

**US 311 (W Academy St)**  
From US 220 Bus to US 220

Local ID: ROCK2001-H  
Purpose: Congestion  
Improvement: Improve Existing

**Identified Need**  
US 220 Business/US 311/NC 704 (E Academy St) from US 220 Business/NC 704 to US 220 in Madison is currently near capacity and projected to be over capacity by 2050.

**Recommendation**  
Widen US 220 Business/US 311/NC 704 (E Academy St) to 4-lanes with raised median from US 220 Business/NC 704 to US 220 and improve intersection of US 311 and US 220 Bus to improve mobility in Madison.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	04 D, 04 F, 04 G
Length (miles)	1.30
Existing ROW (feet)	60
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	9900-10000	10400-11800	10400-11800
Capacity (vpd)	11600-12700	11600-12700	36600

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2045

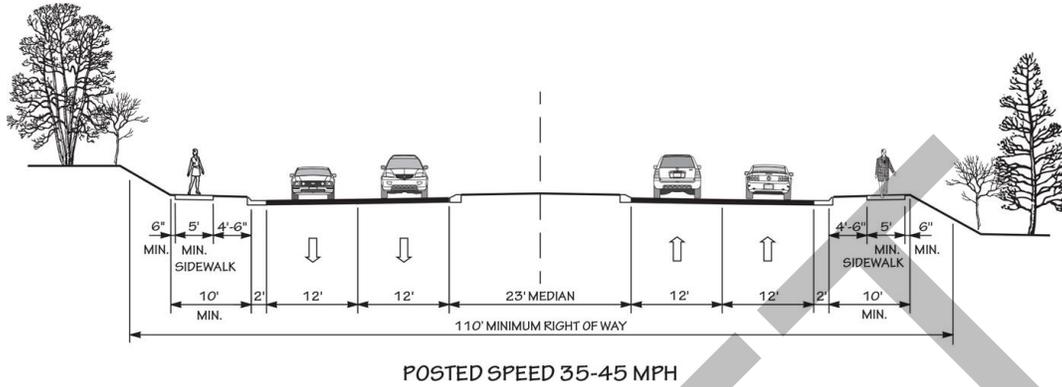


**Typical Section Options:**

04 D, 04 F, 04 G

# TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



### Project History/Linkage to Other Plans

This section of US 311 (W Academy St) is currently a two lane facility with 12-foot lanes. Widening US 311 to a 4-lane divided boulevard was recommended in the 2014 Western Rockingham CTP as recommendation ROCK0012-H, as well as in the 2010 Rockingham County CTP.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance efficiency and conveniency by alleviating congestion.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 6 comments were left about the intersection of US 311 and US 220 BUS.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+

- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 20% and 100% identify as Some Other Race
- 0% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- 0% identify as Households with No Car

**US 29 BUS**

From W Harrison St to S Scales St (SR 2670)

Local ID: ROCK2002-H

Purpose: Access

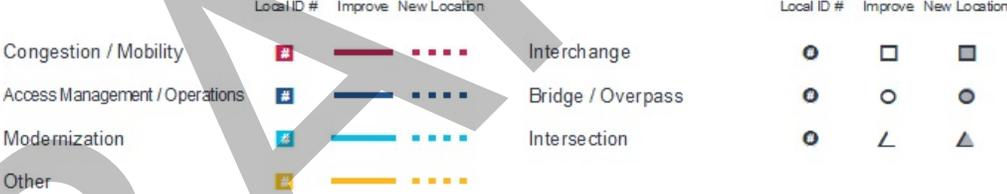
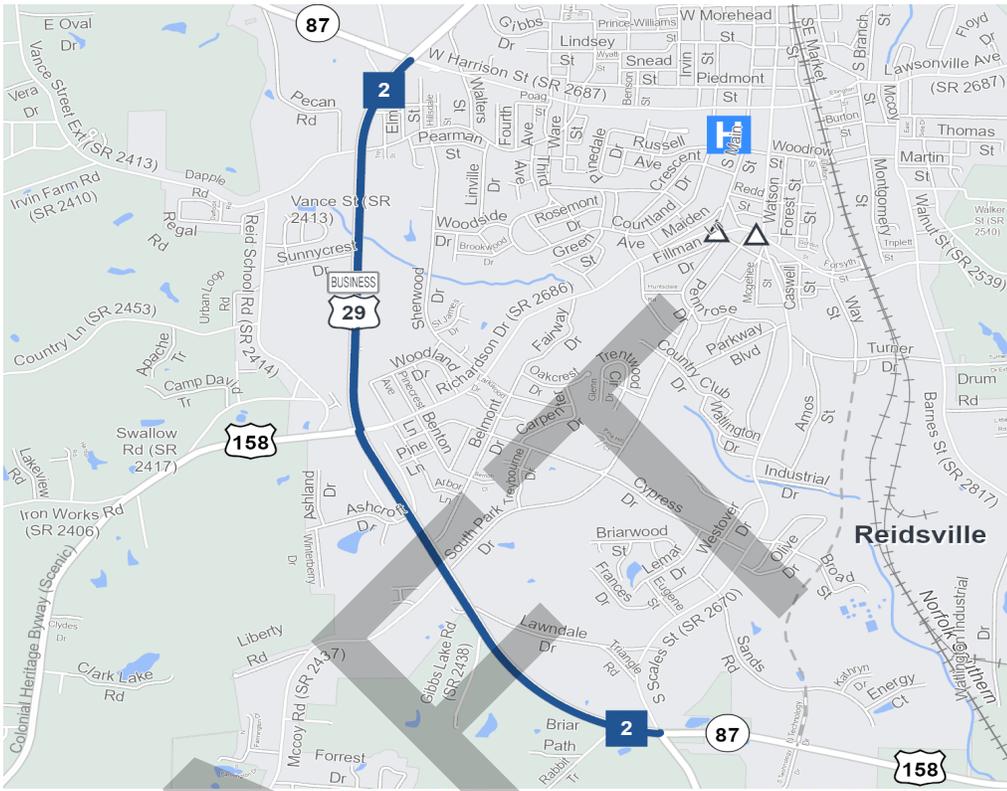
Improvement: Improve Existing

**Identified Need**

US 29 is projected to be near capacity by 2050 from S Scales St (SR 2670) to W Harrison St (SR 2687).

**Recommendation**

Consolidate driveways and improve traffic signal operations along US 29 Business between S Scales St (SR 2670) and W Harrison St (SR 2687) to improve mobility and reliability.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	3.50
Existing ROW (feet)	75-90
Safety Risk Score	-

**Proposal Data: 2022 Base Year 2050 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	10500-17500	12700-23100	12700-23100
Capacity (vpd)	36600	36600	36600

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	2046
Facility will be Over Capacity (>=100%)	> 2050

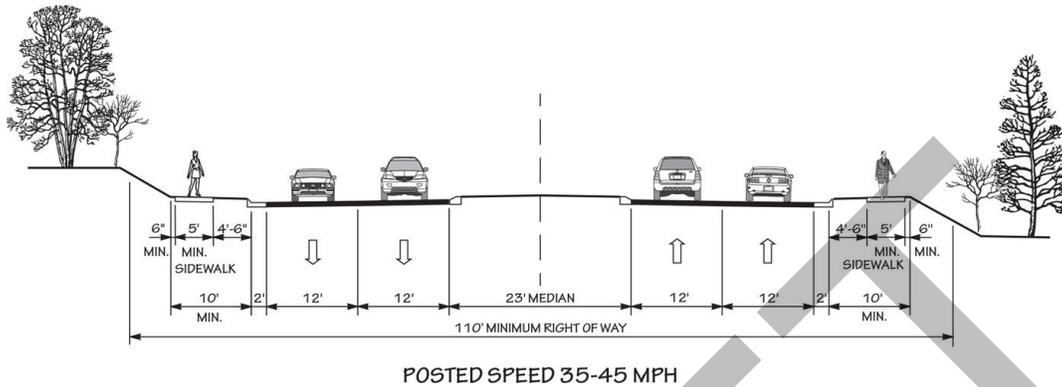


**Typical Section Options:**

None

# TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



### Project History/Linkage to Other Plans

This section of US 29 BUS is 4-lane divided major throughfare with 12-foot lanes. Improvements to US 29 BUS were recommended in the 2010 Rockingham County CTP.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance efficiency and conveniency by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 13 comments were left about US 29 BUS from W Harrison St to S Scales St, several commenting on the design of the road. According to the Steering Committee, there is anticipated growth on Gibbs Lake Rd, which would contribute to congestion on US 29 BUS.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Impaired Waters Line Feature(s)
- 1 Managed Area Feature(s)
- 2 Wetland Feature(s)
- 3 River And Stream Feature(s)

- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

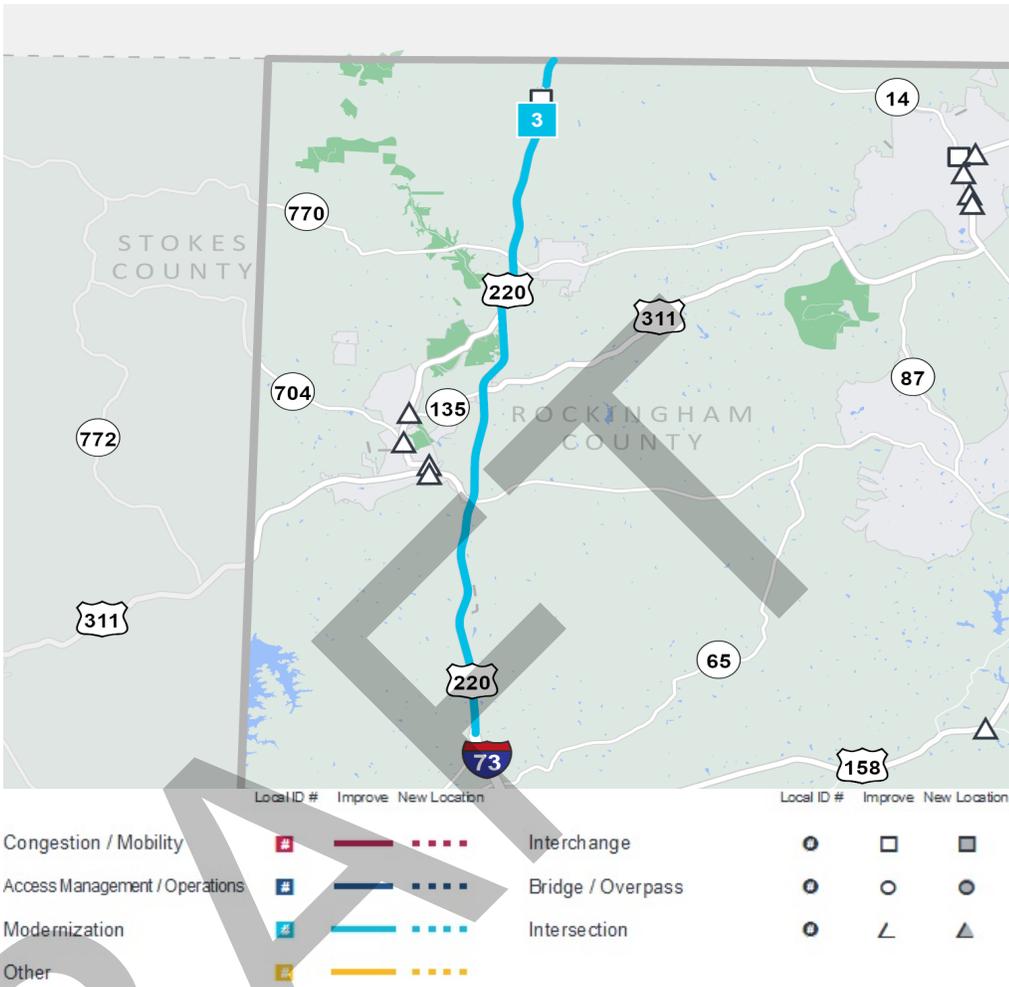
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 2.5% and 10% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 15% and 20% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**US 220**  
From Virginia Stateline to NC 68 Interchange

Local ID: **ROCK2003-H**  
Purpose: **Facility Deficiencies**  
Improvement: **Improve Existing**

**Identified Need**  
US 220 is a major corridor and is identified as NCDOT Strategic Transportation Corridor H, envisioning Interstate 73 from South Carolina to Virginia. US 220 is not up to interstate standards from NC 68 to the Virginia state line, which inhibits regional and statewide reliability and connectivity.

**Recommendation**  
Upgrade US 220 to Interstate standards from NC 68 to the Virginia state line and construct an interchange at Martinsville Lp to improve regional and statewide reliability and connectivity.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	18.00
Existing ROW (feet)	50-162
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	4	4	4
Volume (vpd)	13000-25500	14400-53200	14400-53200
Capacity (vpd)	48600-58200	48600-58200	48600-58200

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

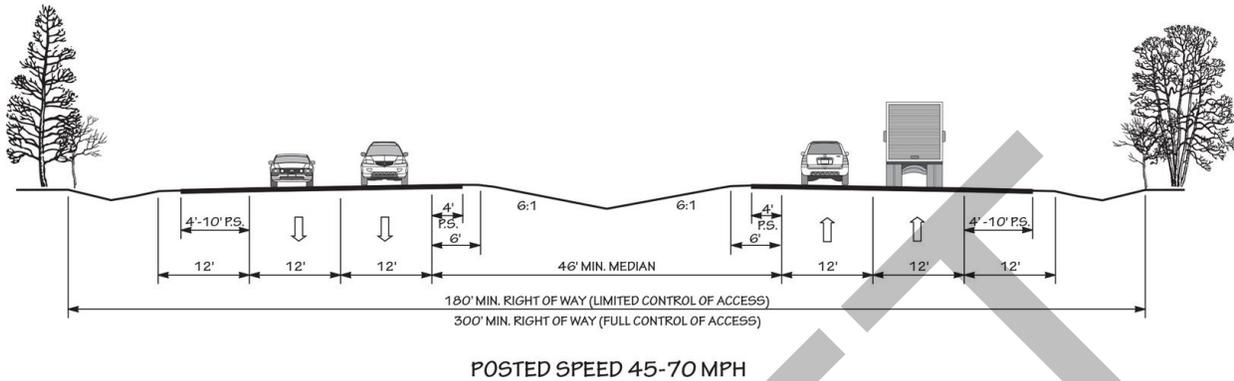


Typical Section Options:

# TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



## Project History/Linkage to Other Plans

US 220 is a 4-lane divided facility and is identified as NCDOT Strategic Transportation Corridor H, envisioning Interstate 73 from the South Carolina state line to the Virginia state line. Improvements to upgrade US 220 to interstate standards were proposed in the 2014 Western Rockingham CTP and the 2010 Rockingham County CTP as ROCK0004-H. According to project I-5898 from the 2026-2035 State Transportation Improvement Program, the US 311 / NC 135 interchange is expected to be upgraded in 2025.

## CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity and efficiency by improving mobility.

## Public Engagement

During the first round of public engagement, intended to identify community concerns, around 70 comments were left about US 220 from the Virginia State line to NC 68. Four comments mentioned support for upgrading US 220 to interstate standards.

## Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 9 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Landscape Habitat Indicator Guild Feature(s)

- 2 Major River Feature(s)
- 2 Natural Heritage Natural Area Feature(s)
- 19 Wetland Feature(s)
- 19 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 State Park Feature(s)
- 2 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

## Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

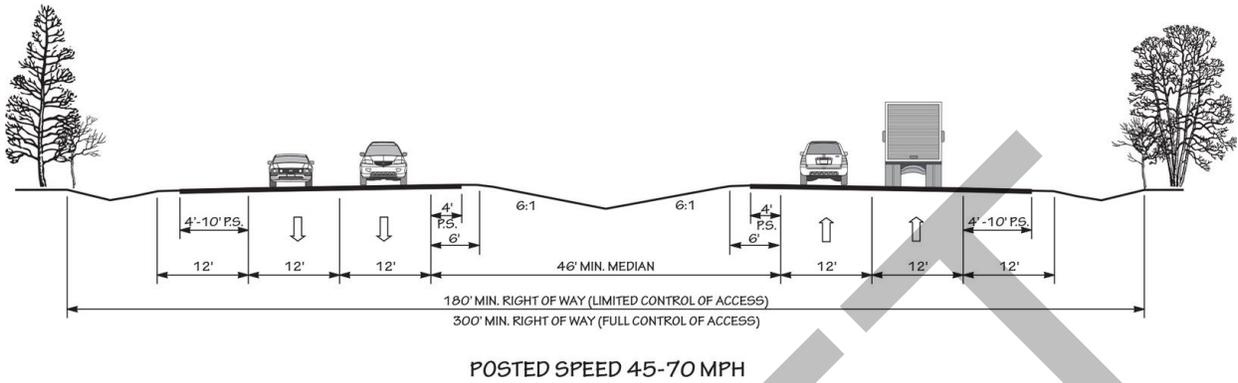
- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race

Typical Section Options:

# TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

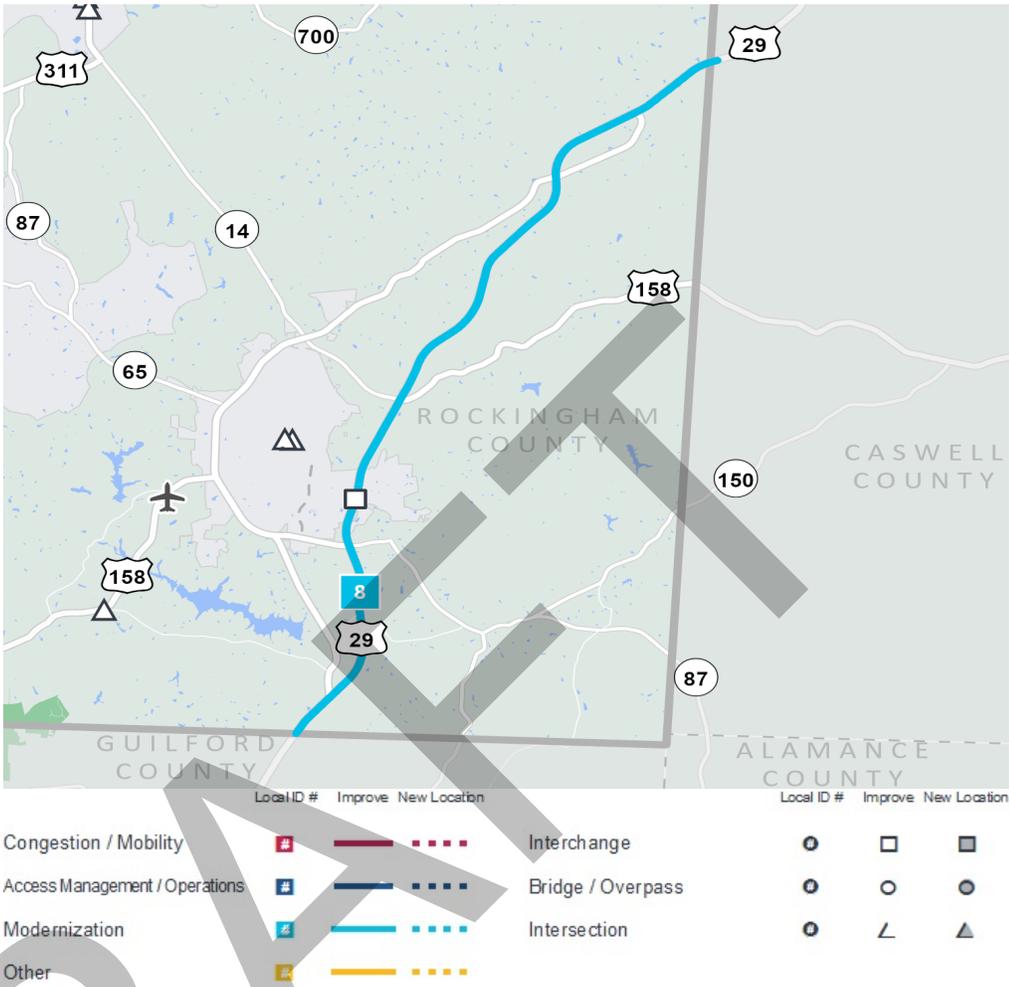
DRAFT

**US 29**  
From Caswell County to Guilford County

Local ID: **ROCK2008-H**  
Purpose: **Facility Deficiencies**  
Improvement: **Improve Existing**

**Identified Need**  
US 29 is a major corridor and is identified as NCDOT Strategic Transportation Corridor J, envisioning Interstate 785 from the Greensboro to the Virginia. Currently, US 220 is not up to interstate standard in Rockingham County, which inhibits regional and statewide reliability and connectivity.

