Drive (US 64/NC 49). This project also includes sidewalk and bicycle recommendations.

14

US 64 / NC49 Improvement, RAND20007-H:

From US 64 Bypass to Pleasant Ridge Rd (SR 1003) | 4.02 miles

Upgrade to expressway standards to improve regional mobility from the US 64 Bypass to Pleasant Ridge Road (SR 1003), including intersection improvements at Trogdon Hill Rd (SR 2692), Loflin Rd (SR 2221), and Iron Mountain Rd (SR 2605).

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

15

US 64 / NC 49 Improvement, RAND20008-H:

From Pleasant Ridge Rd (SR 1003) to Reed Creek Rd (SR 2668) | 2.86 miles

Upgrade to boulevard standards by converting the existing five-lane facility to a four-lane facility with a median, including adding a turn lane at NC 22 intersection. This project also includes a bicycle recommendation from NC 22 to Coleridge Rd.

16

NC 42 Widening, RAND30001-H:

From I-73/74 to E Salisbury St (SR 2237) | 1.79 miles

Widen from a two-lane to a three-lane facility with a center left turn lane to alleviate future congestion including an intersection improvements at US 220 Business. This project also includes sidewalk and bicycle recommendations from I-73/74 to East Salisbury Street.

17

W Presnell Street Widening, RAND40001-H:

From I-73/74 to Meadowbrook Rd | 1.32 miles

Widen from a two-lane to a three-lane facility with a center left-turn lane to alleviate future congestion from I-73/74 to Meadowbrook Road, including an intersection improvement at US 220 BUS. This project also includes sidewalk and bicycle facility recommendations.

19

NC 49 Improvement, RAND30002-H:

From Brantley Gordeon Rd (SR1174) to US 64 Bypass | 8.18 miles

Improve the existing two-lane facility by adding 5-foot paved shoulders and introducing turning lanes at key intersections from Brantley Gordon Road (SR 1174) to the US 64 Bypass.

20

US 220 BUS, R-5956B:

From Hub Morris Rd to Caudie Road | 1.26 miles

Widen from a three-lane to a five-lane facility with a center left-turn lane to alleviate future congestion from Hub Morris Road (SR 2149) to Caudle Road (SR 2123). This project includes a sidewalk facility recommendations.

21

Pineview Rd (SR 1712) Improvements, RAND40004-H:

from Hopewood Rd (SR 1508) to West of Sylvan Dr | 0.39 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Hopewood Road (SR 1508) to West of Sylvan Drive.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

22

Old US Hwy 311 Widening, RAND40003-H:

From Beeson Farm Rd to Old Courthouse Rd (SR 1513) | 1.97 miles

Widen from a two-lane facility to a five-lane major thoroughfare facility with a center left-turn lane to alleviate future congestion from Beeson Farm Rd to Old Courthouse Road (SR 1513).

23

Hwy 311 Ext Widening, RAND40005-H:

From I-73 to Stout Rd | 0.33 miles

Widen from a two-lane or a three lane facility to a four-lane facility to alleviate future congestion from I-73 to Stout Road.

24

High Point St Widening, RAND40006-H:

From W Academy St (SR 1950) to Commonwealth Rd (SR 1990) | 0.35 miles

Widen from a two-lane facility to a four-lane divided facility with a median to alleviate current and future congestion from W Academy Street (SR 1950) to Commonwealth Road (SR 1990).

25

W Academy St Widening, RAND40007-H:

From I-73 Northbound On-Ramp to High Point St (SR1952) | 0.42 miles

Widen from a two-lane facility to a four-lane facility to alleviate future congestion from I-73 Northbound On-Ramp to High Point Street (SR 1952).

26

NC 49 Widening, RAND30003-H:

From Old NC Hwy 49 to I-73/74 | 0.73 miles

Widen from a two-lane facility to a five-lane facility with a center left turn lane to alleviate future congestion from Old NC Hwy 49 to I-73/74.

29

NC 705 Improvements, RAND30004-H:

From I-73/74 to Old US 220 Alt | 0.8 miles

Upgrade to 11-foot lanes with paved shoulders to improve mobility and safety from I-73/74 to Old US 220 Alternative (SR 2859).

30

NC 705 Improvements, RAND30005-H:

From Moore County to US 220 ALT | 2.66 miles

Upgrade to 12-foot lanes with paved shoulders to improve mobility and safety from Moore County to Old US 220 Alternative (SR 2859).

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

31

NC 159 Improvments, RAND30006-H:

From East Dixie Drive to Zoo Connector | 5.0 miles

Upgrade to 12-foot lanes with paved shoulders to improve mobility and safety from East Dixie Drive to Zoo Connector. Extend the roadway to existing roundabout on Zoo Parkway. This project also includes a bicycle facility recommendation.

32

NC-134 Improvements, RAND30007-H:

From Montgomery County (Beane County Rd) to Dawson Miller Rd (SR 1138) | 7.95 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Montgomery County to Dawson Miller Road (SR 1138).

33

NC 49 Improvements, RAND30008-H:

from Alamance County to South Valley Street and from the West Patterson Avenue in Liberty to US 64 in Ramseur | 10.24 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Alamance County to South Valley Street and from West Patterson Avenue to US 64. This project also includes a bicycle facility recommendation from Furguson Road to Old Staley Road.

34

NC 42 Improvements, RAND30010-H:

From Ironwood Rd (SR 2825) to NC 22 | 12.82 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Ironwood Road to NC 22.

35

NC 22 Improvements, RAND30011-H:

From Cedar Falls Rd (SR2226) to Guilford County | 11.28 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Cedar Falls Road (SR 2226) to Guilford County.

36

NC 22 Improvements, RAND30012-H:

From Main St to Chatham County | 13.84 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Main Road to Chatham County.

40

Andrew Hunter Road (SR 2235) Improvements, RAND40010-H:

From NC 49 to NC 22 | 1.79 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from NC 49 to NC 22.

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Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

41

Crestview Church Road (SR 2820), RAND40015-H:

From US 220 Business to NC 159 | 1.92 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from US 220 Business to NC 159.

42

Henley Country Road (SR 2215) Improvements, RAND40022-H:

From East Presnell St (SR 2345) to Giles Chapel Rd (SR 2218) | 2.41 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from East Presnell Street (SR 2345) to Giles Chapel Road (SR 2218).

43

Hoover Hill Road (SR 1408) Improvements, RAND40024-H:

From US 64 to Snyder Country Road | 5.42 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from US 64 to Snyder Country Road.

44

Iron Mountain Road (SR 2605) Improvements, RAND40025-H:

From NC 49 to NC 42 | 3.99 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from NC 49 to NC 42.

45

Luck Road (SR 2604) Improvements, RAND40029-H:

From Iron Mountain Road (SR 2605 to US 64 BUS | 2.81 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from Iron Mountain Road (SR 2605) to US 64 Business.

46

Old 421 Rd (SR 1006) Improvements , RAND40032-H:

Guilford County to US 421 | 9.44 miles

Upgrade Old US 421 (SR 1006) to 12-foot lanes with paved shoulder from Guilford County to US 421. This includes a bicycle recommendation from Kinro Road to W Starmount Ave in Liberty.

47

Old Liberty Road (SR 2261) Improvements, RAND40034-H:

From US 220 BUS to US 421 | 15.57 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from US 220 Business to US 421. This project also includes sidewalk and bicycle facility recommendations from US 220 Business to Little Point Road.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

48

Old NC Hwy 49 (SR 1193) Improvements, RAND40035-H:

From Union Church Rd (SR1163) to NC 49 | 2.75 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Union Church Road (SR 1163) to NC 49.

50

Pleasant Ridge Road (SR 1003) Improvements, RAND40042-H:

From Pleasant Ridge Church Rd to US 64 | 2.2 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Pleasant Ridge Church Road to US 64.

52

Hub Morrison Rd (SR 2149) Improvements, RAND40045-H:

From US 220 BUS to Old Liberty Rd (SR 2261) | 1.76 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from US 220 Business to Old Liberty Road (SR 2261).

