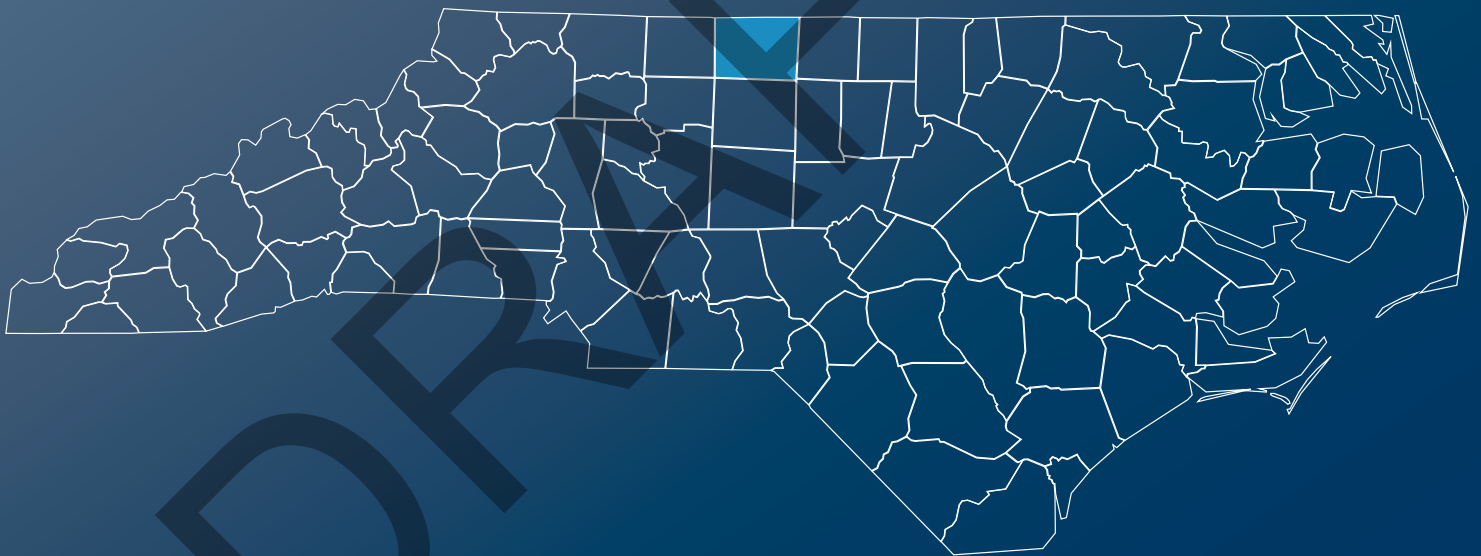


ROCKINGHAM COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

APPENDIX



March 2026

TABLE OF CONTENTS

CTP PROCESS..... 3

INTERAGENCY COORDINATION.....4

COMMUNITY UNDERSTANDING5

1. Population Trends and Projection.....6

2. Population Diversity 8

3. Community Character.....10

4. Schools, Parks, and Community Centers..... 13

5. Public Safety/Emergency Response..... 17

6. Economic Conditions..... 18

7. Development Goals..... 20

8. Farming Operations.....21

9. Natural Resources..... 22

10. Transportation Choices.....23

11. Seasonal Traffic and Special Events..... 24

SOCIO-ECONOMIC DATA FORECAST AND METHODOLOGY.....25

Population Trends and Projection.....26

Employment.....27

Land Use.....28

TRANSPORTATION PLANNING ANALYSIS DATA.....29

Bridge Deficiency Assessment.....30

Planning Level Crash Analysis.....34

Consideration of Natural and Human Environment..... 41

Freight.....64

Resiliency.....67

MULTIMODAL ANALYSIS.....69

Highway.....70

Bicycle and Pedestrian.....85

Public Transportation.....98

Rail.....103

MODEL RESULTS AND METHODOLOGY.....104

PUBLIC/COMMUNITY INVOLVEMENT.....105

STIP PROJECTS AND UNADDRESSED DEFICIENCIES.....110

CTP PROJECTS.....111
INVENTORY TABLE.....295
APPROVALS/RESOLUTIONS.....296
CONTACT INFO..... 297
DEFINITIONS AND RESOURCES.....301
ACRONYMS..... 301
GENERAL DEFINITIONS.....302
ADDITIONAL PLANS AND STUDIES..... 306
FACILITY TYPES AND LEVEL OF SERVICE..... 307
TYPICAL SECTIONS..... 309

DRAFT

CTP PROCESS

A Comprehensive Transportation Plan (CTP) is developed to identify transportation system needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. Local officials are encouraged to reference the CTP and coordinate land development and transportation facilities so future needs of the public are met while minimizing human and natural environmental impacts.

The CTP process consists of 7 Phases and 19 process steps that outline the sequence of major activities. The basic flow of the process is shown in the figure below:

Process Guidance - 7 Phases to develop a CTP						
	CTP STEERING COMMITTEE INVOLVEMENT (PHASES 2-6)					
PHASE 1 CTP Set-Up	PHASE 2 Develop Vision	PHASE 3 System Assessment	PHASE 4 Analyze Alternatives	PHASE 5 Develop Draft Plan	PHASE 6 Adopt Plan	PHASE 7 CTP Close-Out
Initiate Study & Gather Data	Provide CTP Overview	Perform Highway Analysis	Evaluate Constraints	Consensus on "Draft" Plan	Seek Local Adoption	Distribute Adopted Plan
Establish Study Scope	Develop Community Vision	Perform Non-Highway Analysis	Evaluate Future Year Solutions	Complete Plan	Seek BOT Adoption	Archive Project File
Establish CTP Steering Committee	Select Transportation Network	Perform Multimodal Assessment	Validate Plan Against Vision			Publish CTP

The process is structured to offer flexibility to meet an area’s planning needs. It balances the need to meet multimodal transportation demands while considering the natural and human environment within a community. It forms a strong connection between an area’s transportation plan, locally adopted land development plans, and community vision. It provides opportunities for public involvement.

INTERAGENCY COORDINATION

During the long-range transportation planning process, it is important to coordinate with environmental resource agencies and other local, state, and federal agencies and entities. In North Carolina, this coordination can follow the Interagency Coordination Protocol, which provides a consistent methodology for completing and documenting interagency coordination and facilitating the exchange of information in comprehensive transportation planning. The purpose is to provide an efficient way to get meaningful input from interagency partners on long-range transportation plans to enhance the development of the transportation plans and the project proposals. Following this section is a summary of the coordination that was conducted as part of this CTP study.

→ Initiate Contact/Coordinate with Agencies

A letter notifying resource agencies to the start of the Rockingham County CTP study was emailed in November 2023 to agency partners, informing them of the first Steering Committee meeting being held in January of 2024. This letter also helped establish proper contacts within agencies and identify any additional contacts.

→ Share Data and Goals

The letter sent in November of 2023 also shared preliminary information such as a high-level introduction of the CTP Process, a list of data layers used, and a list of existing plans that are being used to inform the study. Additionally, environmental maps were shared to members so they could provide feedback on data layers. Agency members were also notified of the Rockingham County Draft Vision Statement developed by the steering committee, the draft Community Understanding Report, local plans, and the Goals and Objectives Survey that was upcoming. One agency member responded to provide resources when recommendations were developed.

→ Submit Draft Transportation Plan for Review

The Draft Core document with maps, recommendation lists, and project sheets were sent to agency members in Spring 2026 to receive any feedback prior to adoption. No additional comments or feedback were received.

COMMUNITY UNDERSTANDING

Prior to the start of the Rockingham County CTP, the Piedmont Triad Rural Planning Organization (PTRPO) worked with NCDOT Transportation Planning Division (TPD) Project Manager and Engineer to collect information for the Community Understanding Report (CUR). This report was filled out primarily by TPD with support from PTRPO, stakeholders, and the Steering Committee. It was used by TPD to provide an overview of the study area throughout the CTP process. The CTP Steering Committee provided meaningful input into the CUR as needed. The CUR information was used throughout the development of the CTP to help inform the plan and its recommendations.

The CUR covers multiple pieces of information used in the CTP Study, including:

1. [Population Trends](#)
2. [Population Diversity](#)
3. [Community Character](#)
4. [Schools, Parks and Community Centers](#)
5. [Public Safety/Emergency Response](#)
6. [Economic Conditions](#)
7. [Development Goals](#)
8. [Farming Operations](#)
9. [Natural Resources](#)
10. [Transportation Choices](#)
11. [Seasonal Traffic and Special Events](#)

1. Population Trends and Projection

Data Element: Population Trends and Projections	
Why important?	Population trends and projections provide the greatest overall sense of community direction. It can illuminate if an area is thriving, growing, aging, or losing population. It provides a high-level overview if it is an area where people and/or businesses want to move – or remain if already in an area. This is important information for almost all planning, and many public policies, efforts.
Potential Data Source(s)	US Census Bureau, NC Office of State Budget and Management
Other Source(s)	Land use/comprehensive plans

Time Horizon	Rockingham County	% Growth from Previous Decade
2000 Census Population	91,928	
2010 Census Population	93,641	0.2%
2020 Census Population	91,096	-0.3%

Time Horizon	Eden	Madison	Mayodan	Reidsville	Stoneville	Wentworth
2000 Census Population	16,040	2,227	2,268	14,323	996	2,785
2010 Census Population	15,602	2,506	2,478	14,511	1,038	2,788
2020 Census Population	14,986	2,178	2,352	13,928	1,244	2,720

Time Horizon	Rockingham County	% Growth from Previous Decade
NC State Demographer Forecast Projection (2020)	90,939 (July 1, 2020)	
NC State Demographer Forecast Projection (2030)	92,040 (July)	0.1%
NC State Demographer Forecast Projection (2050)	92,040 (2050) (July)	0.0%

Accessed on 12/5/2023

- A. What are the two most important reasons the CTP Study Area experienced the population trends it did? (Cite the source.)

Aging population, lack of jobs in the area and younger generation moving away. Lack of economic development in the area and housing shortage. (According to the CTP Steering Committee)

- B. What are the two most important reasons the CTP Study Area is likely to experience the population trends forecast?

New housing development is coming. Madison has two new apartment buildings, and there are expected to be more jobs in the area than there are currently people. The cost of living is lower in this area than in the surrounding urban areas. Greensboro growth is pushing north up US 29. Construction of 2600 dwelling units is expected in the

next 15 years in the county. There is significant residential and commercial growth planned along US 220, NC 68, and I-73 in the southwestern portion of the county. An estimated 2500 dwelling units are planned in this region.

- C. If known, how is the study area expected to grow? Which areas will have lower or higher growth?

US 29/Future I-785 corridor is expected to be a high growth area. To the north, the casino in Danville is expected to impact traffic on US 29. There are upgrades proposed for US 29 and further growth is expected along the corridor. Water and sewer additions in the south is expected to serve growth in that area.

US 220/Future I-73 corridor in the southwest corridor is expected to see residential and some industrial growth. The recent change in area water policy supports more residential growth.

More commercial development is expected in Stoneville.

US 220/Future I-73 corridor in the west has new commercial and housing development.

Old mills in Eden are being converted into apartments.

Berry Hill Mega Industrial Park in Virginia is expected to impact Eden (NC 770).

Commonwealth Crossing Business Centre in Virginia near the NC border has 2 large employers. There are over 300 acres for industries coming available soon. Crown Holdings and Press Gladd are already open on the site. Adjacent to US 220/Future I-73 providing easy access to I-40, I-77, I-81, and I-85. Tract 1 is adjacent to the Norfolk Southern Railway main line and is connected by a dedicated spur. It is 30 minutes from the Piedmont Triad International Airport and FedEx Mid-Atlantic Hub in Greensboro.

2. Population Diversity

Why important?	Population Diversity data are key aspects of documenting community characteristics. This data may also inform local planning efforts if population diversity is identified as a local public policy priority. Different race, age, income, and ethnic populations may have different communication needs during the CTP process.
Potential Data Source(s)	Population demographic data are important for understanding community characteristics. Different race, age, income, and ethnic populations may have different communication needs during the CTP process.
Other Source(s)	US Census Bureau, American Community Survey

- A. Identify notable and/or underrepresented communities in the CTP Study Area that need to be considered during the CTP process (total and percentage if available)? This does not need to be limited to Limited English Proficiency (LEP) groups.

African Americans - There are high percentages of African Americans located near Eden and Reidsville with some census blocks being as high as 78%. (GIS Title VI) 14420/91957 or 15.68% (ACS, 2022)

Over 65 – Many census blocks containing between 25-50%. (GIS Title VI) 19535/91957 or 21.24% (ACS, 2022)

Hispanic/Latino – High percentage of Hispanic/Latino populations south of Madison and east of Reidsville, some census blocks as high as 34%. (GIS Title VI) 6291/91957 or 6.8% (ACS, 2022)

Zero car ownership – There are several census blocks with high percentages of zero car ownership north and south of Reidsville and around Eden, with percentages as high as 26.22%. (GIS Title VI)

LEP Spanish – There are several blocks with higher percentages of LEP Spanish southwest of Madison and east of Reidsville, the highest being 14.8%. (GIS Title VI)

Minority other – There are several blocks that have higher percentages of other races southeast of Reidsville, and south of Madison, with the highest being 34%. (GIS Title VI) 4079/91957 or 4.4% (ACS, 2022)

Two or more minority races - There are several blocks that have higher percentages of 2 or more races north and south of Reidsville and west and east of Eden with the highest being 15.81%. (GIS Title VI) 7108/91957 or 7.79% (ACS, 2022)

- B. Note low-income populations in Rockingham County (total and percentage). The map from the RPO Title VI Plan may be sufficient.

**The highest concentration of those living under the poverty line are located around Eden, in and south of Reidsville, and south of Madison. (GIS Title VI)
18.1% live in poverty (ACS, 2022)**

- C. Identify the main LEP language groups. Note which LEP language groups total at least 5% of the population, or 1000 total population, whichever is less. This may come from the RPO Title VI Plan.

LEP Spanish – There are several blocks that have higher percentages of LEP Spanish southwest of Madison and east of Reidsville, the highest being 14.8%. (GIS Title VI)

- D. Are there areas within Rockingham County where concerns about race, ethnicity, income have affected project outcomes? (Provide examples and location.)

None known at the time of this study

- E. Are there communities or populations within Rockingham County that have raised a concern about lack of voice in public opinions? (Provide examples and location.)

Hispanic population – especially for those with limited English.

- F. Identify the presence and locations of other potential transportation disadvantaged populations, including households with zero vehicles and seniors.

Zero car ownership – There are several census blocks with high percentages of zero car ownership north and south of Reidsville and around Eden, with percentages as high as 26.22%. (GIS Title VI)

Over 65 – Many census blocks containing between 25-50%. (GIS Title VI).

19535/91957 or 21.24% (ACS, 2022)

3. Community Character

Data Element: Community Character	
Why important?	Community character may reflect history, tenure, and intent. Community character is often what people like about where they live – characteristics that reflect a “sense of place”. The goals of one community may not reflect the goals or what is important to another community – it is usually location (and sometimes neighborhood) specific.
Data Source(s)	Historic Resources – National Register & Determined Eligible polygons
Other Source(s)	Local planner(s), land use/land development plan, comprehensive plan, local historic properties office/planner, historic properties advocacy group, town/county/city manager, NC Department of Commerce Division of Community Assistance, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

A. Have communities identified community character goals?

Rockingham County – “You are in a good place “– work, live, and play – natural recreation – blueways

Eden - (<https://www.edennc.us/about-us>):

- **A small city with unlimited access to the Great Outdoors (Dan and Smith Rivers). An NC Main Street community**

Madison - (<https://www.townofmadison.org/>):

- **Historic and friendly**

Mayodan - (<https://www.townofmayodan.com/>): Small, rural; tight-knit community. New people moving to area.

Stoneville – small community

Wentworth – small community. County seat.

Reidsville – (<https://www.reidsvillenc.gov/>):

- **“Live simply, think big.”**
- **Prioritize economic development but keep small town feel.**
- **AARP livable community – 9th livable community.**
- **Reidsville was 1st certified retirement community in NC**

DRBA- Dan River Basin Association

- **The Dan River Basin Association (DRBA) protects and promotes the Dan River Basin through recreation, education, and stewardship.**

B. Have communities delineated any gateways, historic districts, view sheds, open space and other areas to be protected or enhanced?

Historic:

- Madison has 2 historic districts. One is listed on the National Historic Registry and the other as a local historic district (the first federally certified local historic district in NC).
- Reidsville has 2 historic - Governor Reid House on east & Old Post Road Historical District.

Preservations:

- Lake Reidsville area
- Piedmont Land Conservatory buying 150 acres to expand Haw River State Park
- Mayo River State Park expanding.
- Troublesome Creek watershed in County, which is a drinking water source
- Jordan Lake watershed
- MARC in Wentworth

- C. List all major historic downtowns.

Each downtown in Rockingham County is considered historic.

- D. List mixed use urban centers.

None at the time of this study.

Concept plan in Reidsville for Depot District – mixed use on east side of city. A concept in Madison also. County is looking at the lower SW corner of Rockingham County (in land use plan) -Huntsville and New Bethel townships.

- E. List major industrial parks, office parks and single use centers.

Reidsville Industrial Park

South Rockingham Corporate Park – SW

E-Commerce Park in Eden

Purina

South New Street in Eden

Barnes St Reidsville– Industrial Park

Berry Hill in VA

Commonwealth in VA

Unify

Ruger

- F. List large commercial strips and single use corridors (from a traffic generating perspective).

Walmart & Lowes Home Improvement – Mayodan

Walmart in Eden

Walmart & Lowes in Reidsville

Hwy 14 - Eden

Freeway Dr/US 29 Bus – Reidsville – includes grocery stores and other retail

Cone Health HeartCare at Annie Penn in Reidsville

UNC Health Rockingham in Eden

- G. List major attractions or events in the study area (example: sporting events, festivals, tourism destinations/attractions).

Western Rockingham Farmers Market (Saturdays and Wednesdays, April – November)

Madison River Park

Downtown Madison festivals

Riverfest in Eden

FAB (Food, art and Brew) Festival in Reidsville

Fourth of July Celebration – Reidsville

Market Square - Reidsville

DRAFT

4. Schools, Parks, and Community Centers

Why important?	Schools (including private schools, charter schools, and community colleges), and parks are important community resources that reflect interest, participation, and investment across generations. They are often landmarks and resources
Potential Data Source(s)	CTP GIS Data Layers.xls: (http://data.nconemap.com/geoportal/catalog/main/home.page http://www.ncpublicschools.org/docs/fbs/resources/data/statisticalprofile/2005profile.pdf (2005)
Other Source(s)	County school system, County and municipal parks and recreation departments

Enrollment/Year	Current PTRM data	2020	2023
Public Schools			
<i>Bethany Elementary</i>	475	500	456
<i>Bethany Community School (Charter 6-12) – from PTRM?</i>	589		572 (2022)
<i>Central Elementary</i>	531	510	567
<i>Dalton McMichael HS</i>	738	792	716
<i>Dillard Academy (K-5)</i>	327	404	272
<i>Douglas Elementary</i>	372	348	336
<i>Draper Elementary-Draper</i>	231	CLOSED in 2019	
<i>Huntsville Elementary</i>	378	445	389
<i>James E. Holmes MS</i>	670	707	626
<i>Lawsonville Ave Elem.-Closed</i>	117	CLOSED	
<i>Leaksville-Spray Elementary</i>	425	500	398
<i>Lincoln Elementary</i>	314	340	295
<i>Monroeton Elementary</i>	402	437	426
<i>Morehead High School</i>	765	765	799
<i>Moss Street Elementary</i>	363	382	320
<i>New Vision School /Headstart (705 NW Ayersville Rd; Madison)</i>			
<i>Reidsville High School – not in PTRM</i>		681	739
<i>Reidsville Middle</i>	591	612	620
<i>Rockingham Early College High</i>	292	305	319
<i>Rockingham County High</i>	800	982	889
<i>Rockingham Co Middle</i>	591	754	750
<i>Score Center</i>	16		
<i>South End Elementary</i>	470	376	417
<i>Stoneville Elementary</i>	409	404	406
<i>Wentworth Elementary</i>	468	466	495
<i>Western Rockingham Middle</i>	468	633	526
<i>Williamsburg Elementary</i>	493	510	484
<i>Rockingham Community College</i>			1786
Private Schools			
<i>Beacon Academy – PreK-6- next year thru 7 (8430 Southard Rd, Stokesdale)</i>			18
<i>Benaja Christian Academy (Reidsville – 600 McWalker Rd) Prek-5</i>	14		

Carolina Baptist Academy (Reidsville -116 S Franklin St) PreK-12 (~20 are all day daycare)			94
Community Baptist School (Reidsville-Triangle Rd) PreK-12			290
Freedom Academy PreK-8 – increase thru 9th grade next year so expect enrollment to go up (7921 US 158, Reidsville)			128
Oak Level Baptist Academy (Oak Level Ch Rd-Stokesdale) K4-12			172
Shiloh Community School K-7; each year will add a year thru 12 (204 W Decatur St, Madison) cap at 12 students/grade			52)
Victory Christian Academy (Victory Baptist Academy), 3-12, Ruffin NC	22		

- A. Are there particular geographic areas within the CTP Study Area where school facilities or operations have been especially affected by school age population changes? Are there schools that are expected or likely to close? Are there locations identified where new schools may be constructed?

None existing at the time of this study, but a possible new charter school in Reidsville-off 2621 S Scales St at Freeway Dr – 727 estimated enrollment – open date TBD

- B. Identify local, state, and national parks and recreational facilities.