**Recommendation**  
Upgrade US 29 to Interstate standards from the Guilford County line to the Caswell County line and improve the interchange at Barnes St to improve regional and statewide reliability and connectivity.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	19.00
Existing ROW (feet)	125-260
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	8	8	4
Volume (vpd)	13500-30000	16600-38200	16600-38200
Capacity (vpd)	51500-58200	51500-58200	51500-58200

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

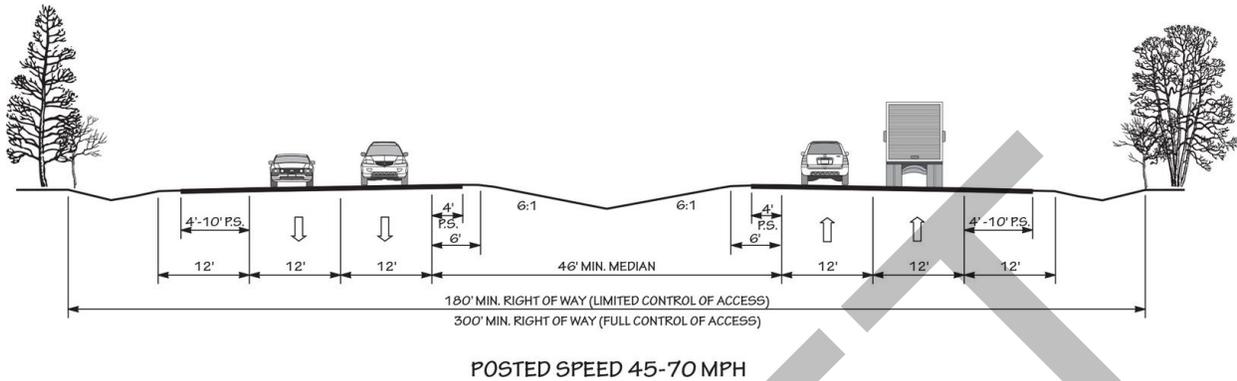


Typical Section Options:

# TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



### Project History/Linkage to Other Plans

US 29 is a four lane divided facility and is identified as NCDOT Strategic Transportation Corridor J, envisioning Interstate 785 from the Greensboro to the Virginia state line. Proposed improvements to US 29 have been identified in the statewide SHC Vision Plan to improve connectivity and mobility. Improving US 29 to Interstate standards from US 150 in Guilford County to NC 14 in Rockingham County is listed in the 2024-2033 STIP as R-5889B. It has been funded for preliminary engineering only. The recommendation to improve US 29 to interstate standards was proposed in the 2010 Rockingham County CTP as ROCK0001-H and in the 2045 Greensboro MPO Metropolitan Transportation Plan.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity and efficiency by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 17 comments were left about US 29. One comment mentioned support for upgrading US 29 to interstate standards.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 39 Flood Hazard Area Feature(s)
- 2 Impaired Waters Line Feature(s)

- 1 Major River Feature(s)
- 3 Managed Area Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 46 Wetland Feature(s)
- 39 River And Stream Feature(s)
- 3 Lake And Pond Feature(s)
- 1 Regional Trail Feature(s)
- 4 Quality Monitored River And Stream Feature(s)
- 3 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

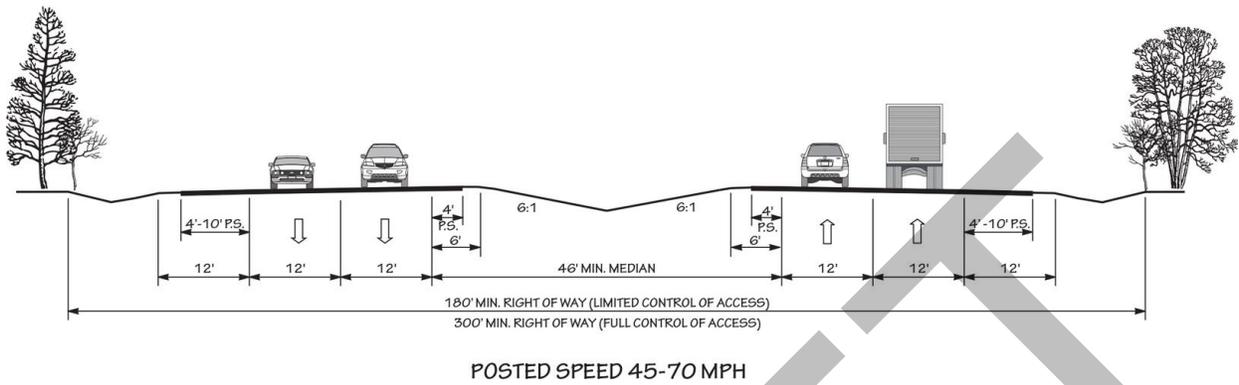
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race

Typical Section Options:

# TYPICAL SECTION No. 4A

None

## 4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



- Between 10% and 15% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

DRAFT

**US 29 BUS**  
From Crutchfield Rd (SR 1941) to US 29

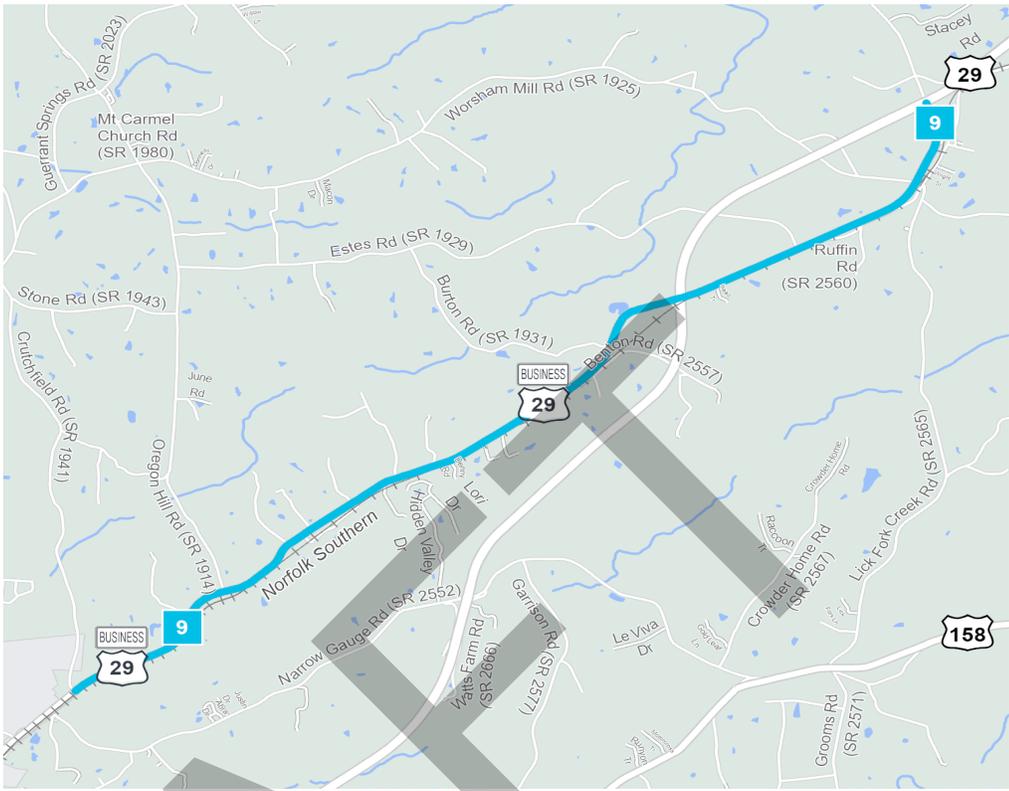
Local ID: ROCK2009-H  
Purpose: Facility Deficiencies  
Improvement: Improve Existing

**Identified Need**

US 29 Business serves as an alternative to US 29 (Future I-785) from Mayfield Rd (SR 1767) near the Caswell County line to Reidsville. If there is an incident on US 29 (Future I-785), US 29 Business should be able to accommodate this traffic.

**Recommendation**

Widen US 29 Business to 12-foot lanes with paved shoulders from Crutchfield Rd (SR 1941) near Reidsville to US 29 at Mayfield Rd (SR 1767) to improve reliability as an alternative to US 29 (Future I-785).



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	7.60
Existing ROW (feet)	60-100
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	950-3700	1000-4300	1000-4300
Capacity (vpd)	13600-14100	13600-14100	14600

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

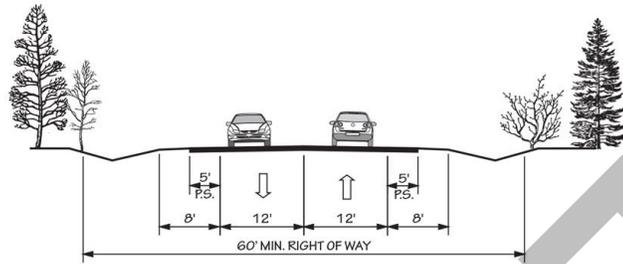


Typical Section Options:

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

US 29 BUS is a two lane major thoroughfare with 11-foot lanes and no shoulders. In the 2010 Rockingham County CTP, it was proposed that US 29 BUS be upgraded to two 12-foot lanes with 2-foot paved shoulders.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity and efficiency by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about US 29 BUS in this area.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Wetland Feature(s)
- 1 Lake And Pond Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 50% and 100% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**US 311**

From Eden Town Limits to Virginia State Line

Local ID: ROCK2010-H

Purpose: Facility Deficiencies

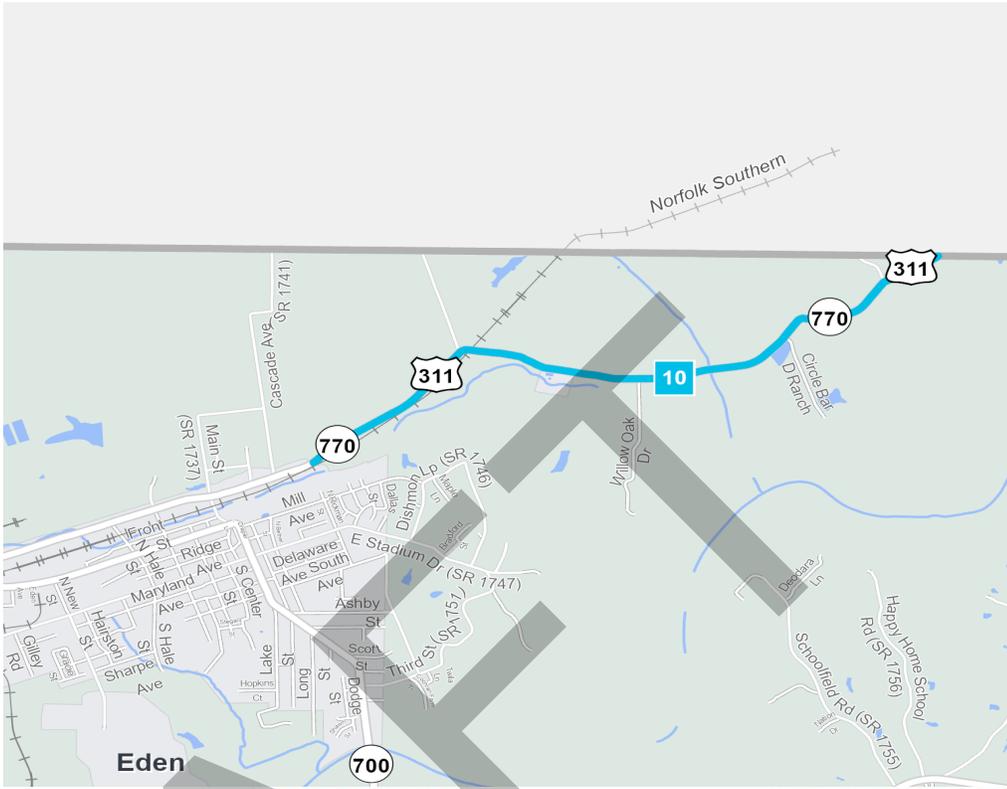
Improvement: Improve Existing

**Identified Need**

Currently, US 311 is the only facility from Eden and north Rockingham County to a mega site in Berry Hill and Danville, VA, causing mobility and connectivity issues.

**Recommendation**

Add paved shoulders on US 311 from the Eden City Limits to the Virginia state line to improve connectivity and reliability between Eden and Virginia, including a mega site in Berry Hill, Virginia.



**Proposal At A Glance**

Highway Class	-
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	5.10
Existing ROW (feet)	50-80
Safety Risk Score	-

**Proposal Data: 2022 Base Year 2050 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	2300-4400	2600-4800	2600-4800
Capacity (vpd)	11600-15100	11600-15100	11600-15100

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

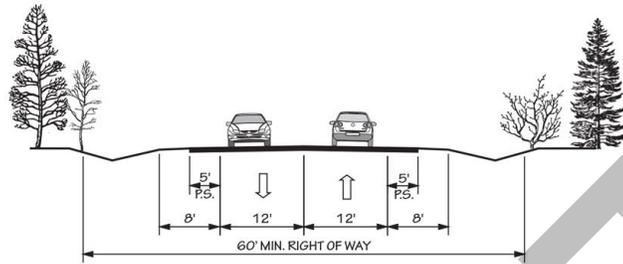


Typical Section Options:

None

# TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

US 311 is a two lane major thoroughfare with lanes widths ranging between 10 and 13 feet, with limited shoulders. In the 2010 Rockingham County CTP, it was recommended that US 311 be widened to two 12-foot lanes with 2-foot paved shoulders from Main St to Gant Rd.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity and efficiency by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about US 311 in this area.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 6 Flood Hazard Area Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 13 Wetland Feature(s)
- 8 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

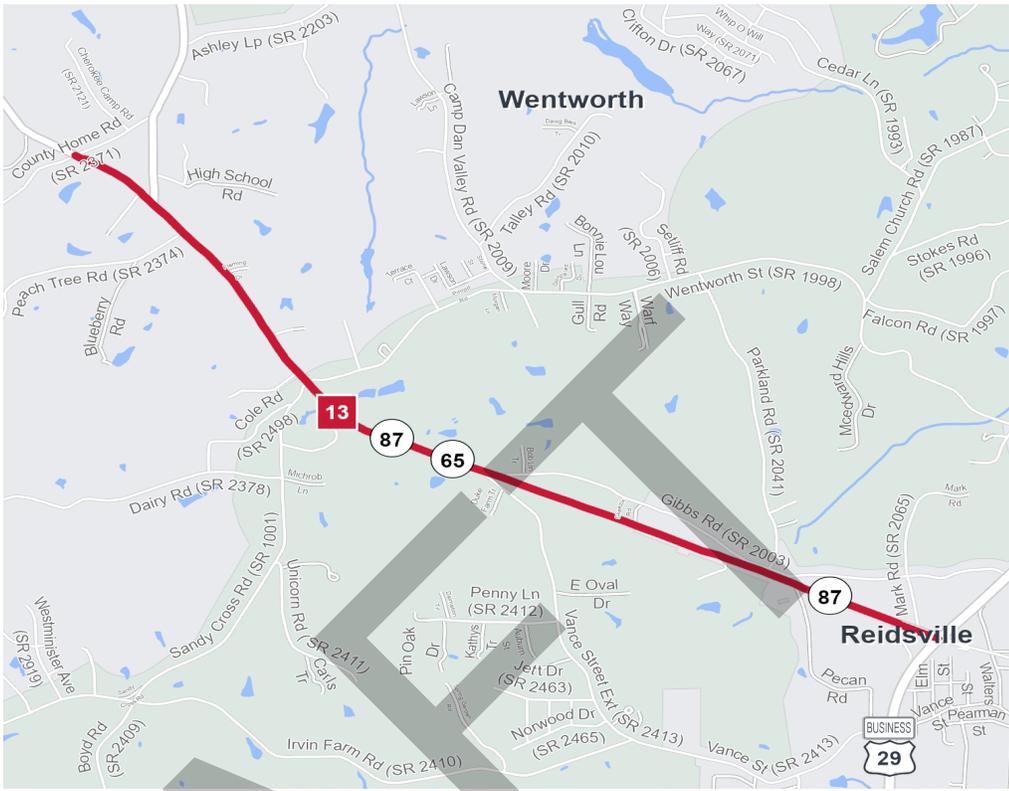
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**NC 87**  
 From County Home Rd (SR 2371) to US 29 BUS

Local ID: **ROCK3001-H**  
 Purpose: **Congestion**  
 Improvement: **Improve Existing**

**Identified Need**  
 NC 87 is projected to be near capacity by 2050 between Reidsville and Wentworth.

**Recommendation**  
 Widen NC 65-87 to a 5-lane facility with center left-turn lane from the NC 65/NC 87 intersection and the NC 65-87/Sandy Cross Rd/Wentworth St intersection and modernize NC 65-87 between the NC 65-87/Sandy Cross Rd / Wentworth St intersection and the NC 65-87 and US 29 BUS interchange.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	02 A
Section Options	02 B, 05 A
Length (miles)	4.10
Existing ROW (feet)	55-100
Safety Risk Score	-

**Proposal Data: 2022 Base Year 2050 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	3	3	2
Volume (vpd)	5400-9500	7600-13200	7600-13200
Capacity (vpd)	11600-14900	27600	12300-27600

**Capacity Data: Year**

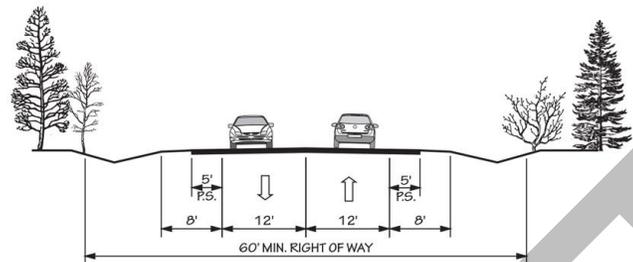
Facility will be Approaching Capacity (>80%)	2024
Facility will be Over Capacity (>=100%)	2046



Typical Section Options:  
02 B, 05 A

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

NC 87 is a two lane major thoroughfare with 11-foot lanes. Improvements to NC 87 are listed in the 2024-2033 as project R-5766 and is expected to under construction starting in 2026. Improvements to NC 87 were recommended in the 2010 Rockingham County CTP as ROCK0006-H to widen to a 5-lane major thoroughfare with a center left-turn lane from NC 87 to County Home Rd and widen NC 65-87 to a 4-lane major thoroughfare from NC 87 to US 29 BUS. According to the 2026-2035 State Transportation Improvement Program, the intersection of NC 87 and Sandy Cross Rd /Wentworth St is currently being upgraded.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance efficiency and conveniency by alleviating congestion.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 9 comments were left about NC 87 from County Home Rd (SR 2371) to US 29 BUS. Many comments highlighted congestion issues.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Managed Area Feature(s)
- 5 Wetland Feature(s)

- 6 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 2.5% and 10% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 15% and 20% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**NC 135**

From US 220 BUS to Philpott Rd (SR 2178)

Local ID: ROCK3002-H

Purpose: Congestion

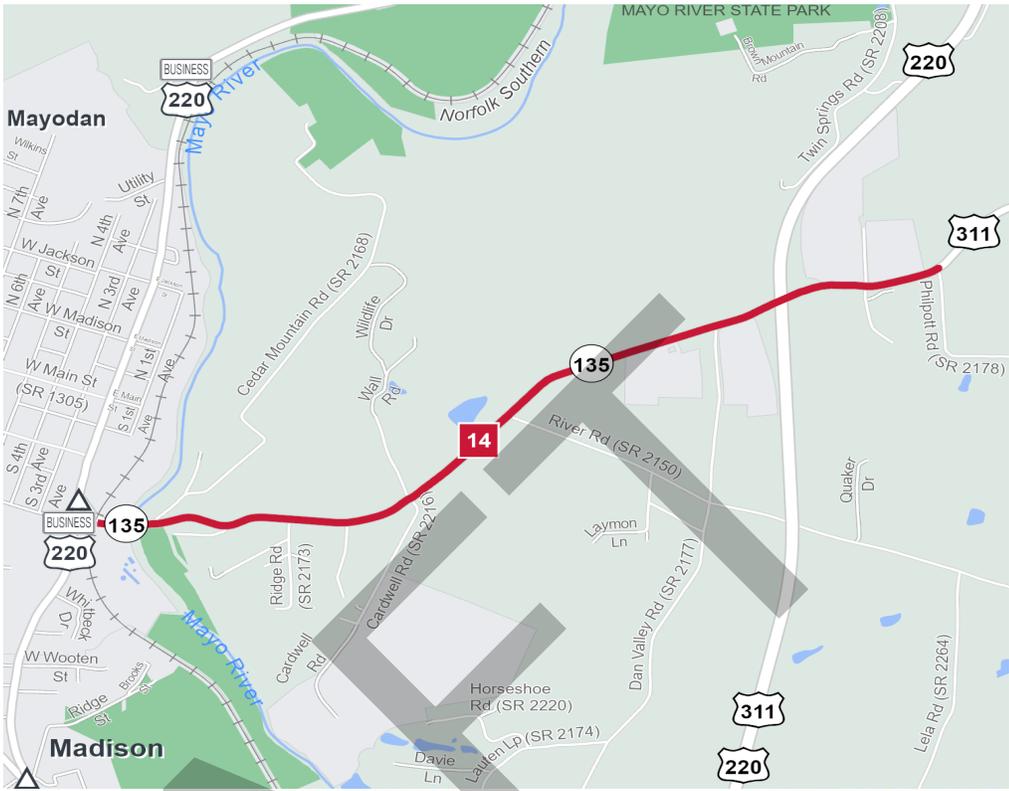
Improvement: Improve Existing

**Identified Need**

NC 135 is projected to be over capacity from US 220 Business to Philpott Rd (SR 2178) in Mayodan.