53

Gold Hill RD (SR 2183) Improvements, RAND40046-H:

From Old Liberty Rd (SR2261) to E Presnell St (SR 2345) | 2.98 miles

Upgrade to a 2-lane major thoroughfare with 12-foot wide lanes with paved shoulders to improve mobility and safety from Old Liberty Road (SR 2261) to East Presnell Street (SR 2345). This project also includes a bicycle facility recommendation.

54

US 220 BUS Improvements, RAND20011-H:

From Sunset Ave (SR 1442) to Hampton Rd (SR 1485) | 0.92 miles

Implement access management strategy to improve mobility and safety from Sunset Avenue (SR 1442) to Hampton Road (SR 1485), including intersection improvements at NC 42 and East Presnell Street. This project also includes a sidewalk recommendation.

56

Liberty Northwestern Loop, RAND40052-H:

From Bunton Swaim Rd to W Butler Ave | 0.67 miles

Construct a new two-lane minor thoroughfare with 12-foot wide lanes and paved shoulders from Bunton Swaim Road to West Butler Avenue to improve mobility and connectivity.

57

Libety Northeastern Loop, RAND40053-H:

From Silk Hope Rd Rd to Hamilton Dr | 1.38 miles

Construct new two-lane minor thoroughfare with 12-foot wide lanes and paved shoulders from Silk Hope Road to Hamilton Drive to improve mobility and connectivity.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

58

Libety Northeastern Loop, RAND40054-H:

From Old Liberty Rd to Starmount Rd | 0.6 miles

Construct new two-lane minor thoroughfare with 12-foot wide lanes and paved shoulders from Old Liberty Road to Starmount Road to improve mobility and connectivity.

61

Martin Luther King Jr. Drive, RAND40057-H:

From NC 42 to E Slisbury St (SR 2237) | 1.15 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from NC 42 to East Salisbury Street (SR 2237).

101

Ridge St & NC 159 Zoo Parkway Intersection, R-5958:

Ridge St & NC 159 Zoo Parkway | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by addressing alignment concerns extending from NC 159 Zoo Parkway and Ridge Street.

102

US 421 & Colonial Trading Path Interchange, HE-0004A:

US 421 & Colonial Trading Path | 0.0 miles

Improve this intersection to improve mobility and safety from US 421 and Colonial Trading Path.

103

US 421, Dogwoood Ln and Julian Airport Rd Interchange, HE-0004B:

US 421, Dogwoood Ln and Julian Airport Rd | 0.0 miles

Improve this intersection to improve mobility and safety by converting the traditional at-grade intersection into an interchange extending from US 421, Dogwood Lane, and Julian Airport Road.

104

US 421 & Starmount Rd Interchange, HE-0004C:

US 421 & Starmount Rd | 0.0 miles

Improve this intersection to improve mobility and safety by converting the traditional at-grade intersection into an interchange extending from US 421 and Starmount Road.

105

US 220 BUS & W Presnell St Intersection Improvement, RAND20002-I:

US 220 BUS and W Presnell St Intersection | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by constructing operational enhancements extending from US 220 Business and West Presnell Street.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

106

US 220 Business & E Salisbury St Intersection Improvement, RAND20003-I:

US 421 & E Salisbury St | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by constructing operational enhancements extending from US 220 Business and East Salisbury Street.

107

3rd Street and E Dixie Dr Intersection Improvement, RAND20004-I:

3rd Street and E Dixie Drive | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by constructing operational enhancements extending from East Dixie Drive and 3rd Street.

108

US 64 & NC 42 Intersection Improvement, RAND20005-I:

US 64 & NC 42 Intersection | 0.0 miles

Redesign intersection to improve safety, travel-time reliability, and mobility on this corridor extending from US 64 and NC 42.

109

NC 42 & US 64 BUS Intersection Improvement, RAND20007-I:

NC 42 & US 64 BUS | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by addressing alignment concerns extending from NC 42 and US 64 Business.

110

S Cox Street & US 64 BUS Intersection Improvement, RAND20008-I:

NC 159 & US 64 BUS | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from South Cox Street and US 64 Business.

111

I-73/74 and NC 42 Interchange Imrprovement and Reconfiguration, RAND10003-I:

I-73/74 and NC 42 | 0.0 miles

Reconfigure this interchange to improve safety and mobility by constructing operational improvements extending from I-73/I-74 and NC 42.

112

US 64 and Dublin Rd Intersection Improvement, RAND20006-I:

US 64 and Shamrock Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from US 64 and Dublin Road.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

113

US 64 and S Park St Intersection improvement, RAND20009-I:

US 64 and S Park St | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from US 64 and South Park Street.

114

US 64 and Cliff Rd Intersection Improvement, RAND20010-I:

US 64 and Cliff Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from US 64 and Cliff Road.

115

NC 49 and Oak Leaf Rd Intersection Improvement, RAND30001-I:

NC 49 and Oak Leaf Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from NC 49 and Oak Leaf Road.

116

NC 49 and Mack Rd Intersection Improvement, RAND30002-I:

NC 49 and Mack Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from NC 49 and Mack Road.

117

US 64 and E Salisbury St Intersection Improvement, RAND20011-I:

US 64 and E Salisbury St | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by addressing alignment concerns extending from US 64 and East Salisbury Street.

118

US 64 and Trogdon Hill Rd Intersection Improvement (RCI), RAND20012-I:

US 64 and Trogdon Hill Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing a Reduced Conflict Intersection (RCI) design extending from US 220 Business and Trogdon Hill Road.

119

US 64 and Loftin Pond Rd Intersection Improvement (RCI), RAND20013-I:

US 64 and Loftin Pond Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing a Reduced Conflict Intersection (RCI) design extending from US 64 and Loftin Pond Road.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

121

NC 42 and Dublin Rd Intersection Improvement, RAND30003-I:

NC 42 and Dublin Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by addressing alignment concerns extending from US 64 and Iron Mountain Road.

122

US 220 BUS and Old Liberty Rd Intersection Improvement, RAND20015-I:

US 220 BUS and Old Liberty Rd | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by addressing alignment concerns extending from US 220 Business and Old Liberty Road.

123

I-73 / 74 and US 64 Business Interchange Improvement, RAND10004-I:

i -73/74 and US 64 Business | 0.0 miles

Reconfigure this interchange to improve safety and mobility by constructing operational improvements extending from I-73/I-74 and NC 42.

124

US 64 and NC 49 Interchange Improvement, RAND20016-I:

US 64 and NC 49 | 0.0 miles

Reconfigure this interchange to improve safety and mobility

201

Bridge 750307 , B-5546:

Low Bridge Road | 0.0 miles

Replace Bridge 750307 on Low Bridge Road over Mount Pleasant Creek to improve structural integrity and ensure long-term travel safety

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		

High Point MPO

Piedmont Triad RPO

Studied Roads

Denotes Highway Incidental ★

Full report at:
https://tinyurl.com/4k2xucan

0 0.75 1.5 3 4.5 6 Miles

N

Sheet 3 of 4

Base map date: April 04, 2024

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

DRAFT

Plan Date: October 13, 2026

PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#	P	P
Amtrak Station	#		
Intermodal Terminal	#		

High Point MPO

Piedmont Triad RPO

Studied Roads

Denotes Highway Incidental ★

Full report at:
https://tinyurl.com/4k2xucan

0 0.17 0.35 0.7 1.05 1.4 Miles

N

Sheet 3A of 4 Inset A

Base map date: April 04, 2024

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DRAFT
Plan Date: October 13, 2026

PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		

High Point MPO

Piedmont Triad RPO

Studied Roads

Denotes Highway Incidental ★

Full report at:
https://tinyurl.com/4k2xucan

0 0.15 0.3 0.6 0.9 1.2 Miles

Sheet 3B of 4 Inset B

Base map date: April 04, 2024

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DRAFT
Plan Date: October 13, 2026

Randolph County
Public Transportation and Rail Recommendations

1 ★ **Old US Hwy 311 Widening, RAND40003-H:**

From Beeson Farm Rd to Old Courthouse Rd (SR 1513) | 1.97 miles

Widen from a two-lane facility to a five-lane major thoroughfare facility with a center left-turn lane to alleviate future congestion from Beeson Farm Rd to Old Courthouse Road (SR 1513).