- Annie Penn Walking Trail; 618 S. Main St; Reidsville
- Barnes Street park; 1102 Barnes St; Reidsville
- Bridge Street Park; 319 Bridge St; Eden
- Cambridge Park; 1401 Windsor Ct; Reidsville
- Chinqua-Penn Walking Trail; 2138 Wentworth St; Reidsville
- Clearwater Park; 832 Bridge St; Eden
- Dan River Greenway; Old Hwy 87; Eden
- Dehart Park/Spray Park; 516 Gresham St; Eden
- Elliot Duncan Park; 500 West Main Street; Mayodan
- Farris Memorial Park; 2878 Park Rd; Mayodan
- Freedom Park; 121 North Edgewood Rd; Eden
- Glendale Park; 328 Roanoke St; Reidsville
- Governor Morehead Park; 422 Church St; Eden
- H.K. Griggs Park; 400 Marcellus Place; Reidsville
- Haw River State Park; 339 Conference Center Dr; Browns Summit
- Hogans Creek Park; 128 Stanly Rd, Stokesdale
- Idol Park; 529 Summit Street; Madison
- Jake Atkinson Park; 509 Main St; Mayodan

- Jaycee Park; 2010 South Scales St; Reidsville
- John E. Grogan Park; 308 East Stadium Dr; Eden
- Lake Hunt - Reidsville
- Lake Reidsville; 630 Waterworks Rd; Reidsville
- M & M Recreation Center; 300 S. 2nd Ave; Mayodan
- Madison River Park – 1200 visitors/summer
- Matrimony Creek Nature Trail; 1335 Washington St; Eden
- Mayodan Park; Main Street; Mayodan
- Mayo River State Park; 500 Old Mayo Park Rd; Mayodan
- Mill Ave Rec Center; 1722 Mill Ave, Eden
- Mrs. Ernestine Hampton Park; 201 Peterhill Rd; Eden
- Nat Wall Park; playground; Madison
- Oaks Park; 640 NW Market St; Reidsville
- Planter’s Road Park; Planters Rd; Madison
- Rockingham Community College Nature Trails; 215 Wrenn Memorial Dr; Wentworth
- Rockingham County Veterans Park; 433 NC 65; Reidsville
- Sky’s the Limit All-Inclusive Park; Reidsville
- Smith River Greenway; 368 W Stadium Dr, Eden
- Stoneville Memorial Park; 100 Priddy Dr; Stoneville
- Wentworth Town Park; 126 Peach Tree Rd; Reidsville
- Barnes Street Park; 1102 Barnes St; Reidsville
- Courtland Park; 1200 Courtland Ave; Reidsville
- Sherwood Trail Greenway; Reidsville
- Woodland Park; 2212 Woodland Dr; Reidsville
- YMCA – F.C. “BUCK” Dumaine Youth Center; 301 S. Kennedy Ave; Eden

C. Are there any new parks and recreational facility locations planned?

- Splashpad – South Scale in Reidsville
- Fox Trail at Mayo River State Park – Opens January 1, 2024 – 2-miles
- Wentworth Gymnasium and Ball Field
- Freedom Park pickleball courts in Eden
- High Rock Ford Trail, earliest known gristmill in Rockingham Co, extending trail by 2 miles in 2024

D. List community centers, performing arts centers, libraries, and museums.

- Theatre Guild of Rockingham; 411 Lawndale Dr; Reidsville
- Rockingham Showcase; 205 Gilmer St; Reidsville
- Eden Public Library – 598 S. Pierce St; Eden
- Madison-Mayodan Public Library – 611 Burton St; Madison
- Reidsville Public Library – 204 W. Morehead St; Reidsville
- Stoneville Public Library -201 E. Main St; Stoneville
- Museum and Archives of Rockingham Co; 1086 NC 65; Reidsville

- **Eden Historical Museum**
- **Madison Dry Goods and Country Store + Lawson Family Tragedy Museum**
- **Rockingham County Arts Council**
- **Fine Arts Festival of Rockingham**
- **Madison and Mayodan Rec Department and Senior Center**
- **Mayodan Arts Center**
- **Reidsville Center for Active Retirement Enterprise (RCARE)**
- **Reidsville Teen Center**
- **Reidsville Family YMCA**
- **Boys and Girls Club of Eden**
- **Bridge St Rec Center**
- **Boone Road Community Building**
- **Mill Ave Rec Center**
- **Garden of Eden Senior Center**

E. Hospitals and Healthcare:

- **Cone Health Annie Penn Hospital, Reidsville (110 beds)**
- **UNC Health Rockingham Hospital – Eden (108 beds)**

5. Public Safety/Emergency Response

Data Element: Public Safety / Emergency Response	
Why important?	Transportation infrastructure is a key component for emergency response. It also contributes to public safety impacts, including vehicular (vehicular or bicycle and pedestrian crashes) and non-vehicular (crime).
Potential Data Source(s)	Ped Data: http://www.pedbikeinfo.org/pbcat/index.cfm http://www.ncdot.gov/bikeped/researchreports/ ; http://www.pedbikeinfo.org/pbcat/_ped.cfm Bike Data: http://www.pedbikeinfo.org/pbcat/_bicycle.cfm
Other Source(s)	Local engineering department, police/sheriff's office NCDOT Division of Bicycle and Pedestrian Transportation, NCDOT Transportation Mobility and Safety, local media, bicyclist organizations, pedestrian advocates, recent project level Community Impact Assessment reports

A. Identify any areas with high crime incidents that are relevant to the transportation plan.

N/A

B. Are the areas within the CTP Study Area with high numbers of pedestrian or bicyclist incidents or otherwise discourage pedestrian or bicyclist use?

Facilities without bicycle lanes, sidewalks, or multi-use paths discourage most bicyclists and/or pedestrians in rural Rockingham County as well as in municipalities where there are high volumes/speeds.

C. Are there locations within the CTP Study Area with high medical response calls? (Nursing homes, retirement communities, summer camps, etc.)

**Brookdale, Eden
Brookdale, Reidsville
Chilton Family Care Home
Cone Health Penn Nursing Center**

D. Are there places in the CTP Study Area with known issues (isolation, access, etc.) with emergency response or evacuation?

No

6. Economic Conditions

Data Element: Economic Conditions/Jobs	
Why important?	The local economy is the lifeblood of the community. Without access to jobs, communities may fade away. <i>Note: In the sections below, the difference between "three major employment centers" and "which three companies" is that the first is asking about locations while the second about specific employers who may or may not have multiple locations. Using Wake CTP Study Area as an example, major employment centers would be the Cary-Morrisville area, downtown Raleigh, and Capital Blvd north of Raleigh, while the three largest employers may be the state, Wake County schools and WakeMed. Thus, two of the largest employers are not major players in any of the major employment centers while the state is concentrated in the downtown center but is otherwise scattered.</i>
Potential Data Source(s)	Industry Category: http://accessnc.commerce.state.nc.us/EDIS/demographics.html Top three employers: http://accessnc.commerce.state.nc.us/EDIS/business.html (Note: employment data is reported by company by range of employees, not the specific number of employees)
Other Source(s)	Economic development office or agency (chamber of commerce), local planner, town/county/city manager, economic development plan, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

A. What are the major employment centers in Rockingham County (note the number of jobs if available)?

- Barnes St (Reidsville)**
- Freeway Drive/US 29 Bus Corridor (Reidsville)**
- Blow Molded Solutions (Mayodan)**
- Bridgestone Aircraft Tire (Mayodan)**
- Eden Commerce Center**
- Gildan Industries (Eden)**
- McMichael Mills (Mayodan)**
- Lucky Strike Facility (Reidsville)**
- Pine Hall Brick (Madison)**
- Nestle Purina (Eden)**
- Reidsville Industrial Park**
- Unifi Inc. (Reidsville)**
- Rockingham County Government Center**
- Rockingham County School System**
- South Rockingham Corporate Park**
- Sturm Ruger & Co, Inc (Mayodan)**

B. Which industry categories and companies employ the most people? (provide available employment data for each)? The PRT model can be used to help inform the top employment areas in the county.

Textile
Food Processing (Pet and People) industry,
Consumer goods
County Administration – Government and Schools

- C. Which industries/companies have produced the most new jobs over the last ten years?

Unifi, Ruger, Gildan, Purnia, Ontex, Pella Windows, Drylock Technology (Reidsville), Youth Development Center in Reidsville (detention center)

- D. How many jobs are expected in the next 10 years? 20 years? What type of jobs?

1400 new jobs (soon) in manufacturing. *Farmina” will be adding jobs in future

- E. Are these jobs expected to be in the existing major employment centers or in other areas?

Existing

7. Development Goals

Data Element: Development Goals	
Why important?	Understanding local development vision and goals is necessary to assess and plan future transportation and other infrastructure. This information is also significant for assessing cumulative human and natural environment effects during planning activities.
Potential Data Source(s)	Local future land use GIS layers, if available
Other Source(s)	Local planner(s), land use/land development plan, comprehensive plan, town/county/city manager, economic development office, economic development plan, chamber of commerce, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

A. Identify major target areas for residential development.

US 29/Future I-785 and US 220/Future I-75

Municipalities

B. Identify major target areas for employment centers.

Reidsville Industrial Park, US 220 & US 29

C. Identify major target areas for commercial development.

Same as above

D. Will development density be higher, lower or about the same as existing development?

Higher planned and with the expansion of water and sewer.

E. Will the proximity of housing to jobs, shopping and services be more, less or about the same as existing development?

Approximately the same but maybe spread out more.

F. What plans for land use, highways, sidewalks, greenways, and bicycle routes already exist in the planning area? (Provide a link or where to find it.)

Reidsville Blueway and Greenway Plan, Land Development Plan, County Trails Plans (Pathways), Land Use 2040 Plan

8. Farming Operations

Data Element: Farming Operations	
Why important?	Agriculture remains an important industry in North Carolina. North Carolina ranks 7 th in the United States in farm profits. It is a very important contributor to the economic health of North Carolina, particularly for rural areas. The sector adds \$70 billion annually to the State's economy, accounting for 18% of the State's income and employing 17% of its workforce.
Potential Data Source(s)	<i>http://srsfia2.fs.fed.us/states/north_carolina.shtml</i> Farms: http://www.ncagr.gov/stats/codata/index.htm Timber: pages 18-19 of report http://www.srs.fs.usda.gov/pubs/rb/rb_srs088.pdf
Other Source(s)	County Soil & Water Conservation office, NC Farm Bureau, local Farm Bureau office, NC Department of Agriculture, recent project level Community Impact reports

- A. List roads that are known to be impacted by farming equipment or timber trucks.

Bus 29 south of Reidsville (timber trucks), 87, 65/87 between Wentworth and Reidsville, farmland consistent around County, driving during peak hours, N Church St— a lot of curves, Sandy Cross, Ironworks Rd. West side of Wentworth and Reidsville, Academy St/US 311 into Stokes Co (farm equipment). Ellisboro Rd., Pine Hall Brick trucks on their routes e.g. Rierson.

Going to be traffic on Griffin Rd due to new subdivision and construction equipment.

- B. Are any farms given special designation (Century Farms, voluntary agricultural districts VADs/EVADs, preservation agreements)?

N/A

9. Natural Resources

Data Element: Natural Resources	
Why important?	Natural resources are part of the community character and fabric, and in many cases are important components of the economy, especially in the context of recreational and tourism activities. Natural resources have socio-economic value and natural resource data is important so that it can be considered throughout the CTP process, including for indirect and cumulative effects studies.
Potential Data Source(s)	Environmental Features Map (developed as part of the CTP study), Local land use GIS layers (if available), <i>DENR's Conservation Planning Tool:</i> http://portal.ncdenr.org/web/nhp/gis-download NC Wildlife Resource Commission's NC Green Growth Toolbox: http://www.ncwildlife.org/Conserving/Programs/GreenGrowthToolbox.aspx ,
Other Source(s)	Land use/land development plan, comprehensive plan, local planner, town/county/city manager, North Carolina Natural Heritage Program, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

- A. Locate and describe any community identified natural areas, waters, and resources or other valued environmental areas or resources. Please also describe why the resource is important to the community.

Lake Reidsville – Drinking water + recreation
Mayo + Dan River – Drinking water + recreation
Lake Hunt – Reidsville – feeds Lake Reidsville.

10. Transportation Choices

Data Element: Transportation Choices	
Why important?	Transportation choice has been identified by increasing numbers of communities, groups, and stakeholders as important to a community's livability and quality of life. It is important to document this as part of community understanding because it is a critical component of long-range transportation planning.
Potential Data Source(s)	Local transportation GIS layers, if available
Other Source(s)	Local transportation planner(s), local transportation plans (particularly if they include a bicycle component), local planner(s), land use/land development plan, comprehensive plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

- A. Identify major existing and proposed bicycle and pedestrian destinations.

**Church Street-Ironworks-158 N Church into Guilford – towards Lake Jennette 65-towards 220 from 704 because scenic
S Park Dr & Cyprus has bike lanes in Reidsville**

- B. Identify major existing and proposed transit (bus and/or rail) destinations.

Hospitals, VA in Forsyth, Dialysis in Reidsville, new medical office in Reidsville, government complex – health department, Wal-Marts, Food Lions

- C. Identify major existing and proposed freight corridors and destinations.

**US 29/Future I-785; US 158; US 220/Future I-73; NC 14, NC 65/68; NC 87; NC 135; NC 704; /
Municipalities, Greensboro, Forsyth, Martinsville, Danville,**

Other Notes:

Church traffic – Wednesday evenings, Tuesday and Thursday bible studies, Saturdays (catholic), and Sunday – small roads – on street parking, narrow roads

Community Baptist on 158

S park Dr – parking and speeding – TIA – 2000-3000 vpd; perceived -Reidsville HS & MS

More complaints of development off 220 due to new development – concerns of heavier traffic coming.

In Reidsville – 400 houses off Liberty Rd – off McCoy - off S Park – some concerns about traffic on narrow local streets. Speed is also a concern.

Eden – historic landmarks and buildings

11. Seasonal Traffic and Special Events

Data Element: Transportation Choices	
Why important?	Estimating peak traffic volumes
Potential Data Source(s)	Tourism Development Authority, Chamber of Commerce
Other Source(s)	County and municipal staff and steering committee members

- A. List major attractions or events (example: sporting events, festivals, tourism destinations/attractions).

Festivals: Riverfest (Eden), Oink and Ale (Eden), Shaggin’ on Fieldcrest (Eden), Reidsville FAB Festival, Spring Into/Fall For Madison, Stoneville Fall Festival, What the Hay Festival (Mayodan), Piedmont Pottery Festival (Eden)

Destinations: Mayo River State Park, Dan River, Chinqua-Penn Plantation, Museum & Archives of Rockingham County (Reidsville), Eden Historical Museum, Madison-Mayodan and Wentworth Historical Museums, Various municipal historic districts.

- B. List areas and routes that experience higher seasonal Traffic

US 29/Future I-785, US 220/Future I-73

SOCIO-ECONOMIC DATA FORECAST AND METHODOLOGY

In the development of the Rockingham County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. The following socio-economic factors are integral in the establishment of planning assumptions for this study.

- [Population Trend and Projection](#)
- [Employment Trend and Projection](#)
- [Growth Rate](#)
- [Land Use](#)

Travel demand was projected from 2022 to 2050 using the Piedmont Triad Regional Model and trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2022. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the Rockingham Vision Plan 2040 (adopted in 2021 and amended in 2022) was used.

The Piedmont Triad RPO, Rockingham County, and the CTP Steering Committee worked with NCDOT to estimate population growth, economic development potential, employment projections and land use trends to determine the needs in the future transportation system in 2050. This data was endorsed by the Rockingham County Commissioners on December 2, 2024.

DRAFT

Population Trends and Projection

Population trends were estimated using available data from the Office of State Budget and Management (OSBM) and the U.S. Census Bureau. Population trends were estimated by calculating the annual growth rate (AGR) for the previous 20 years of census data (2000 – 2020) and using that historical AGR value to project into the future as shown in Table 1. From 2000 to 2020, Rockingham County grew by an approximate 0.0% AGR. Due to the estimated flat line growth as well as current growth indicators from the Rockingham County Planning Department it was decided to use a growth rate of 0.3% AGR giving a 2050 population estimate of 99,800.

Table 1 - Population Data Table

Year	Population – Rockingham County	Growth Rate (Average Annual Growth Rate: $i = (F/n / P) - 1$)
1970	72,402	
1980	83,426	1.4%
1990	86,064	0.3%
2000	91,928	0.7%
2010	93,643	0.2%
2020	91,104	-0.3%
2050 Projection	99,800	0.3%

Source: Historic Census — Opendatasoft (nc.gov); Accessed on 7/3/2024
An Annual Growth Rate (AGR) of 0.3% was selected to estimate population to 2050.

Employment

Future employment conditions within Rockingham County were approved by the CTP Steering Committee. This included approximate locations and intensity for proposed employment centers which were based on the **Rockingham Vision Plan 2040** and local input through the CTP Steering Committee. Anticipated demand on the future transportation system as a result of these proposals is accounted for in projected traffic volumes as described below. Countywide 2050 employment totals were based on maintaining a relatively similar population-employment ratio as present in 2022 (see Tables 2 and 3).

Table 2 - 2020 Rockingham County Employment and Population Data

2020 Population OSBM*	2022 Household Population (Piedmont Triad Regional Model (PTRM) Update)	2022 Employment (PTRM Update)	Population/ Employment
91,104	90,854	29,401	3.09

Table 3 - 2050 Rockingham County Employment and Population Data

2050 Population (OSBM projected at 0.3%)	2050 Household Population (PTRM Update)	2050 Employment (PTRM Update)	Population/ Employment
99,800	98,803	32,632	3.03

*Source: <https://demography.osbm.nc.gov/explore/dataset/historic-census/table/?disjunctive.areatype&disjunctive.areaname&q=Rockingham&sort=-year> PTRM = Piedmont Triad Regional Model

The 2050 Employment was determined by keeping the 2020 Population/Employment ratio constant.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2040 Rockingham Vision Plan was used to meet this requirement.

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in each area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

Residential:

Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.

Commercial:

Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast-food restaurants and service stations; all other commercial establishments would be considered retail.

Industrial:

Land devoted to the manufacturing, storage, warehousing, and transportation of products.

Public:

Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.

Agricultural:

Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.

Mixed Use:

Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help determine the location and type of proposed transportation improvements.

Steering committee meetings were held to identify areas of growth and potential development for the future of Rockingham County. Growth along the North Carolina and Virginia border north of Rockingham County is expected to cause growth along US 29/Future I-785 and US 220/Future I-73. The general growth in Greensboro is likely to cause growth in the southern portion of the county, near the county border along these two facilities. US 29 Bus in northern Reidsville and US 220 east of Madison and Mayodan are also areas of anticipated growth. The opening and anticipated growth of Purina in Eden, as well as a Megasite in Berry Hill, Virginia, just northeast of Eden along US 311 is likely to cause growth in that region.

TRANSPORTATION PLANNING ANALYSIS DATA

The influences and impacts of other transportation planning related data & analyses below were used to help analyze the existing transportation system. In this section, the data and maps used included:

- [Bridge Deficiency Assessment](#)
- [Traffic Crash Analysis](#)
- [Consideration of Natural and Environmental Features](#)
- [Existing Freight/Truck data](#)
- [Resiliency](#)

DRAFT

Bridge Deficiency Assessment

Bridges are a vital element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Finally, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as federal and state funds become available. Forty-one deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 2. Of these, 5 are scheduled for replacement in the 2026 – 2035 STIP. Additionally, two others occur along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendations and cross sections associated with the recommendations.

The Structures Management Unit analyzes bridges within the Division and shares this information with the Division Bridge Program Manager to assist in determining the prioritization of the bridge projects. The structures unit utilizes various metrics such as condition, structural adequacy, safety, serviceability, and functional capability during this analysis. Once the Division and Structures Management Unit agree upon the bridge replacement priority, the bridges with the highest priority are replaced as Federal and State funds become available.

A bridge is considered deficient if it is either structurally deficient or functionally obsolete. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is structurally deficient does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected, and repaired/replaced at an appropriate time to maintain its structural integrity. A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards. These bridges also may be occasionally flooded.

Deficient bridges on roads in the CTP are shown in the table below. For more information on deficient bridges within the planning area, contact the Structures Management Unit using the information in the Contact Information appendix.

Bridge ID	Facility	Feature	Condition	CTP Project /TIP Project
1	Barnes St (SR 2817)	US 29	Structurally Deficient and Functionally Obsolete	
4	Monroeton Rd (SR 2422)	Troublesome Creek	Functionally Obsolete	
5	Railroad Overpass	E Harrison St (SR 2687)	Functionally Obsolete	
6	Cunningham Mill Rd (SR 2426) (Closed)	Haw River	Structurally Deficient and Functionally Obsolete	
9	Iron Works Rd (SR 2406)	Prong Troublesome Creek	Structurally Deficient	
23	US 29 BUS.	US 29	Structurally Deficient	
24	County Home Rd (SR 2371)	Branch	Structurally Deficient and Functionally Obsolete	
35	NC 770	Mayo River	Structurally Deficient	
69	NC 770	US 220	Structurally Deficient and Functionally Obsolete	
74	US 311/NC 135	US 220	Functionally Obsolete	
88	US 220B/US 311/NC 704	US 220	Functionally Obsolete	
105	US311/NC135	Buffalo Creek	Functionally Obsolete	
108	US 311/NC 700	US 311/NC 14/NC 87/NC 770	Structurally Deficient and Functionally Obsolete	
123	River Rd (SR 2150)	US 220/US 311	Structurally Deficient and Functionally Obsolete	
124	Dan Valley Rd (SR 2177)	Mayo River	Structurally Deficient and Functionally Obsolete	B-5721
125	N&W Railway	SR 1603	Functionally Obsolete	
134	NC 700	Dan River	Structurally Deficient	
137	Southern Railroad	US 158/NC 14	Functionally Obsolete	
138	Railroad Overpass	US 220 Bus (SR 1603)	Functionally Obsolete	B-5716
140	Lindsey Bridge Rd (SR 1138)	Dan River	Structurally Deficient	
151	US 158/NC 14	US 29	Structurally Deficient	
155	NC 14/NC 87	Norfolk Southern Railroad	Structurally Deficient	B-6038
163	US 158	Hogan's Creek	Structurally Deficient	
168	NC 14/NC 87	Smith River	Structurally Deficient	
170	Smith Rd (SR 1360)	US 220	Structurally Deficient and Functionally Obsolete	
174	Railroad Overpass	US 29	Functionally Obsolete	
176	Fisher Hill Rd (SR 1700)	NC 14/NC 87	Functionally Obsolete	
177	Price Rd/Center Church Rd (SR 1535)	Matrimony Creek	Structurally Deficient	HB-0035
178	Estes Rd (SR 1929)	US 29	Structurally Deficient	
179	Railroad Overpass	US 220	Functionally Obsolete	
183	US 29BUS	US29 BYP	Structurally Deficient and Functionally Obsolete	
190	Highland Dr	W Kings Hwy (SR 2066)	Functionally Obsolete	
238	Wentworth St	S. Prong Terry's Creek	Structurally Deficient and Functionally Obsolete	
239	Humphrey Rd (SR 1998)	Wolf Island Creek	Functionally Obsolete	
257	Bethlehem Church Rd (SR 2039)	Dan River Back Water	Structurally Deficient	
267	W Kings Hwy (SR 2066)	Smith River	Structurally Deficient	
271	NC 770/US 311	Dan River	Structurally Deficient	
277	Island Dr (SR 1169)	Beaver Creek	Structurally Deficient	B-5722

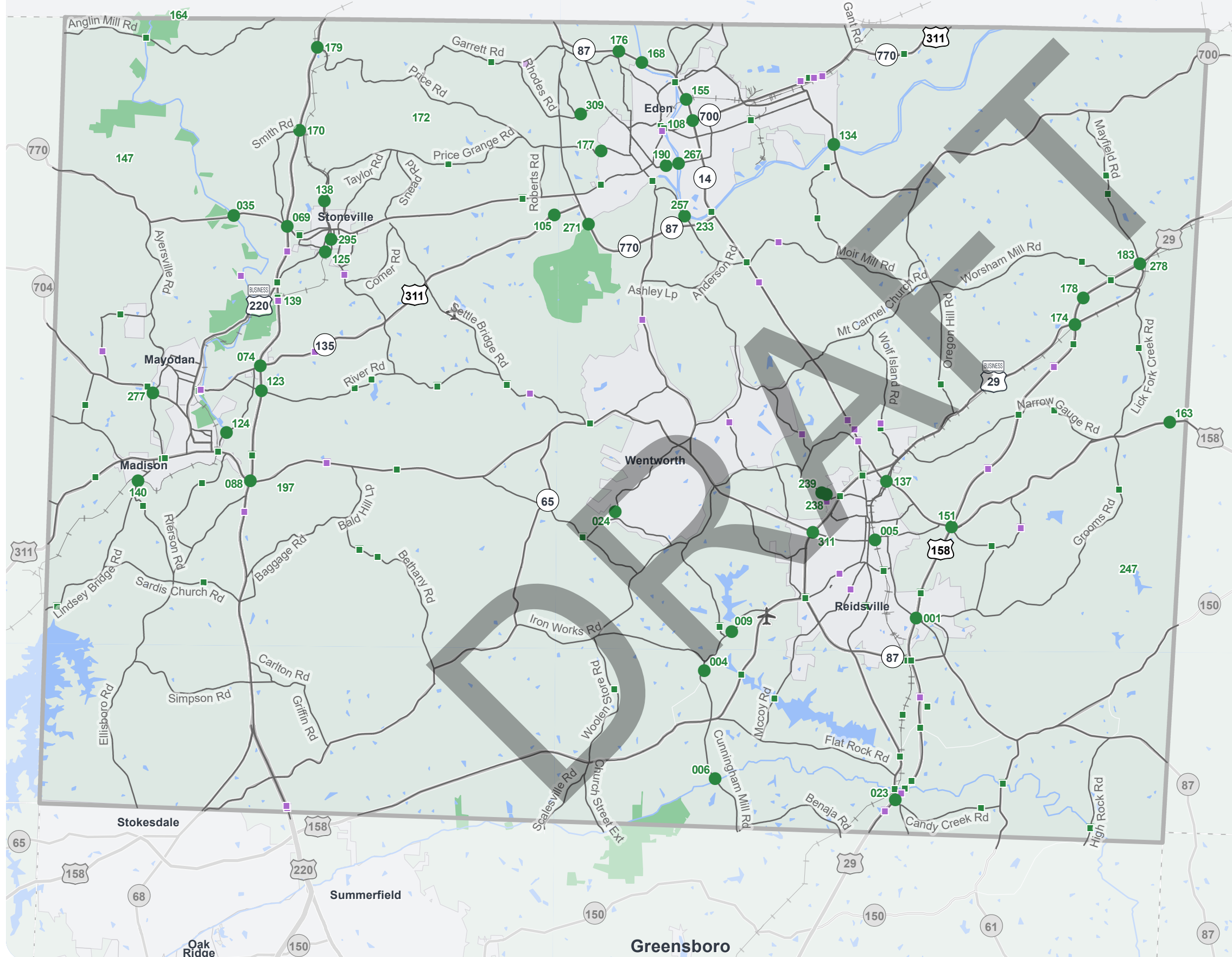
295	Conveyor Overpass	SR 1603	Functionally Obsolete	
309	Rhodes Rd (SR 1553)	Branch of Matrimony Creek	Structurally Deficient	
311	US 29BUS/US 158/NC 87	NC 65/NC 87	Functionally Obsolete	

DRAFT

Figure 2
BRIDGE DEFICIENCIES



ROCKINGHAM COUNTY
 Rockingham County
 CTP Analysis and Information



Bridge Features

- # Deficient Bridge
- Bridge
- Other Structure

Other Features

- Study Road
- Piedmont Triad RPO



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 3 of 3

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: September 26, 2025

Planning Level Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. The Traffic Safety Unit within NCDOT's Transportation Mobility and Safety Unit publishes many datasets related to traffic safety. One dataset used as a reference for the development of this CTP is planning level crash data grouped by Intersection and segments. This dataset identifies locations that have experienced 5 or more crashes within the most recent five-year period. The locations identified as having 5 or more crashes in Rockingham County between January 1, 2017 and December 31, 2021 are shown on Figure 3. Data on crashes was used to identify safety needs on key locations and intersections.