**Recommendation**

Widen NC 135 to 4 lanes with median from US 220 Business to Philpott Rd (SR 2178), including the realignment of the NC 135/US 220 Business intersection to improve mobility in and around Mayodan.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	04 D, 04 F, 04 G
Length (miles)	2.30
Existing ROW (feet)	60-180
Safety Risk Score	-

**Proposal Data: 2022 Base Year 2050 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
<b>Facility Type</b>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<b>Travel Lanes</b>	2	2	4
<b>Volume (vpd)</b>	6900-15500	8800-51300	8800-51300
<b>Capacity (vpd)</b>	9900-12900	9900-12900	31600

New Location	Existing	Without Proposal	With Proposal
<b>Facility Type</b>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
<b>Travel Lanes</b>	-	-	4
<b>Volume (vpd)</b>	-	-	-
<b>Capacity (vpd)</b>	-	-	-

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2023

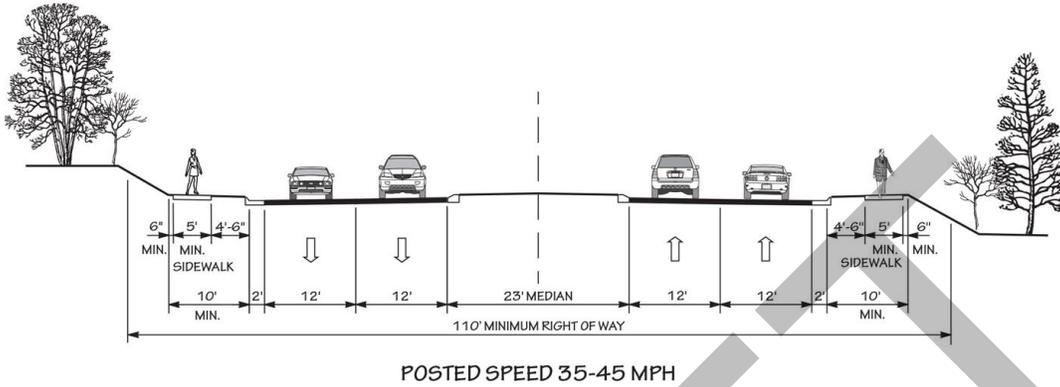


**Typical Section Options:**

04 D, 04 F, 04 G

# TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



### Project History/Linkage to Other Plans

NC 135 is a two lane major thoroughfare with center turn lanes. In the 2014 Western Rockingham CTP, it was proposed that NC 135 be widened to a four lane boulevard from US 220 BUS to Philpott Rd (Local ID ROCK0013-H). Currently, NCDOT Division 7 is working on preliminary designs for the intersection of US 220 BUS and NC 135.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance efficiency and convenience by alleviating congestion.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 13 comments were left about NC 135 from US 220 BUS to Philpott Rd (SR 2178). Several of the comments mentioned the issues with alignment.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 2 Landscape Habitat Indicator Guild Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 1 Natural Heritage Natural Area Feature(s)

- 3 Wetland Feature(s)
- 6 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 State Park Feature(s)

### Title VI Considerations

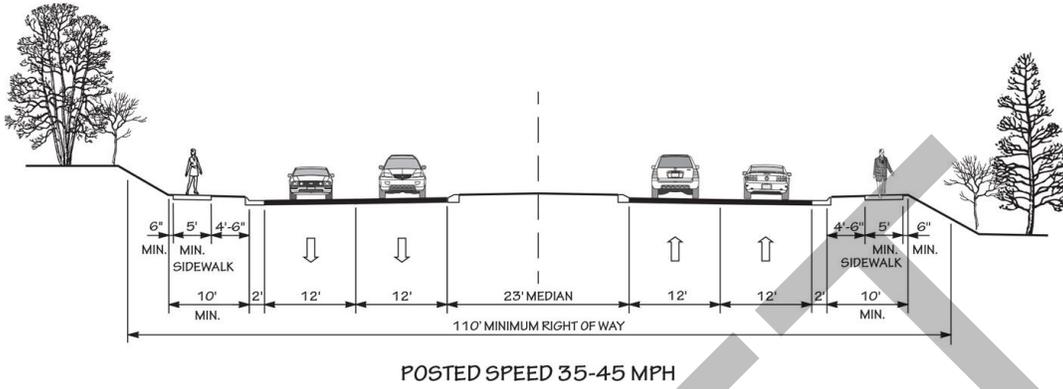
This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line

Typical Section Options:  
04 D, 04 F, 04 G

# TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



- Between 15% and 20% identify as Households with No Car

DRAFT

**NC 14**

From NC 770 to Tellowee Rd (SR 2723)

Local ID: ROCK3003-H

Purpose: Congestion

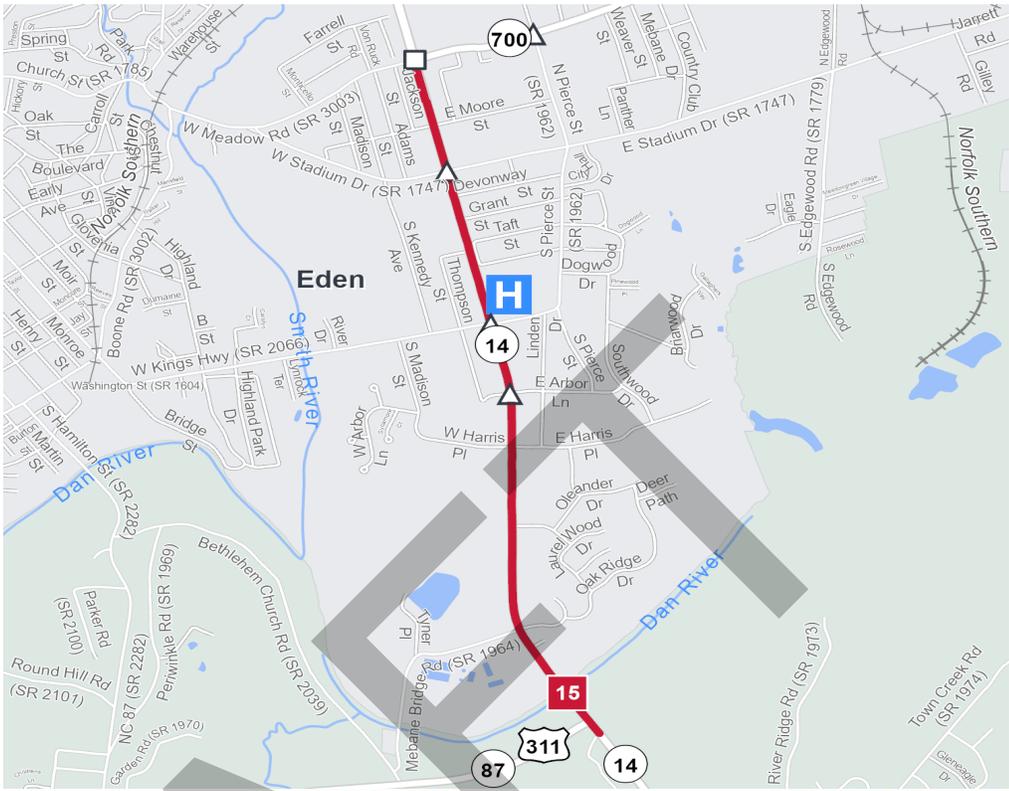
Improvement: Improve Existing

**Identified Need**

NC 14 from US 311/NC 87-770 to W Kings Highway (SR 2066) is currently near capacity and is projected to be over capacity in 2050. In addition, mobility is hindered by numerous driveways and an unprotected left-turn from US 311/NC 14-87-770 from US 311/NC 87-770 to the US 311/NC 700-770 interchange.

**Recommendation**

Convert NC 14 to a 4-lane with raised median from NC 770 to Tellowee Rd to improve mobility and reliability, including upgrading the E Stadium Dr, W Kings Hwy, and Arbor Ln intersections as well as upgrading the US 311/NC 700-770 Interchange.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 E
Section Options	04 C
Length (miles)	2.60
Existing ROW (feet)	60-150
Safety Risk Score	-

**Proposal Data: 2022 Base Year 2050 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	14000-24000	16400-29300	16400-29300
Capacity (vpd)	26700-29200	26700-29200	36600

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2037

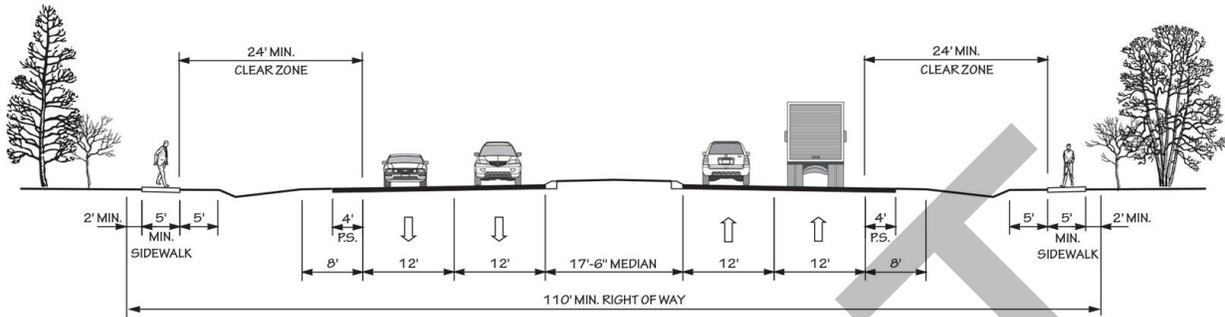


Typical Section Options:

04 C

# TYPICAL SECTION No. 4E

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH  
PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

### Project History/Linkage to Other Plans

NC 14 is a four lane major thoroughfare with center turn lanes. Improvements were recommended in the 2010 Rockingham County CTP as ROCK0005-H to convert the existing facility into 4-lane divided facility with raised medians and turn bays at major intersection.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance efficiency and convenience by alleviating congestion.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 14 comments were left about NC 14 from NC 770 to US Tallowee Rd (SR 2723). Several of the comments highlighted concerns about turning lanes.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Site(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

**NC 14**  
From Tellowee Rd to US 29

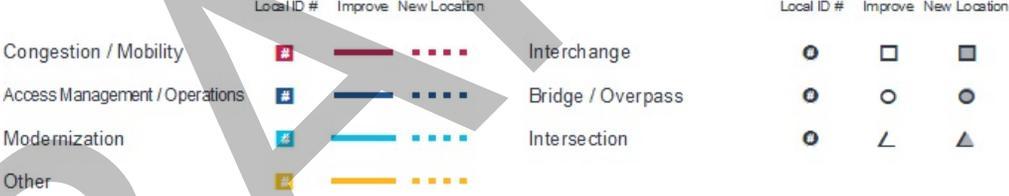
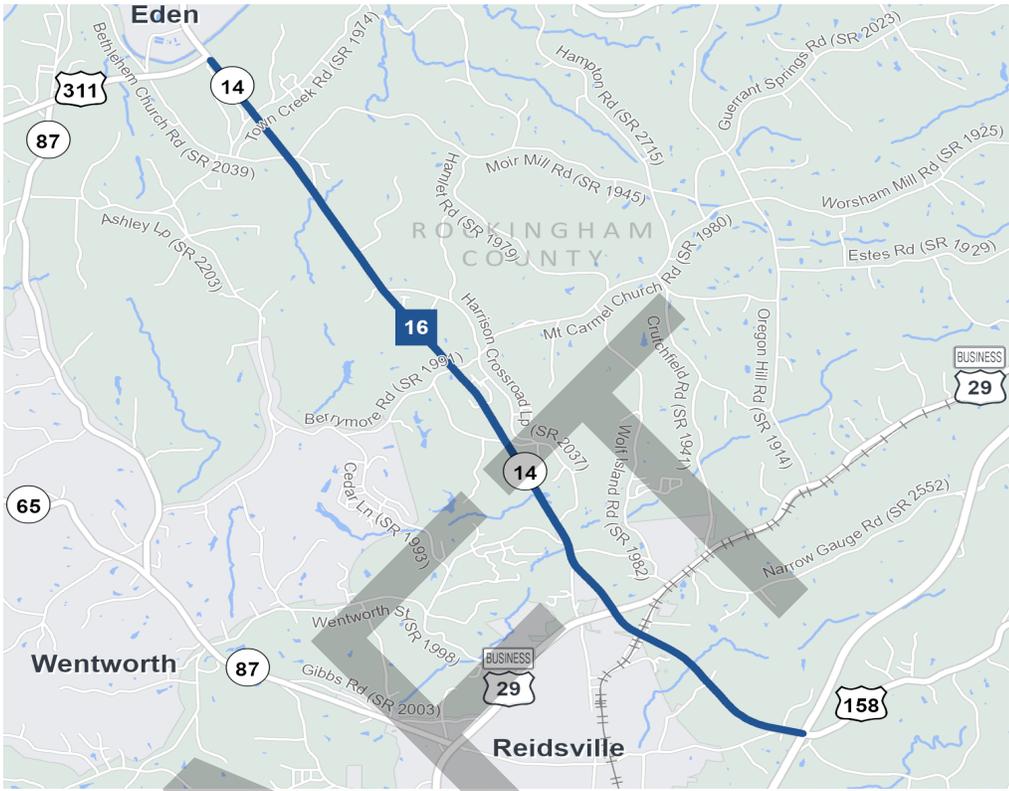
Local ID: **ROCK3004-H**  
Purpose: **Access**  
Improvement: **Improve Existing**

**Identified Need**

NC 14 from US 29 in Reidsville to US 311 in Eden is a 5-lane facility with center left-turn lane, causing reliability and safety issues.

**Recommendation**

Convert NC 14 from its existing 5-lane with center left-turn lane facility to a 4-lane facility with median and turn bays at major intersections and points of activity from US 29 in Reidsville to US 311/NC 87-700 in Eden to improve reliability and safety.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 E
Section Options	04 C
Length (miles)	9.90
Existing ROW (feet)	30-250
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	2
Volume (vpd)	12000-18000	15400-25600	15400-25600
Capacity (vpd)	27600-33000	27600-33000	36600

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

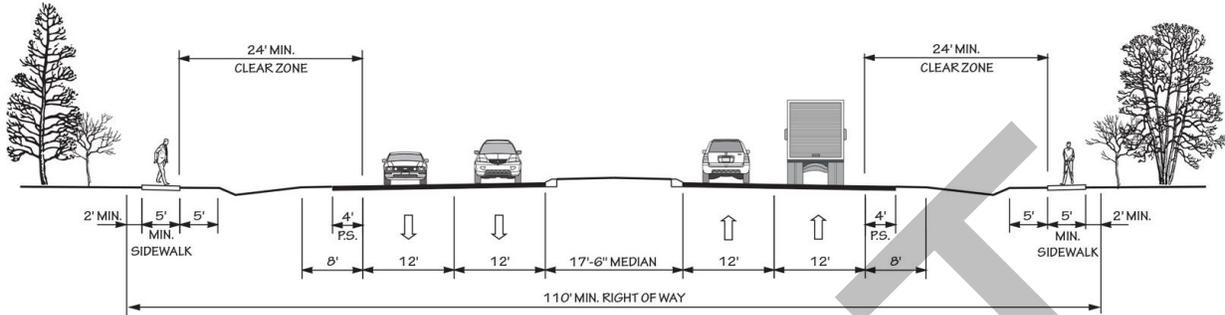


Typical Section Options:

04 C

# TYPICAL SECTION No. 4E

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH  
PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

### Project History/Linkage to Other Plans

NC 14 is a four lane major thoroughfare with center turn lanes. NC 14 improvements were recommended in the 2010 Rockingham County CTP as ROCK0005- to convert the existing facility into 4-lane divided facility with raised medians and turn bays at major intersections.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance efficiency and safety by improving access control.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 8 comments were left about NC 14 from Tellowee Rd to US 29.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 15 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 17 Wetland Feature(s)
- 16 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 2.5% and 10% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 15% and 20% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**NC 770**  
From NC 87 to Summit Ave

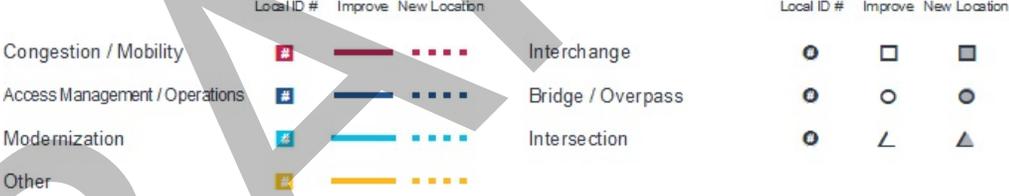
Local ID: **ROCK3008-H**  
Purpose: **Access**  
Improvement: **Improve Existing**

**Identified Need**

Mobility along US 311/NC 700-770 is hindered by numerous driveways and an unprotected left turn.