2 ★ **US 220 BUS Widening, R-5956A:**

From Vision Dr to Hub Morris Rd | 1.69 miles

Widen to a five lane facility with a center left turn lane to alleviate future congestion and improve mobility from Vision Drive to Hub Morrison Road.

3 ★ **US 64 BUS Widening, RAND20001-H:**

From I-73/74 to US 64 Bypass | 2.01 miles

Recommended Improvements to this facility include: reducing conflict intersections, traffic signal operation adjustments, and adding new service roads to alleviate future congestion. This project also includes a sidewalk recommendation.

DRAFT

Public Trans/Rail Class: Urban Bus Corridor Regional Bus Corridor Rural Bus Corridor Fixed Guideway
Amtrak/Freight Route Park and Ride or Multimodal Amtrak/Light Rail Station or Intermodal Terminal
★ Denotes Highway Incidental

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	○
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

0 0.75 1.5 3 4.5 6 Miles

N

Sheet 4 of 4

Base map date: April 04, 2024

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DRAFT

Plan Date: October 29, 2026

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

0 0.07 0.15 0.3 0.45 0.6 Miles

N

Sheet 4A of 4 Inset A

Base map date: April 04, 2024

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DRAFT

Plan Date: October 29, 2026

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

0 0.07 0.15 0.3 0.45 0.6 Miles

N

Sheet 4B of 4 Inset B

Base map date: April 04, 2024

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DRAFT

Plan Date: October 29, 2026

Inset B

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	○
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

0 0.1 0.2 0.4 0.6 0.8 Miles

N

Sheet 4C of 4 Inset C

Base map date: April 04, 2024

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DRAFT

Plan Date: October 29, 2026

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

0 0.07 0.15 0.3 0.45 0.6 Miles

N

Sheet 4D of 4 Inset D

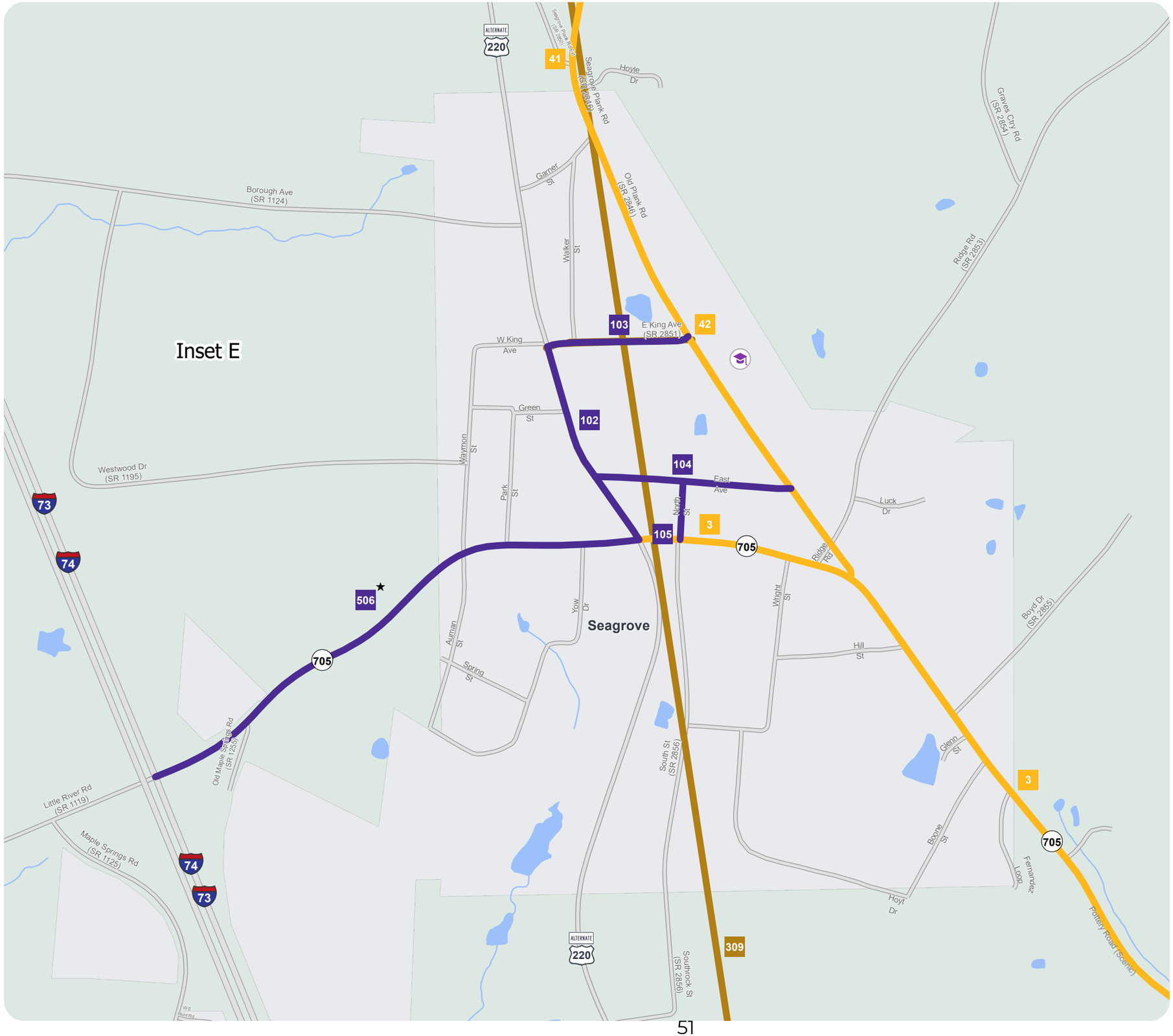
Base map date: April 04, 2024

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DRAFT

Plan Date: October 29, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	○
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