Road segments with the highest number of crashes (50 and above) occurring during this five year period include:

- South Scales Street (Reidsville) between W. Harrison St (SR 2687) and Richardson Dr
- US Bus 29/87

Identified intersections (crashes reported within 150 feet of the intersection) with the highest number of crash incidences (50 and above) include:

- US 158/Freeway Dr and Vance St (Reidsville)
- US 311/NC 14 and Arbor Ln (Eden)
- US 311/NC 14/S Van Buren Rd and Kings Hwy (Eden)
- US 311/NC 14/N Van Buren Rd and Stadium Dr (Eden)

Since safety concerns often need more immediate addressing than long-range projects identified during a CTP, all public comments concerning safety received during the development of the Rockingham County CTP were shared with NCDOT Division 7. Division 7 investigates each safety concern by performing site visits and data collection. The Division may request assistance from local municipalities, emergency responders, and the NCDOT Traffic Safety Unit to provide additional data when needed. The Division will then conduct an engineering study to determine whether improvements are warranted. Once the Division has successfully identified the improvements that are warranted, the Division will locate appropriate funding sources and begin the project delivery. Safety information is included in applicable highway project sheets.

The primary method for identifying locations that are likely to produce a safety project is through the Highway Safety Improvement Program (HSIP). The HSIP provides a continuous and systematic process that identifies, reviews, and addresses specific traffic safety concerns throughout the state.

To request a more detailed analysis for any of the locations below, or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in the Contact Information appendix.

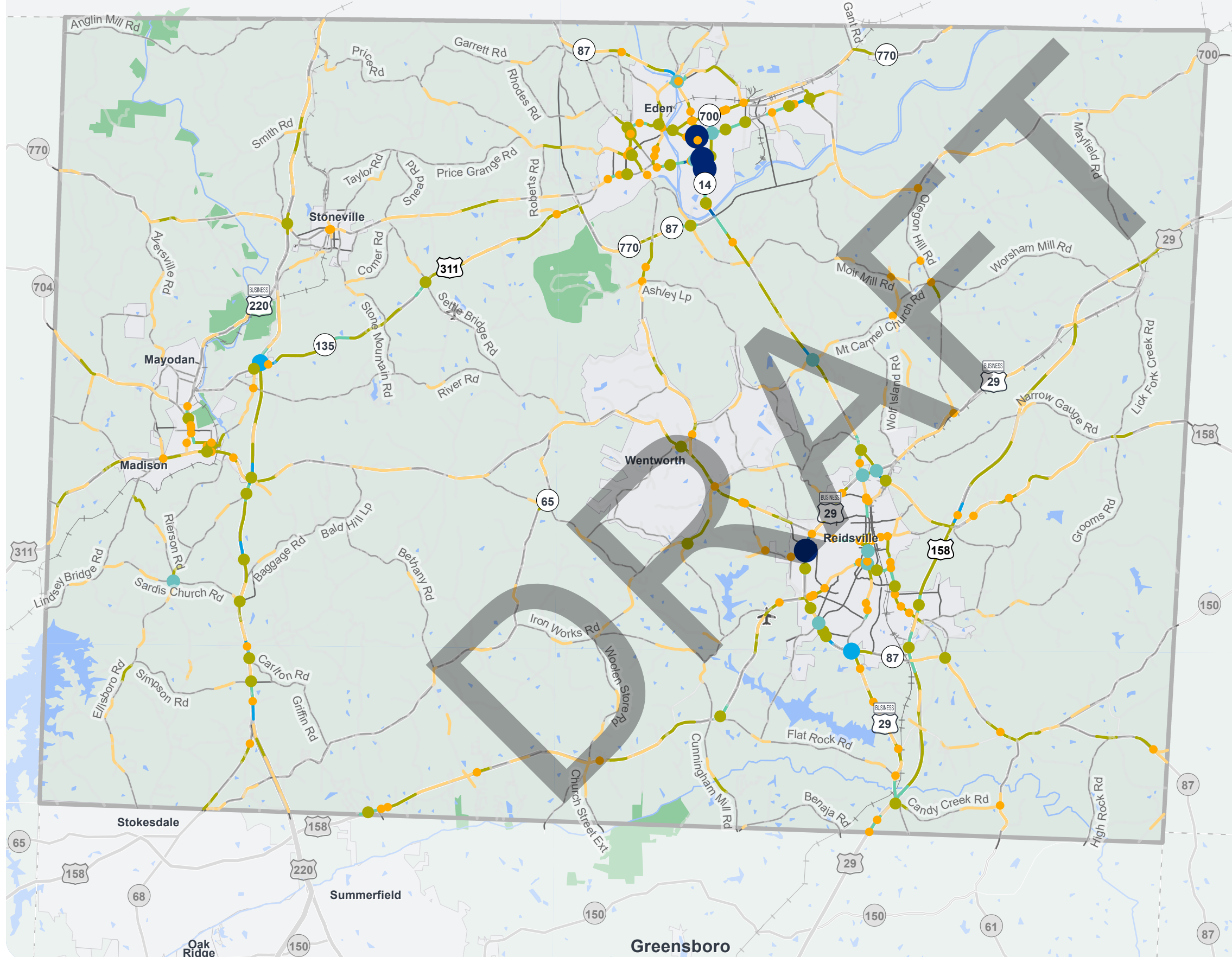
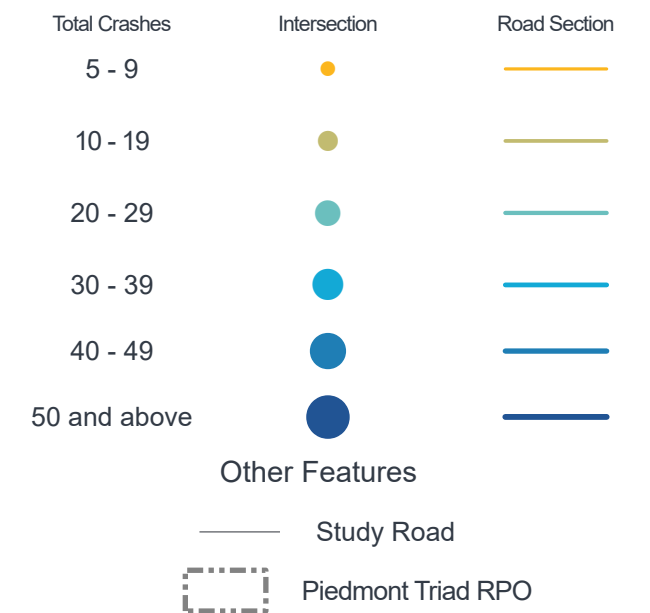
Figure 3
**PLANNING LEVEL
 CRASH LOCATIONS**



ROCKINGHAM COUNTY
 Rockingham County

CTP Analysis and Information

Planning Level Crash Features
 (January 2017 - December 2021)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 3

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 04, 2025

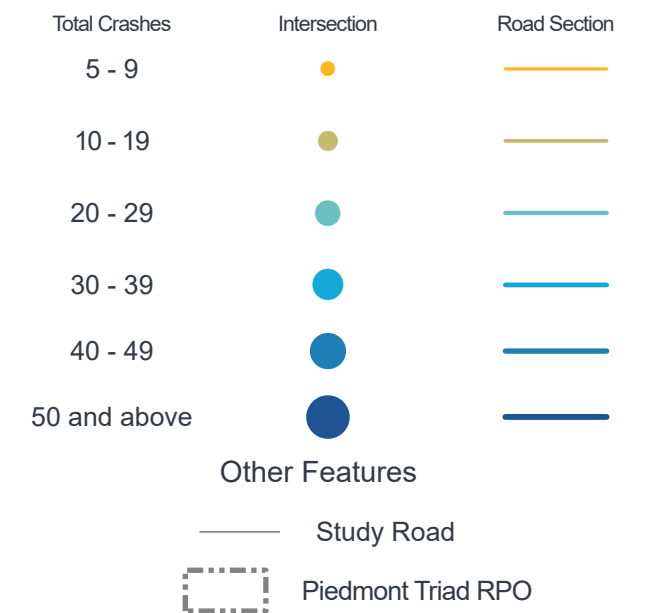
Figure 3
**PLANNING LEVEL
 CRASH LOCATIONS**



ROCKINGHAM COUNTY
Inset 1: Eden

CTP Analysis and Information

Planning Level Crash Features
 (January 2017 - December 2021)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 3

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 04, 2025



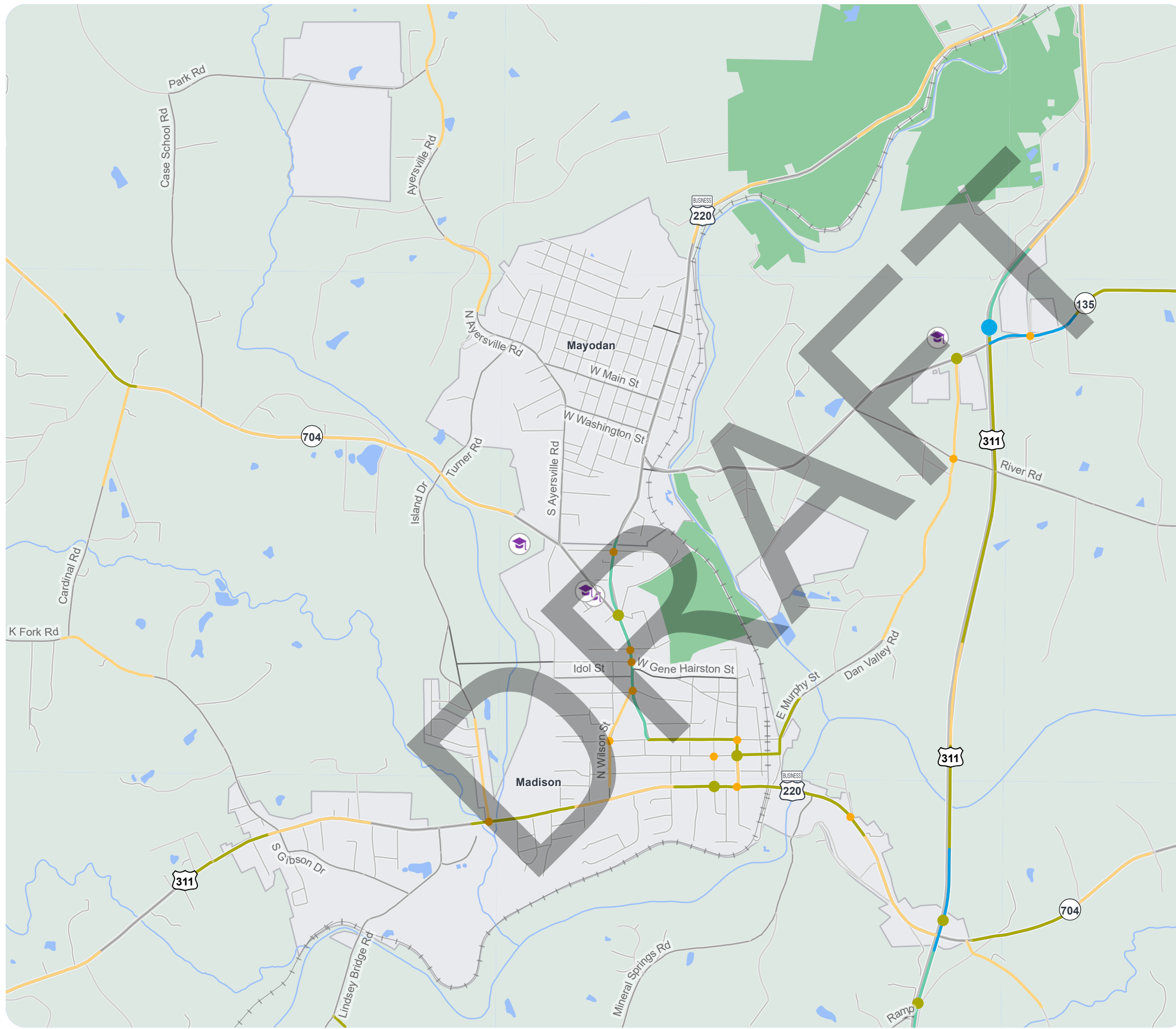


Figure 3
**PLANNING LEVEL
 CRASH LOCATIONS**



ROCKINGHAM COUNTY
Inset 2: Madison and Mayodan

CTP Analysis and Information

Planning Level Crash Features
 (January 2017 - December 2021)

Total Crashes	Intersection	Road Section
5 - 9	●	—
10 - 19	●	—
20 - 29	●	—
30 - 39	●	—
40 - 49	●	—
50 and above	●	—

Other Features

- Study Road
- Piedmont Triad RPO



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 3

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 04, 2025



Figure 3
**PLANNING LEVEL
 CRASH LOCATIONS**



ROCKINGHAM COUNTY
Inset 3: Reidsville

CTP Analysis and Information
 Planning Level Crash Features
 (January 2017 - December 2021)

Total Crashes	Intersection	Road Section
5 - 9		
10 - 19		
20 - 29		
30 - 39		
40 - 49		
50 and above		

Other Features

- Study Road
- Piedmont Triad RPO



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 3

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 04, 2025

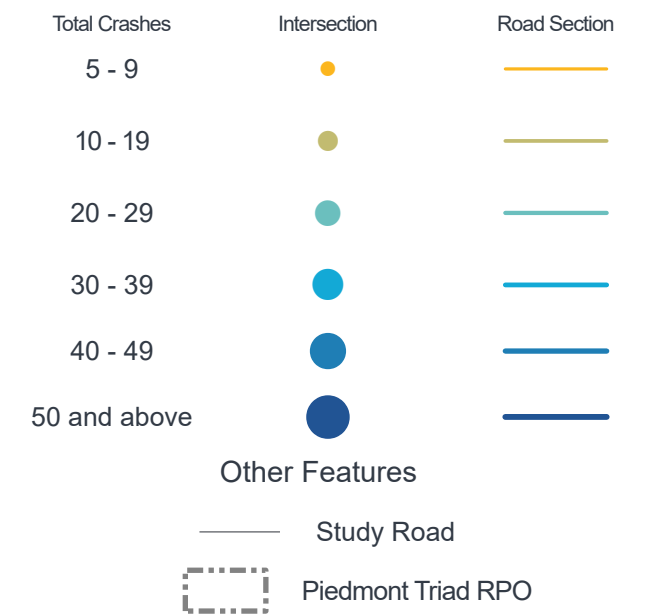
Figure 3
**PLANNING LEVEL
 CRASH LOCATIONS**



**ROCKINGHAM COUNTY
 Inset 4: Stoneville**

CTP Analysis and Information

Planning Level Crash Features
 (January 2017 - December 2021)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 3

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 04, 2025

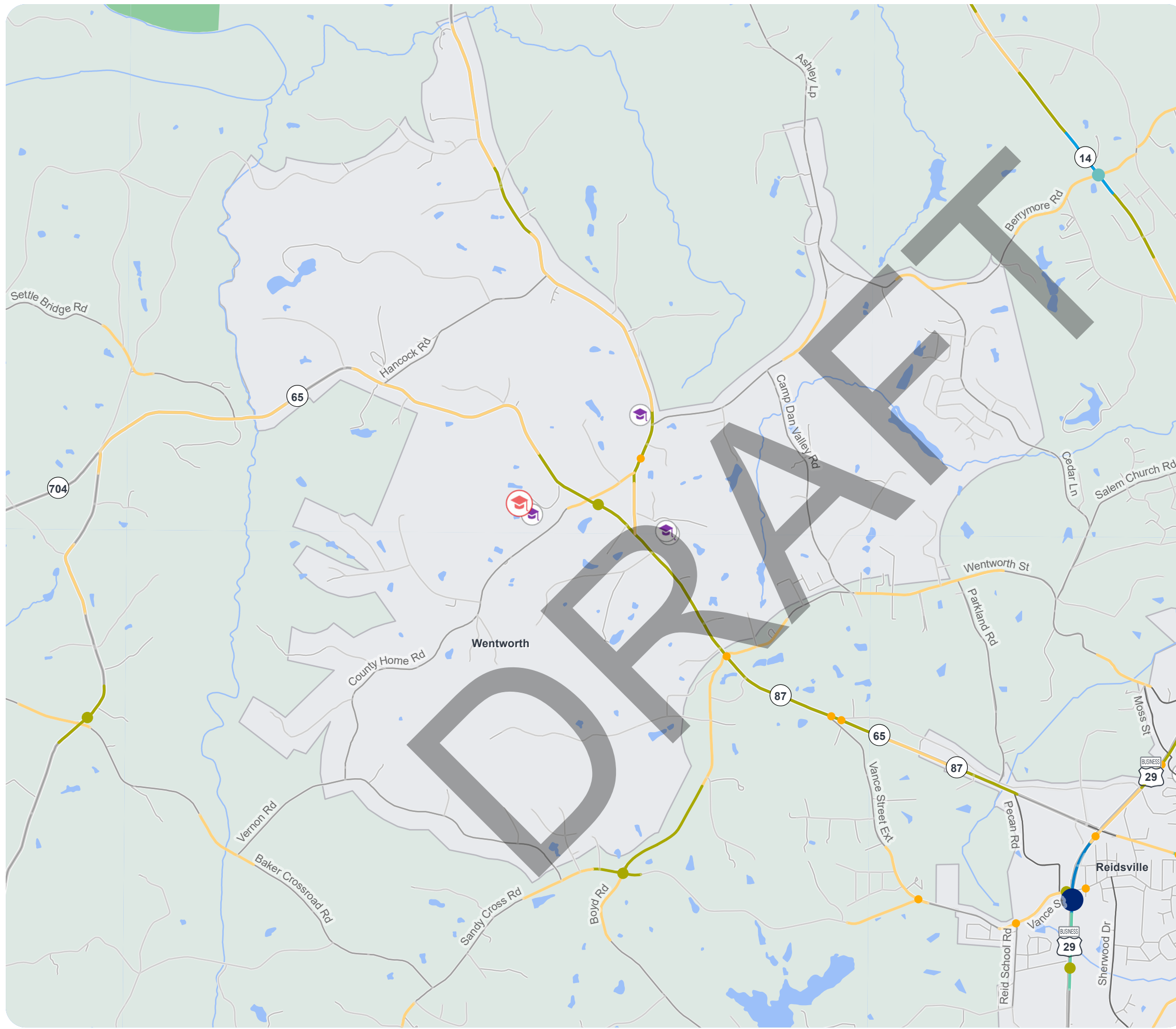


Figure 3
**PLANNING LEVEL
 CRASH LOCATIONS**



ROCKINGHAM COUNTY
Inset 5: Wentworth

CTP Analysis and Information

Planning Level Crash Features
 (January 2017 - December 2021)

Total Crashes	Intersection	Road Section
5 - 9		
10 - 19		
20 - 29		
30 - 39		
40 - 49		
50 and above		

Other Features

- Study Road
- Piedmont Triad RPO



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 3

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 04, 2025

Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife, quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, every effort was made to minimize potential impacts to these features using the best available data. Any potential impacts to these resources were identified as a part of the project proposals on the project sheets. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

In the Interagency Coordination appendix, the long-range transportation planning process coordinates with environmental resource agencies and other local, state, and federal agencies and entities. In North Carolina, this coordination follows an Interagency Coordination Protocol described in that section.

DRAFT

Environmental Features

A full listing of environmental features that are typically examined as a part of a CTP study is shown in the following table. Environmental features occurring within Rockingham County are shown in Figure 4 and are shown in **bold** text in the table below.

Environmental Features

24k Hydro Lines

303D Streams

Airport Boundaries

Anadromous Fish Spawning Areas

APNEP - Submerged Aquatic Vegetation

Beach and Waterfront Access

Benthic Habitat

Bicycle Routes

Boating Access

Churches and Cemeteries

Colleges and Universities (Points)

Conservation Tax Credit Properties

Critical Habitat for Threatened and Endangered Species

Emergency Operation Centers

Fish Nursery Areas

Hazard Substance Disposal Sites (points & polygons)

Hazardous Waste Facilities

High Quality Waters and Outstanding Resource Water Management

Historic Resources – National Register and Determined Eligible (points and polygons)

Hospitals

Hydrography - 1:24,000-scale (polygons)

Landscape Habitat Indicator Guilds (LHIGs) Managed Areas

National Wetlands Inventory (polygons)

Natural Heritage Element Occurrences

NC-CREWS: N.C. Coastal Region Evaluation of Wetland Significance

NCDOT Maintained Mitigation Sites

Railroads (1:24,000)

Recreation Projects - Land and Water Conservation Fund

Regional Trails

Sanitary Sewer Systems - Treatment Plants

Schools (Public & Non-Public)

Significant Natural Heritage Areas
State Natural and Scenic Rivers

State Parks

Target Local Watersheds - EEP

Trout Streams (DWQ)

Trout Waters WRC (arcs & polygons)

Unique Wetlands

Water Distribution Systems – Tanks & Treatment Plants

Water Supply Watersheds

Archaeological sites were also considered but are not mapped due to restrictions associated with the sensitivity of the data.

Title VI

The N.C. Department of Transportation is committed to ensuring that no person – on the grounds of race, color, national origin, limited English proficiency, income status, sex, age or disability – is excluded from participating in, denied the benefits of or otherwise subjected to discrimination under any NCDOT program or activity, as provided by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination laws and authorities.

Title VI applies to NCDOT and any entities receiving federal financial assistance through NCDOT. Other nondiscrimination laws also protect against discrimination, including:

- Section 162(a) of the Federal-Aid Highway Act of 1973 (sex or gender)
- Age Discrimination Act of 1975 (age)
- Section 504 of the Rehabilitation Act of 1973 (disability)
- Americans with Disabilities Act of 1990 (disability)
- Fair Housing Act (religion)
- Federal Aviation Administration's 49 U.S.C. 47123 (religion)

Taken together with Executive Orders 12898 (Environmental Justice) and 13166 (Limited English Proficiency), these requirements define an overarching Title VI Nondiscrimination Program that applies to everyone and is not limited to U.S. citizens.