**Recommendation**

Convert NC 770 from its existing 5-lane with center left-turn lane facility to a 4-lane facility with median and turn bays at major intersections and points of activity from NC 87 to Summit Rd, as well as upgrade the intersection with Pierce St (ROCK3022-H) to improve mobility and reliability.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 E
Section Options	04 C
Length (miles)	2.20
Existing ROW (feet)	70-100
Safety Risk Score	-

**Proposal Data: 2022 Base Year 2050 Future Year**

Improved Route	2022 Base Year		2050 Future Year
	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	7600-10000	8500-11200	8500-11200
Capacity (vpd)	22700-26000	22700-26000	31600

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

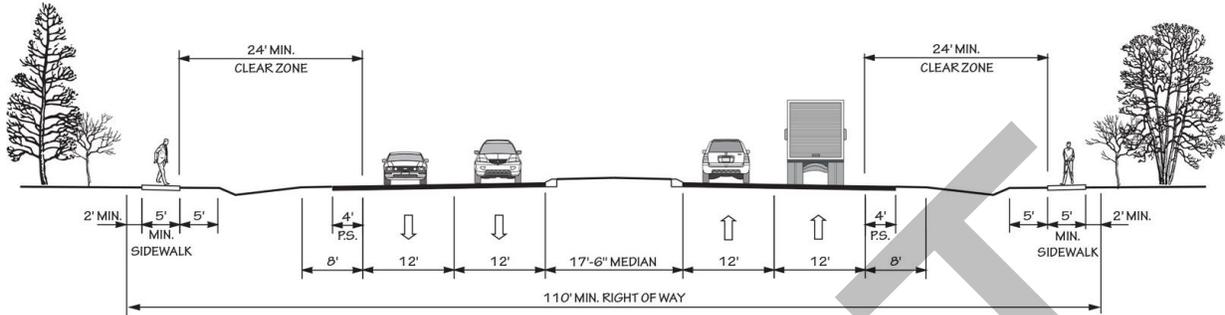


Typical Section Options:

04 C

# TYPICAL SECTION No. 4E

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH  
PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

### Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance efficiency and safety by improving access control.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 3 comments were left about NC 770 from NC 87 to Summit Rd.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Hazard Substance Disposal Area Feature(s)
- 1 Managed Area Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

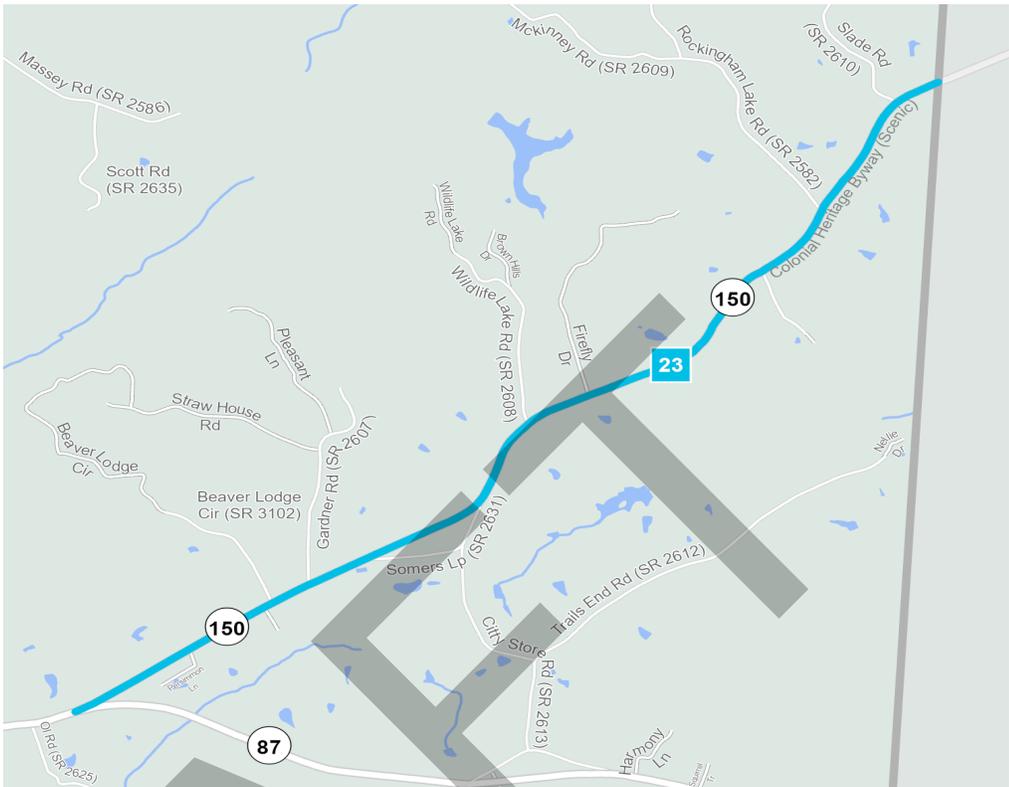
- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**NC 150**  
From NC 87 to Caswell County

Local ID: **ROCK3011-H**  
Purpose: **Facility Deficiencies**  
Improvement: **Improve Existing**

**Identified Need**  
There are limited facilities between southeastern Rockingham County and Caswell County, creating connectivity issues.

**Recommendation**  
Widen NC 150 to 11-foot lanes with paved shoulders from NC 87 to the Caswell County line to improve connectivity.



Local ID #	Improve	New Location	Local ID #	Improve	New Location
Congestion / Mobility			Interchange		
Access Management / Operations			Bridge / Overpass		
Modernization			Intersection		
Other					

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	4.00
Existing ROW (feet)	60
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<b>Facility Type</b>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<b>Travel Lanes</b>	2	2	2
<b>Volume (vpd)</b>	1600-1900	1500-2800	1500-2800
<b>Capacity (vpd)</b>	14100	14100	15100

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

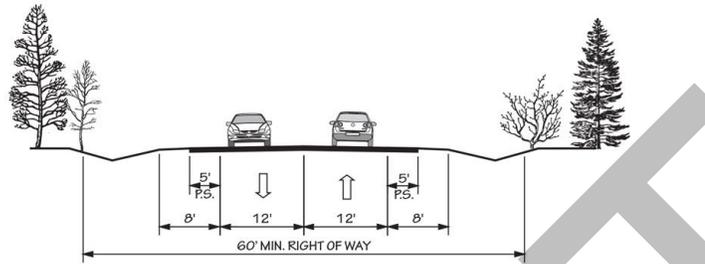


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

NC 150 is a major two lane thoroughfare with 10 ft lanes and narrow shoulders. In the 2010 Rockingham County CTP, it was proposed that that NC 150 be upgraded to two 12 ft lanes with 2 ft paved shoulders.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to to enhance connectivity and efficiency by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about NC 150.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazardous Waste Facility(s)
- 1 Wetland Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 50% and 100% identify as 65+

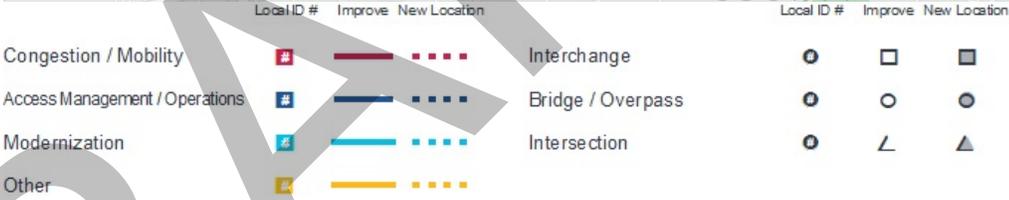
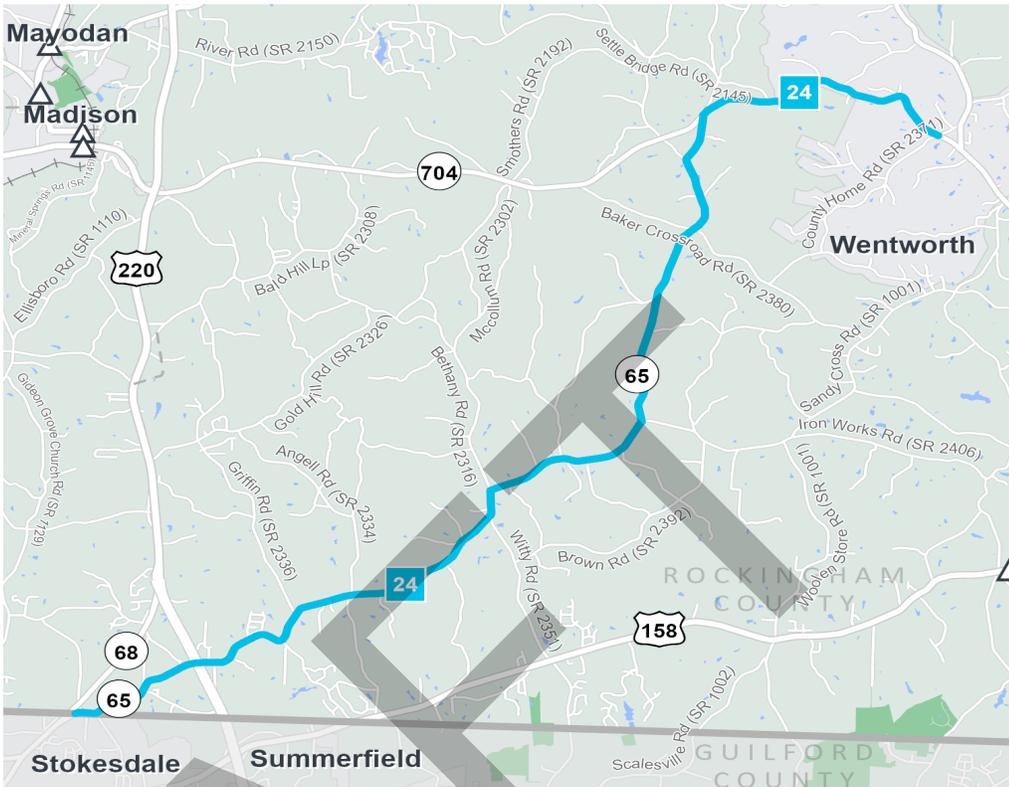
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 15% and 20% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**NC 65**  
 From County Home Rd to Guilford County

Local ID: **ROCK3012-H**  
 Purpose: **Facility Deficiencies**  
 Improvement: **Improve Existing**

**Identified Need**  
 Currently, there are limited facilities between southwestern Rockingham County and Wentworth, creating connectivity issues.

**Recommendation**  
 Widen NC 65 to 12-foot lanes with paved shoulder from the Guilford County line to County Home Rd (SR 2371) to improve connectivity.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	19.00
Existing ROW (feet)	60-135
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	650-5400	800-8200	800-8200
Capacity (vpd)	10800-14600	10800-14600	14600-15100

**Capacity Data:** Year

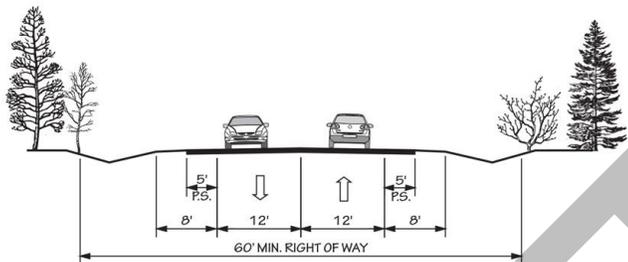
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



**Typical Section Options:**  
None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

NC 65 is a two lane major thoroughfare with 10 ft lanes. In the 2010 Rockingham County CTP, it was proposed that NC 65 be upgraded to two 12 ft lanes with 2 ft paved shoulders.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity and efficiency by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 3 comments were left about NC 65 from County Home Rd to Guilford County.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Flood Hazard Area Feature(s)
- 1 Managed Area Feature(s)
- 8 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

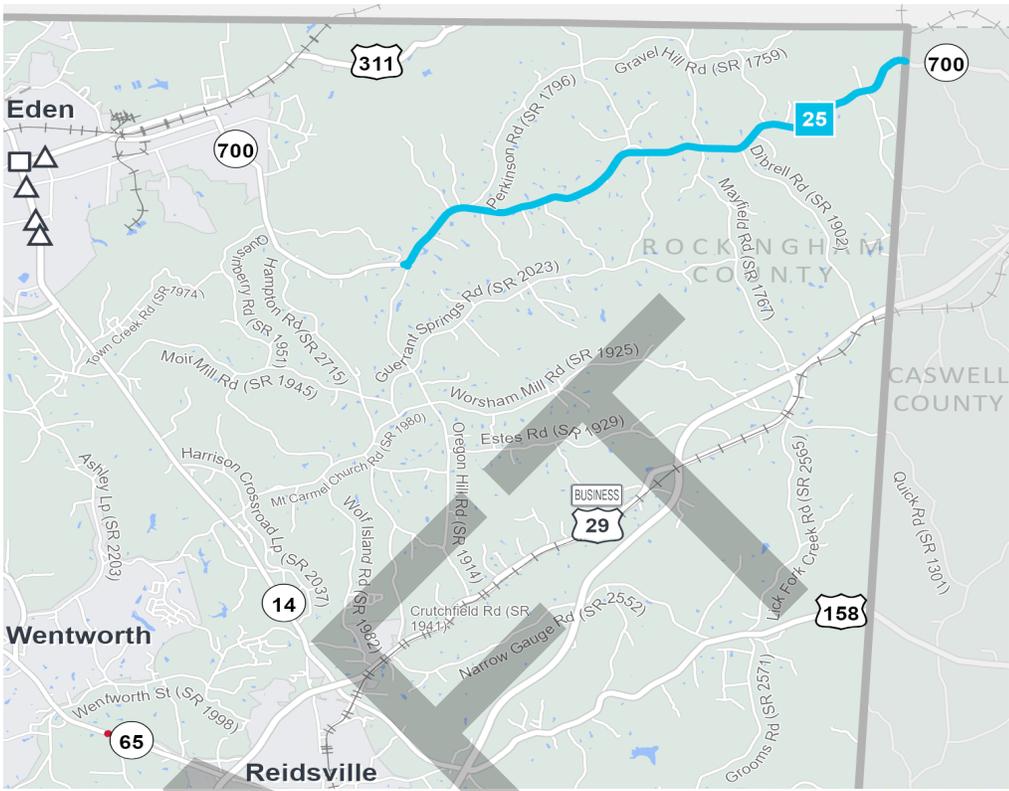
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**NC 700**  
From Oregon Hill Rd to Caswell County

Local ID: ROCK3013-H  
Purpose: Facility Deficiencies  
Improvement: Improve Existing

**Identified Need**  
Currently, there are limited facilities between northeastern Rockingham County and Caswell County, creating connectivity issues.

**Recommendation**  
Widen NC 700 to 12-foot lanes with paved shoulders from Oregon Hill Rd (SR 1914) to Caswell County to improve connectivity.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	8.80
Existing ROW (feet)	60-100
Safety Risk Score	-

**Proposal Data:** 2022 Base Year      2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<b>Facility Type</b>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<b>Travel Lanes</b>	2	2	2
<b>Volume (vpd)</b>	1200-5700	1400-7600	1400-7600
<b>Capacity (vpd)</b>	13600-14100	13600-14100	13600-14100

**Capacity Data:**      Year

Facility will be Approaching Capacity (>80%)	2024
Facility will be Over Capacity (>=100%)	2046

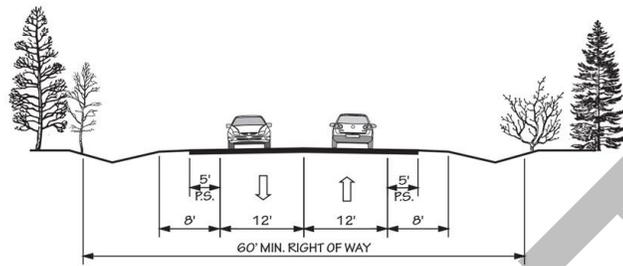


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

NC 700 is a two lane major thoroughfare with 10 ft lanes and narrow shoulders. In the 2010 Rockingham County CTP, it was proposed that that NC 700 be upgraded to two 12 ft lanes with 2 ft paved shoulders.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to to enhance connectivity and efficiency by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 1 comment was left about NC 700 from Oregon Hill Rd to Caswell County. The comment showed support for widening NC 700.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American

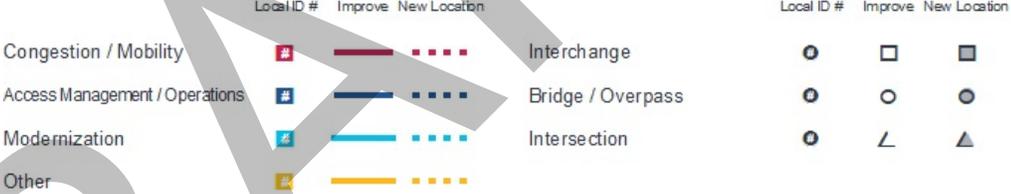
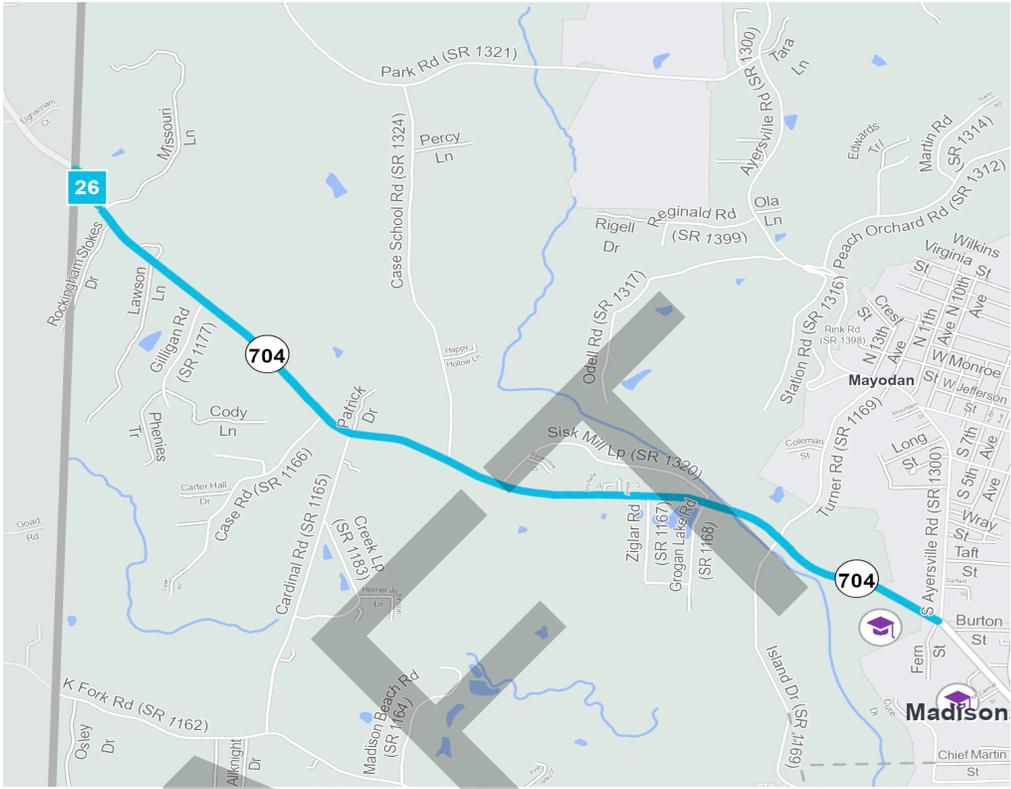
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**NC 704**  
From Stokes County to S Ayersville Rd

Local ID: **ROCK3014-H**  
Purpose: **Facility Deficiencies**  
Improvement: **Improve Existing**

**Identified Need**  
Currently, there are limited facilities between Stokes County and the Madison/Mayodan area, including industrial areas, creating reliability and connectivity issues.