N

0 0.04 0.09 0.17 0.26 0.34 Miles

Sheet 4E of 4 Inset E

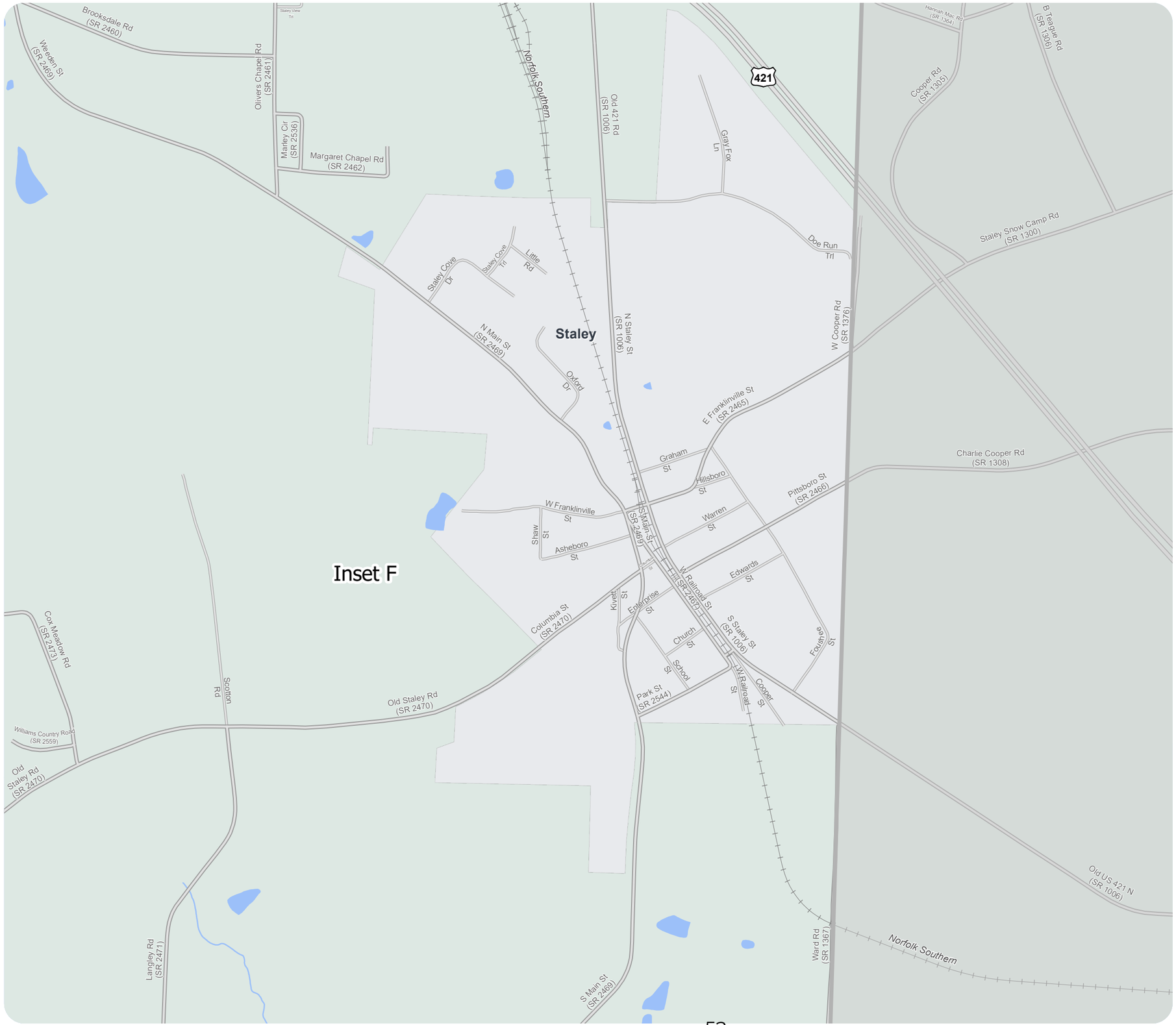
Base map date: April 04, 2024

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DRAFT

Plan Date: October 29, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	○
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

N

0 0.05 0.1 0.2 0.3 0.4 Miles

Sheet 4F of 4 Inset F

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 29, 2026

Randolph County
Bicycle and Pedestrian Recommendations

1

NC 22 (West Main Street), RAND30001-B:

From Allred St to Cedar Fallls Rd (SR 2226) | 0.69 miles

Add a bicycle facility on NC 22 to connect the Cedar Falls River to Franklinville, from Allred Street to Cedar Falls Road (SR 2226) .

2

NC Hwy 22 N, RAND30002-B:

From NC 49 to Sunrise Ave | 1.55 miles

Add a bicycle facility on NC 22 to connect Franklinville to Ramseur, from NC 49 to Sunrise Ave.

3

NC 705 (E Main St), RAND30004-B:

From Old US 220 Hwy (SR 2859) to US 220 BUS | 1.11 miles

Add a bicycle facility on NC 705 (E Main St) to connect local businesses, from Old US 220 Hwy (SR 2859) to US 220 BUS.

4

NC 22 (Coleridge Rd), RAND30003-B:

From Main St to NC 49 | 0.22 miles

Add a bicycle facility on Coleridge Road (NC 22) to connect to local businesses, from Main Street to NC 49.

5

Old Lexington Rd (SR 1004) , RAND40001-B:

From Old Lexington Rd (SR 1004) to Edgewood Rd (SR 1465) | 3.17 miles

Add a bicycle facility on Lexington Rd (SR 1004) to connect Asheboro to Lake Lucas, from Old Lexington Road (SR 1004) to Edgewood Road (SR 1465).

6

Lexington Rd (SR 1004), RAND40002-B:

From Edgewood Rd (SR 1465) to W Salisbury St (NC 42) | 0.68 miles

Add a bicycle facility on Lexington Road (SR 1004) to connect Asheboro to Lake Lucas and other connecting bicycle facility, from Edgewood Road (SR 1465) to W Salisbury Street (NC 42).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

7

Sunset Ave (SR 1442), RAND40003-B:

From N Park St (SR 1451) to Sunset Dr | 0.75 miles

Add a bicycle facility on Sunset Avenue (SR 1442) to connect Lake Lucas to Asheboro, from N Park Street (SR 1451) to Sunset Drive.

8

Sunset Ave (SR 1442), RAND40004-B:

From US 220 BUS to S Park St / Sunset Ave (SR 1442) | 0.36 miles

Add a bicycle facility on Sunset Avenue (SR 1442) to connect downtown, public institutions, and local businesses, from US 220 BUS to S Park Street / Sunset Avenue (SR 1442).

9

N Church St, RAND40005-B:

W Walker Ave (SR 1453) to NC 42 | 0.16 miles

Add a bicycle facility on North Church Street to connect downtown, public institutions, and local businesses, from W Walker Avenue (SR 1453) to NC 42.

10

Worth St, RAND40006-B:

US 220 BuS to N Main St | 0.13 miles

Add a bicycle facility on Worth Street to connect downtown, public institutions, and local businesses, from US 220 BUS to N Main St.

12

S Cox St and N Cox St (SR 2327), RAND40007-B:

From Stowe Ave to NC 42 | 1.03 miles

Add a bicycle facility on on S Cox St and N Cox St (SR 2327) to connect downtown, public institutions, and local businesses, from Stowe Avenue to NC 42.

13

S Park St (SR 1451), RAND40008-B:

From US 64 to Sunset Ave (SR 1442) | 1.24 miles

Add a bicycle facility on South Park Street (SR 1451) to connect downtown, public institutions, and local businesses, from US 64 to Sunset Avenue (SR 1442).

16

E Presnell St (SR 2344), RAND40009-B:

From Meadowbrook Rd to Farr St | 0.34 miles

Add a bicycle facility on East Presnell Street (SR 2344) to connect Asheboro to Ramseur, from Meadowbrook Road to Farr Street.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

17

E Presnell St (SR 2345), RAND40010-B:

From Old Cedar Falls Rd (SR 2216) to Farr St | 0.62 miles

Add a bicycle facility on East Presnell Street (SR 2345) to connect Asheboro to Ramseur and other other proposed regional bicycle facilities, from Old Cedar Falls Road (SR 2216) to Farr St.

18

W.O.W Rd (SR 2128), RAND40011-B:

From W Swannanoa Ave (SR 2261) to Worthville Rd (SR 2122) | 2.81 miles

Add a bicycle facility on W.O.W Road (SR 2128) to connect Randleman to the Asheboro suburbs, from W Swannanoa Avenue (SR 2261) to Worthville Road (SR 2122).

19

High Point St (SR 1952), RAND40012-B:

From US 220 BUS to 0.1 miles west of Holder St. | 0.94 miles

Add a bicycle facility on High Point St (SR 1952) to connect to Randleman Middle School and Randleman High School, from US 220 BUS to 0.1 miles west of Holder St.

20

East Naomi St, RAND40013-B:

From US 220 BUS to Fox St (SR 2117) | 0.73 miles

Add a bicycle facility on East Naomi Street to connect to City of Randleman government offices and the Deep River Trail, from US 220 BUS to Fox Street (SR 2117).

21

Fox St (SR 2117), RAND40014-B:

From Brown Oaks Rd (SR 2118) to Naomi St (SR 2119) | 1.05 miles

Add a bicycle facility on Fox St (SR 2117) to connect local residential areas to Randleman downtown, from Brown Oaks Road (SR 2118) to Naomi Street (SR 2119).

22

Sunset Dr, RAND40015-B:

From US 220 BUS to S Stout St (SR 1955) | 0.66 miles

Add a bicycle facility on Sunset Drive to connect to Randleman Park, from US 220 BUS to S Stout Street (SR 1955).