Consideration of Title VI information was used in public engagement and identification of project proposals. Figure 5 shows Title VI maps of different population groups shown by census block groups.

DRAFT

Figure 5

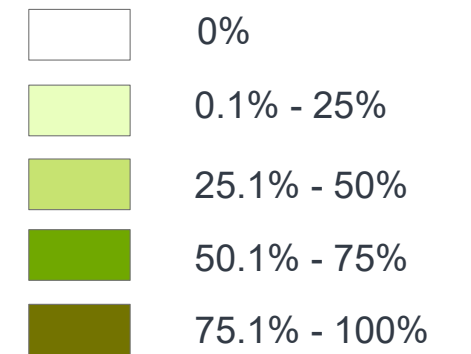
Title VI % of Population for Minority/Non-White: African American



ROCKINGHAM COUNTY

CTP Analysis and Information African American

Percentage by Census Block Group



Other Features

Studied Roads

MPO Boundary

RPO Boundary



WebAddress



Sheet 1 of 14

Base map date: August 11, 2023

Legal Disclaimer

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

WORKING COPY
Plan Date: December 04, 2023

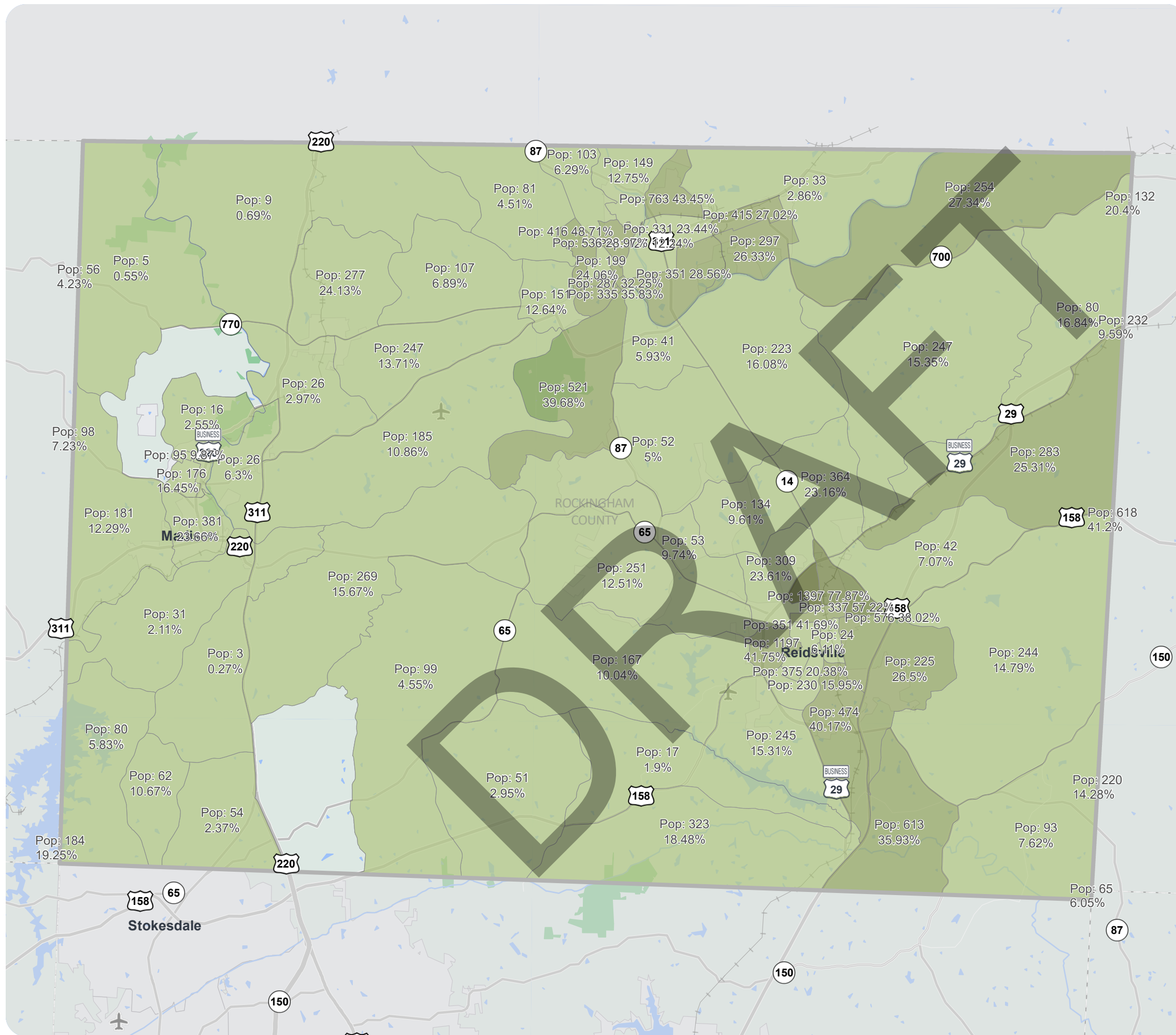


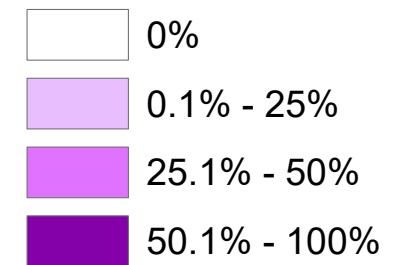
Figure 5

Title VI % of Population for Age 65 and Over



ROCKINGHAM COUNTY

CTP Analysis and Information
Age 65 and Over Population
Percentage by Census Block Group



Other Features

Studied Roads

MPO Boundary

RPO Boundary



WebAddress



Sheet 1 of 14

Base map date: August 11, 2023

Legal Disclaimer

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

WORKING COPY
Plan Date: December 04, 2023

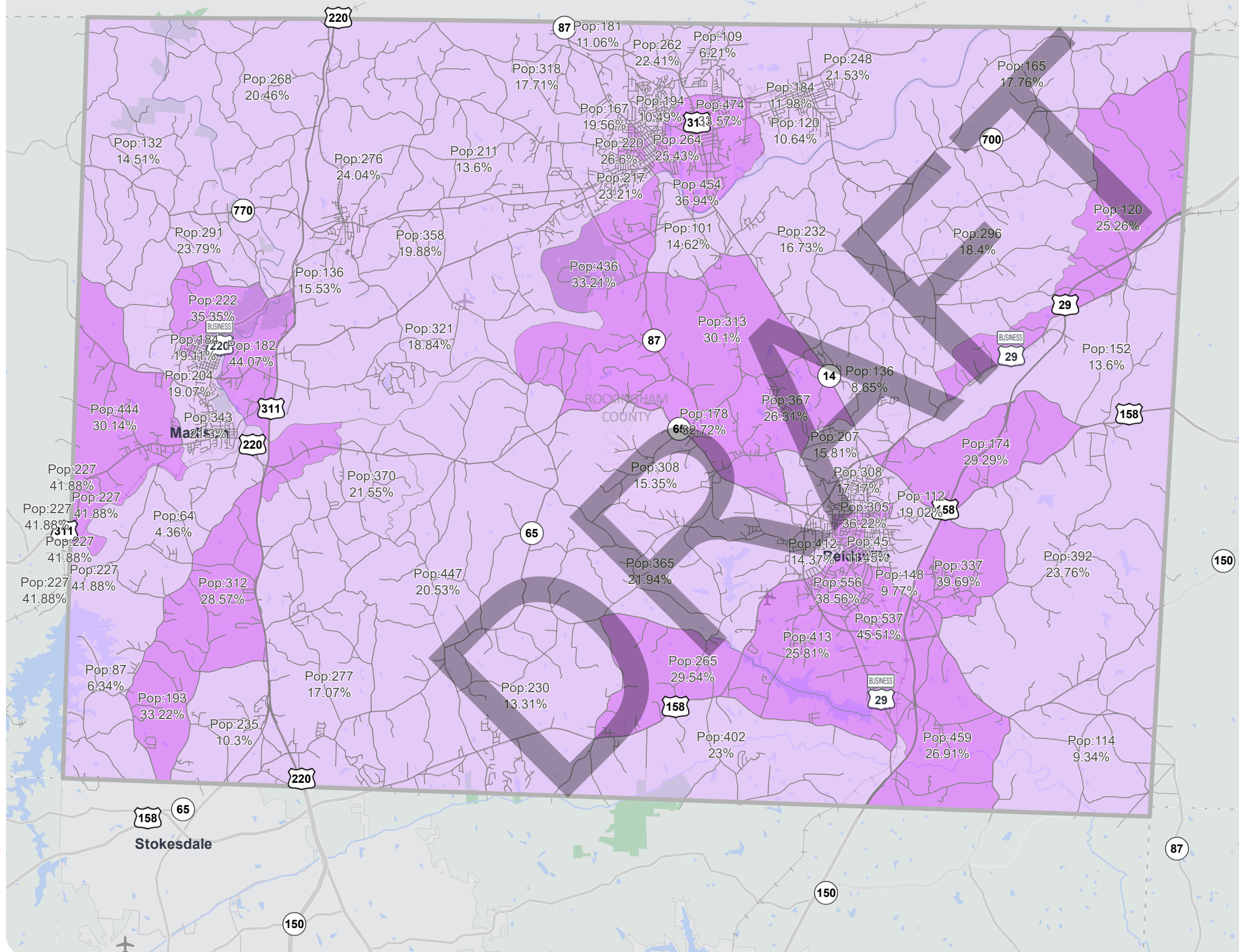


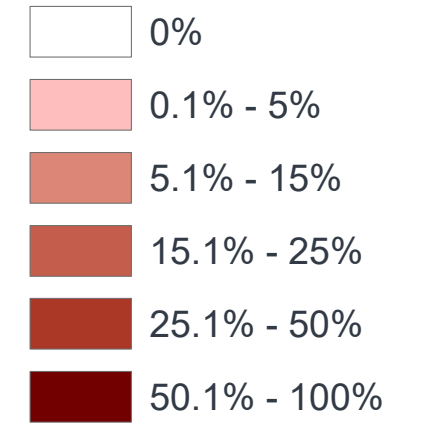
Figure 5

Title VI % of Population for Minority/Non-White: Asian



ROCKINGHAM COUNTY CTP Analysis and Information Asian

Percentage by Census Block Group



- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



Sheet 3 of 14

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: December 04, 2023

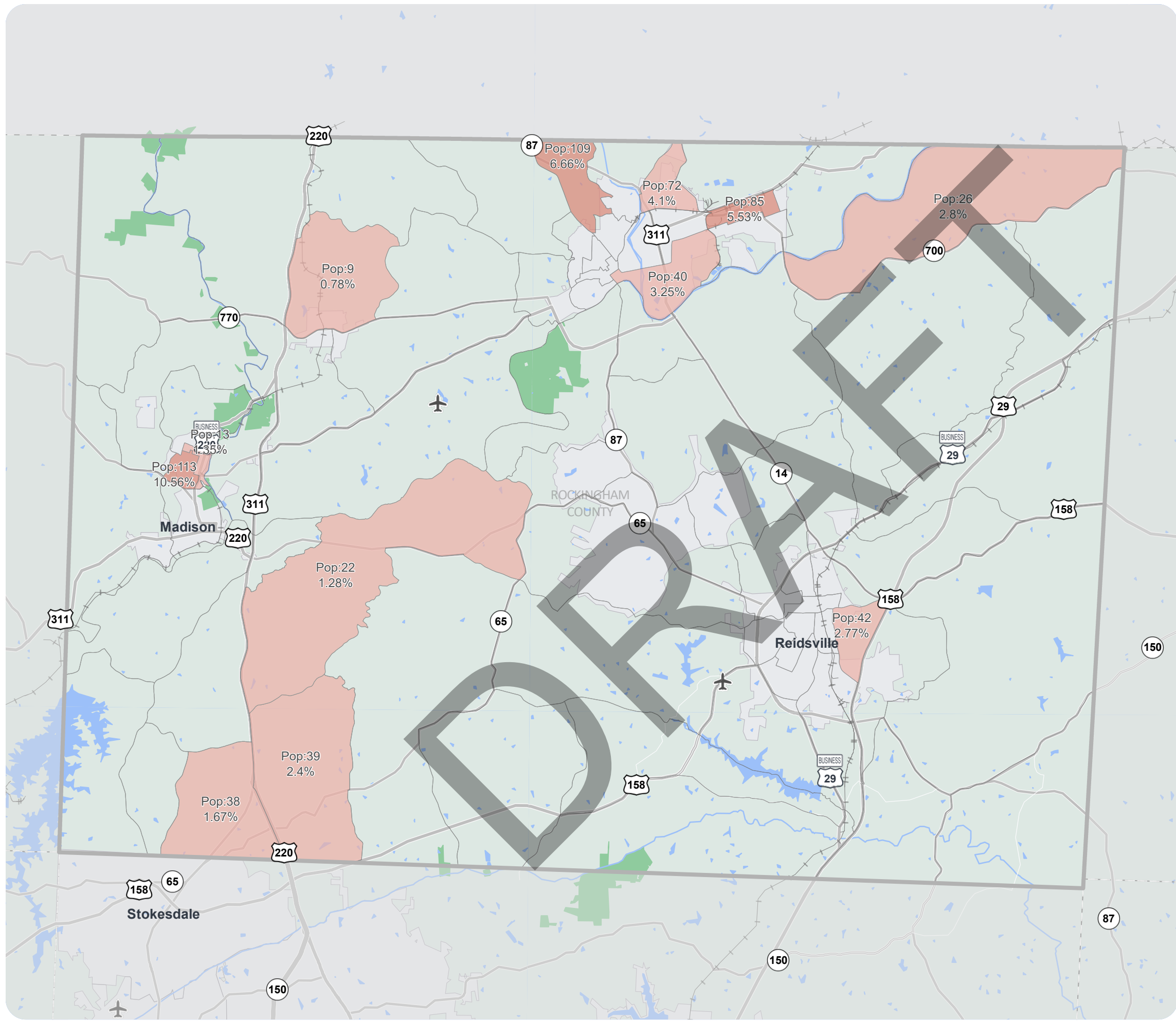


Figure 5

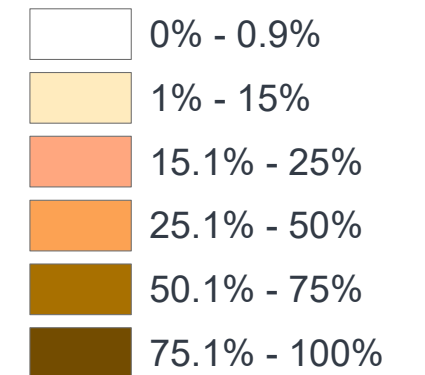
Title VI % of Population Below Poverty Line



ROCKINGHAM COUNTY

Comprehensive Transportation Plan

Populations Below Poverty Line Percentage by Census Block Group



Other Features
Studied Roads

MPO Boundary
RPO Boundary



WebAddress



Sheet 4 of 14

Base map date: August 11, 2023

Legal Disclaimer

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

WORKING COPY
Plan Date: December 04, 2023

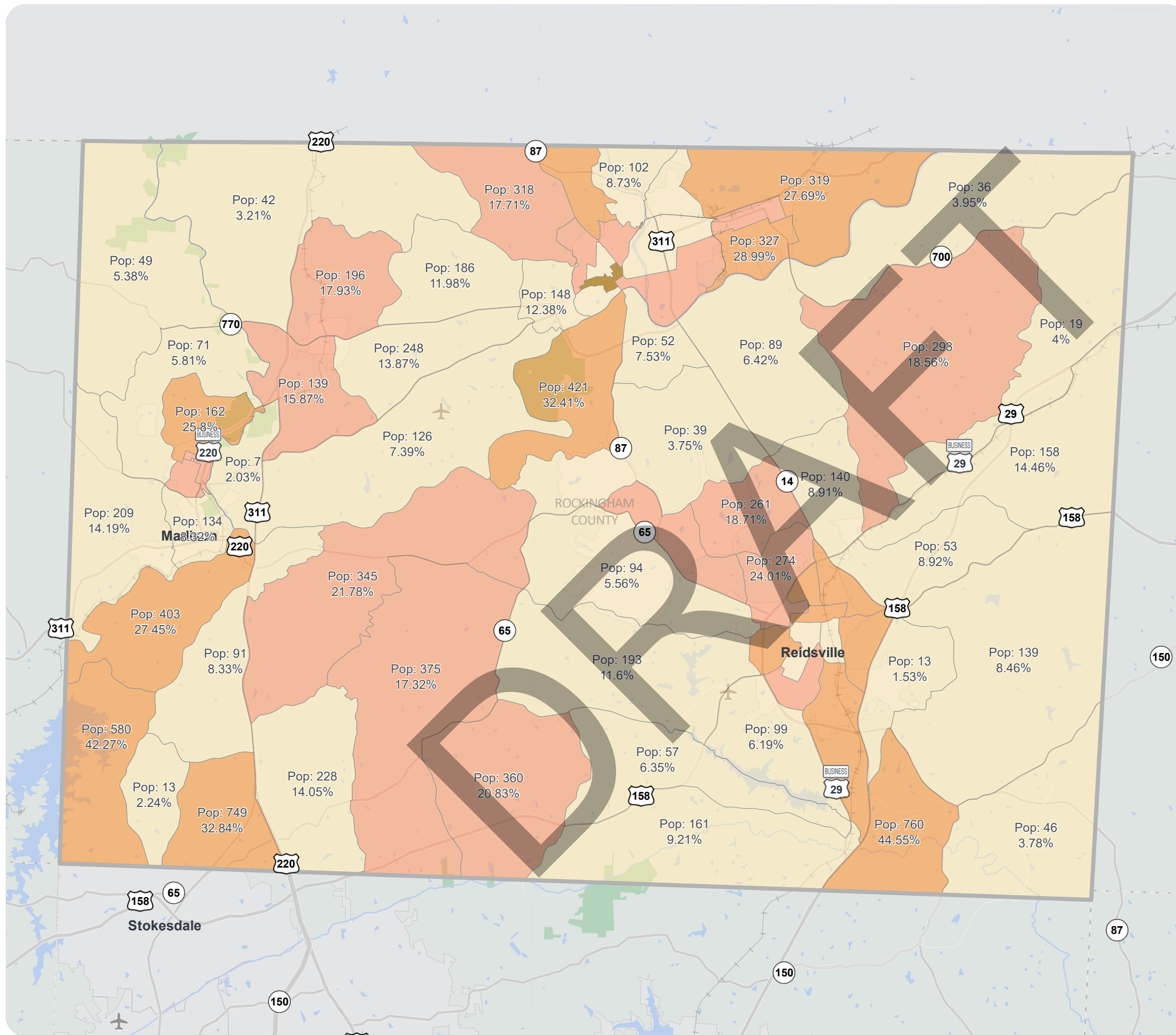


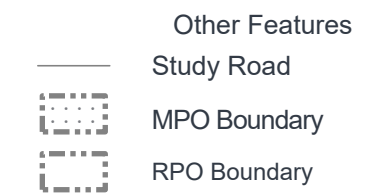
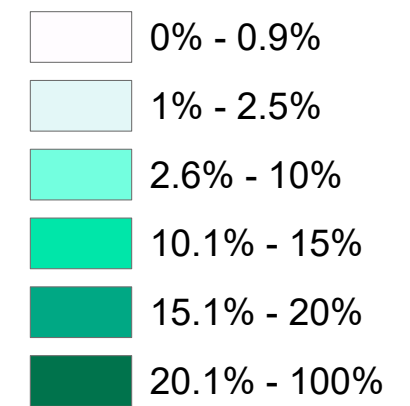
Figure 5

Title VI % of Population for Minority/ Non-White: Hawaiian or Pacific Islander



ROCKINGHAM COUNTY

CTP Analysis and Information
Hawaiian/Pacific Islander
Percentage by Census Block Group