**Recommendation**  
Widen NC 704 to 12-foot lanes with paved shoulder from Stokes County to S Ayersville Rd (SR 1300) to improve reliability and connectivity.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	3.70
Existing ROW (feet)	100
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	2400-3900	2700-4700	2700-4700
Capacity (vpd)	13300-14900	13600-14900	14600-15100

**Capacity Data:** Year

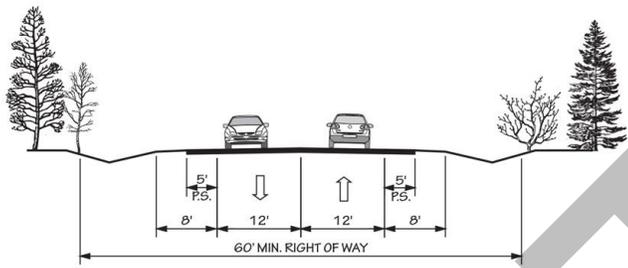
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



**Typical Section Options:**  
None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

NC 704 is a two lane major thoroughfare with lane widths ranging from 10 to 12 ft and narrow shoulders. In the 2010 Rockingham County CTP, it was proposed that that NC 704 be upgraded to two 12 ft lanes with 2 ft paved shoulders.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to to enhance connectivity and efficiency by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about NC 704.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 8 Flood Hazard Area Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 4 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

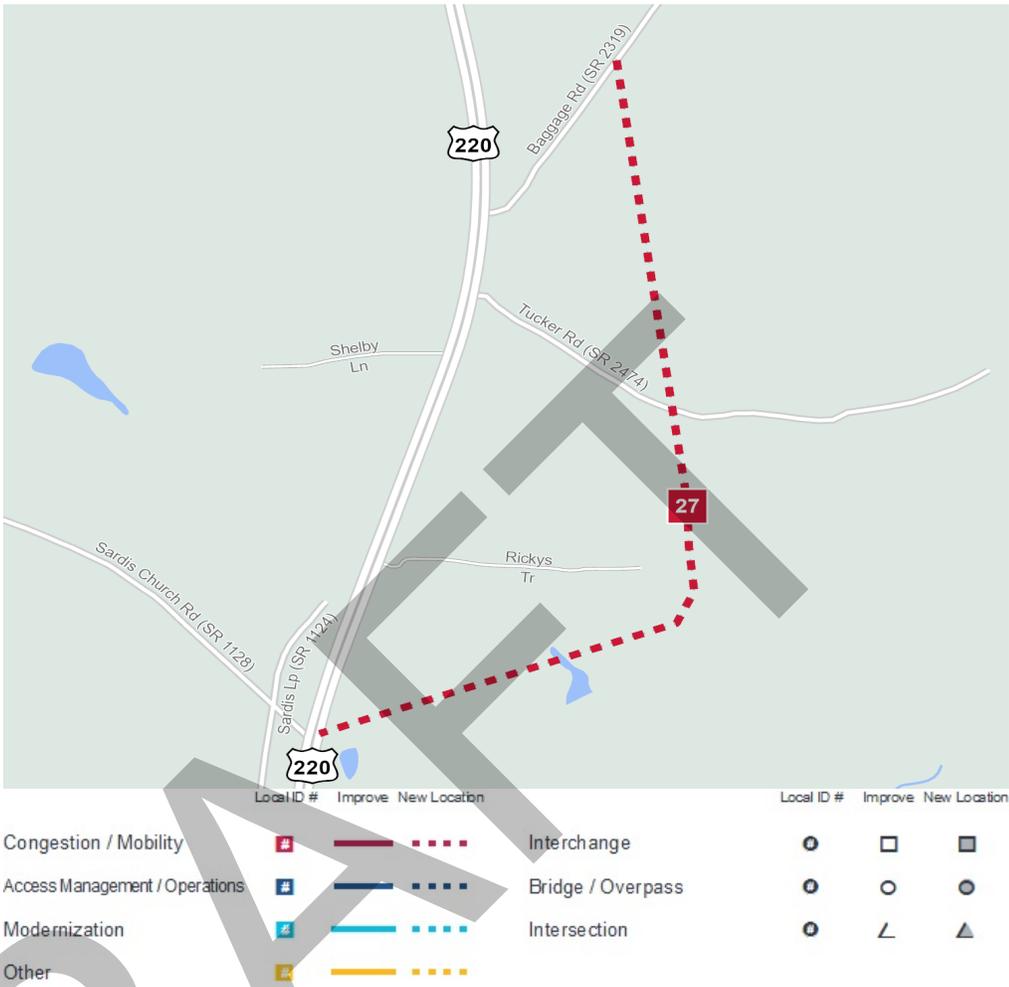
- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**Baggage Road Connector**  
From Baggage Rd to US 220

Local ID: **ROCK4001-H**  
Purpose: **Congestion**  
Improvement: **New Location**

**Identified Need**  
Baggage Rd (SR 2319) currently terminates as an at-grade intersection with US 220. In accordance with NCDOT Strategic Transportation Corridor F (Future I-73) and recommendation ROCK2003-H, US 220 is recommended to be upgraded to a limited access freeway and signed as Interstate 73.

**Recommendation**  
Construct a 2-lane minor thoroughfare from existing Baggage Road (SR 2319) to the recommended US 220 interchange at Sardis Church Rd (SR 1128) to provide access, mobility, and connectivity to from US 220 to central and southern Rockingham County.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	1.10
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	800
Capacity (vpd)	-	-	-	14600

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

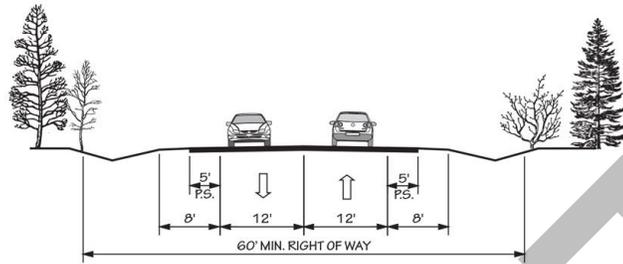


Typical Section Options:

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

Baggage Rd currently ends at an at-grade intersection with US 220. Recommended improvements to upgrade US 220 to I-73 would make Baggage Rd inaccessible to US 220. In the 2010 Rockingham County CTP, it was proposed that the Baggage Rd Connector be a two lane minor thoroughfare. Its previous local ID was ROCK0009-H.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity and accessibility by expanding the transportation network.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about Baggage Rd.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

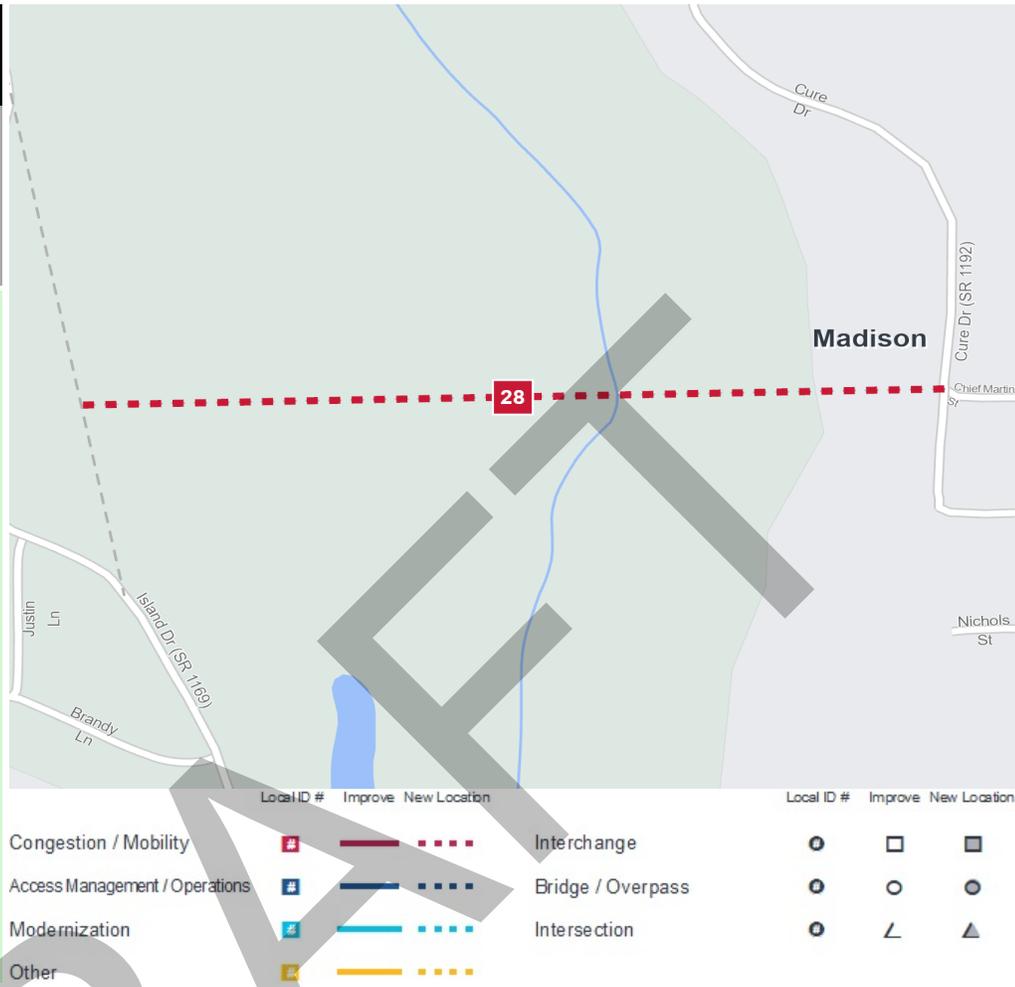
- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- 0% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**Chief Martin St**  
From Island Dr to Cure Dr

Local ID: ROCK4002-H  
Purpose: Congestion  
Improvement: New Location (part on existing)

**Identified Need**  
There is a lack of east-west facilities in southern Madison.

**Recommendation**  
Widen Chief Martin St to 11-foot lanes with paved shoulders from US 220 Business to Cure Dr (SR 1192) and construct on a new location a 2-lane facility with 11-foot lanes with paved shoulders from Cure Dr (SR 1192) to Island Dr (SR 1169) to improve mobility and connectivity in south Madison.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.47
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	9860

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

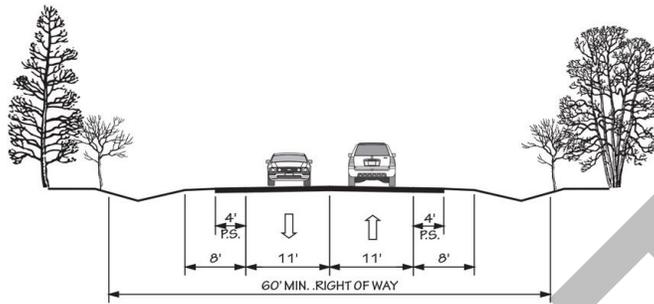


Typical Section Options:

None

# TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

### Project History/Linkage to Other Plans

Chief Martin St is a two lane minor thoroughfare ft 10 ft lanes and currently terminates at Cure Dr. In the 2014 Western Rockingham CTP and the 2010 Rockingham County CTP, it was proposed that a two lane extension of Chief Martin St be constructed from Cure Dr to Isalnd Dr and to widen the existing Chief Martin St to 11 ft lanes from Cure St to US 220.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity and accessibility by expanding the transportation network.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about Chief Martin St. According to the Steering Committee, the area of the proposed new location is prone to flooding.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

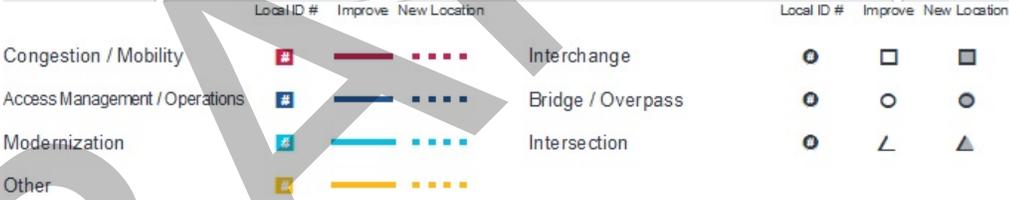
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**E Stadium Dr (SR 1747)**  
 From NC 14 to N Pierce St (SR 1962)

Local ID: **ROCK4003-H**  
 Purpose: **Access**  
 Improvement: **Improve Existing**

**Identified Need**  
 Mobility along E Stadium Dr (SR 1747) from US 311/NC 14-87-770 to N Pierce St (SR 1962) is hindered by numerous driveways and no left turn bays.

**Recommendation**  
 Convert E Stadium Dr (SR 1747) from its existing 4-lane facility to a 3-lane facility with center-left turn lane from US 311/NC 14-87-770 to S Pierce St (SR 1962) to improve mobility and reliability, including bicycle lanes.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 C
Section Options	-
Length (miles)	0.39
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare 2-lane
Travel Lanes	4	4	2
Volume (vpd)	5600	6700	6700
Capacity (vpd)	21900	21900	12900

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

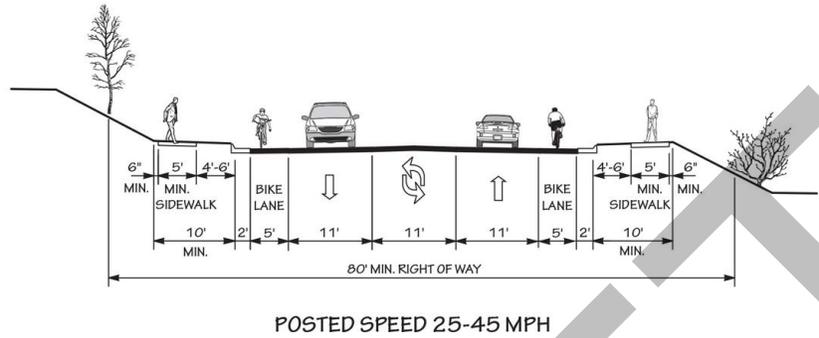


**Typical Section Options:**

None

# TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



### Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance mobility and efficiency by alleviating congestion.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about E Stadium Dr from NC 14 to Pierce St.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**E Stadium Dr (SR 1747)**  
From N Pierce St to NC 700

Local ID: ROCK4004-H  
Purpose: Access  
Improvement: Improve Existing

**Identified Need**

E Stadium Dr (SR 1747) between S Pierce St (SR 1962) and NC 700 is projected to be near capacity by 2050.

**Recommendation**

Widen E Stadium Dr (SR 1747) to 11-foot lanes with left-turn lanes at major intersections and points of activity and consolidate driveways between S Pierce St (SR 1962) to NC 700 to improve mobility.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	-
Length (miles)	2.60
Existing ROW (feet)	60
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	4400-9100	5100-10700	5100-10700
Capacity (vpd)	9500-12200	9500-12200	12470-13340

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	2025
Facility will be Over Capacity (>=100%)	2043

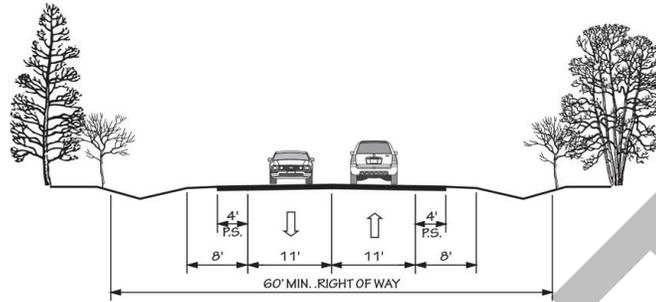


**Typical Section Options:**

None

# TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

### Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance mobility and efficiency by alleviating congestion.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 10 comments were left about E Stadium Dr from N Pierce St to NC 700. Most of the comments highlighted congestion concerns.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Managed Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as African American

- Between 5% and 15% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

**S Scales St (SR 2670)**  
From W Harrison St to Watlington Dr

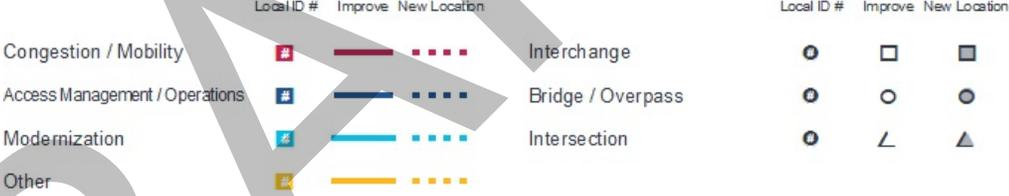
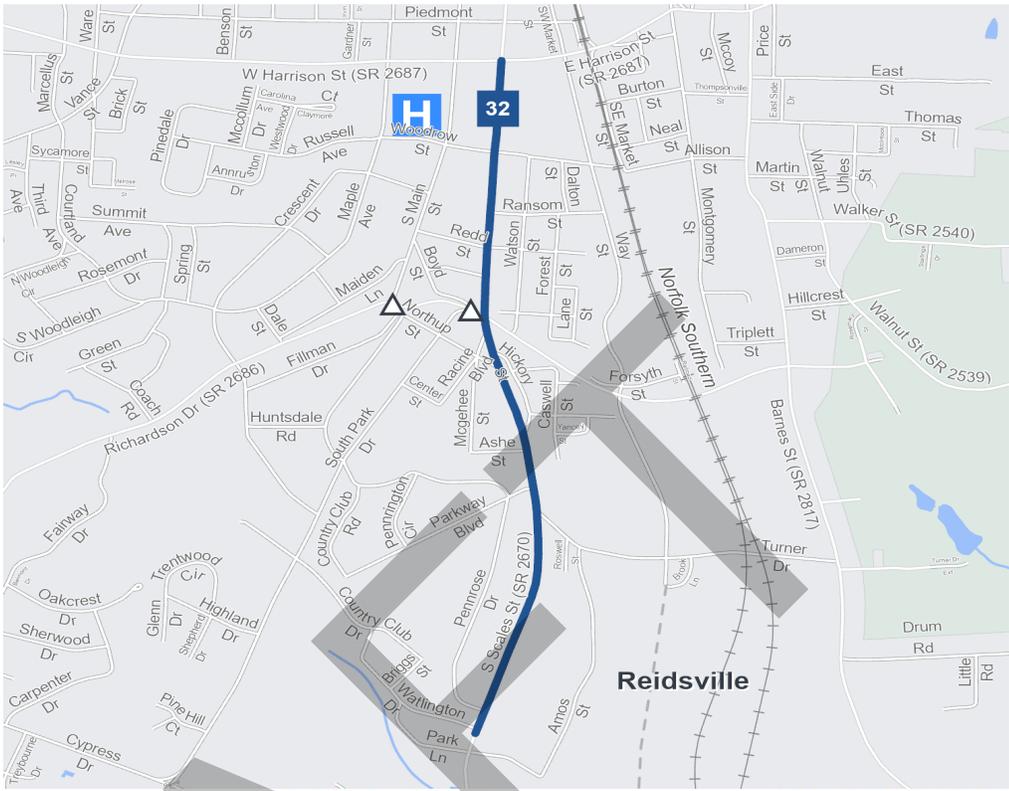
Local ID: ROCK4005-H  
Purpose: Access  
Improvement: Improve Existing

**Identified Need**

S Scales St (SR 2670) is currently near or over capacity and is projected to be near or over capacity from Watlington Dr to W Harrison St (SR 2687).