23

Swaim St (SR 2236), RAND40016-B:

From US 220 BUS to Worthville St (SR2234) | 0.45 miles

Add a bicycle facility on Swaim St (SR 2236) to connect to Randleman Elementary School, from US 220 BUS to Worthville Street (SR 2234).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

24

Worthville St (SR 2234), RAND40017-B:

Swaim St (SR2236) to Worthville Rd (SR 2122) | 0.47 miles

Add a bicycle facility on Worthville Street (SR 2234) to connect to Randleman Elementary School and local residential areas, from Swaim Street (SR 2236) to Worthville Road (SR 2122).

25

Worthvlle Rd (SR 2122), RAND40018-B:

From US 220 BUS to W.O.W. Rd (SR 2128) | 1.45 miles

Add a bicycle facility on Worthville Road (SR 2122) to connect to Randleman and the Asheboro suburbs, and other proposed bicycle projects on US 220 BUS, from US 220 BUS to W.O.W. Road (SR 2128).

26

W Starmount Ave, RAND40019-B:

From N Greensboro St to N Reece St | 0.41 miles

Add a bicycle facility On West Starmont Avenue to connect to Liberty Elementary School and preschools, from North Greensboro Street to North Reece St.

27

E and W Swannanoa Ave, RAND40020-B:

From N Greeensboro St (SR 1006) to S Fayettville St | 0.6 miles

Add a bicycle facility on East and West Swannanoa Avenue to connect residential areas to downtown Liberty and Liberty Elementary School, from North Greensboro Street (SR 1006) to South Fayetteville Street.

28

E Dameron Ave (SR 2424), RAND40021-B:

From Old 421 Rd (SR 1006) to Hinshaw Ctry Rd (SR 2426) | 0.56 miles

Add a bicycle facility on E Dameron Avenue (SR 2424) to connect residential areas to Liberty Town Hall and the public library, from Old 421 Road (SR 1006) to Hinshaw Ctry Road (SR 2426).

34

Main St, RAND40027-B:

From NC 22 to Brooklyn Ave (SR 2615) | 0.26 miles

Add a bicycle facility on Main Street to connect residential areas to downtown Ramseur and local businesses, and Ramseur Town Hall, from NC 22 to Brooklyn Avenue (SR 2615).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

35

Brooklyn Ave (SR 2615), RAND40028-B:

From Main St to Jones St Ext (SR2616) | 0.54 miles

Add a bicycle facility Brooklyn Ave (SR 2615) to connect to Ramseur Town Hall, Ramseur Public Library, and other proposed regional bicycle facilities, from Main Street to Jones Street Ext (SR 2616).

36

Old Cedar Falls Rd (SR 2216), RAND40029-B:

From E Presnell St (SR 2345) to Loflin Pond Rd (SR 2221) | 3.99 miles

Add a bicycle facility on Old Ceder Falls Road (SR 2216) to connect Franklinville to the Asheboro suburbs and other proposed regional bicycle facilities, from E Presnell Street (SR 2345) to Loflin Pond Road (SR 2221).

37

Loflin Pond Rd (SR 2221), RAND40030-B:

From Whites Memorial Rd (SR 2141) to Old Cedar Falls Rd (SR 2216) | 0.18 miles

Add a bicycle facility on Loflin Pond Road (SR 2221) to connect to other proposed regional bicycle facilities, from Whites Memorial Road (SR 2141) to Old Cedar Falls Road (SR 2216).

38

Cedar Falls Rd (SR 2226), RAND40031-B:

From NC 22 to Whites Memorial Rd (SR 2141) | 1.66 miles

Add a bicycle facility on Cedar Falls Road (SR 2226) to connect Franklinville to other proposed regional bicycle facilities, from NC 22 to Whites Memorial Road (SR 2141).

39

Old Cox Rd (SR 2834), RAND40032-B:

From Old NC Hwy 13 (SR2845) to Zoo Parkway | 5.57 miles

Add a bicycle facility on Old Cox Road (SR 2834) to connect Asheboro to other proposed regional bicycle facilities and Seagrove, from Old NC Hwy 13 (SR 2845) to Zoo Parkway.

40

Old NC Hwy 13 (SR 2845), RAND40033-B:

From Old Cox Rd (SR2834) to Seagorve Plank Rd | 3.25 miles

Add a bicycle facility on Old NC Hwy 13 (SR 2845) to connect Asheboro to other proposed regional bicycle facilities and Seagrove, from Old Cox Road (SR 2834) to Seagrove Plank Rd.

41

Seagrove Plank Rd (SR 2846), RAND40034-B:

From Seagrove Plank Rd Ext (SR 2850) to Old NC Hwy 13 (SR 2845) | 1.81 miles

Add a bicycle facility on Seagrove Plank Road (SR 2846) to connect Asheboro to downtown Seagrove and the Seagrove Public Library, from Zoo Parkway to US 220 Alt.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

42

Old Plank Rd (SR 2846), RAND40035-B:

From NC 705 to Seagove Plank Rd Ext (SR 2850) | 0.84 miles

Add a bicycle facility on Old Plank Road (SR 2846) to connect other proposed regional bicycle facilities to downtown Seagrove, Seagrove Public Library, and Seagrove Elementary School, from NC 705 to Seagrove Plank Road (SR 2850).

43

Greensboro St, RAND40036-B:

E Presnell St (SR 2344) to Brewer St | 0.15 miles

Add a bicycle facility on Greensboro Street to connect the Asheboro suburbs to downtown Asheboro, from East Presnell Street (SR 2344) to Brewer Street.

101

City View St (SR 1480), RAND40001-P:

From Peachtree St to Ross St | 0.27 miles

Add sidewalk to improve connectivity to existing sidewalks along City View Street (SR 1480) from Peachtree Street to Ross Street.

102

N Broad St (US 220 Alt), RAND20002-P:

From NC 705 to E King Ave (SR 2851) | 0.31 miles

Add sidewalk to improve connectivity to local businesses and institutions along North Broad Street (US 220 Alt) from NC 705 to East King Avenue (SR 2851).

103

E King Ave (SR 2851), RAND40003-P:

From US 220 To Seagrove Plank Rd (SR 2846) | 0.2 miles

Add sidewalk to improve connectivity to local businesses and institutions along E King Avenue (SR 2851) from US 220 to Seagrove Plank Road (SR 2846).

104

East Ave, RAND40004-P:

From US 220 BUS To Seagrove Plank Rd (SR 2846) | 0.28 miles

Add sidewalk to improve connectivity to local businesses and institutions along East Avenue from US 220 Business to Seagrove Plank Road (SR 2846).

105

North St, RAND40005-P:

From NC 705 To East Ave | 0.08 miles

Add sidewalk to improve connectivity to local businesses and institutions along North Street from NC 705 to East Avenue.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

106

Ross St, RAND40006-P:

From NC 42 To Park Dr (SR 1462) | 0.47 miles

Add sidewalk to improve connectivity to local businesses and institutions along Ross Street from NC 42 to Park Drive (SR 1462).

107

Burns St, RAND40007-P:

From US 220 BUS to N Cox St | 0.13 miles

Add sidewalk to improve connectivity to local businesses and institutions along Burns Street from US 220 Business to N Cox Street.

108

E Ward St, RAND40008-P:

From US 220 BUS to N Cox St | 0.13 miles

Add sidewalk to improve connectivity to local businesses and institutions along East Ward Street from US 220 Business to North Cox Street.

109

Brewer St, RAND40009-P:

From N Elm St to Greensboro St | 0.19 miles

Add sidewalk to improve connectivity to local businesses along Brewer Street from N Elm Street to Greensboro Street.

110

N Elm St, RAND40010-P:

From E Salisbury St to Brewer St | 0.36 miles

Add sidewalk to improve connectivity to local businesses along N Elm Street from E Salisbury Street to Brewer Street.