WebAddress



Sheet 5 of 14

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: December 04, 2023

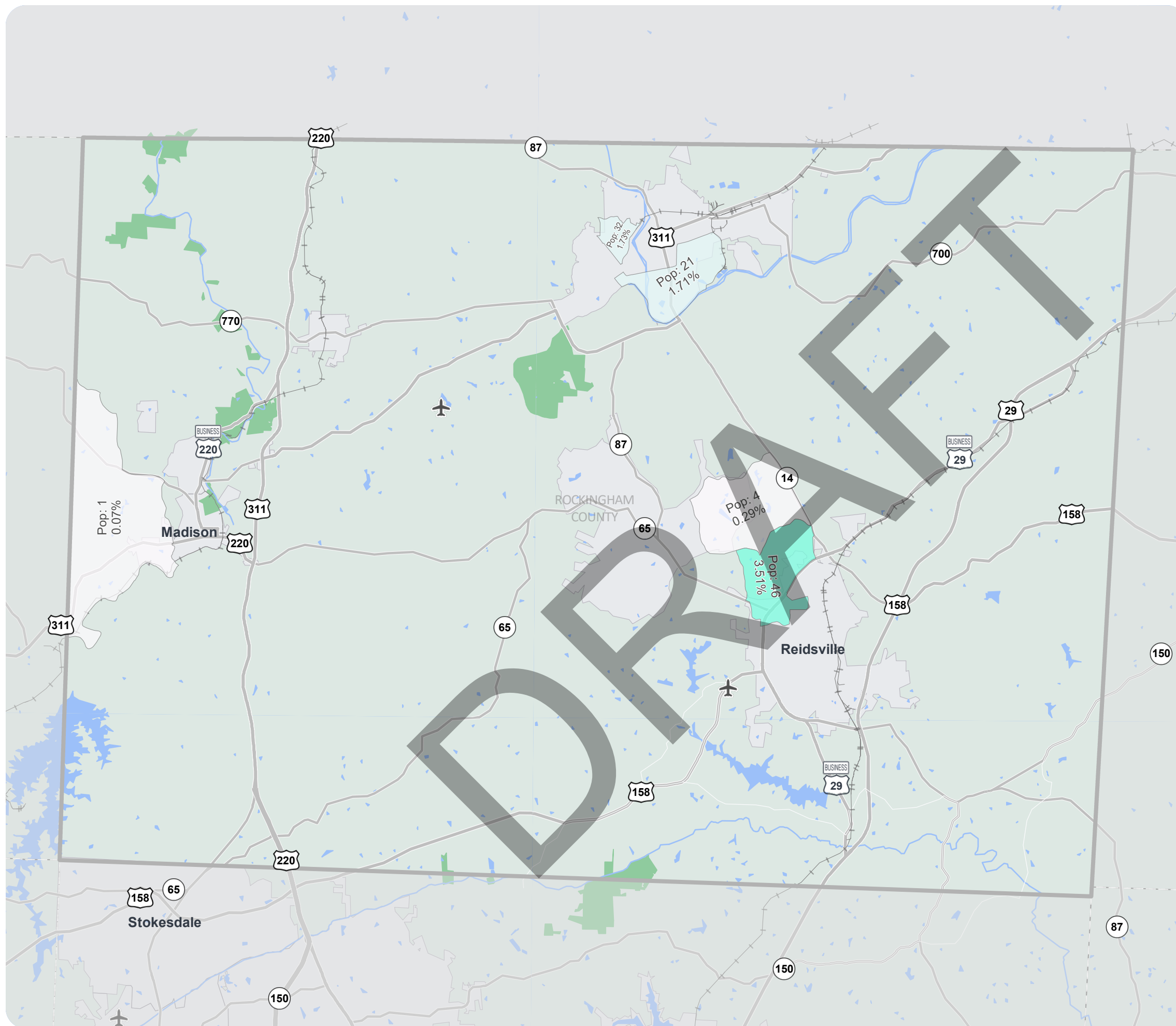


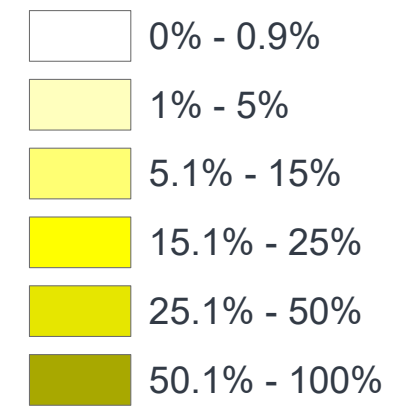
Figure 5

Title VI % of Population for Minority/ Non-White: Hispanic and Latino



ROCKINGHAM COUNTY CTP Analysis and Information Hispanic/Latino

Percentage by Census Block Group



- Other Features
- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



Sheet 6 of 14

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: December 04, 2023

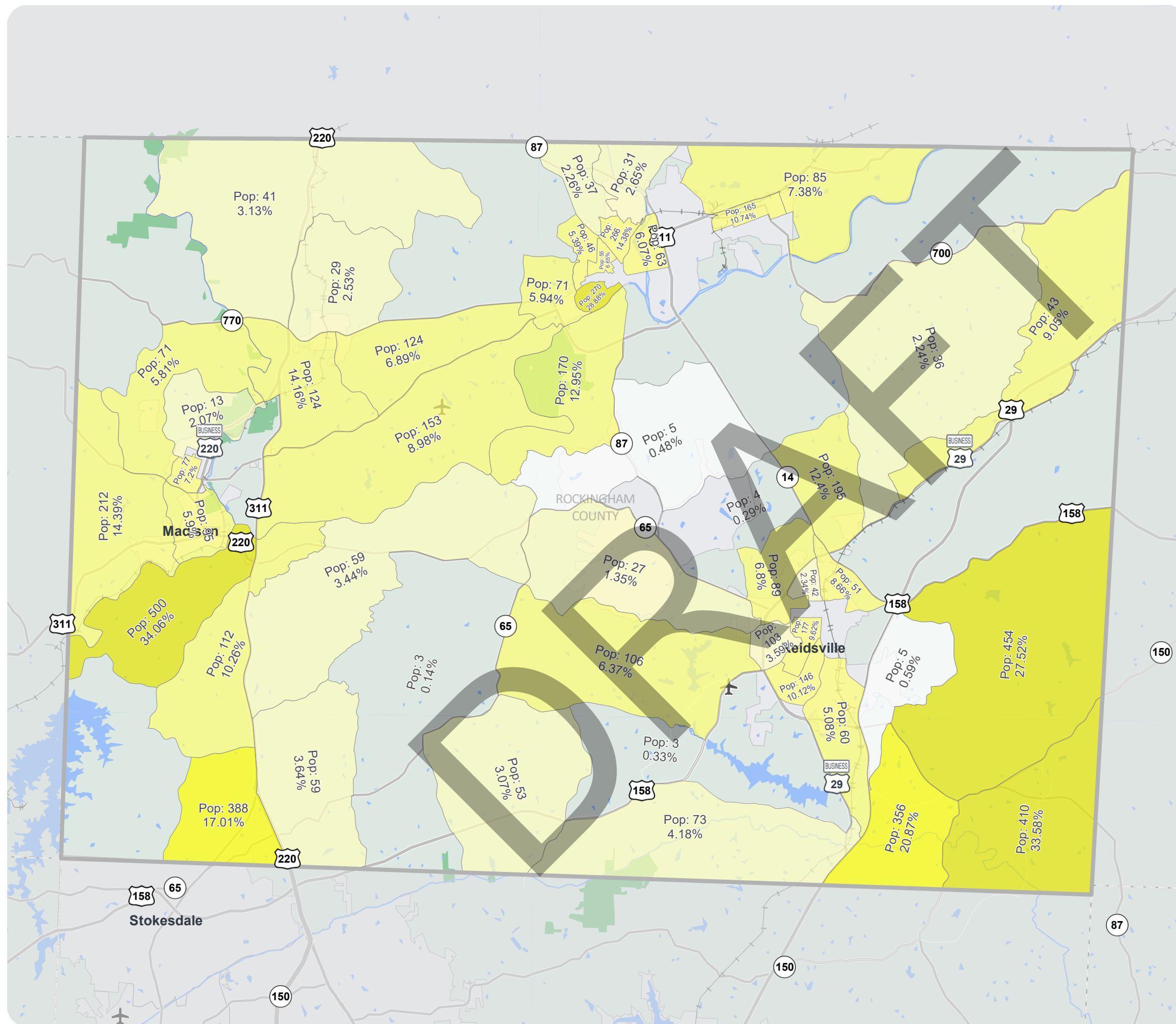


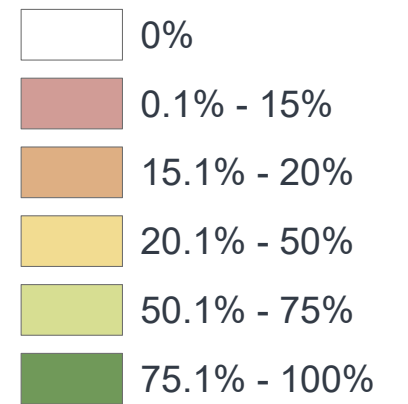
Figure 5

Title VI % of Households with No Car



ROCKINGHAM COUNTY

Populations - No Car Ownership Percentage by Census Block Group



- Other Features
- Study Road
 - MPO Boundary
 - RPO Boundary



WebAddress



Sheet 7 of 14

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: December 04, 2023

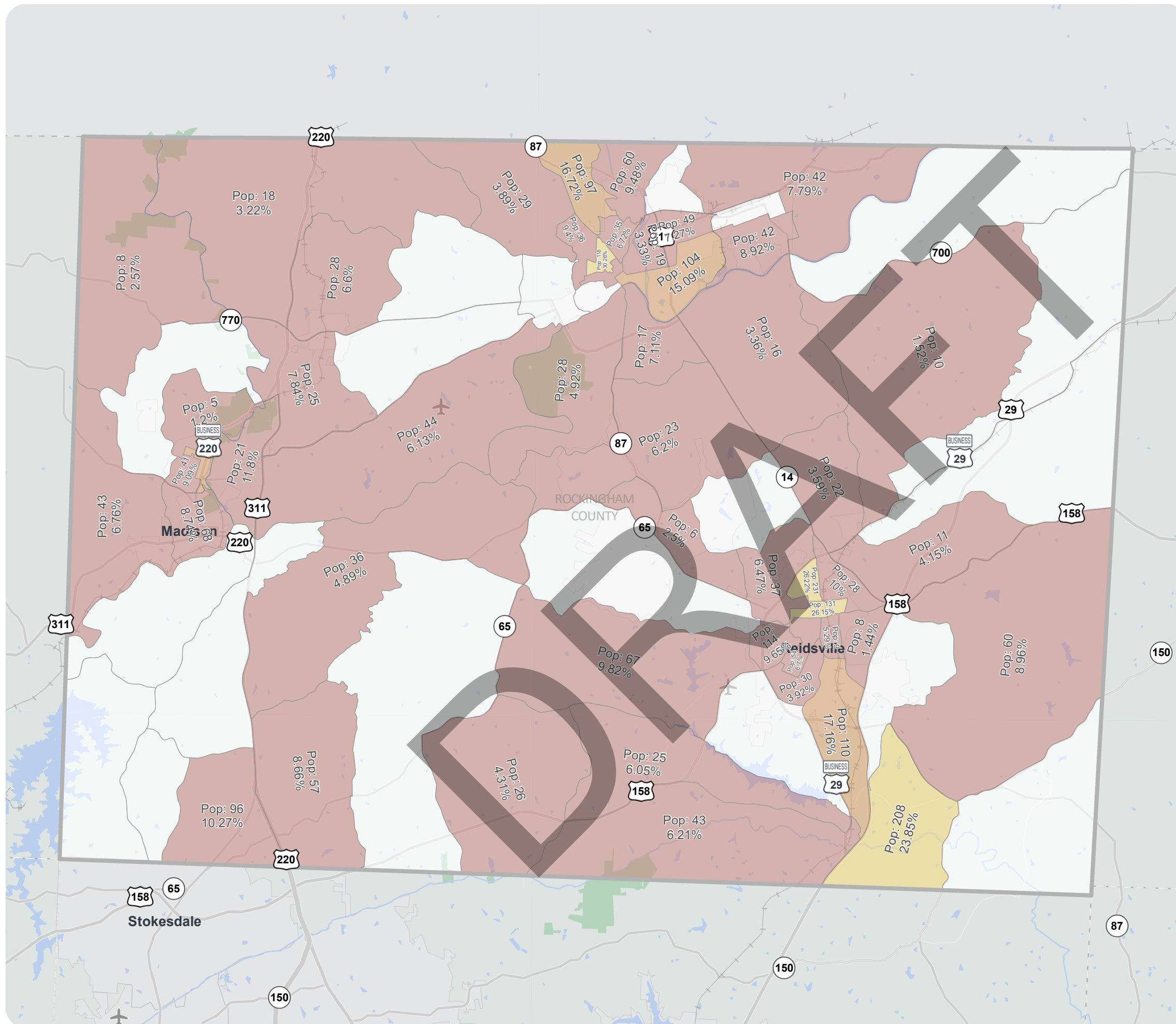


Figure 5

Title VI % of Population Over 18 w/ Limited English Proficiency (LEP) - Asian and Pacific Islander

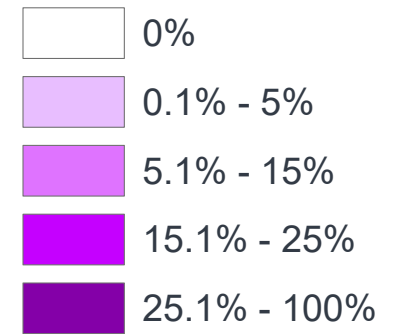


ROCKINGHAM COUNTY

CTP Analysis and Information

Limited English Proficiency - Asian

Percentage by Census Block Group



Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



Sheet 8 of 14

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: December 04, 2023

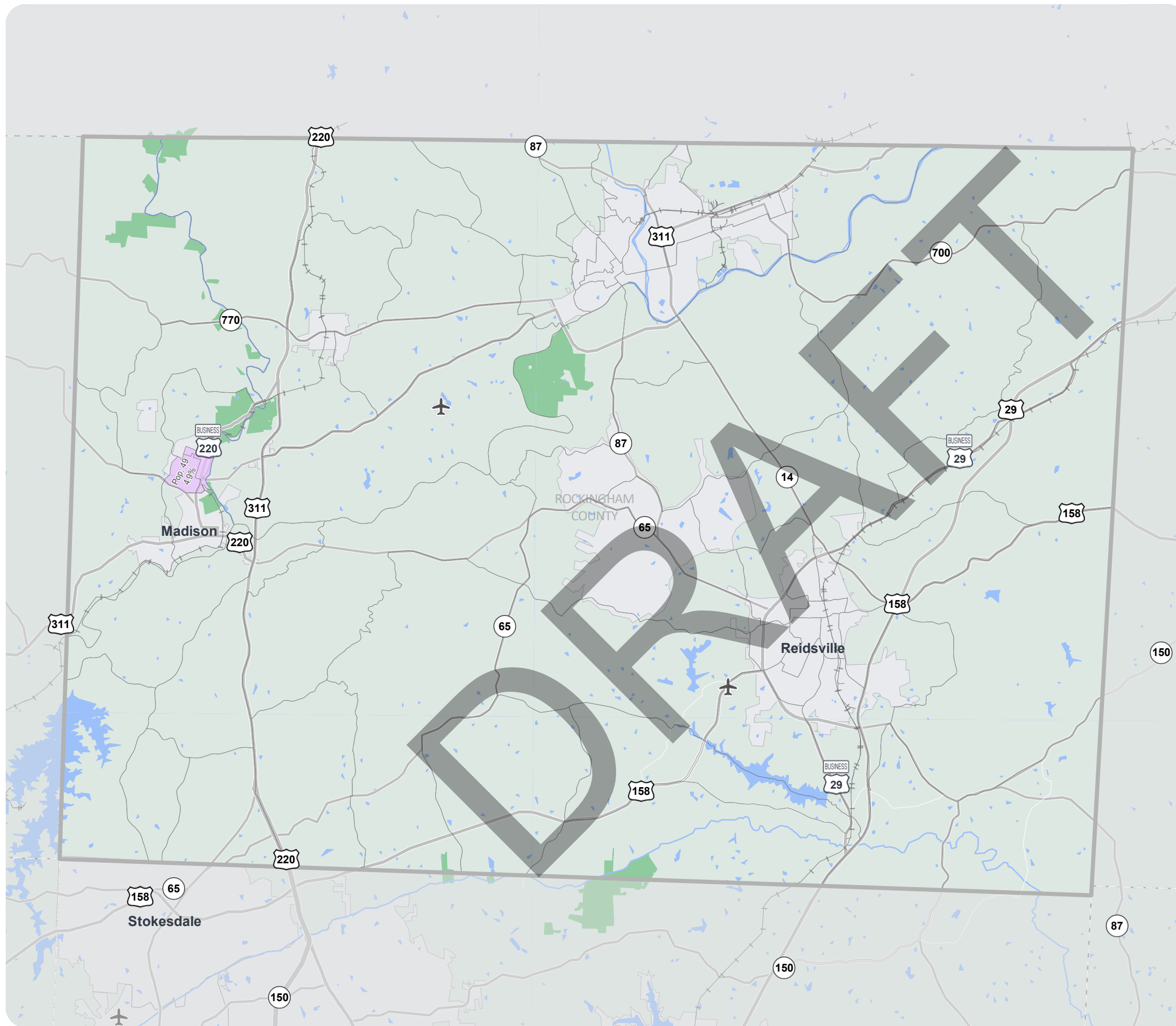
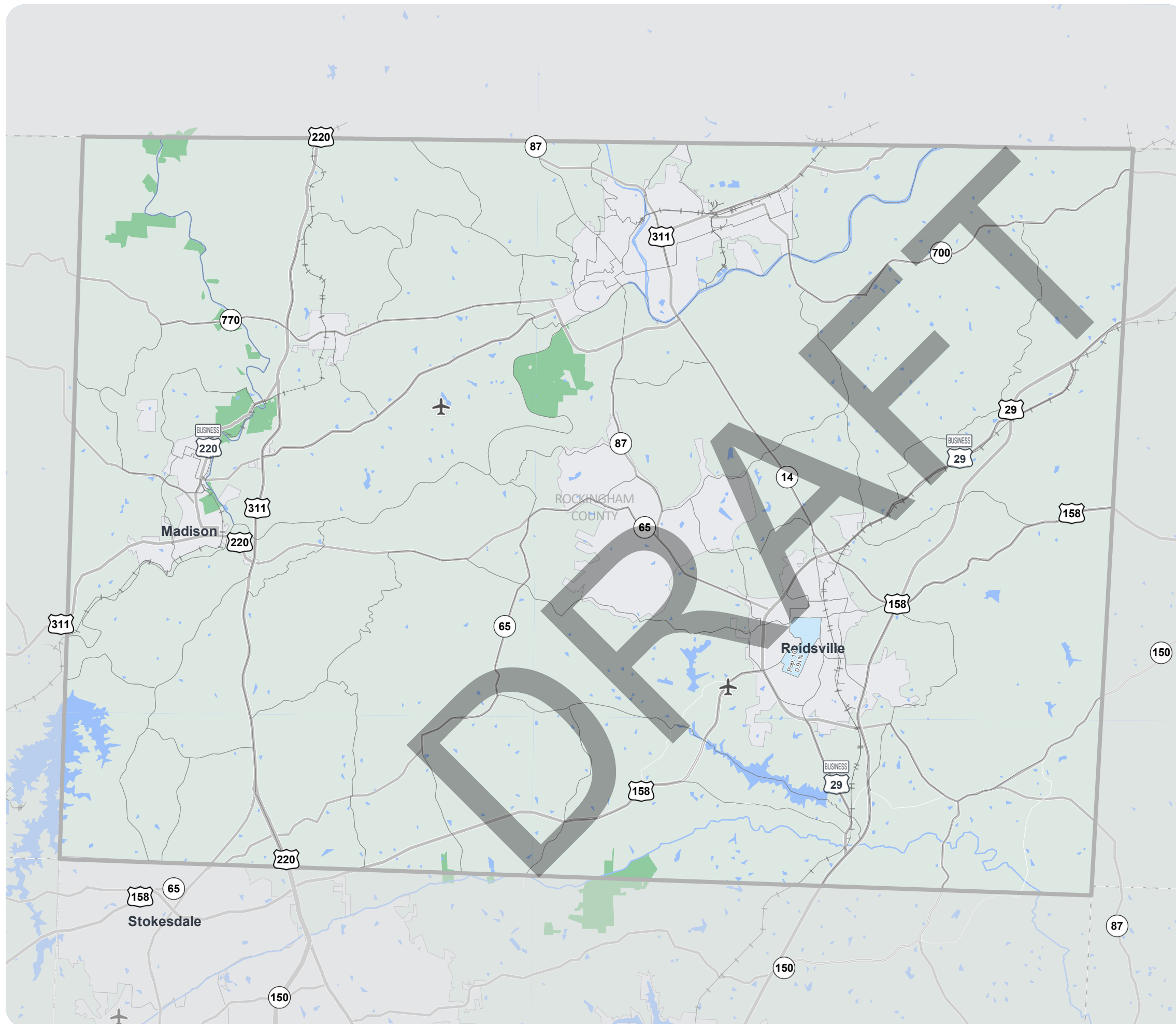


Figure 5

Title VI % of Population Over 18 w/ Limited English Proficiency (LEP) - Indo-European



ROCKINGHAM COUNTY CTP Analysis and Information Limited English Proficiency - Indo-European Percentage by Census Block Group



- 0%
- 0.1% - 5%
- 5.1% - 15%
- 15.1% - 25%
- 25.1% - 100%

- Other Features
- Study Road
 - MPO Boundary
 - RPO Boundary



WebAddress



Sheet 9 of 14

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: December 04, 2023

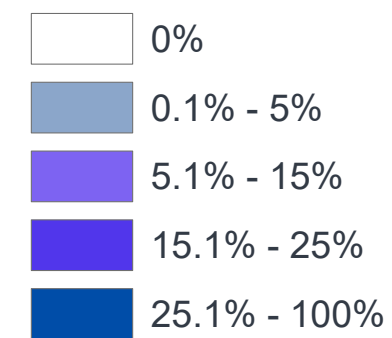
Figure 5

Title VI % of Population Over 18 w/ Limited English Proficiency (LEP) - Other



ROCKINGHAM COUNTY

CTP Analysis and Information
Limited English Proficiency -
Other
Percentage by Census Block Group



Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



Sheet 10 of 14

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: December 04, 2023

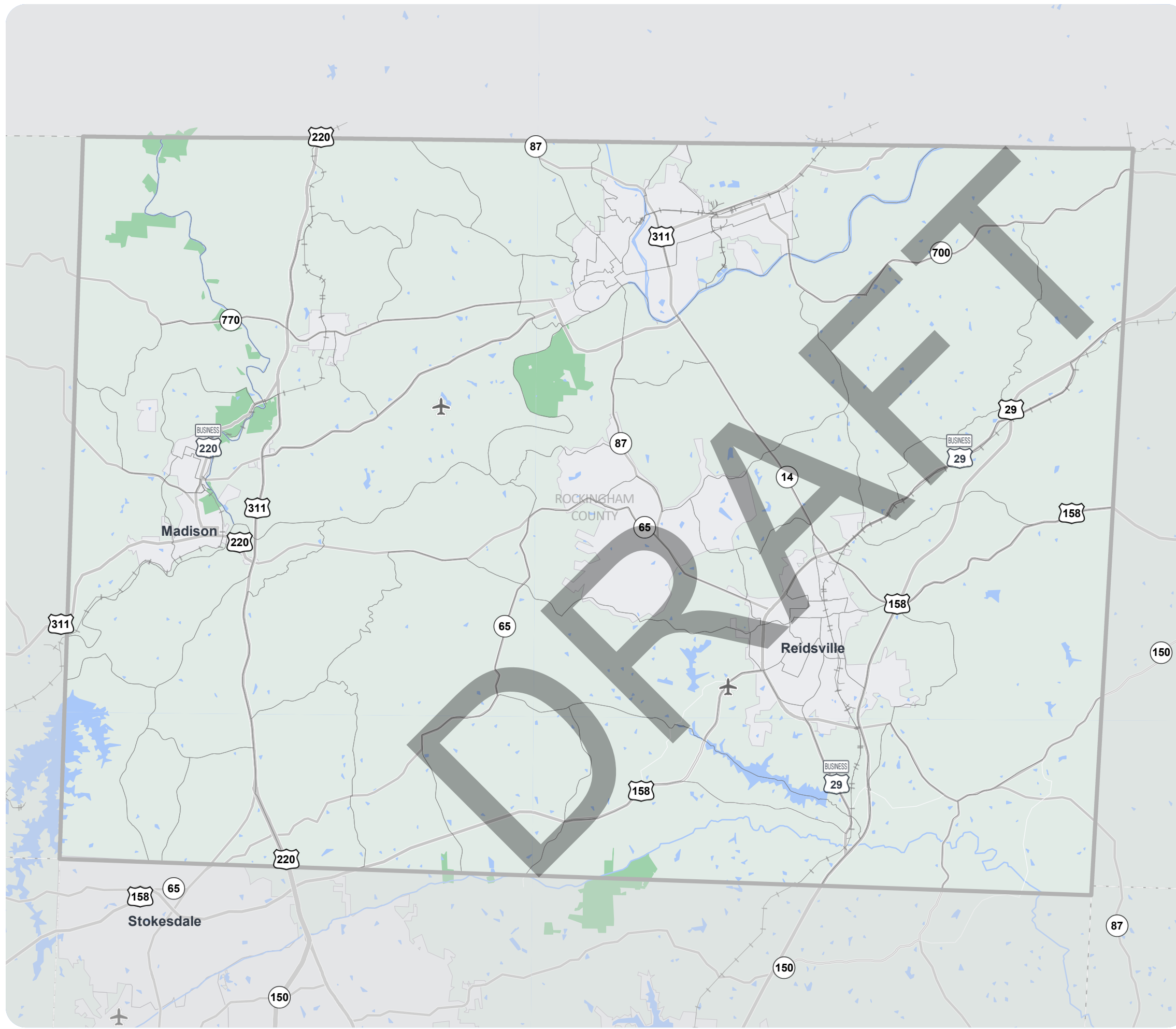


Figure 5

Title VI % of Population Over 18 w/ Limited English Proficiency (LEP) - Spanish

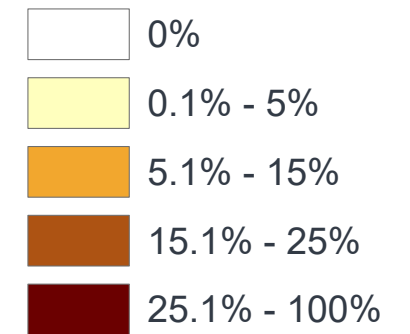


ROCKINGHAM COUNTY

CTP Analysis and Information

Limited English Proficiency - Spanish

Percentage by Census Block Group



Other Features

Study Road

MPO Boundary

RPO Boundary



WebAddress



Sheet 11 of 14

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: December 04, 2023

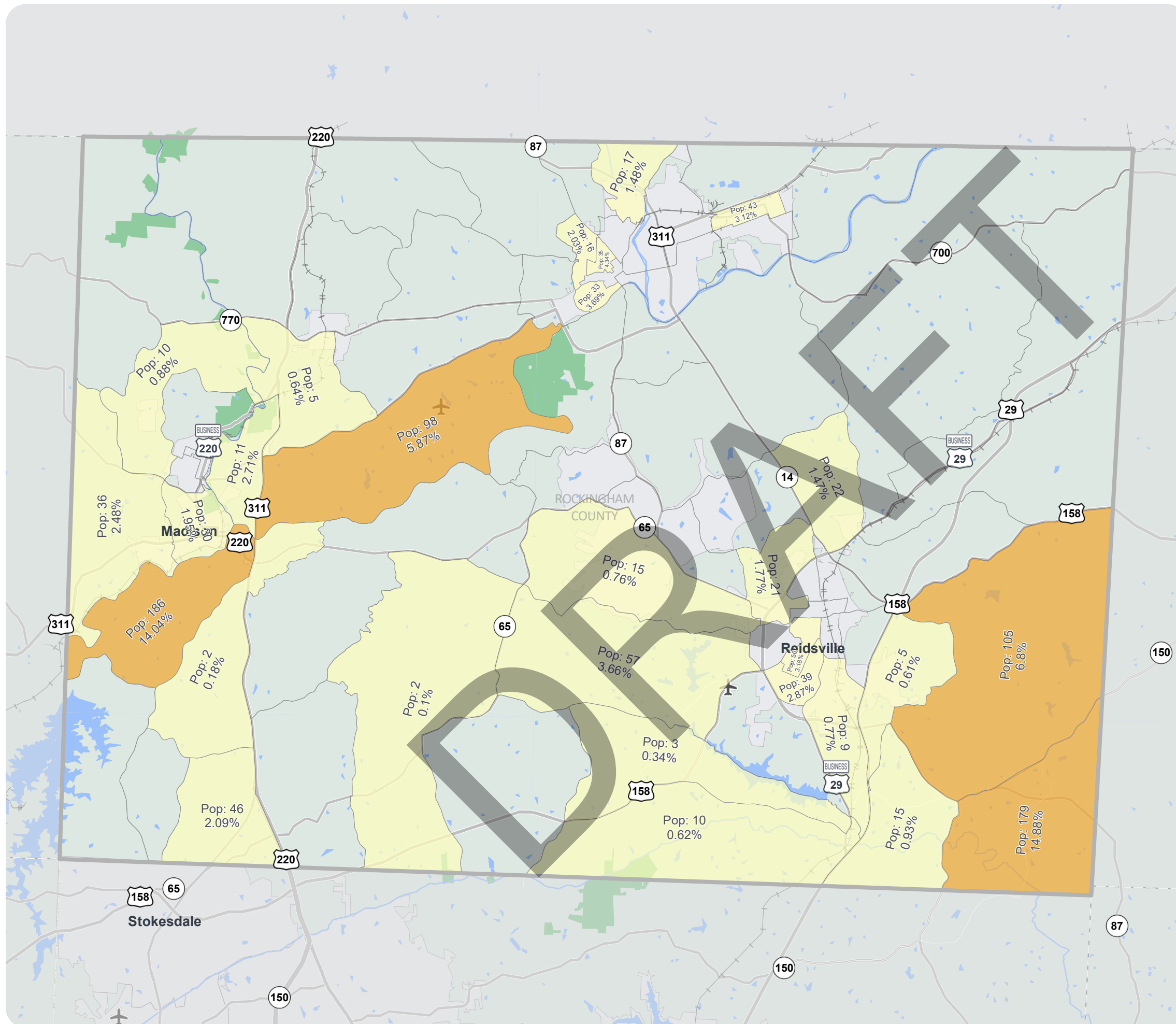


Figure 5

Title VI % of Population for Minority/Non-White: Native American

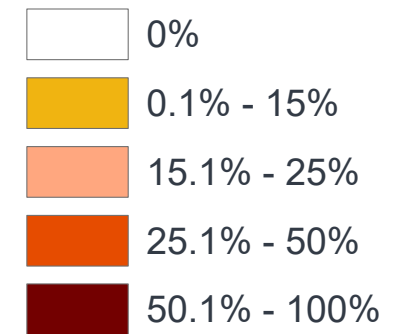


ROCKINGHAM COUNTY

CTP Analysis and Information

Minority/Non-White: Native American

Percentage by Census Block Group



Other Features

Study Road

MPO Boundary

RPO Boundary



WebAddress



Sheet 12 of 14

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: December 04, 2023

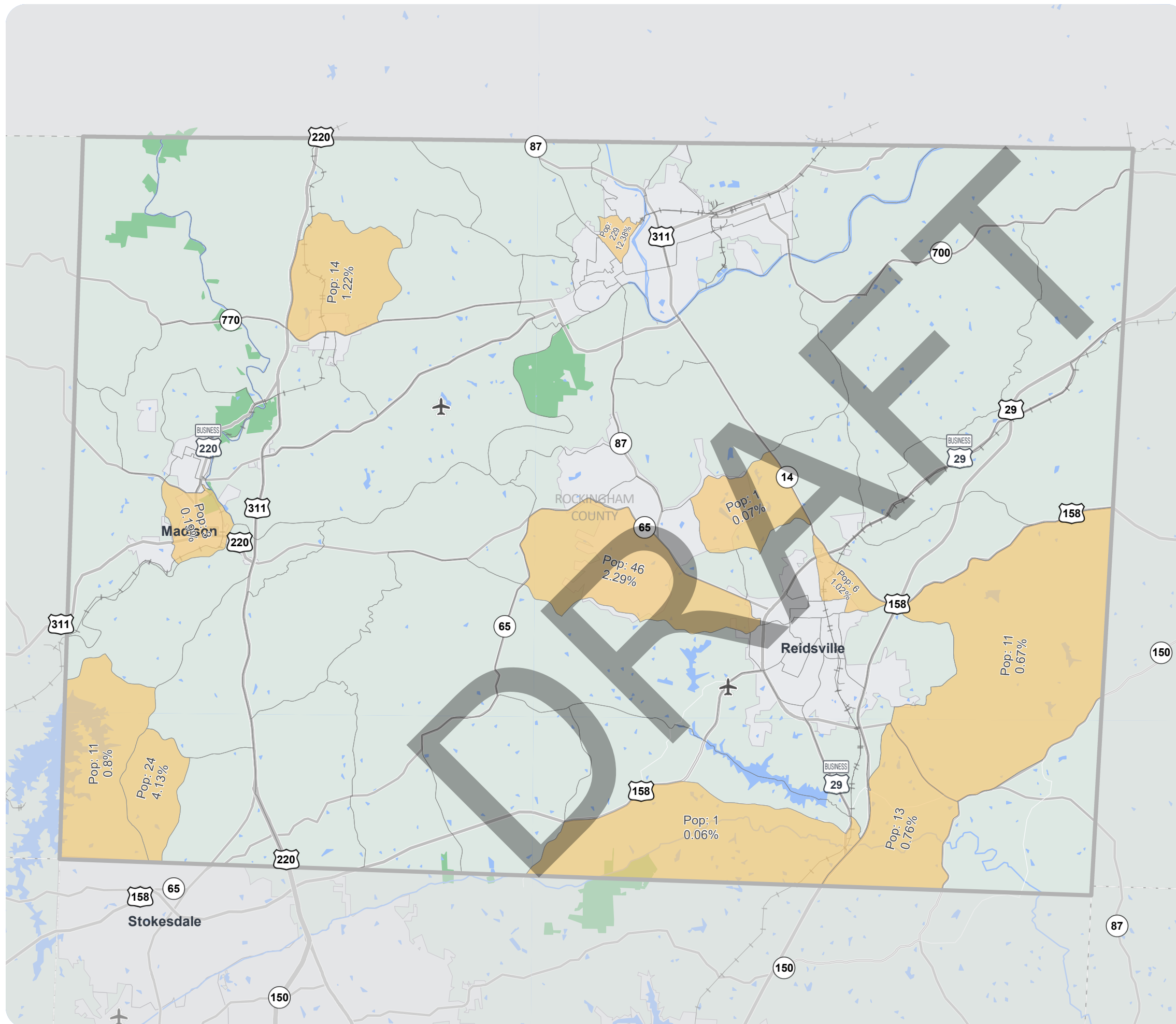


Figure 5

Title VI % of Population for Minority/Non-White: Some Other Race

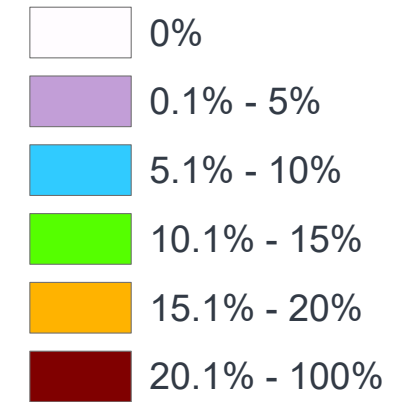


ROCKINGHAM COUNTY

CTP Analysis and Information

Minority/Non-White: Some Other Race

Percentage by Census Block Group



- Other Features
- Study Road
 - MPO Boundary
 - RPO Boundary



WebAddress



Sheet 13 of 14

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: December 04, 2023

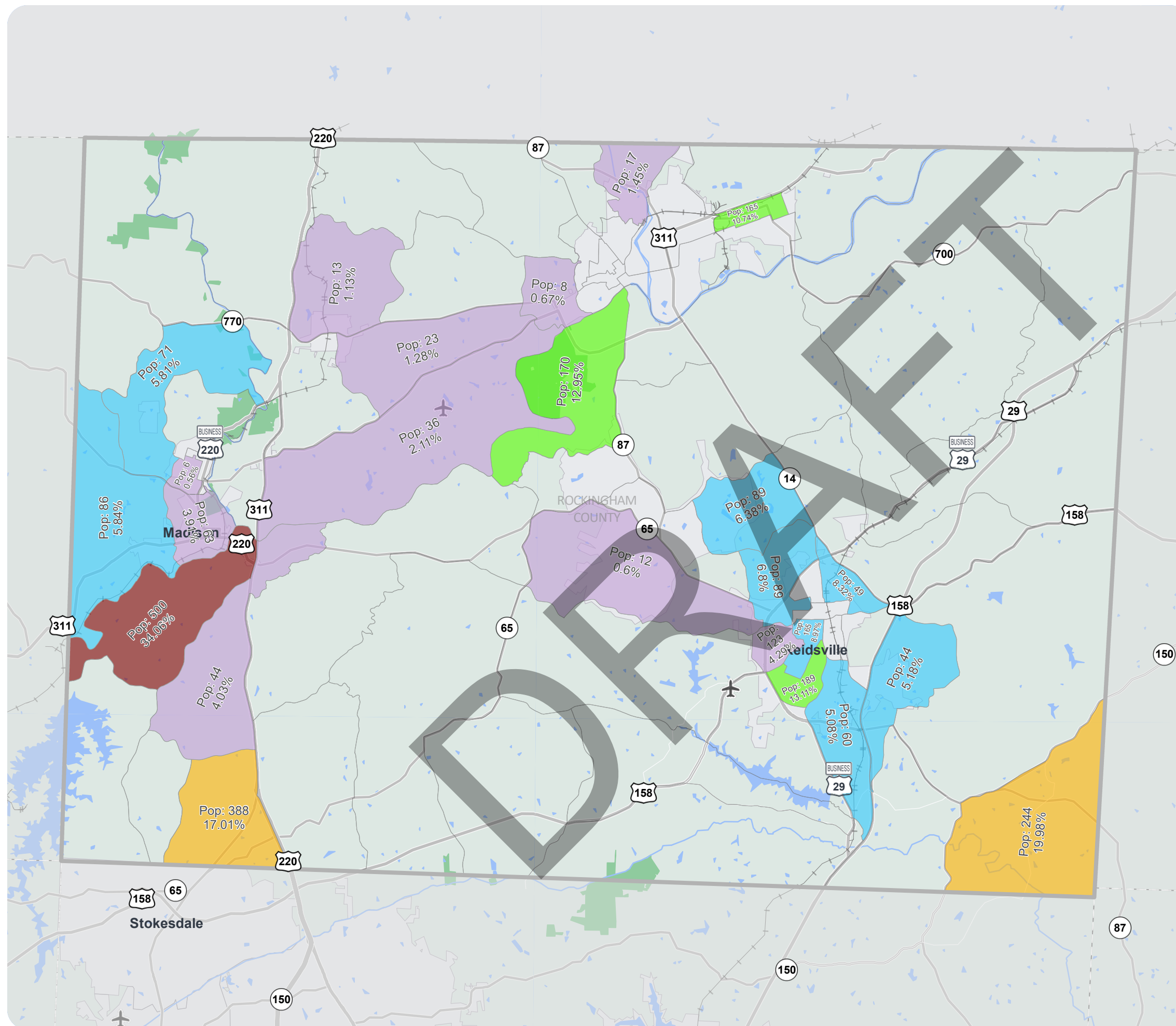
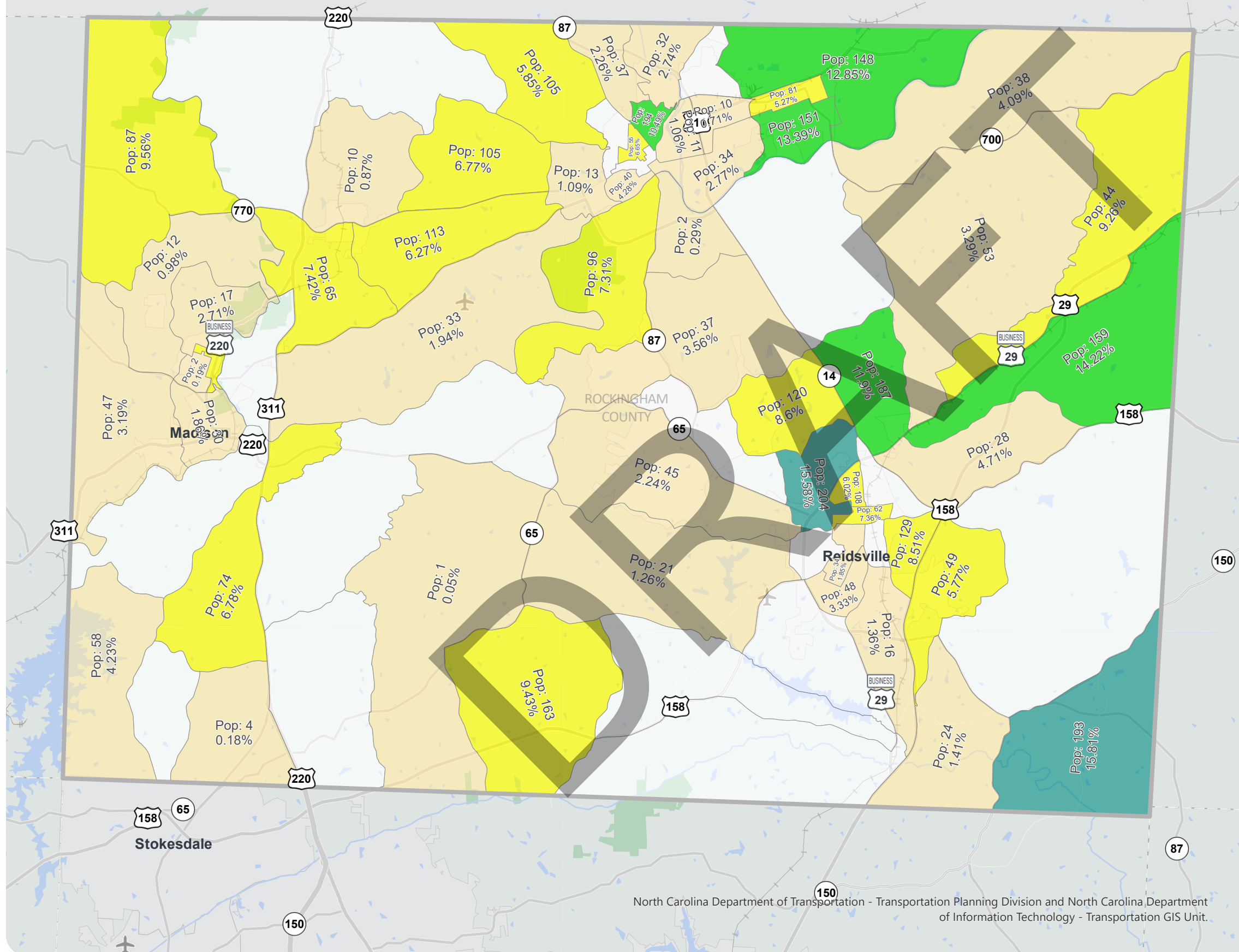


Figure 5
**Title VI % of
 Population for Minority/Non-White: Two
 or More Races**



ROCKINGHAM COUNTY
 CTP Analysis and Information
**Minority/Non-White:
 Two or More Races**
 Percentage by Census Block Group



- 0%
- 0.1% - 5%
- 5.1% - 10%
- 10.1% - 15%
- 15.1% - 20%
- 20.1% - 100%

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

0 0.75 1.5 3 4.5 6 Miles

Sheet 14 of 14
 Base map date: August 11, 2023

Legal Disclaimer
 This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

Figure 4
ENVIRONMENTAL FEATURES

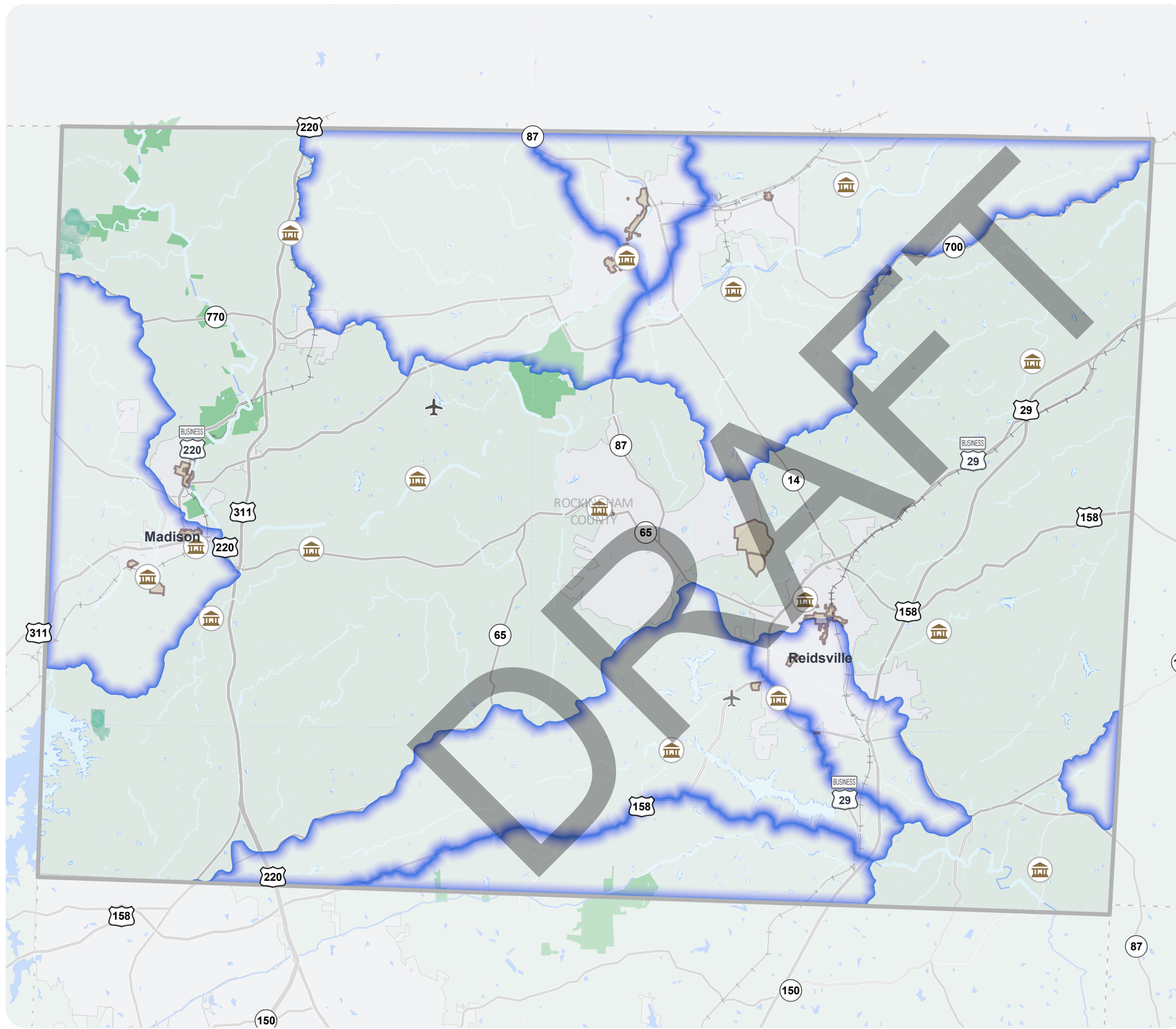


ROCKINGHAM COUNTY Rockingham County

CTP Analysis and Information

Primary Environmental Features Legend

- National Register and Determined Eligible
- Historic Resources - National Register and Determined Eligible
- Targeted Local Watersheds - EEP
- Conservation Tax Credit Properties
- NC National Parks



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1.1 of 4

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: September 26, 2025

Figure 4
ENVIRONMENTAL FEATURES

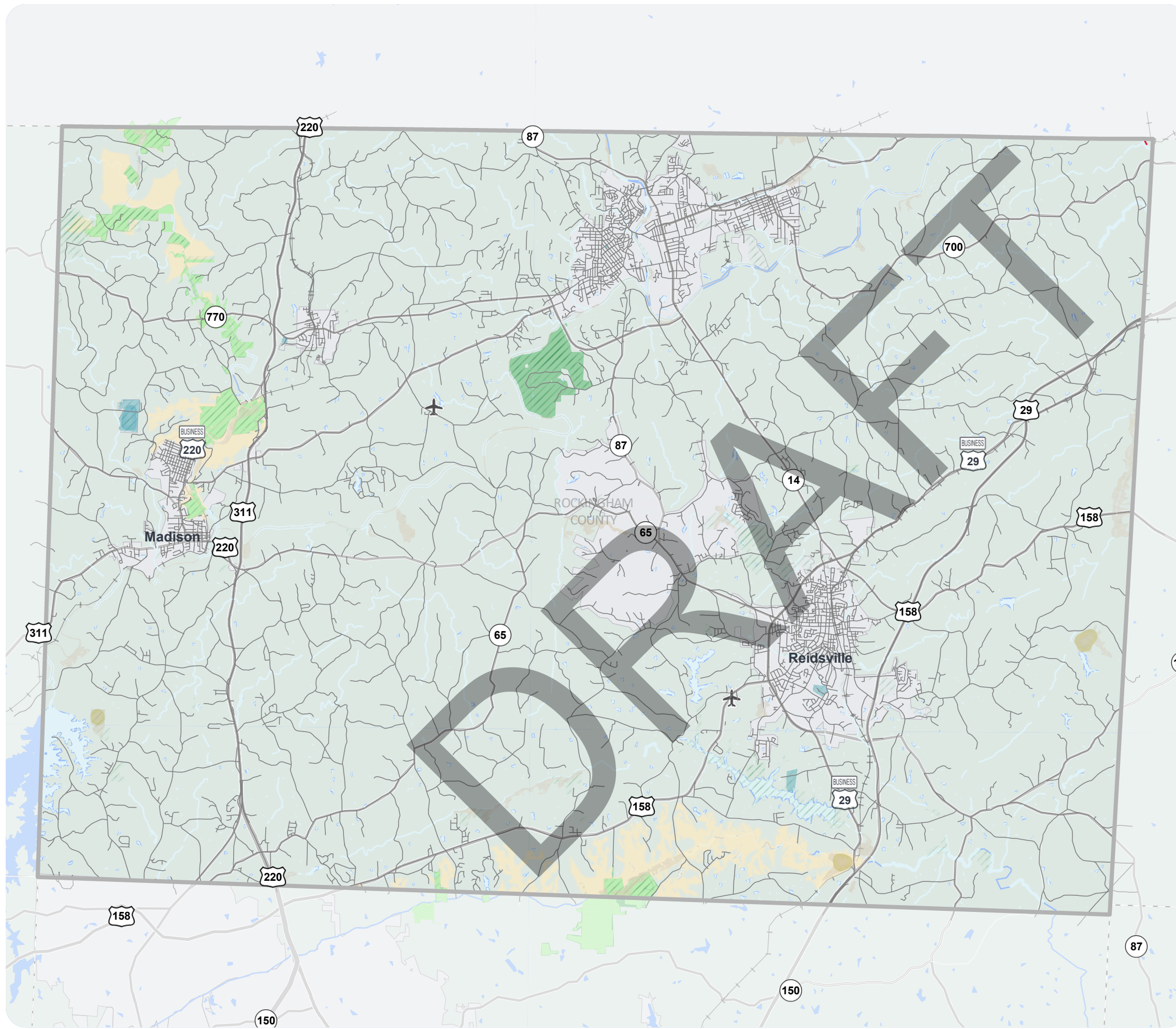


ROCKINGHAM COUNTY

Rockingham County

CTP Analysis and Information
Primary Environmental Features Legend

- Mitigation Site - NCDOT Maintained
- Critical Habitat for Threatened and Endangered Species - Line
- Critical Habitat for Threatened and Endangered Species - polygon
- Natural Heritage Natural Areas
- Managed Areas
- Unique Wetlands
- Land and Water Conservation Fund (Recreation Projects)
- Parks and Recreation
- Landscape Habitat Indicator Guilds