**Recommendation**

Consolidate driveways and add turning lanes at key intersections or points of interest along S Scales St from Watlington Dr to W Harrison St (SR 2687) to improve mobility.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 E
Section Options	0 2G, 03 B
Length (miles)	1.50
Existing ROW (feet)	60
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

	Existing	Without Proposal	With Proposal
<b>Improved Route</b>	Existing	Without Proposal	With Proposal
<b>Facility Type</b>	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane
<b>Travel Lanes</b>	2	2	2
<b>Volume (vpd)</b>	8300-11500	10200-13500	10200-13500
<b>Capacity (vpd)</b>	10200-12700	10200-12700	12900

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2028

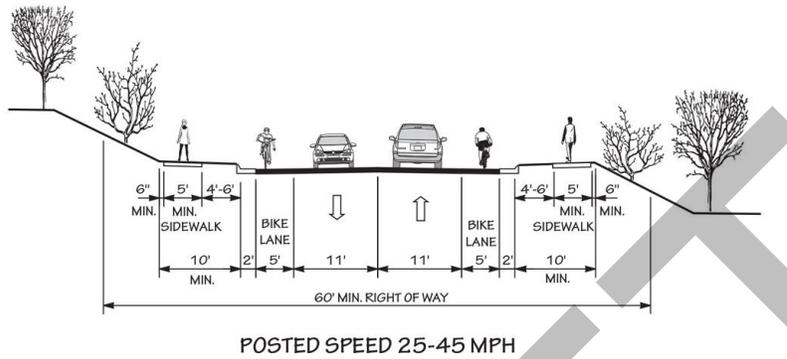


**Typical Section Options:**

# TYPICAL SECTION No. 2E

0 2G, 03 B

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



### Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance mobility and efficiency by alleviating congestion.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 7 comments were left about S Scales St from W Harrison St to Watlington Dr. Most of the comments highlighted congestion concerns.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Site(s)
- 1 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

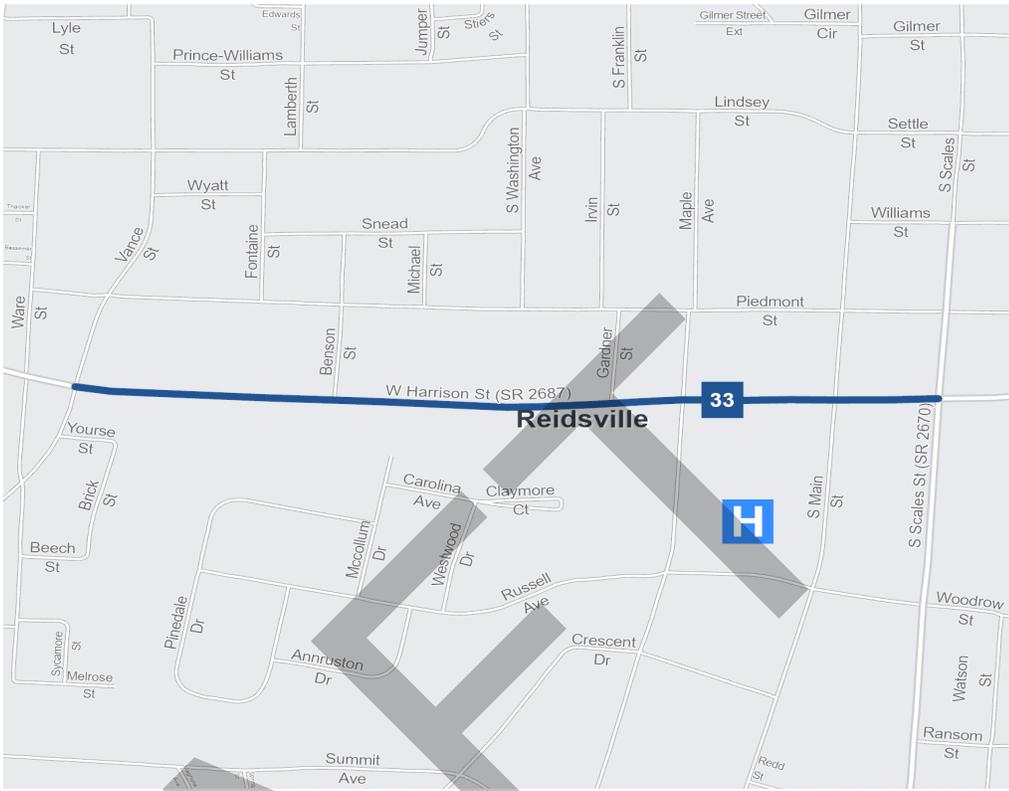
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

**W Harrison St (SR 2687)**  
From Vance St to S Scales St (SR 2670)

Local ID: ROCK4006-H  
Purpose: Access  
Improvement: Improve Existing

**Identified Need**  
W Harrison St (SR 2687) is projected to be over capacity by 2050 from Vance St (SR 2413) to S Scales St (SR 2670).

**Recommendation**  
Add left-turn bays at major intersections and points of activity, consolidate driveways where possible, and improve signal timing on W Harrison St (SR 2687) from Vance St (SR 2413) to S Scales St (SR 2670) to improve mobility and reliability.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 E
Section Options	-
Length (miles)	0.74
Existing ROW (feet)	50
Safety Risk Score	-

**Proposal Data:** 2022 Base Year      2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	7300-7900	8300-10900	8300-10900
Capacity (vpd)	10200-11900	10200-11900	12900

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	2024
Facility will be Over Capacity (>=100%)	2030

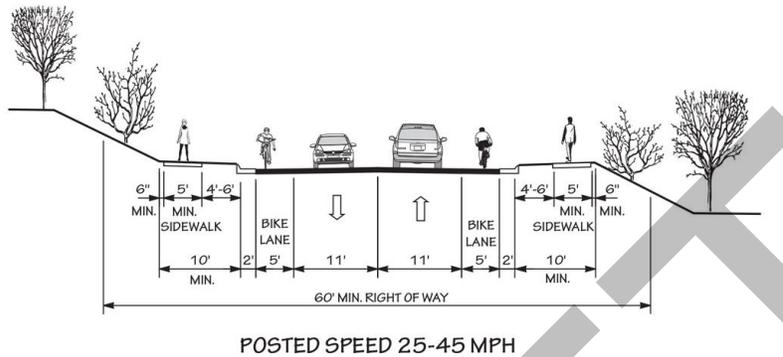


**Typical Section Options:**

None

# TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



### Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance mobility and efficiency by alleviating congestion.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about W Harrison St from Vance St to S Scales St (SR 2670).

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 50% and 100% identify as 65+
- Between 25% and 50% identify as African American

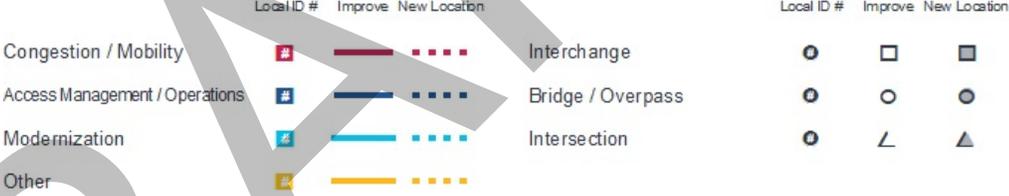
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

**W Kings Hwy (SR 2066)**  
From Bridge St to NC 14

Local ID: **ROCK4007-H**  
Purpose: **Access**  
Improvement: **Improve Existing**

**Identified Need**  
Mobility along W Kings Highway (SR 2066) from Bridge St (SR 2066) to US 311/NC 14-87-770 is hindered by numerous driveways and an unprotected left turn.

**Recommendation**  
Convert W Kings Highway (SR 2066) from its existing 5-lane with center left-turn lane facility to a 4-lane facility with median and turn bays at major intersections and points of activity from Bridge St (SR 2066) to US 311/NC 14-87-770 to improve mobility and reliability.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	60-120
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	11000-13500	12500-15900	12500-15900
Capacity (vpd)	25800-27600	25800-27600	36600

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

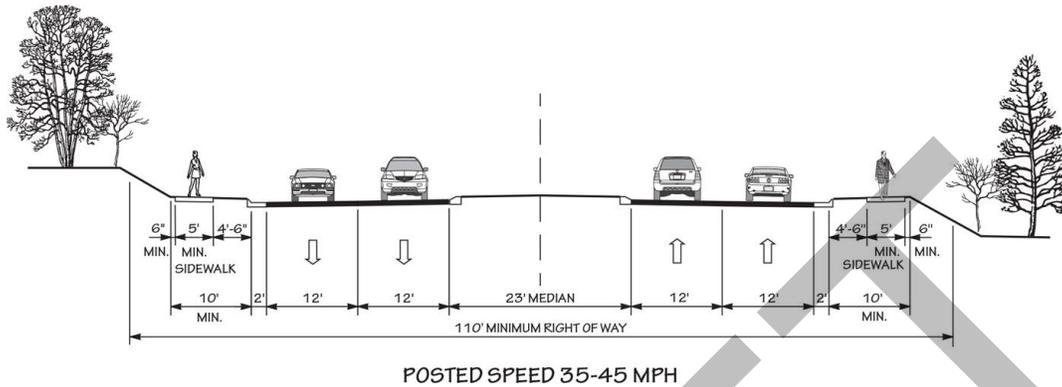


**Typical Section Options:**

None

# TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



### Project History/Linkage to Other Plans

W Kings Hwy (SR 2066) is a 5 lane major thoroughfare 11 ft lanes. In the 2010 Rockingham County CTP, it was proposed that W Kings Hwy be upgraded to a four lane divided facility from Washington St to NC 14/87/770.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to efficiency and mobility by improving access control.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 2 comments were left about W Kings Hwy from Cedar St to Bridge St (SR 1605). Most of the comments highlighted congestion concerns.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 7 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)
- 2 Major River Feature(s)
- 1 Managed Area Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)

- 1 Quality Monitored River And Stream Feature(s)
- 3 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

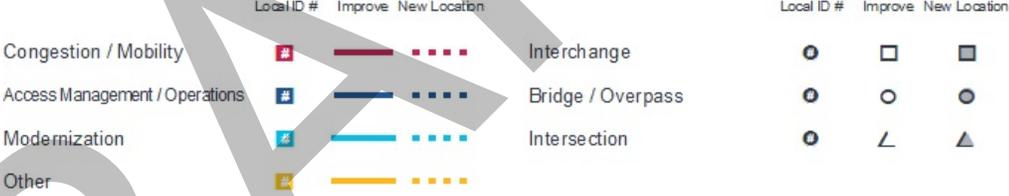
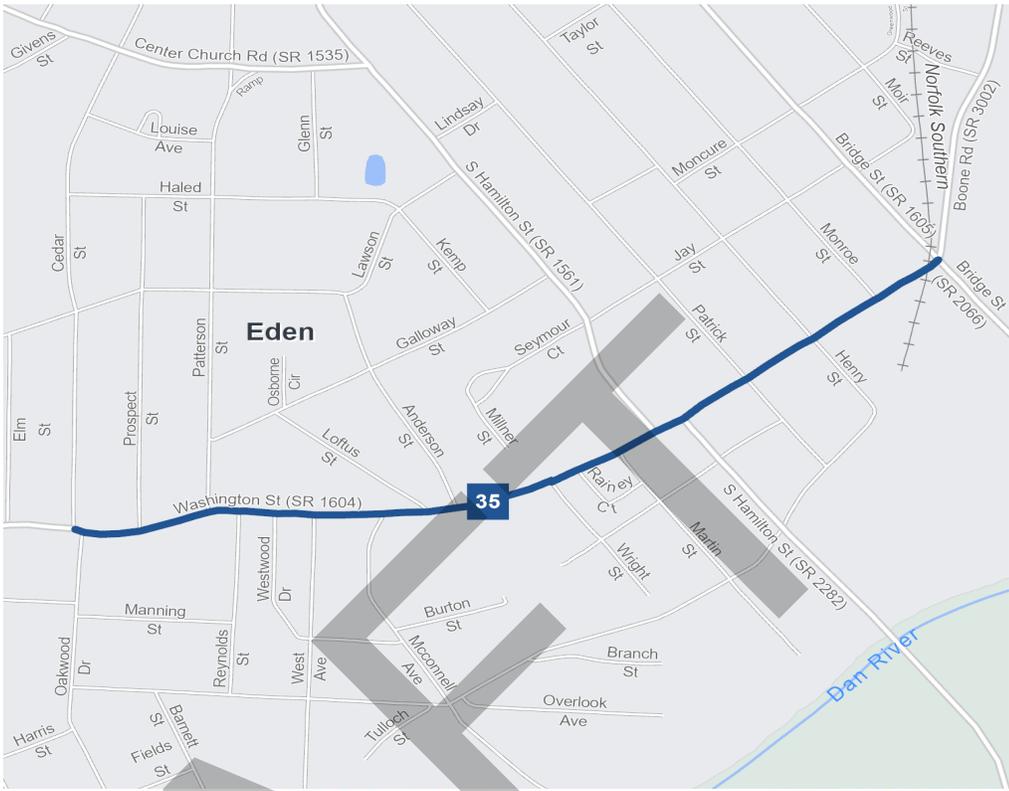
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

**Washington St (SR 1604)**  
From Cedar St to Bridge St (SR 1605)

Local ID: ROCK4008-H  
Purpose: Access  
Improvement: Improve Existing

**Identified Need**  
Washington St (SR 1604) from Cedar St to Bridge St (SR 2066) is currently over capacity.

**Recommendation**  
Consolidate driveways where possible and improve signal timing on Washington St (SR 1604) from Cedar St to Bridge St (SR 2066) to improve mobility and reliability.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 E
Section Options	0 2G, 03 B
Length (miles)	1.20
Existing ROW (feet)	60
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	8100-9900	8900-10400	8900-10400
Capacity (vpd)	9500-12700	9500-12700	12700

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2023

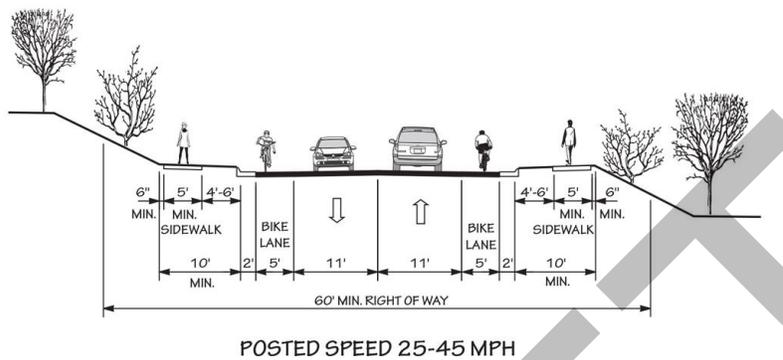


**Typical Section Options:**

# TYPICAL SECTION No. 2E

0 2G, 03 B

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



### Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance mobility and efficiency by alleviating congestion.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 4 comments were left about Washington St from Bridge St to NC 14.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian

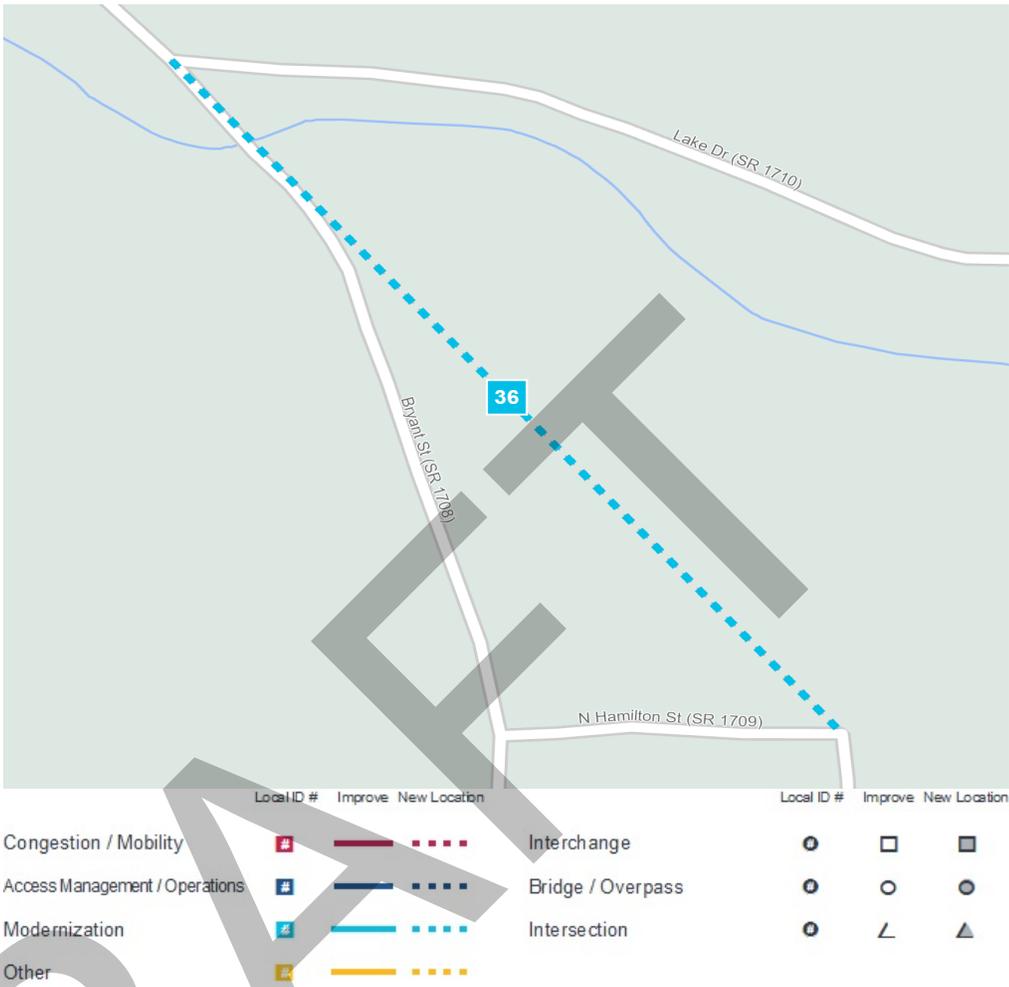
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 50% and 75% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

**Bryant St (SR 1708)**  
From Lake Dr to N Hamilton St (SR 1709)

Local ID: ROCK4009-H  
Purpose: Facility Deficiencies  
Improvement: New Location

**Identified Need**  
Currently, there are limited facilities in the northwestern part of Eden, including between the communities of of Leaksville and Spray, creating connectivity issues.

**Recommendation**  
Realign Bryant St (SR 1708) to Hamilton St (SR 1709) to improve connectivity.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	0.22
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data: 2022 Base Year 2050 Future Year**

	New Location	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes		2	2	2
Volume (vpd)		-	800	800
Capacity (vpd)		9530	9530	9530

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

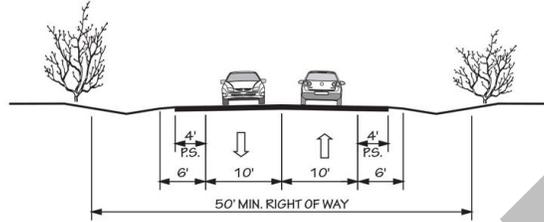


**Typical Section Options:**

None

# TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

### Project History/Linkage to Other Plans

Bryant St (SR 1708) is a two lane minor thoroughfare with 11 ft lanes and no shoulders. In the 2010 Rockingham County CTP, it was proposed that Bryant be realigned to N Hamilton St.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about Bryant St (SR 1708).