111

Dunlap St, RAND40011-P:

From Martin Luther King Jr Dr (SR 2189) To Brewer St | 0.3 miles

Add sidewalk to improve connectivity to local businesses and institutions along Dunlap Street from Martin Luther King Jr Drive (SR 2189) to Brewer Street.

112

E Salisbury St (SR 2237), RAND40012-P:

From NC 42 to Martin Luther King Jr Dr (SR 2189) | 0.51 miles

Add sidewalk to improve connectivity to local businesses and institutions along E Salisbury Street (SR 2237) from NC 42 to Martin Luther King Jr Drive (SR 2189).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

113

Cross St, RAND40013-P:

From Martin Luther King Jr Dr (SR 2189) To Brewer St | 0.18 miles

Add sidewalk to improve connectivity to local businesses along Cross Street from Martin Luther King Jr Drive (SR 2189) to Brewer Street.

114

Loach St, RAND40014-P:

From Martin Luther King Jr Dr (SR 2189) To Brewer St | 0.19 miles

Add sidewalk to improve connectivity to local businesses along Loach Street from Martin Luther King Jr Drive (SR 2189) to Brewer Street

116

Martin Luther King Jr Dr (SR 2189), RAND40016-P:

From Old Cedar Falls Rd (SR 2216) To E Salisbury St (SR 2237) | 0.68 miles

Add sidewalk to improve connectivity to local businesses along Martin Luther King Jr Drive (SR 2189) from Old Cedar Falls Road (SR 2216) to E Salisbury Street (SR 2237).

117

N Mccrary St, RAND40017-P:

From Sunset Ave (SR 1442) to NC 42 | 0.15 miles

Add sidewalk to improve connectivity to local businesses along N McCrary Street from Sunset Avenue (SR 1442) to NC 42.

118

Hoover St, RAND40018-P:

From N Park St To N Mccrary St | 0.37 miles

Add sidewalk to improve connectivity to local businesses along Hoover Street from N Park Street to N McCrary St.

119

N Cherry St, RAND40019-P:

From Sunset Ave (SR 1442) To NC 42 | 0.16 miles

Add sidewalk to improve connectivity to local businesses along N Cherry Street from Sunset Avenue (SR 1442) to NC 42.

120

S Cherry St, RAND40020-P:

From Sunset Ave (SR 1442) To Dixon Ave | 0.12 miles

Add sidewalk to improve connectivity to local businesses along S Cherry Street from Sunset Avenue (SR 1442) to Dixon Ave.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

121

W Academy St, RAND40021-P:

From US 220 BUS to S Church St (SR 1707) | 0.15 miles

Add sidewalk to improve connectivity to local businesses and institutions along W Academy Street from US 220 BUS to S Church Street (SR 1707).

122

Uwharrie St, RAND40022-P:

From Dixon Ave (SR 1443) To Albermarle Rd (SR 1713) | 1.15 miles

Add sidewalk to improve connectivity to local businesses along Uwharrie Street from Dixon Avenue to Albermarle Rd (SR 1713)

123

W Kivett St, RAND40023-P:

From Uwharrie St (SR 1443) To S Fayetteville St US 220 BUS) | 0.64 miles

Add sidewalk to improve connectivity to local businesses and institutions along W Kivett Street from Uwharrie Street (SR 1443) to S Fayetteville Street (US 220 BUS).

124

E Kivett St, RAND40024-P:

From US 220 Bus To S Main St | 0.19 miles

Add sidewalk to improve connectivity to local businesses along E Kivett Street from US 220 Bus to S Main Street.

125

S Main St, RAND40025-P:

From Worth St To E Wainman Ave | 0.35 miles

Add sidewalk to improve connectivity to local businesses and institutions along S Main Street from Worth Street to E Wainman Avenue.

126

E Wainman Ave, RAND40026-P:

From S Cox St (SR 2327) to S Main St | 0.13 miles

Add sidewalk to improve connectivity to local businesses along E Wainman Avenue from S Cox Street (SR 2327) to S Main St.

127

Lanier Ave, RAND40027-P:

From S Church St To N Park St (SR 1451) | 0.15 miles

Add sidewalk to improve connectivity to local businesses along Lanier Avenue from S Church Street to N Park Street (SR 1451).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

128

Lindley Ave, RAND40028-P:

From S Main St To Cliff Rd (SR 2203) | 0.16 miles

Add sidewalk to improve connectivity to local businesses and institutions along Lindley Avenue from S Main Street to Cliff Road (SR 2203).

129

Glenwood Rd, RAND40029-P:

From E Kivett St To Lindley Ave | 0.15 miles

Add sidewalk to improve connectivity to local businesses and institutions along Glenwood Road from E Kivett Street to Lindley Ave.

130

Glenwood Rd, RAND40030-P:

From E Kivett St To Hillcrest Ctr | 0.24 miles

Add sidewalk to improve connectivity to local businesses and institutions along Glenwood Road from E Kivett Street to Hillcrest Ctr.

131

E Kivett St, RAND40031-P:

From Glenwood Rd to Cliff Rd (SR 2203) | 0.12 miles

Add sidewalk to improve connectivity to local businesses along E Kivett Street from Glenwood Road to Cliff Road (SR 2203).

132

Cliff Rd, RAND40032-P:

From US 64 To E Kivett St (SR 2203) | 0.65 miles

Add sidewalk to improve connectivity to local businesses along Cliff Road from US 64 to E Kivett Street (SR 2203).

134

S High St, RAND40034-P:

From Worth St To Cliff Rd | 0.24 miles

Add sidewalk to improve connectivity to local businesses and institutions along S High Street from Worth Street to Cliff Rd.

135

Shamrock Rd, RAND40035-P:

From Worth St To E Dixie Dr (US 64 Bus) | 1.0 miles

Add sidewalk to improve connectivity to local businesses along Shamrock Road from Worth Street to E Dixie Dr (US 64 Bus).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

136

Dublin Rd, RAND40036-P:

From NC 42 To US 64 BUS | 0.57 miles

Add sidewalk to improve connectivity to local businesses and institutions along Dublin Road from NC 42 to US 64 BUS.

137

Albemarle Rd, RAND40037-P:

From I-73/74 to S Park St | 0.74 miles

Add sidewalk to improve connectivity to local businesses and institutions along Albemarle Road from I-73/74 to S Park Street.

138

Cooper St, RAND40038-P:

From S Church St To S Park St | 0.16 miles

Add sidewalk to improve connectivity to local businesses and institutions along Cooper Street from S Church Street to S Park Street.

139

W Wainman Ave, RAND40039-P:

From S Park St To S Cherry St (SR 1443) | 0.29 miles

Add sidewalk to improve connectivity to local businesses and institutions along W Wainman Avenue from S Park Street to S Cherry Street (SR 1443).

140

W Academy St (SR 1950), EB-5744:

From High Point St To Railroad Ave | 1.02 miles

Add sidewalk to improve connectivity to local businesses and institutions along W Academy Street (SR 1950) from High Point Street to Railroad Ave.

141

King Rd (SR 2551), RAND40041-P:

From US 64 BUS to NC 49 | 0.46 miles

Add sidewalk to improve connectivity to local businesse along King Road (SR 2551) from US 64 BUS to NC 49.

142

Liberty St, RAND40042-P:

From NC 49 To Depot St | 0.33 miles

Add sidewalk to improve connectivity to local businesses and institutions along Liberty Street from NC 49 to Depot Street.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

143

Columbia Ave, RAND40043-P:

From NC 22 To US 64 | 0.53 miles

Add sidewalk to improve connectivity to local businesses along Columbia Avenue from NC 22 to US 64.

144

Carter St, RAND40044-P:

From NC 22 To Main St | 0.15 miles

Add sidewalk to improve connectivity to local businesses and institutions along Carter Street from NC 22 to Main St.

145

Leonard Park St, RAND40045-P:

From Brooklyn Ave (SR 2615) To DEAD -END | 0.18 miles

Add sidewalk to improve connectivity to local businesses along Leonard Park Street from Brooklyn Avenue (SR 2615) to the end of the street.