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1.2 of 4

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

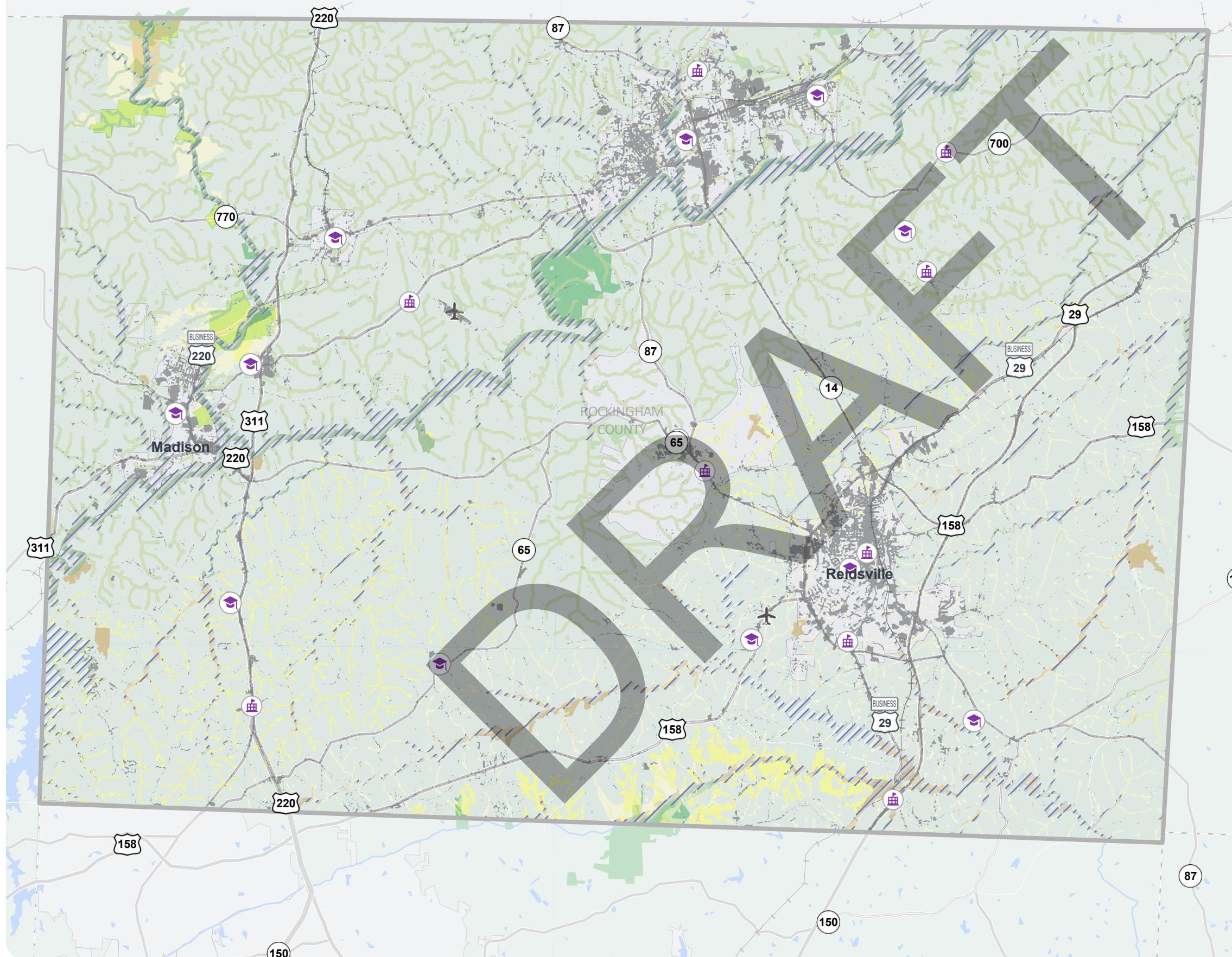
WORKING COPY
Plan Date: September 26, 2025

Figure 4
ENVIRONMENTAL FEATURES



ROCKINGHAM COUNTY
Rockingham County

CTP Analysis and Information
 Primary Environmental Features Legend



- | | |
|--|--|
| School - Colleges & Universities
COLLEGES, UNIVERSITIES, AND PROFESSIONAL SCHOOLS | Biodiversity Wildlife Habitat Assessment
9 - 10 (Maximum) |
| School - Public
 | 8 |
| School - Private
 | 7 |
| ArtificialPath
 | 6 |
| StreamRiver
 | 5 |
| Flood Hazard Area
 | 2 - 4 |
| | 1 (Moderate) |
| | 0 (Unrated) |
| | Impervious Surface > 20% |



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1.3 of 4

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: September 26, 2025

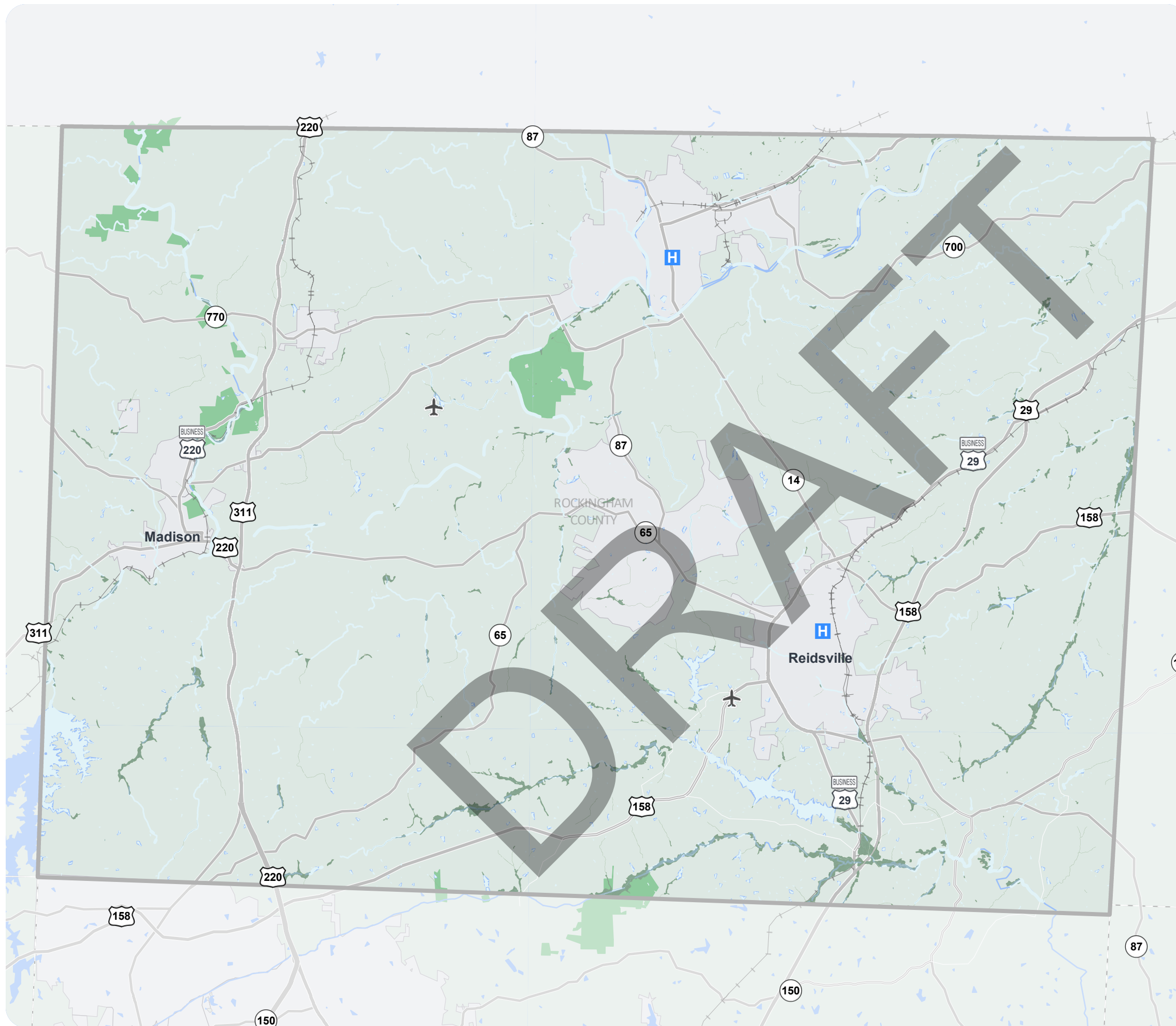
Figure 4
ENVIRONMENTAL FEATURES



ROCKINGHAM COUNTY Rockingham County

CTP Analysis and Information
Primary Environmental Features Legend

- Hospital
- NC CREWS
- National Wetlands Inventory (NWI)
- APNEP Submerged Aquatic Vegetation



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1.4 of 4

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: September 26, 2025

Figure 4
ENVIRONMENTAL FEATURES

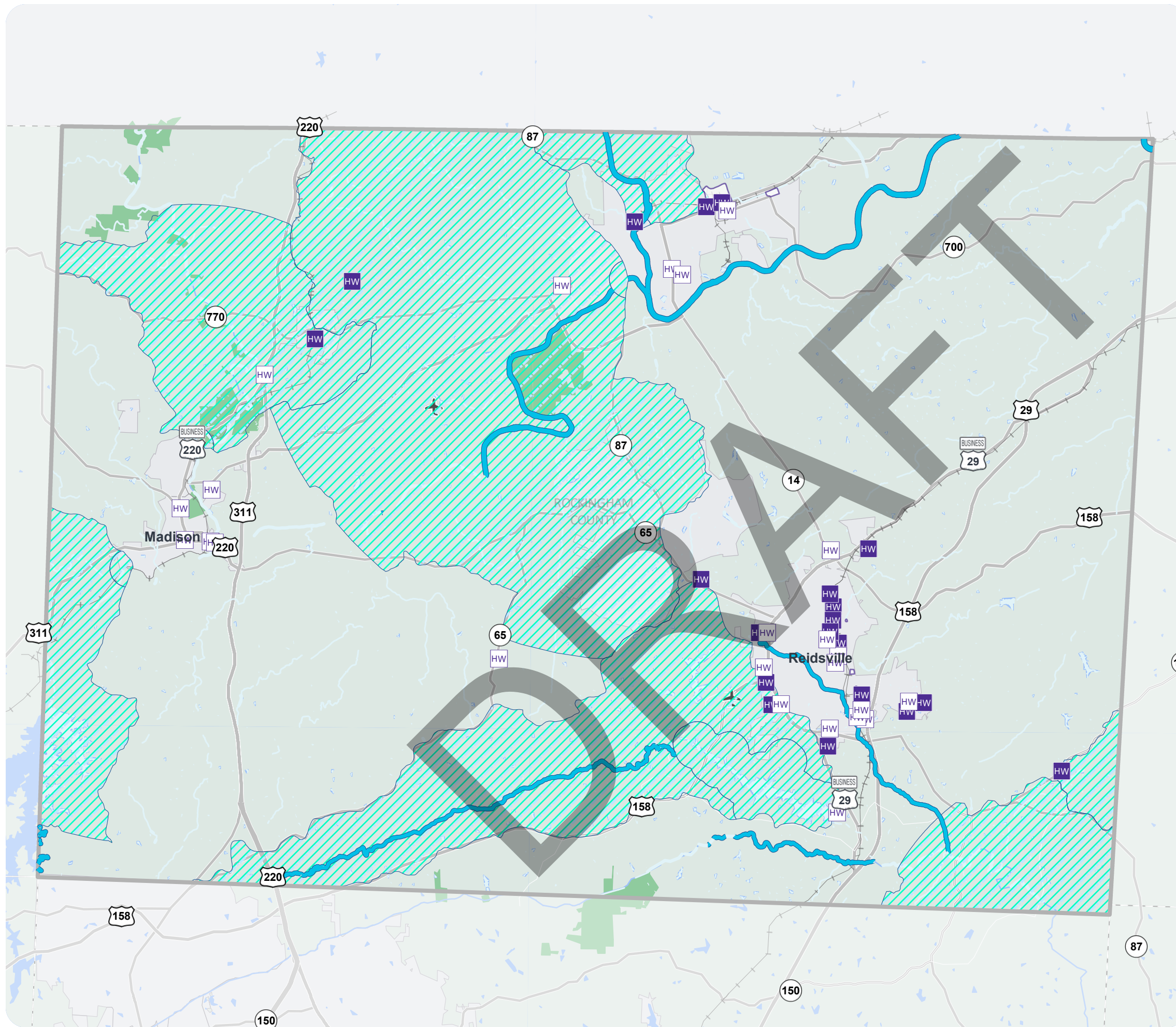


ROCKINGHAM COUNTY Rockingham County

CTP Analysis and Information

Environmental Features Legend

- Hazard Substance Disposal Site
- Hazardous Waste Facility
- Water Tanks
- Water Distribution System - Treatment Plant
- Water System Pumps
- 303d - Streams
- Hazard Substance Disposal Area
- Benthic Habitat
- High Quality Waters and Outstanding Resource Water Management
- Water Supply Watershed



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2.1 of 3

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: September 26, 2025

Figure 4
ENVIRONMENTAL FEATURES



ROCKINGHAM COUNTY
Rockingham County
CTP Analysis and Information

Environmental Features Legend


Beach & Waterfront Access



Boating Access - Public



 Emergency Operation Center

 Anadromous Fish Spawning Areas


 Bicycle Routes

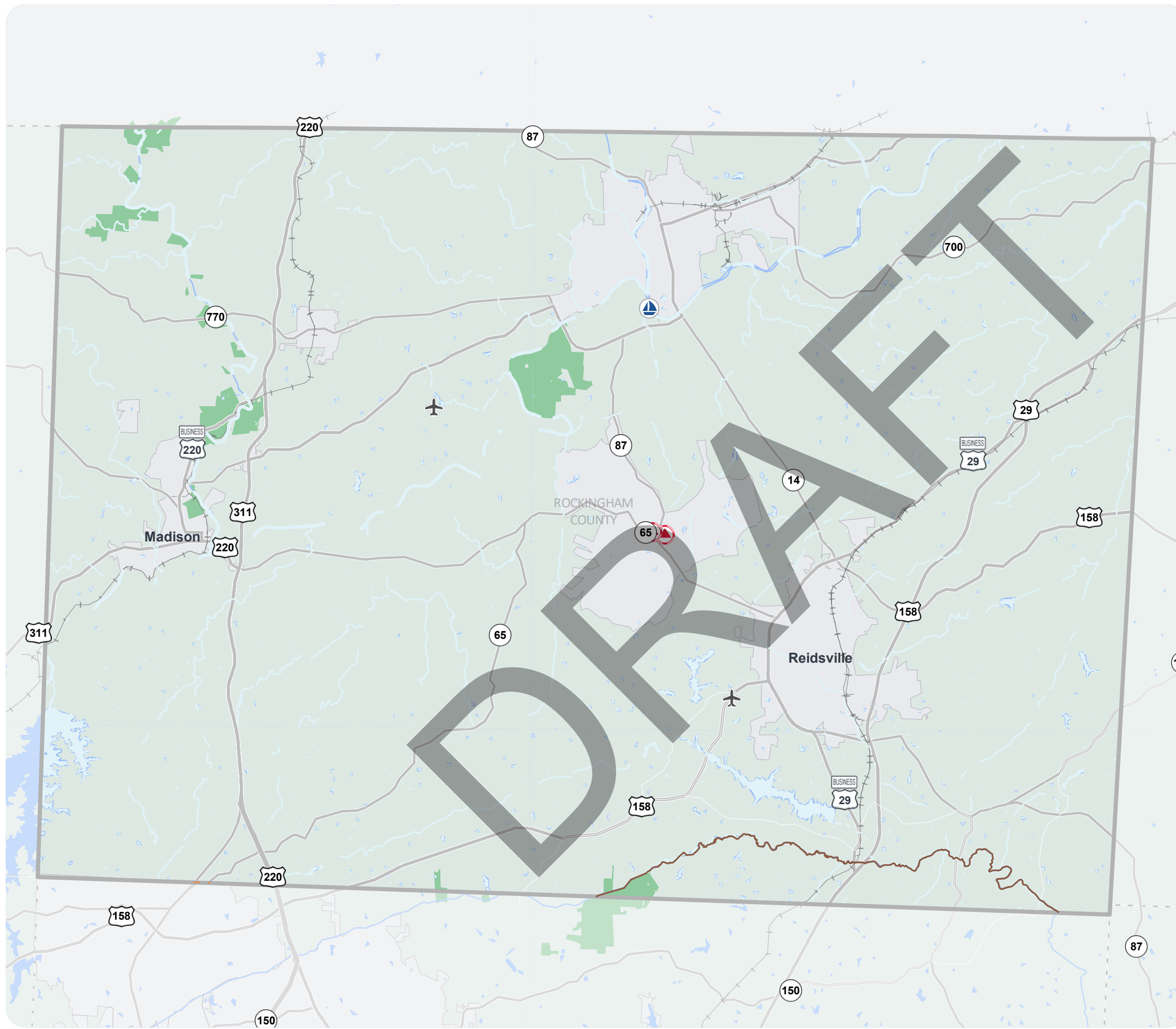
 Regional Trails

 Wild & Scenic Rivers

 Trout Streams

 Fish Nursery Areas

 Trout Impoundments



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2.2 of 3

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: September 26, 2025

Freight

N.C. Department of Transportation wants an effective, actionable Statewide Freight Plan within Comprehensive Transportation Plans that:

- Sets specific multimodal transportation goals, strategies and actions that will contribute to increased North Carolina jobs, improved economic competitiveness, and enhanced quality of life
- Provides clear, compelling freight-specific recommendations that support the 25-year vision, strategic corridors and address the criteria in the Strategic Transportation Investments prioritization process
- Offers strategies for helping elected officials, taxpayers and voters, and the public better understand the value of freight transportation investments
- Meets IJA requirements and ensure that North Carolina can use its National Freight Program funds, which require states to develop comprehensive state freight plans and encourages states to establish state freight advisory committees.
 - N.C. Freight Network Assessment
 - Supply Chain and Logistics Profile
 - Truck Parking Study

The Norfolk Southern rail service provides a method to transport goods within the state of North Carolina and through Rockingham County. Most truck freight movement used the following roadways: U.S. 29/Future I-785 (Strategic Transportation Corridor J), U.S. 158, U.S. 220/Future I-73 (Strategic Transportation Corridor F), U.S. 311, N.C. 14, N.C. 87, and N.C. 770. Most freight generators and shippers were clustered along U.S. 29/Future I-785, U.S. 220/Future I-73, and U.S. 311, especially within municipalities. U.S. 29/Future 785 and U.S. 220/Future I-73 have very high truck traffic and are major truck routes to transport good and services north-south throughout the state and into Virginia. Freight information is included in applicable highway project sheets.

Figure 6
FREIGHT MAP

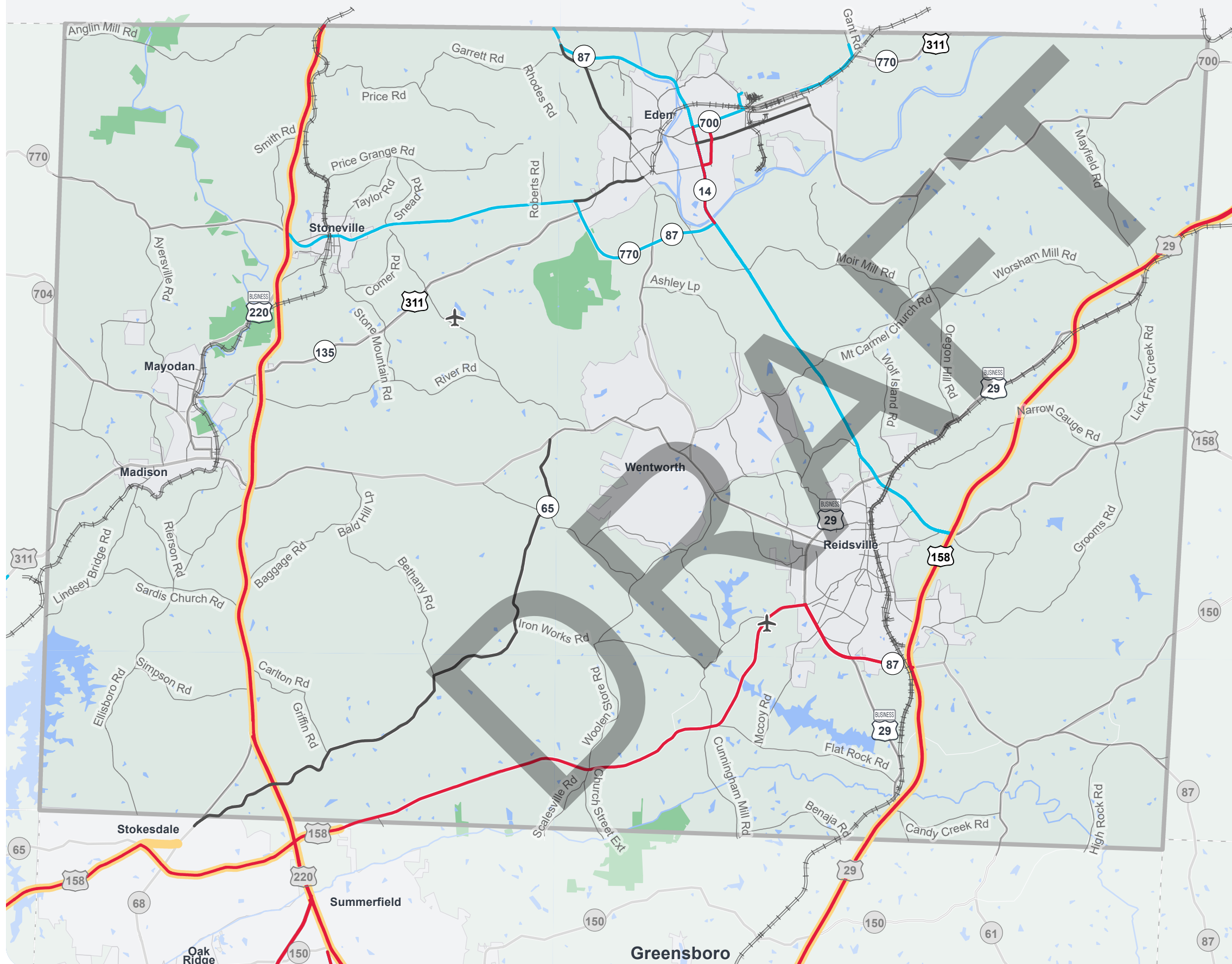


ROCKINGHAM COUNTY
 Rockingham County

CTP Analysis and Information

Freight Features

- Priority Highway Freight Network
 - Active Rail
 - High Crash Intersection
 - Study Road
- NCDOT Truck Network
- Restricted
 - Reasonable Access
 - Unrestricted
- Airport
 - Piedmont Triad RPO