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American

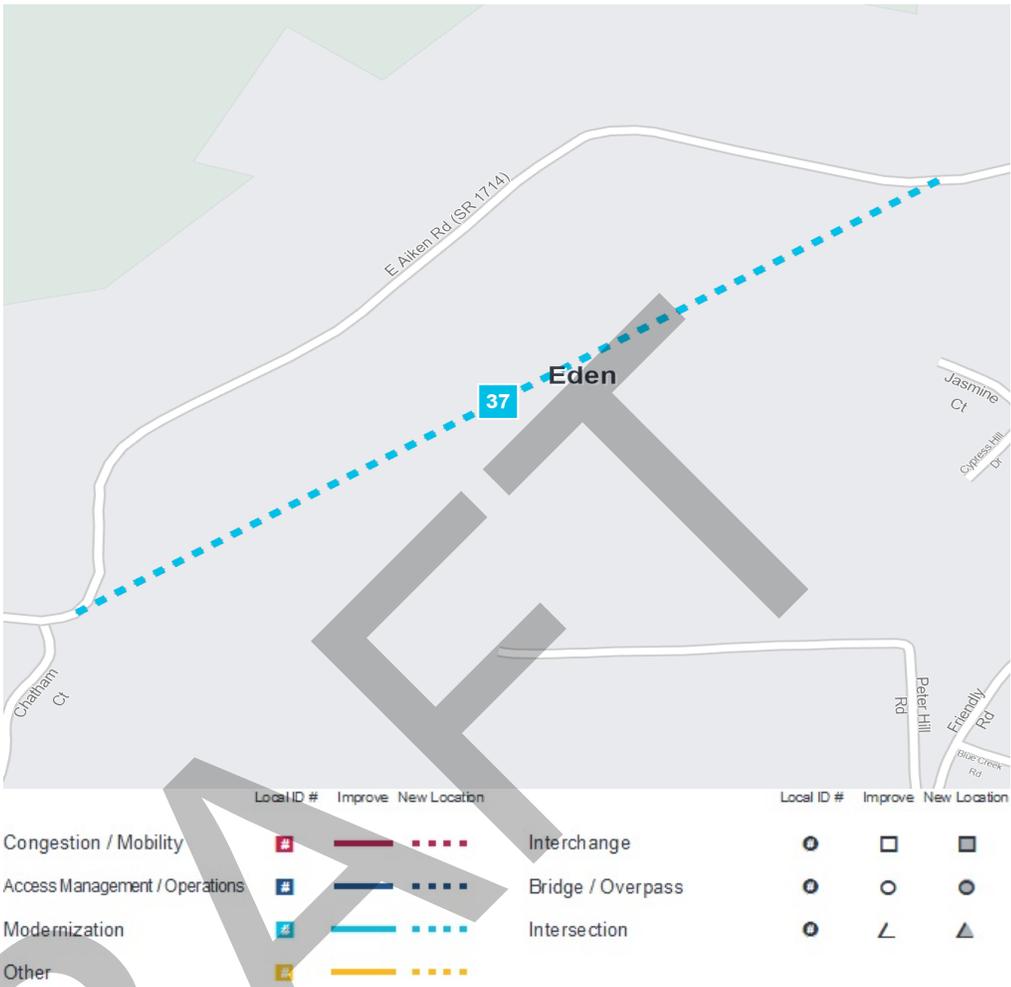
- Between 5% and 15% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

**E Aiken Rd (SR 1714)**  
 From Chatham Ct to 0.1 miles west of Cypress Hill Dr

Local ID: **ROCK4010-H**  
 Purpose: **Facility Deficiencies**  
 Improvement: **New Location**

**Identified Need**  
 E Aiken Rd (SR 1714) from NC 14-87 to Summit Rd (SR 1714) has an increased amount of truck traffic due to industrial development in the area, part of which has a sharp curve and poor vertical alignment, creating reliability, connectivity and safety issues.

**Recommendation**  
 Realign E Aiken Rd (SR 1714) from Chatham Ct to 0.1 miles west of Cypress Hill Dr to improve reliability, connectivity and safety.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	0.41
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

	<u>Existing</u>	<u>Without Proposal</u>	<u>With Proposal</u>
<b>New Location</b>			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	4000	4000
Capacity (vpd)	9500	9500	9500

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

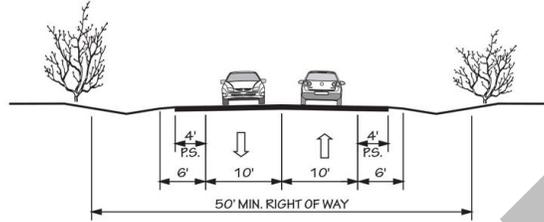


**Typical Section Options:**

None

**TYPICAL SECTION No. 2C**

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

**Project History/Linkage to Other Plans**

E Aiken Rd (SR 1714) is a two lane minor thoroughfare with 10 ft lanes. In the 2010 Rockingham County CTP, it was proposed that Aiken St be realigned from Virginia St to Friendly Road North.

**CTP Goal Analysis**

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity and safety by improving mobility.

**Public Engagement**

During the first round of public engagement, intended to identify community concerns, no comments were left about E Aiken Rd \*SR 1714).

**Impacts to Natural and/or Human Environment**

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Managed Area Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

**Title VI Considerations**

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American

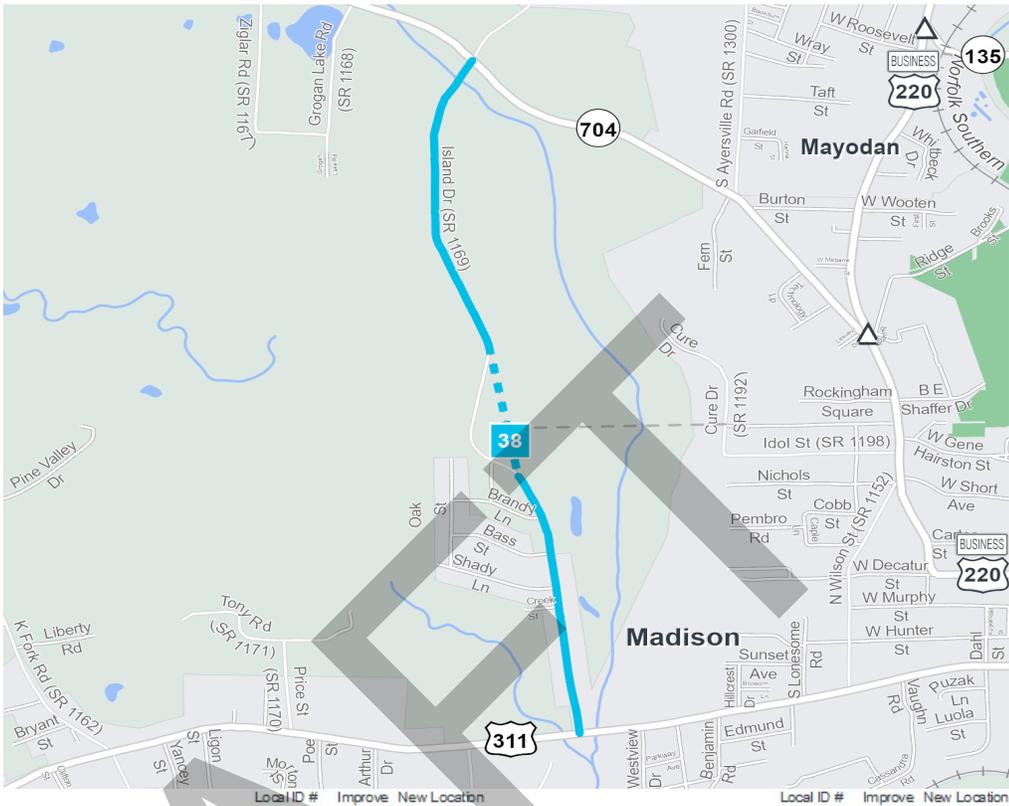
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- 0% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- 0% identify as Households with No Car

**Island Dr (SR 1169)**  
From NC 704 to US 311

Local ID: ROCK4011-H  
Purpose: Facility Deficiencies  
Improvement: New Location (part on existing)

**Identified Need**  
Island Dr (SR 1169) from US 311 to NC 704 acts as a bypass to downtown Madison. Island Dr passes industrial areas, and carries truck traffic, which causes reliability issues.

**Recommendation**  
Widen Island Dr (SR 1169) to 12-foot lanes with paved shoulders from US 311 to NC 704, including realignment on new location from 270 ft east of Justin Ln to 4000 ft south of NC 704 to improve reliability.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 C
Length (miles)	1.80
Existing ROW (feet)	60-100
Safety Risk Score	-

**Proposal Data:** 2022 Base Year      2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	2400-3100	3000-3100	3000-3100
Capacity (vpd)	10200-13100	10200-13100	12200

New Location	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	-	-	3100
Capacity (vpd)	-	-	12200

**Capacity Data:**      Year

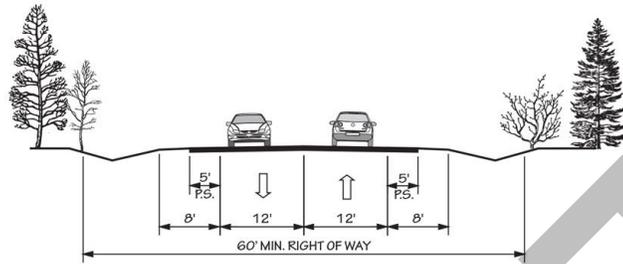
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



**Typical Section Options:**  
02 C

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

Island Dr (SR 1169) is a two lane minor thoroughfare with 10 ft lanes and no shoulders. In the 2014 Western Rockingham CTP, it was recommended that Island Dr be widened to 12 ft lanes with paved shoulders from NC 704 to US 311 and realign Island Dr at the proposed Chief Martin St Extension. According to the 2026-2035 State Transportation Improvement Program, the bridge on Island Dr over Beaver Creek is expected to be replaced in 2025, and is listed as project B-5722.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity and safety by improving mobility and expanding the transportation network.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about Island Dr (SR 1169). According to the Steering Committee, Island Dr is prone to flooding.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 12 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)

- 1 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

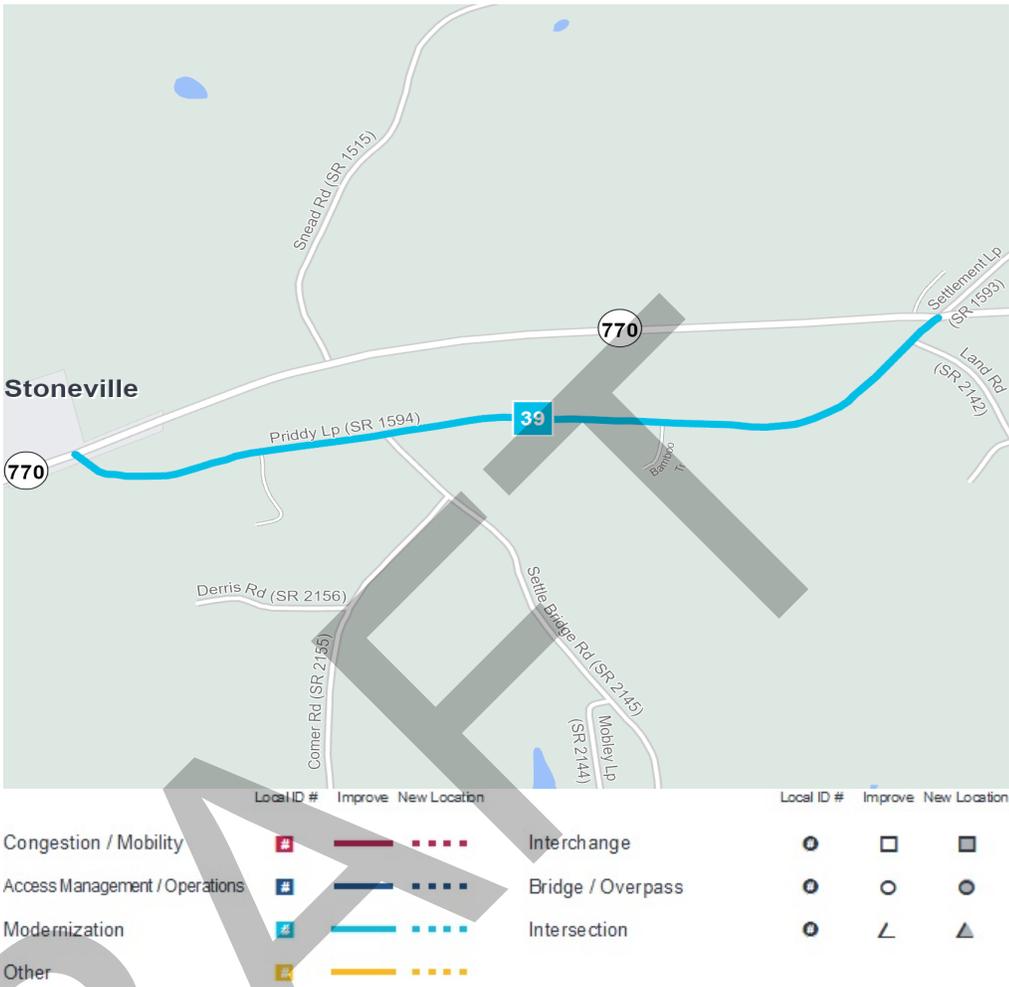
- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**Priddy Loop (SR 1594)**  
From NC 770 to Settle Bridge Rd

Local ID: ROCK4012-H  
Purpose: Facility Deficiencies  
Improvement: Improve Existing

**Identified Need**  
Currently, there are limited facilities between Stoneville and central Rockingham County, creating connectivity issues.

**Recommendation**  
Widen Priddy Loop to 11-foot lanes with paved shoulders from NC 770 to Settle Bridge Rd to improve connectivity from Stoneville to central Rockingham County.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data:** 2022 Base Year      2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	-	-	-
Capacity (vpd)	11020	11020	11800

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

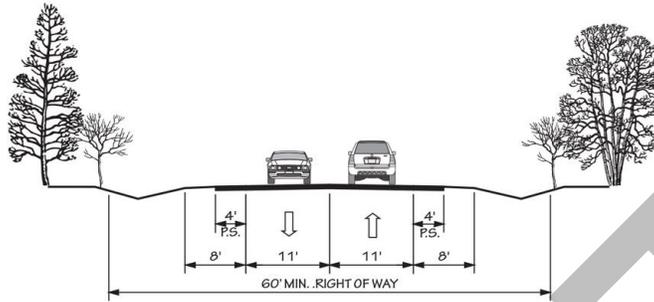


**Typical Section Options:**

None

# TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

### Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about Priddy Lp (SR 1594).

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

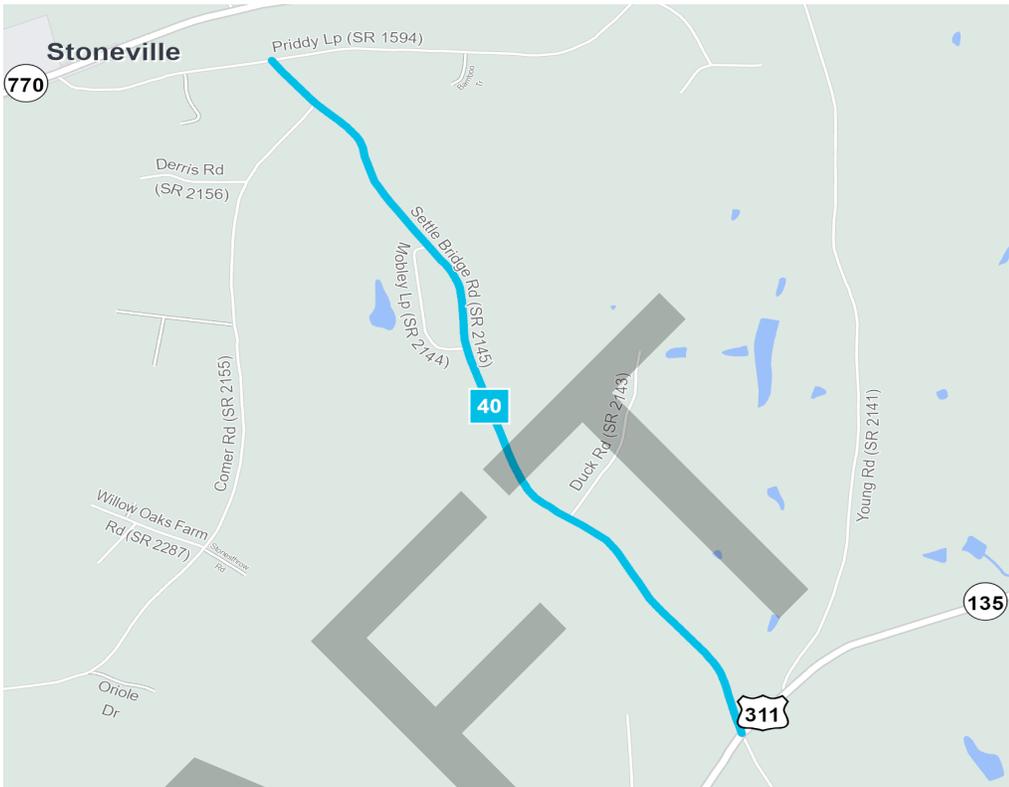
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**Settle Bridge Rd (SR 2145)**  
From Priddy Lp to NC 135

Local ID: ROCK4013-H  
Purpose: Facility Deficiencies  
Improvement: Improve Existing

**Identified Need**  
Currently, there are limited facilities between Stoneville and central Rockingham County, creating connectivity issues.

**Recommendation**  
Widen Settle Bridge Rd (SR 2145) to 11-foot lanes with paved shoulders from NC 135 to Priddy Loop Rd (SR 1594) to improve connectivity from Stoneville to central Rockingham County.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	1.80
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	950	1100	1100
Capacity (vpd)	13100	13100	14100

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

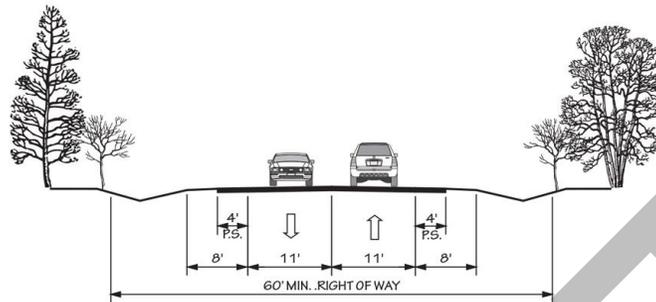


**Typical Section Options:**

None

# TYPICAL SECTION No. 2B

## 2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

### Project History/Linkage to Other Plans

Settle Bridge Rd (SR 2145) is a two lane minor thoroughfare with 10 ft lanes. In the 2010 Rockingham County CTP, it was proposed that a new connector be constructed from NC 770 to Priddy Loop Rd and that Settle Bridge Rd be widened to two 12 ft lanes with 2 ft paved shoulders from Priddy Rd to US 311.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about Settle Bridge Rd (SR 2145).