146

Salisbury St, RAND40046-P:

From Church St to W Ridge St | 0.3 miles

Add sidewalk to improve connectivity to local businesses and institutions along Salisbury Street from Church Street to W Ridge Street.

147

W Ridge St, RAND40047-P:

From Church St To Salisbury St | 0.09 miles

Add sidewalk to improve connectivity to local businesses and institutions along W Ridge Street from Church Street to Salisbury Street.

148

Coleridge Rd, RAND40048-P:

From Chisholm Rd (SR 2622) To Foushee Rd | 0.16 miles

Add sidewalk to improve connectivity to local businesses along Coleridge Road from Chisholm Road (SR 2622) to Foushee Road.

153

Redding Rd, RAND40053-P:

From Glenwood Rd (SR 2203) To Dublin Rd (SR 2197) | 0.74 miles

Add sidewalk to improve connectivity to local businesses along Redding Road from Glenwood Road (SR 2203) to Dublin Road (SR 2197).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

154

Industrial Park Ave (SR 1191), EB-5862:

From US 220 BUS to Randolph Community College | 0.49 miles

Add sidewalk to improve connectivity to local businesses and institutions along Industrial Park Ave (SR 1191) from US 220 BUS to Randolph Community College.

155

NC 49 , RAND30003-P:

From Jaeco Caudill Drive (SR 1272) to Oak Leaf Road (SR 1323). | 1.04 miles

Add sidewalk to improve connectivity to local businesses along NC 49 from Jaeco Caudill Drive (SR 1272) to Oak Leaf Road (SR 1323).

201

NC 22 (W Main St), RAND30001-BP:

From Sunrisse Ave to Allred St | 1.36 miles

Add a bicycle facility and sidewalks on West Main Street (NC 22) to connect to downtown Franklinville, the Franklinville Public Library, and Franklinville Town Hall, from Sunrise Avenue to Allred Street.

202

N Cost St, RAND40001-BP:

From NC 42 to Greensboro St | 0.5 miles

Add a bicycle facility and sidewalks on North Cost Street to connect Shepherds Day School, local businesses, existing sidewalk networks, and proposed bicycle facilities, from NC 42 to Greensboro Street.

203

Greensboro St, RAND40002-BP:

From E Presnell St (SR2344) to Burns St | 0.2 miles

Add a bicycle facility and sidewalks on Greensboro Street to connect to local businesses, medical centers, Randolph Health Hospital, and downtown Asheboro, from E Presnell Street (SR 2344) to Burns Street.

205

W Walker Ave (SR 1453), RAND40004-BP:

From S Park St (SR 1451) to US 220 BUS | 0.36 miles

Add a bicycle facility and sidewalks on West Walker Avenue (SR 1453) to connect to downtown Asheboro, South Asheboro Middle School, and the existing sidewalk network, from S Park Street (SR 1451) to US 220 BUS.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

206

E Walker Ave, RAND40005-BP:

From US 220 BUS to Oakdale St | 0.26 miles

Add a bicycle facility and sidewalks on East Walker Avenue to connect to downtown Asheboro and the existing sidewalk network, from US 220 BUS to Oakdale Street.

207

Oakdale St, RAND40006-BP:

From S Cox St (SR 2327) to E Walker Ave | 0.3 miles

Add a bicycle facility and sidewalks on Oakdale Street to connect to downtown Asheboro and the existing sidewalk network from S Cox Street (SR 2327) to E Walker Avenue.

208

S Cox St (SR 2327), RAND40007-BP:

From US 64 to Stowe Ave | 0.68 miles

Add a bicycle facility and sidewalks on South Cox Street (SR 2327) to connect to Randolph Community College, local businesses, and downtown Asheboro, from US 64 to Stowe Avenue.

210

Rose St , RAND40010-BP:

From NC22 to Pine St | 0.38 miles

Add a bicycle facility and sidewalks on Rose Street to connect to the Franklinville Public Library, Franklinville Town Hall, and Franklinville Elementary School, from NC 22 to Pine Street.

211

Foushee Rd (SR 2621), RAND40011-BP:

From NC 22 To Reed Creek Rd (SR 2668) | 1.18 miles

Add bicycle facility and sidewalks on Foushee Rd (SR 2621) to connect to downtown Ramseur and Southeastern Randolph Middle School from NC 22 to Reed Creek Road (SR 2668).

212

White Oak St (SR 3262), RAND40012-BP:

From NC 42 to W Presnell St (SR 1462) | 0.96 miles

Add a bicycle facility and sidewalks on White Oak Street (SR 3262) to connect to downtown Asheboro, Randolph Health Hospital, and the existing sidewalk network from NC 42 to W Presnell Street (SR 1462).

213

Foust St, RAND40013-BP:

From White Oak St (SR 3262) To Ross St | 0.46 miles

Add a bicycle facility and sidewalks on Foust Street to connect to downtown Asheboro, Randolph Health Hospital, Charles W. McCrary Elementary School, from White Oak Street (SR 3262) to Ross St.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

301

Birkhead Wilderness Trail 1, RAND00001-M:

From Montgomery County To Birkhead Wilderness Trail 1 | 9.67 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Montgomery County to other proposed regional multi-modal facilities near Tot Hill Farm Road.

302

Birkhead Wilderness Trail 2, RAND00002-M:

From Uwharrie River to Old Asheboro/Seagrove Rail Trail | 11.23 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from the Uwharrie River to other proposed regional multi-use path facilities.

303

Deep River Heritage Corridor , RAND00003-M:

From Moore County to Richland Creek Trail | 9.12 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Montgomery County to other proposed regional multi-use path facilities.

304

Deep River Trail 1, RAND00004-M:

From Randleman Lake Trail to Deep River Heritage Corridor | 5.99 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Randleman to other proposed regional multi-use path facilities connecting to Asheboro and Ramseur.

305

Deep River Trail 2, RAND00005-M:

From Haskett Creek Trail to Richland Creek Trail | 18.46 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Ramseur to other proposed regional multi-use path facilities.

306

Gabriels Creek Trail, RAND00006-M:

From Richland Creek Trail To Haskett Creek Trail | 6.72 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Franklinville to south of Asheboro and other proposed regional multi-use path facilities.

307

Lake Lucas Trail, RAND00007-M:

From Old Lexington Rd to Sunset Ave | 3.21 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Lake Lucas to Asheboro.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

308

Muddy Creek Trail , RAND00008-M:

From Walker Mill Rd To Deep River Trail | 4.76 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity to Randleman Lake and other proposed regional multi-use path facilities.

309

Old Asheboro/Seagrove Rail Trail, RAND00009-M:

From High Pine Church Road To Near US 220 BUS | 11.1 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity to Seagrove and other proposed regional multi-use path facilities.

310

Old Franklinville Trail, RAND00010-M:

From Deep River Trail To Guilford County | 13.37 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Franklinville and Ramseur to Guilford County.

312

Richland Creek Trail, RAND00012-M:

From NC 159 To Deep River Trail | 14.7 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from south Asheboro to other proposed regional multi-use path facilities.

313

Sandy Creek Trail, RAND00013-M:

From Deep River Trail to Town of Liberty | 11.11 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity to Liberty, Staley, and other proposed regional multi-use path facilities.

314

Uwharrie River Trail, RAND00014-M:

From Montgomery County to Birkhead Wilderness Trail | 17.03 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Montgomery County to other proposed regional multi-use path facilities.

315

Caraway Creek Trail, RAND00015-M:

From Birkhead Wilderness Trail to Indian Trail (SR 3277) | 12.56 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity to the High Point MPO and other proposed regional multi-use path facilities.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

317

Haskett Creek Trail , RAND00017-M:

From W Bailey St to Deep River Trail | 4.64 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity to Haskett Creek in north Asheboro, Balfour Elementary school, North Asheboro Middle School and other proposed regional multi-use path facilities.