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American

- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**Church St/Stone Mountain Rd (SR 2154)**

From NC 770 to NC 135

Local ID: ROCK4014-H

Purpose: Facility Deficiencies

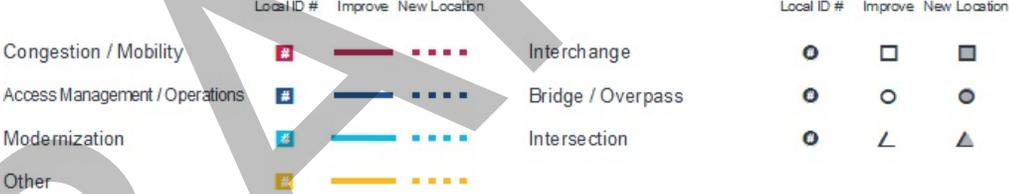
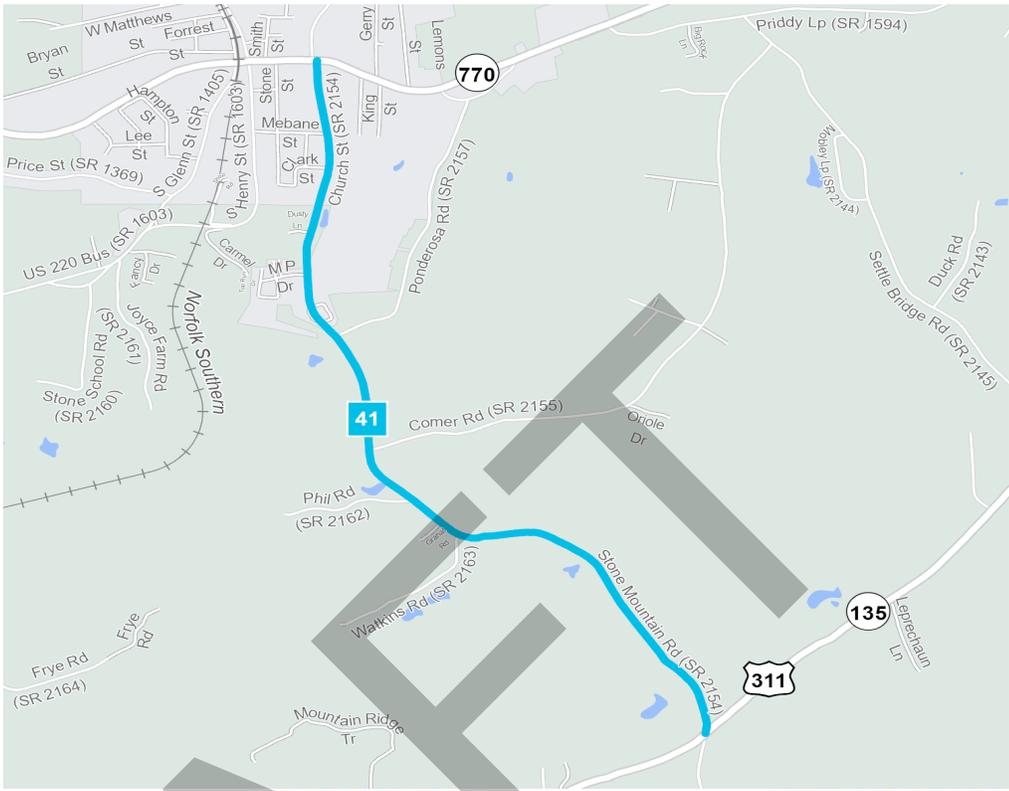
Improvement: Improve Existing

**Identified Need**

Currently, there are limited facilities between Stoneville and central Rockingham County, creating connectivity issues.

**Recommendation**

Widen Church Street/Stone Mountain Rd (SR 2154) to 11-foot lanes with paved shoulders from US 311/NC 135 to NC 770 in Stoneville to improve connectivity from Stoneville to central Rockingham County.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	2.90
Existing ROW (feet)	60
Safety Risk Score	-

**Proposal Data: 2022 Base Year 2050 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	800-850	1000	1000
Capacity (vpd)	8800-13100	8800-13100	14100

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

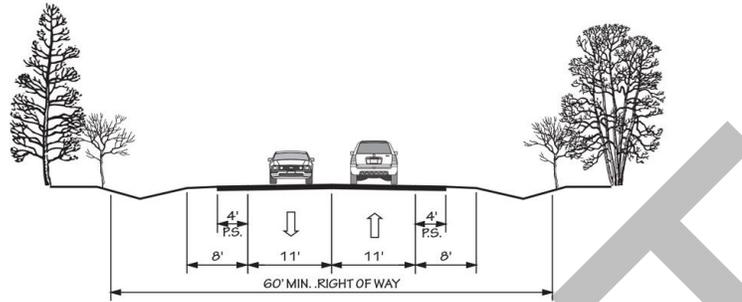


**Typical Section Options:**

None

# TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

### Project History/Linkage to Other Plans

Church St and Stone Mountain Rd are two lane minor thoroughfares with 9 ft lanes. In the 2010 Rockingham County CTP, it was proposed that Stone Mountain Rd be widened to two 12-ft lanes with 2 ft paved shoulders from NC 770 to US 311/NC 135.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 3 comments were left about Church St/Stone Mountain Rd (2154) from NC 770 to NC 135.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 9 Wetland Feature(s)
- 10 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**Vance St Extension (SR 2413)**

From NC 87 to Irvin Farm Rd (SR 2410)

Local ID: ROCK4015-H

Purpose: Facility Deficiencies

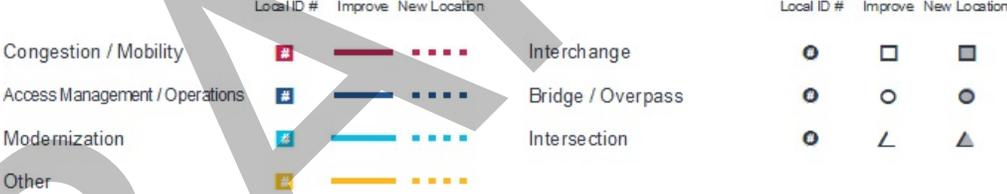
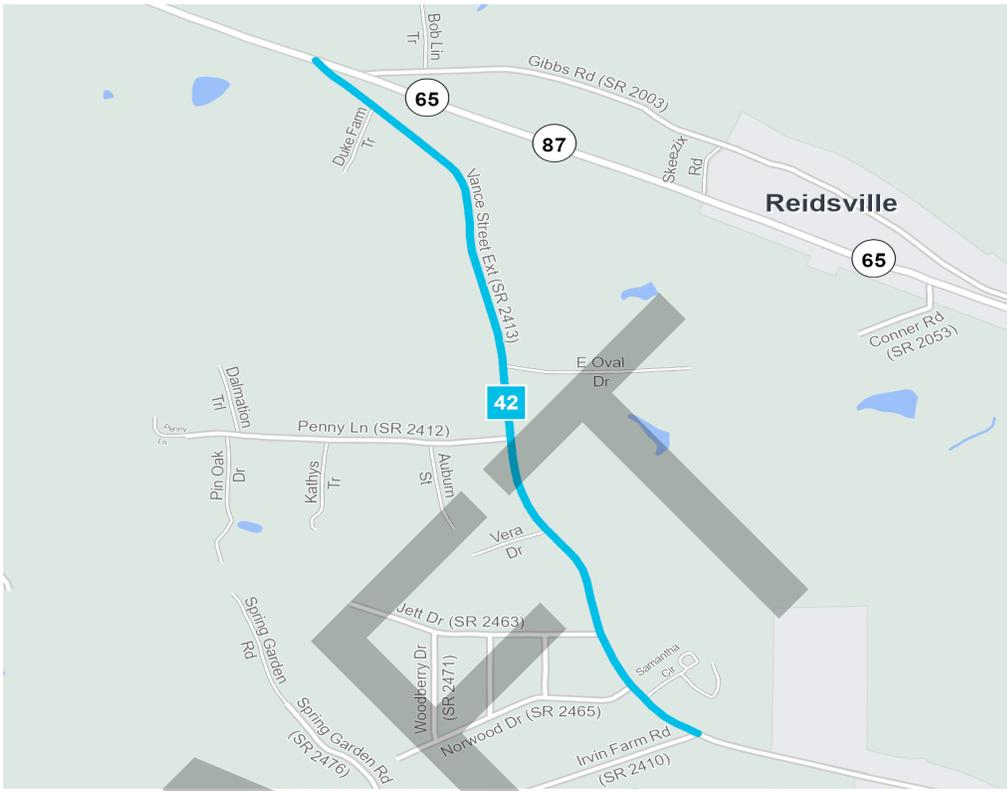
Improvement: Improve Existing

**Identified Need**

The Vance St Extension (SR 2413) serves as an alternative to NC 65-87 from central Rockingham County into downtown Reidsville. If there is an incident on NC 65-87, the Vance St Extension (SR 2413) should be able to accommodate this traffic.

**Recommendation**

Widen the Vance St Extension (SR 2413) to 11-ft lanes with paved shoulders from NC 65-87 to Irvin Farm Rd (SR 2410) to improve reliability as an alternative to NC 65-87.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	1.40
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data: 2022 Base Year 2050 Future Year**

Improved Route	2022 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	3400-4050	3300	3300	
Capacity (vpd)	9200-13100	9200-13100	14100	

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	2043
Facility will be Over Capacity (>=100%)	> 2050

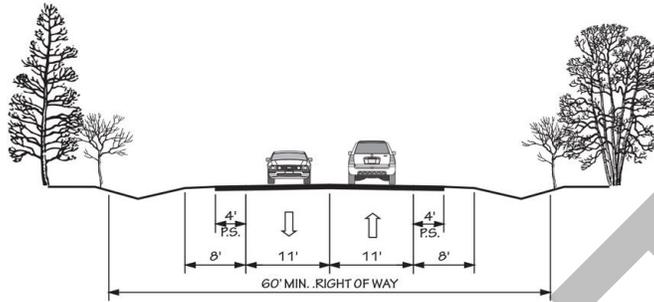


**Typical Section Options:**

None

# TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

### Project History/Linkage to Other Plans

Vance St Extension (SR 2413) is a two lane minor thoroughfare with 9 ft lanes. In the 2010 Rockingham County CTP, it was proposed that Vance Street Extension be widened to two 12 ft lanes with 2 ft paved shoulders from NC 65/87 to US 20 BUS/NC87.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance connectivity and efficiency by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about Vance St Extension (SR 2413).

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- 0% identify as Households with No Car

**Virginia St (SR 1716)**

From Virginia State Line to Lincoln St

Local ID: ROCK4016-H

Purpose: Facility Deficiencies

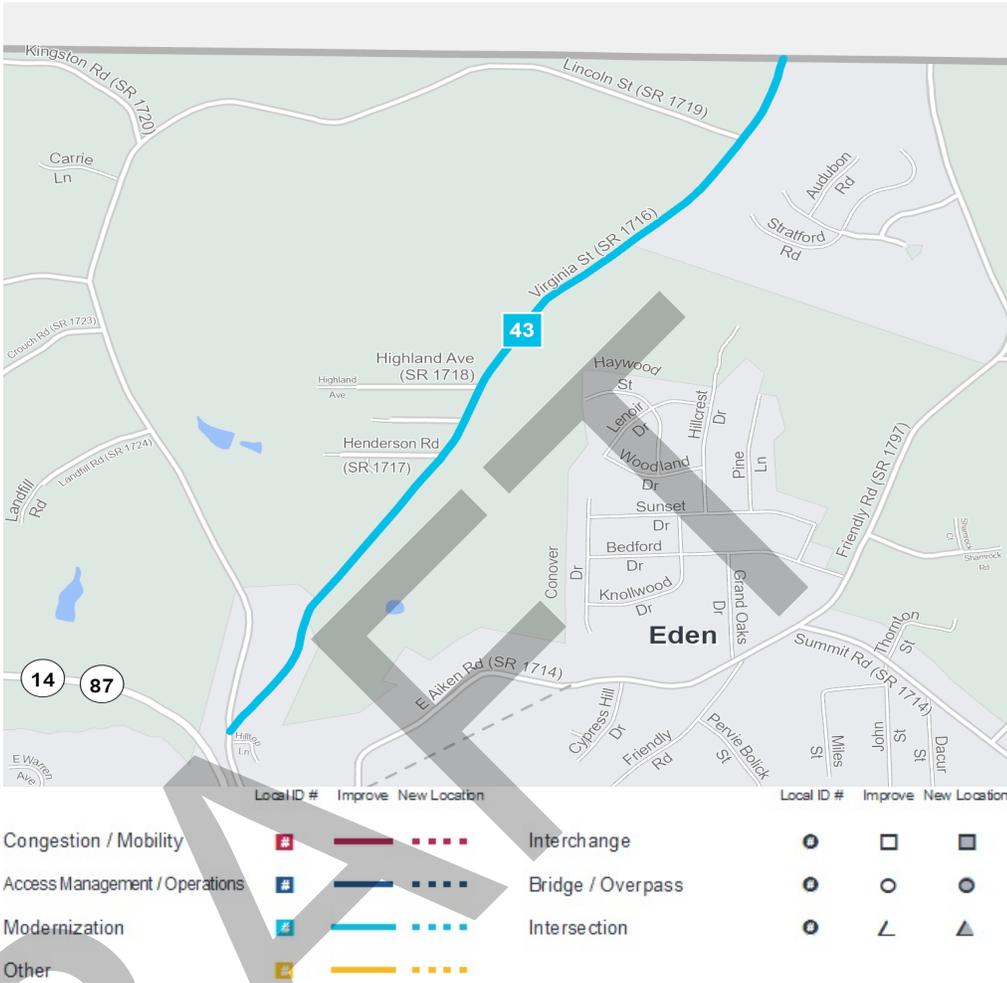
Improvement: Improve Existing

**Identified Need**

Northern Eden is expected to have more industrial growth in the future, including along and around Virginia St (SR 1716), causing reliability issues.

**Recommendation**

Widen Virginia St (SR 1716) to 11-foot lanes with paved shoulders from E Aiken Rd (1714) at NC 14-87 to the Virginia State line to improve reliability.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	1.60
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data: 2022 Base Year 2050 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1900-3100	2300-3400	2300-3400
Capacity (vpd)	9200	9200	9850

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

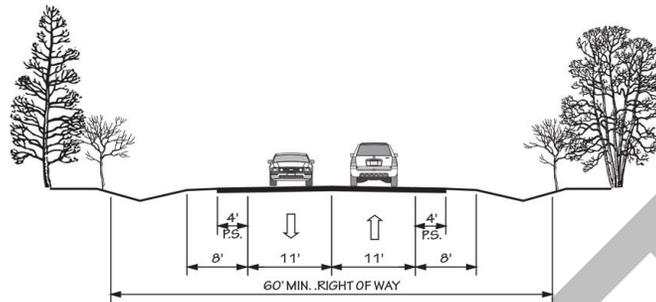


**Typical Section Options:**

None

# TYPICAL SECTION No. 2B

## 2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

### Project History/Linkage to Other Plans

Virginia St (SR 1716) is a two lane minor thoroughfare with 9 ft lanes. In the 2010 Rockingham County CTP, it was proposed that Virginia St be widened to two 12 ft lanes with 2 ft paved shoulders from the Virginia State Line to Lincoln Road-Southern Terminus.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance efficiency by improving mobility.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, 1 comment was left about Virginia St from the Virginia State Line to Lincoln St.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

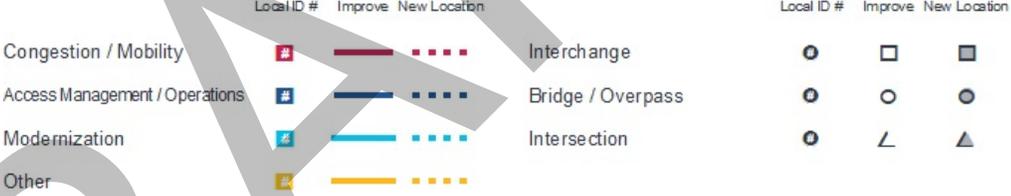
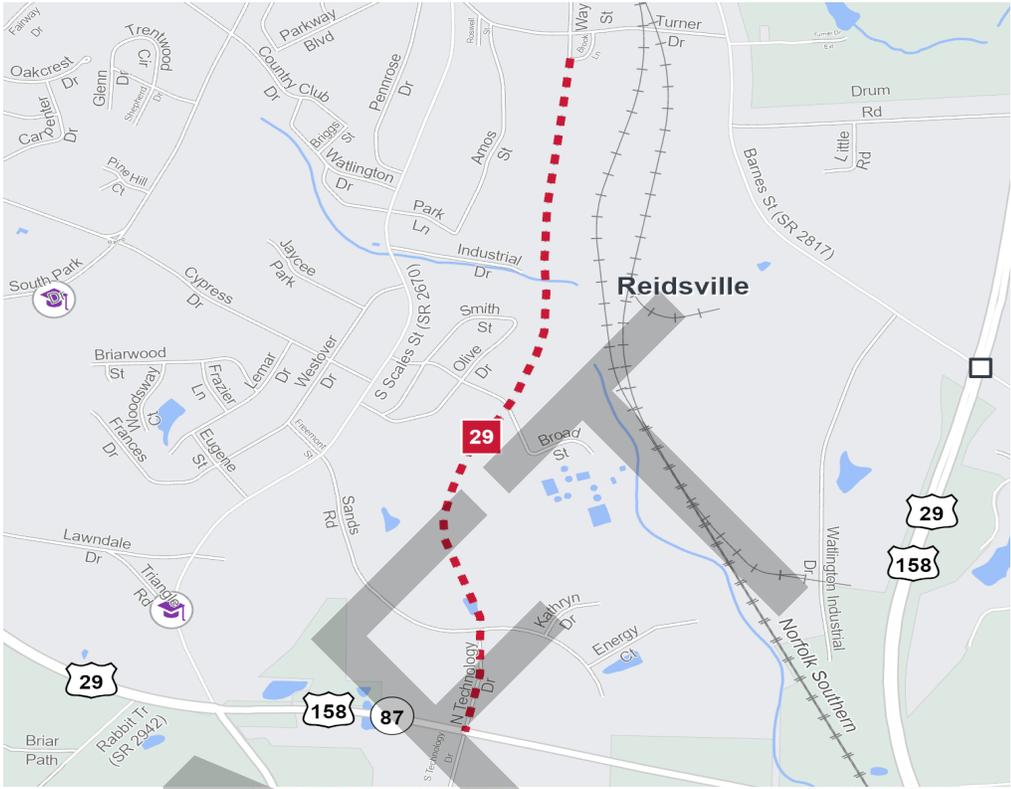
- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**Way St Extension**  
From Brook Ln to US 158

Local ID: ROCK5001-H  
Purpose: Congestion  
Improvement: New Location

**Identified Need**  
S Scales St (SR 2670) is currently near or over capacity and is projected to be near or over capacity from Watlington Dr to W Harrison St (SR 2687).

**Recommendation**  
Construct a 2-lane connector on new location with 11 ft lanes from Sands Rd at N Technology Dr to Turner Dr at Way St to improve mobility on S Scales St.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	1.70
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data:** 2022 Base Year 2050 Future Year

	Existing	Without Proposal	With Proposal
<b>New Location</b>			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	2	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9850

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

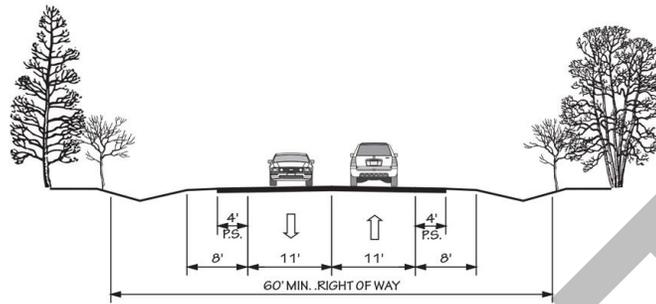


**Typical Section Options:**

None

# TYPICAL SECTION No. 2B

## 2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

### Project History/Linkage to Other Plans

Way St is a four lane major thoroughfare with 11 ft lanes and currently terminates at Brock Ln. The Way St Extension was recommended in the 2010 Rockingham County CTP from Brook Ln to US 158.

### CTP Goal Analysis

The aim of the Rockingham County CTP is to support a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth. This recommendation aims to enhance efficiency and conveniency by alleviating congestion.

### Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about Way St. According to the Steering Committee, there is anticipated industrial development on Technology Dr, near the proposed extension.

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- 13 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Managed Area Feature(s)
- 4 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)

- 1 Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car