501 ★

US 64 BUS Widening, RAND20001-H:

From I-73/74 to US 64 Bypass | 4.32 miles

Recommended Improvements to this facility include: reducing conflict intersections, traffic signal operation adjustments, and adding new service roads to alleviate future congestion. This project also includes a sidewalk recommendation.

502 ★

US 220 BUS Improvements, RAND20011-H:

From Sunset Ave (SR 1442) to Hampton Rd (SR 1485) | 0.68 miles

Implement access management strategy to improve mobility and safety from Sunset Avenue (SR 1442) to Hampton Road (SR 1485), including intersection improvements at NC 42 and East Presnell Street. This project also includes a sidewalk recommendation.

503 ★

US 220 Business Improvement, U-6007:

From Ridge Street to Walker Avenue | 0.47 miles

Construct left and right-turn lanes at intersections and major points of activity from Ridge Street (SR 2915) to West Walker Avenue (SR 1453). This project also includes a sidewalk recommendation.

504 ★

US220 BUS Widening, RAND20006-H:

From McDowell Rd (SR 1150) to E Dixie Dr (US 64 BUS) | 0.16 miles

Widen from a three-lane to a five-lane facility with a center turn lane to alleviate future congestion, improve mobility and safety from McDowell Road to East Dixie Drive. This project also includes a sidewalk recommendation.

505 ★

NC 42 Widening, RAND30001-H:

From I-73/74 to E Salisbury St (SR 2237) | 1.28 miles

Widen from a two-lane to a three-lane facility with a center left turn lane to alleviate future congestion including an intersection improvements at US 220 Business. This project also includes sidewalk and bicycle recommendations from I-73/74 to East Salisbury Street.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

506 ★ **NC 705 Improvements, RAND30004-H:**

From I-73/74 to Old US 220 Alt | 0.8 miles

Upgrade to 11-foot lanes with paved shoulders to improve mobility and safety from I-73/74 to Old US 220 Alternative (SR 2859).

508 ★ **W Presnell Street Widening, RAND40001-H:**

From I-73/74 to Meadowbrook Rd | 1.32 miles

Widen from a two-lane to a three-lane facility with a center left-turn lane to alleviate future congestion from I-73/74 to Meadowbrook Road, including an intersection improvement at US 220 BUS. This project also includes sidewalk and bicycle facility recommendations.

510 ★ **NC 22 Improvements, RAND30012-H:**

From Main St to Chatham County | 0.69 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Main Road to Chatham County.

511 ★ **NC 42 Widening, U-5743:**

From East Salisbury St (SR 2237) to Dixie Dr (US 64/ NC49) | 0.76 miles

Widen from a two-lane to a three-lane facility with a center left turn lane to alleviate future congestion from East Salisbury Street (SR 2237) to Dixie Drive (US 64/NC 49). This project also includes sidewalk and bicycle recommendations.

512 ★ **Gold Hill RD (SR 2183) Improvements, RAND40046-H:**

From Old Liberty Rd (SR2261) to E Presnell St (SR 2345) | 2.98 miles

Upgrade to a 2-lane major thoroughfare with 12-foot wide lanes with paved shoulders to improve mobility and safety from Old Liberty Road (SR 2261) to East Presnell Street (SR 2345). This project also includes a bicycle facility recommendation.

513 ★ **Old Liberty Road (SR 2261) Improvements, RAND40034-H:**

From US 220 BUS to US 421 | 2.99 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from US 220 Business to US 421. This project also includes sidewalk and bicycle facility recommendations from US 220 Business to Little Point Road.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

514 ★ **US 220 BUS Widening, RAND20004-H:**

From Hwy 311 Ext (SR 1009) to New Salem Rd (SR 2116) | 1.93 miles

Widen to a three-lane facility with a center left turn lane to alleviate future congestion. This project also includes a bicycle recommendation.

515 ★ **Old 421 Rd (SR 1006) Improvements , RAND40032-H:**

Guilford County to US 421 | 1.48 miles

Upgrade Old US 421 (SR 1006) to 12-foot lanes with paved shoulder from Guilford County to US 421. This includes a bicycle recommendation from Kinro Road to W Starmount Ave in Liberty.

517 ★ **US 64 / NC 49 Improvement, RAND20008-H:**

From Pleasant Ridge Rd (SR 1003) to Reed Creek Rd (SR 2668) | 0.29 miles

Upgrade to boulevard standards by converting the existing five-lane facility to a four-lane facility with a median, including adding a turn lane at NC 22 intersection. This project also includes a bicycle recommendation from NC 22 to Coleridge Rd.

518 ★ **NC 159 Improvments, RAND30006-H:**

From East Dixie Drive to Zoo Connector | 2.73 miles

Upgrade to 12-foot lanes with paved shoulders to improve mobility and safety from East Dixie Drive to Zoo Connector. Extend the roadway to existing roundabout on Zoo Parkway. This project also includes a bicycle facility recommendation.

519 ★ **US 220 BUS Widening, R-5956A:**

From Vision Dr to Hub Morris Rd | 2.28 miles

Widen to a five lane facility with a center left turn lane to alleviate future congestion and improve mobility from Vision Drive to Hub Morrison Road.

520 ★ **US 220 BUS, R-5956B:**

From Hub Morris Rd to Caudie Road | 1.26 miles

Widen from a three-lane to a five-lane facility with a center left-turn lane to alleviate future congestion from Hub Morris Road (SR 2149) to Caudle Road (SR 2123). This project includes a sidewalk facility recommendations.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

CTP MAPS AND RECOMMENDATIONS FILES

Name of Facility Types Map File: **Randolph_Highway_Facility_Types_Map.pdf**
Name of Highway Map File: **Randolph_Highway_Recommendations_Map.pdf**
Name of Highway Recommendations File: **Randolph_Highway_Recommendations_List.pdf**
Name Public Transportation Map File: **Randolph_PublicTransport_Recommendations_Map.pdf**
Name Public Transportation Recommendations File: **Randolph_PublicTransport_Recommendations_List.pdf**
Name of Bike/Ped Map File: **Randolph_BikePed_Recommendations_Map.pdf**
Name of Bike/Ped Recommendations File: **Randolph_BikePed_Recommendations_List.pdf**

CTP APPROVALS

Based on state statute §136-66.2, Comprehensive Transportation Plans must be adopted locally and by the North Carolina Board of Transportation.

The below table shows all the areas that adopted or endorsed the Randolph County CTP.

Area	Dates	Type
City of Asheboro	November 5, 2026	Adoption
Town of Franklinville	November 9, 2026	Adoption
Town of Liberty	October 26, 2026	Adoption
Town of Ramseur	November 17, 2026	Adoption
City of Randleman	November 3, 2026	Adoption
Town of Seagrove	November 10, 2026	Adoption
Town of Staley	December 8, 2026	Adoption
Randolph County	December 7, 2026	Adoption
Piedmont Triad RPO	December 16, 2026	Endorsement
N.C. Board of Transportation	January 2027	Adoption

Adoption and endorsement resolutions are available in the Approvals/ Resolutions Appendix.

UNADDRESSED DEFICIENCIES

This section identifies any deficiencies that were identified during the development of the plan, but, for varying reasons, recommendations were not made.

They are:

- By 2050, U.S. 64 Business is projected to be near or over capacity from I-73/74 to N.C. 42. Local consensus favors preserving the current 5-lane facility with a centered turn lane. Consequently, proposed interim measures prioritize intersection-level enhancements to manage traffic flow without full corridor widening. The previous efforts in the Randolph County CTP (2014) recommended to have a six-lane divided facility with median to have more restrictive access management along the corridor.
- E/W Salisbury Street from I-73/74 to NC 42 is expected to be over capacity by 2050. Given the low speeds and limited room for full widening, it was determined to recommend a 3-lane facility with a centered turn lane with intersection- level enhancements.

DISCLAIMER

This report documents the work of the Randolph County Comprehensive Transportation Plan study.

The N.C. Department of Transportation and any of the adopting/endorsing organizations of Randolph County Comprehensive Transportation Plan:

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