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1 of 3

Base map date: August 11, 2023

Legal Disclaimer

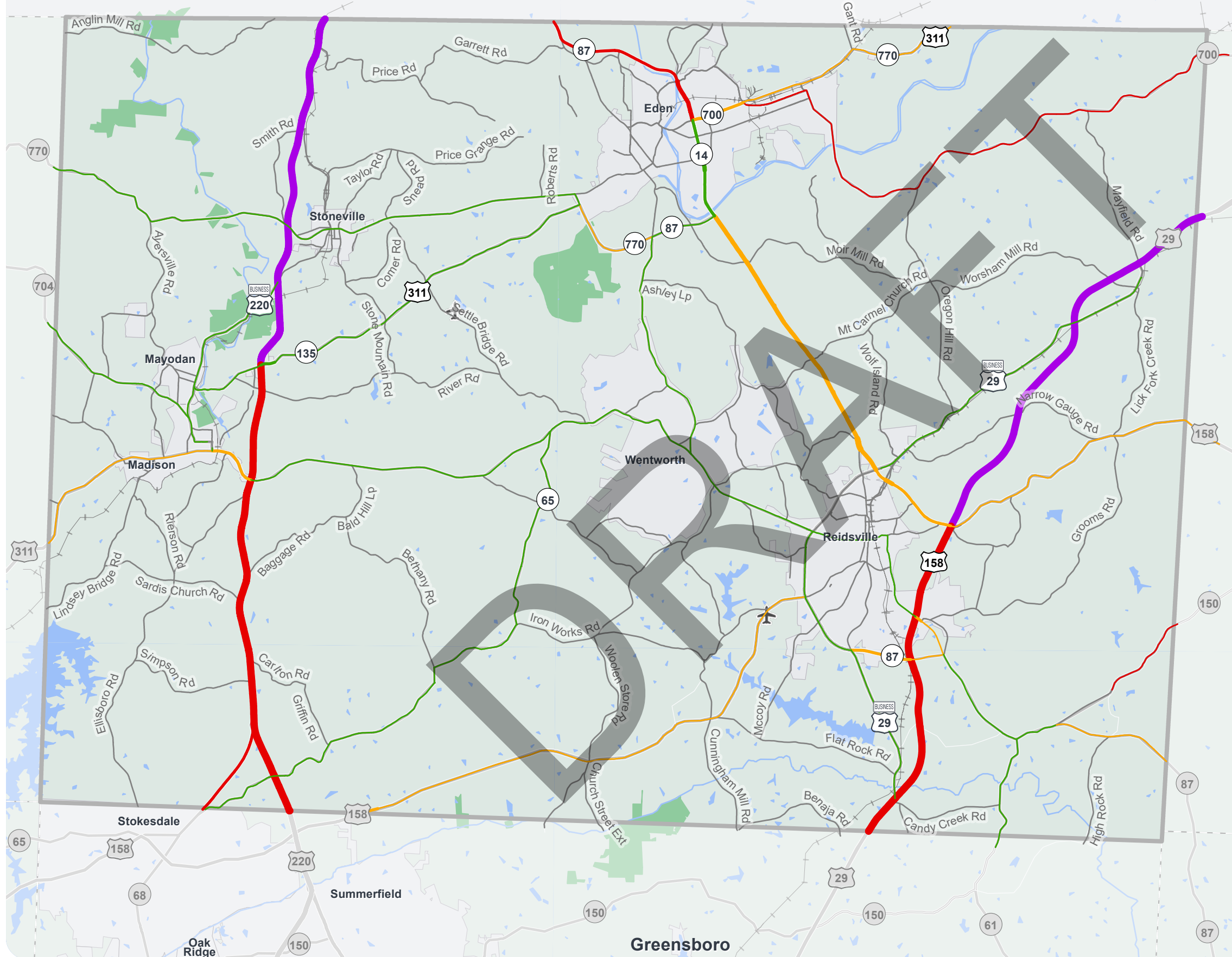
This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 05, 2025

Figure 7
TRUCK TRAFFIC



ROCKINGHAM COUNTY
Comprehensive Transportation Plan



Truck AADT %

0 - 5%		5 - 10%	
Truck AADT (# Trucks/day)		Truck AADT (# Trucks/day)	
Less than 500	Less than 500	Less than 500	Less than 500
500 - 1000	500 - 1000	500 - 1000	500 - 1000
1001 - 1500	1001 - 1500	1001 - 1500	1001 - 1500
1501 - 2099	1501 - 2000	1501 - 2000	1501 - 2000
2001 - 3500	2001 - 3500	2001 - 3500	2001 - 3500
10 - 15%		>15%	
Truck AADT (# Trucks/day)		Truck AADT (# Trucks/day)	
Less than 500	Less than 500	Less than 500	Less than 500
500 - 1000	500 - 1000	500 - 1000	500 - 1000
1001 - 1500	1001 - 1500	1001 - 1500	1001 - 1500
1501 - 2000	1501 - 2000	1501 - 2000	1501 - 2000
2001 - 3500	2001 - 3500	2001 - 3500	2001 - 3500



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1 of 1

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: September 26, 2025

Resiliency

NCDOT is developing a statewide Risk and Resiliency Plan, which will include a Vulnerability and Risk assessment for all the Strategic Transportation Corridors (STCs). The aim of the Risk and Resiliency Plan is to achieve the initial objectives set forth by Governor Cooper's Executive Order 80 Section 9 (EO 80) and define meaningful, action-oriented pathways to further understand, identify and manage weather and climate risk and vulnerabilities in order to plan, design, build and maintain a more resilient and sustainable transportation network.

With Rockingham County being in the Piedmont area of North Carolina, there are multiple environmental factors that were considered during the CTP process. Factors considered included:

- Deficient Bridge data from NCDOT's structures division
- Projected Inundation locations based on 100-year flooding events.

Some roads that run adjacent to the Dan River, Belews Creek, and Troublesome Creek have a higher risk of dangerous flooding.

A map was created that displays this information and it was shared with the steering committee. This map was used to identify areas of concern along major roadways in case of flooding events.

The majority of projected flooding events occur along minor roadways; however, there NC 770 and NC 700 in eastern Eden which shows projected flooding. Both NC 770 and NC 700 are important east-west highways in the county, but there are alternative roadways around the projected inundation area.

Other areas of concern include roadways alongside the Dan River in Eden and Madison, including River Rd, North Water St, Mineral Springs Rd, Bethlehem Church Rd, Bridge St, Valley Dr, Lynrock Terrance and Rivercrest Dr.

Figure 8
**HIGHWAY INUNDATION
 AND FLOODING RISK**



ROCKINGHAM COUNTY
 CTP Analysis and Information

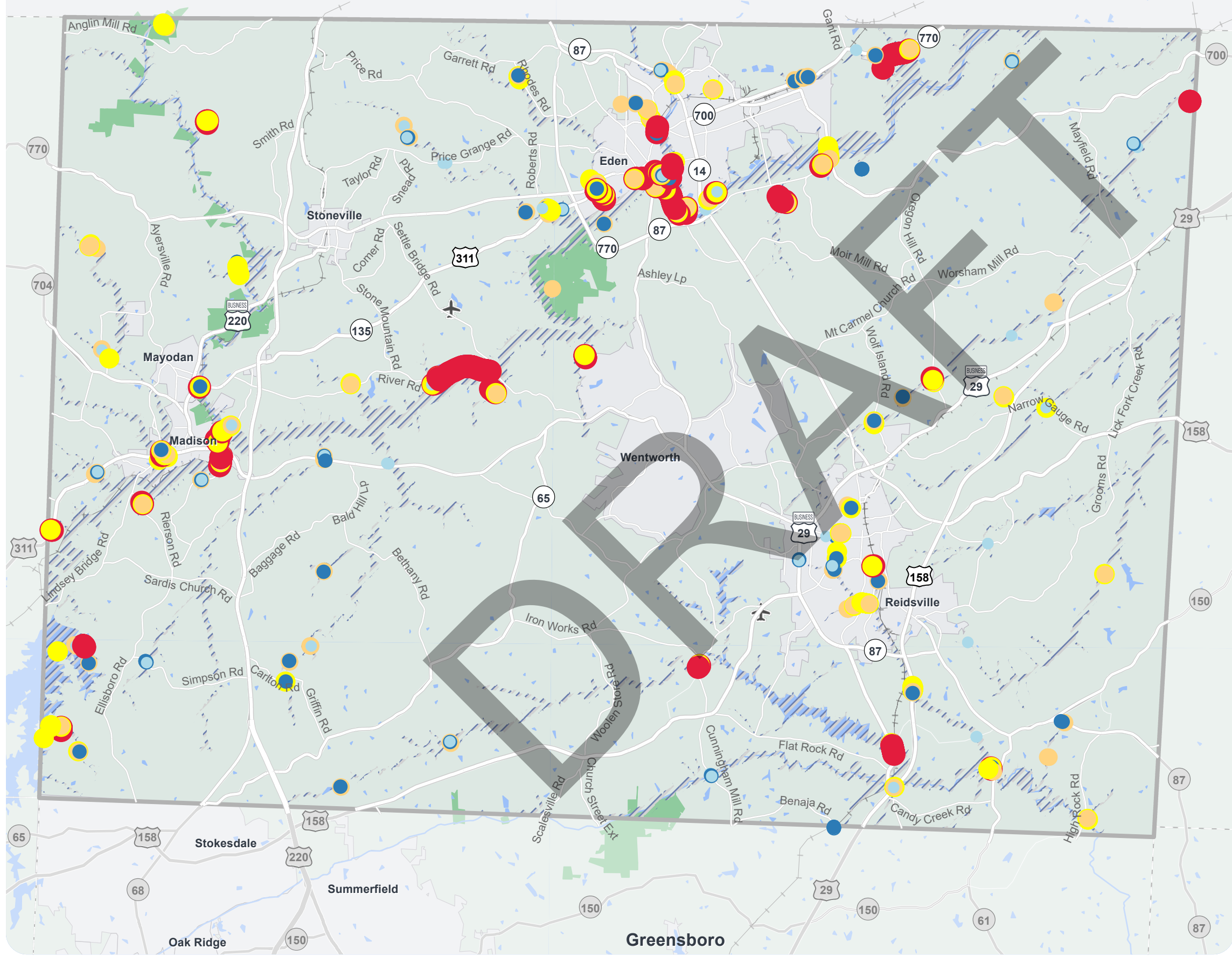
100 Year Flood Inundation

Severity Category	Water Depth	Color
1 - Passable	0 - 0.5 feet	Light Blue
2 - Impassable	0.5 - 1.0 feet	Dark Blue
3 - Impassable	1.0 - 2.0 feet	Orange
3 - Impassable	2.0 - 5.0 feet	Yellow
4 - Impassable	≥ 5.0 feet	Red

100 Year Floodplain

Other Features

- Interstate
- US Route
- NC Route
- Secondary Route
- Non-System



Full report at:
<https://tinyurl.com/RobesonCTP>



Sheet 4 of 4

Base map date: October 02, 2019

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: September 26, 2025

MULTIMODAL ANALYSIS

This appendix shows documentation for the methodologies used for each mode of transportation. This section provides maps utilized in the analysis process for each mode.

NCDOT adopted a "**Complete Streets 2.0**" policy in 2019. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with municipalities and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area.

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths and context-based traffic speeds. These streets are well-integrated with surrounding land uses. The complete street policy and concepts were used in the development of the CTP. The CTP proposes projects that include multi-modal project proposals as documented in the project sheets within this section. Refer to the project sheets for recommended cross sections for all project proposals and refer to the NCDOT Cross sections for more detailed information on the typical sections.

The following information is provided in this section:

- [Highway](#)
- [Bicycle and Pedestrian](#)
- [Public Transportation](#)
- [Rail](#)

Highway

Analysis of the Existing and Future Transportation System

In order to develop a CTP, the following are considered:

- Analysis of the transportation system, including any local and statewide initiatives.
- Impacts to the natural and human environment, including natural resources, historic resources, homes, and businesses.
- Public input, including community vision and goals and objectives.

Analysis Methodology and Data Requirements

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. Reliable forecasts of future travel patterns must be estimated to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

After forecasts are complete, deficiencies are identified through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis.

Roadway System Analysis

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel demand. Emphasis is placed not only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies in pavement widths, intersection geometry, or intersection controls. System deficiencies may result from missing travel links, bypass routes, loop facilities, or improvements needed to meet statewide initiatives.

One of those statewide initiatives is the Strategic Transportation Corridors (STC) adopted by the Board of Transportation on March 4, 2015.

The STC identified a network of critical multimodal transportation corridors considered the backbone of the state's transportation system. These 25 corridors move most of our freight and people, link critical centers of economic activity to international air and seaports, and support interstate commerce. They must operate well to help North Carolina attract new businesses, grow jobs, and catalyze economic development. The primary purpose of the STC is to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities. They connect statewide and regional activity centers to enhance economic development, promote highly reliable, efficient mobility and connectivity, and support good decision-making. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor that establishes the statewide or regional importance of facilities and the need for maintaining high capacity and travel speed. During the development of CTPs, the STC network has been cross-referenced to ensure plan consistency. Incorporating the statewide and regional mobility goals set forth in the STC network has been done in a manner that fits with the character and vision for the community or county. If this cannot be achieved through the use of existing facilities, an alternative solution has been sought.

In the development of this plan, travel demand was projected from 2022 to 2050 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1992 to 2022. In addition, the expanded Piedmont Triad Regional Model (PTRM) and local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the Rockingham County Commissioners (December 2, 2024). Refer to the Socio-economic Data forecasting methodology Appendix for more information.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least 80 percent of the capacity. Refer to maps labeled Figure 2 for existing and future capacity deficiencies. The 2050 traffic volumes in Figure 2 are an estimate of the traffic volume in 2050 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2026– 2035 Transportation Improvement Program (TIP). Capacity is the maximum number of vehicles with a “reasonable expectation” of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions. Many factors contribute to the capacity of a roadway including the:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to experience delay. The practical capacity for each roadway was developed based on the 2016 Highway Capacity Manual using the Transportation Planning Division's LOS D Standards for Systems Level Planning. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to the Definition and References appendix for detailed information on LOS.

Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found in this plan. Some portions of the plan may require revisions to accommodate changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests mostly with the policy boards and residents. Projects should be prioritized locally and submitted to PTRPO for regional prioritization and to NCDOT. Refer to the Contact Information Appendix for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on land development reviews and transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design, and construction of the recommended projects.

Recommended improvements shown on the CTP map represent an agreement of identified transportation deficiencies and potential solutions to address the deficiencies. While the CTP does propose recommended solutions, it

may not represent the final location or cross section associated with the improvement. All CTP recommendations are based on high level systems analyses that seek to minimize impacts to the natural and human environment. Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or state) Environmental Policy Act (SEPA), as applicable. During the NEPA/SEPA process, the specific project location and cross section will be determined based on environmental analysis and public input. This CTP may be used to support transportation decision making and provide transportation planning data to the NEPA/SEPA process.

DRAFT

Figure 2

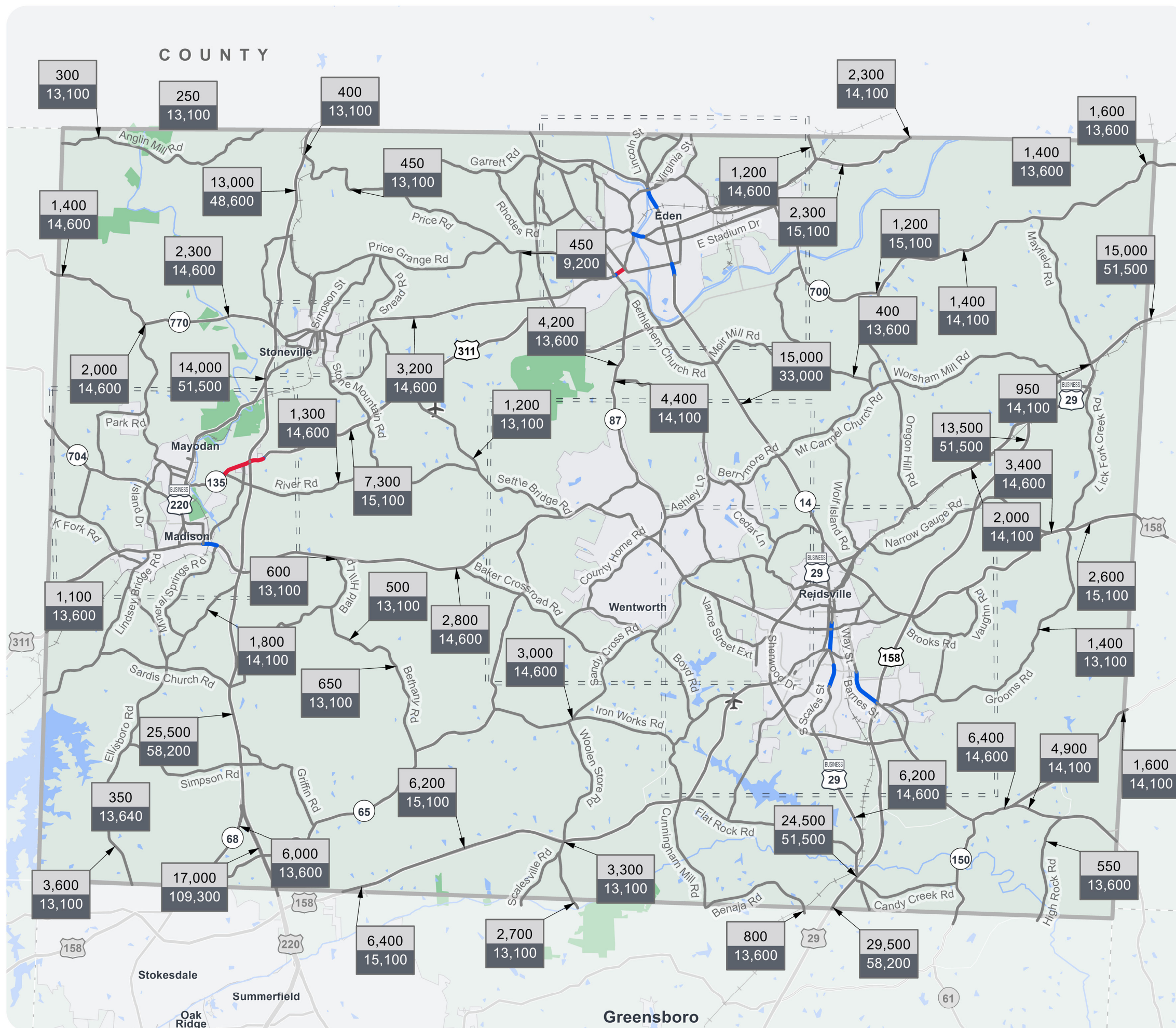
2022 VOLUME AND CAPACITY DEFICIENCIES



ROCKINGHAM COUNTY Rockingham County CTP Analysis and Information

Volume and Capacity Ratio Features
(Base Year 2022)

2022 Volume Capacity	Under Capacity (0-0.79)
2022 Volume Capacity	Near Capacity (0.80-0.99)
2022 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>

0 0.75 1.5 3 4.5 6 Miles

Sheet 1 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: April 06, 2026

Figure 2

2022 VOLUME AND CAPACITY DEFICIENCIES

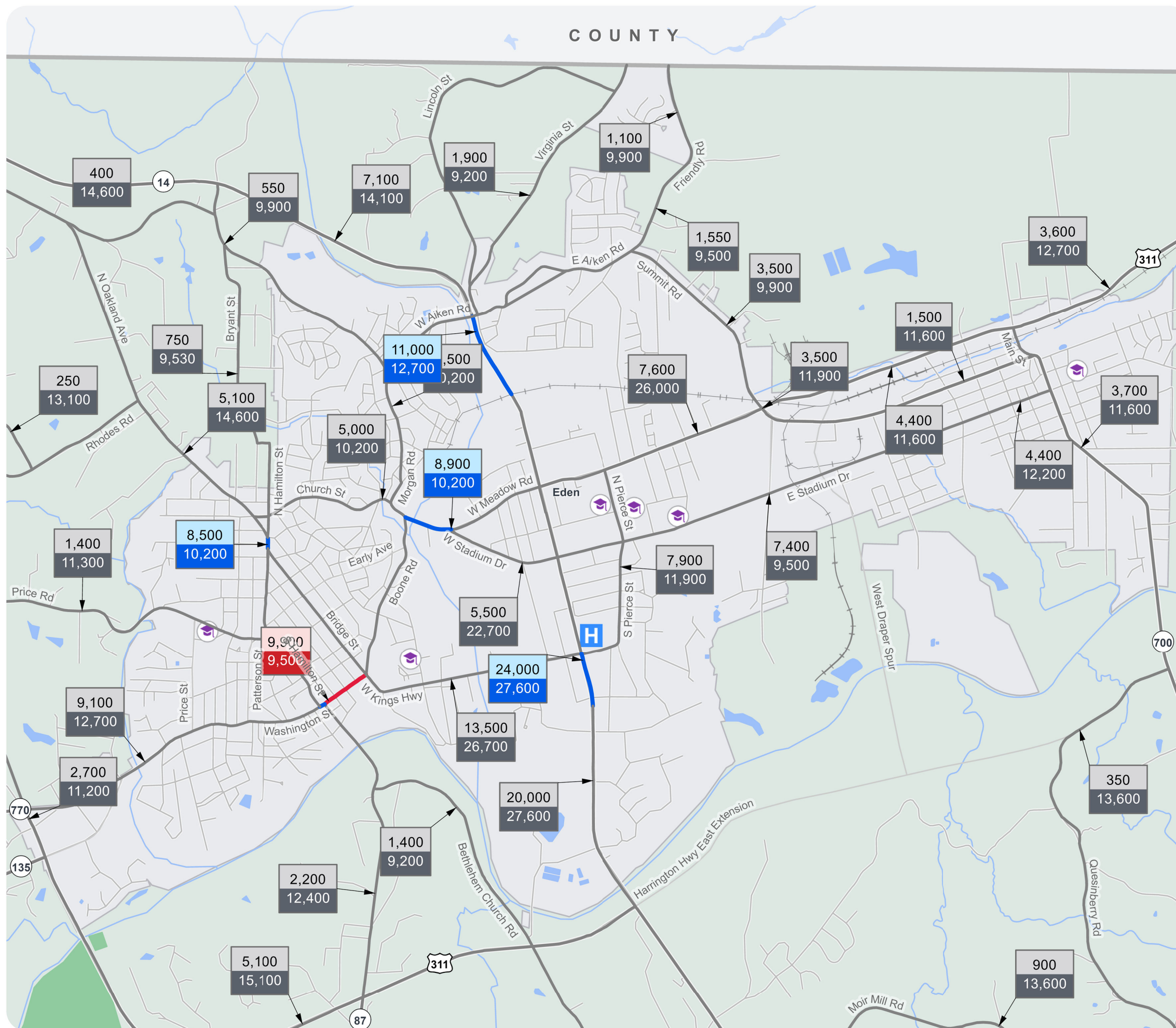


ROCKINGHAM COUNTY Inset 1: Eden

CTP Analysis and Information

Volume and Capacity Ratio Features
(Base Year 2022)

2022 Volume Capacity	Under Capacity (0-0.79)
2022 Volume Capacity	Near Capacity (0.80-0.99)
2022 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: April 07, 2026

Figure 2

2022 VOLUME AND CAPACITY DEFICIENCIES

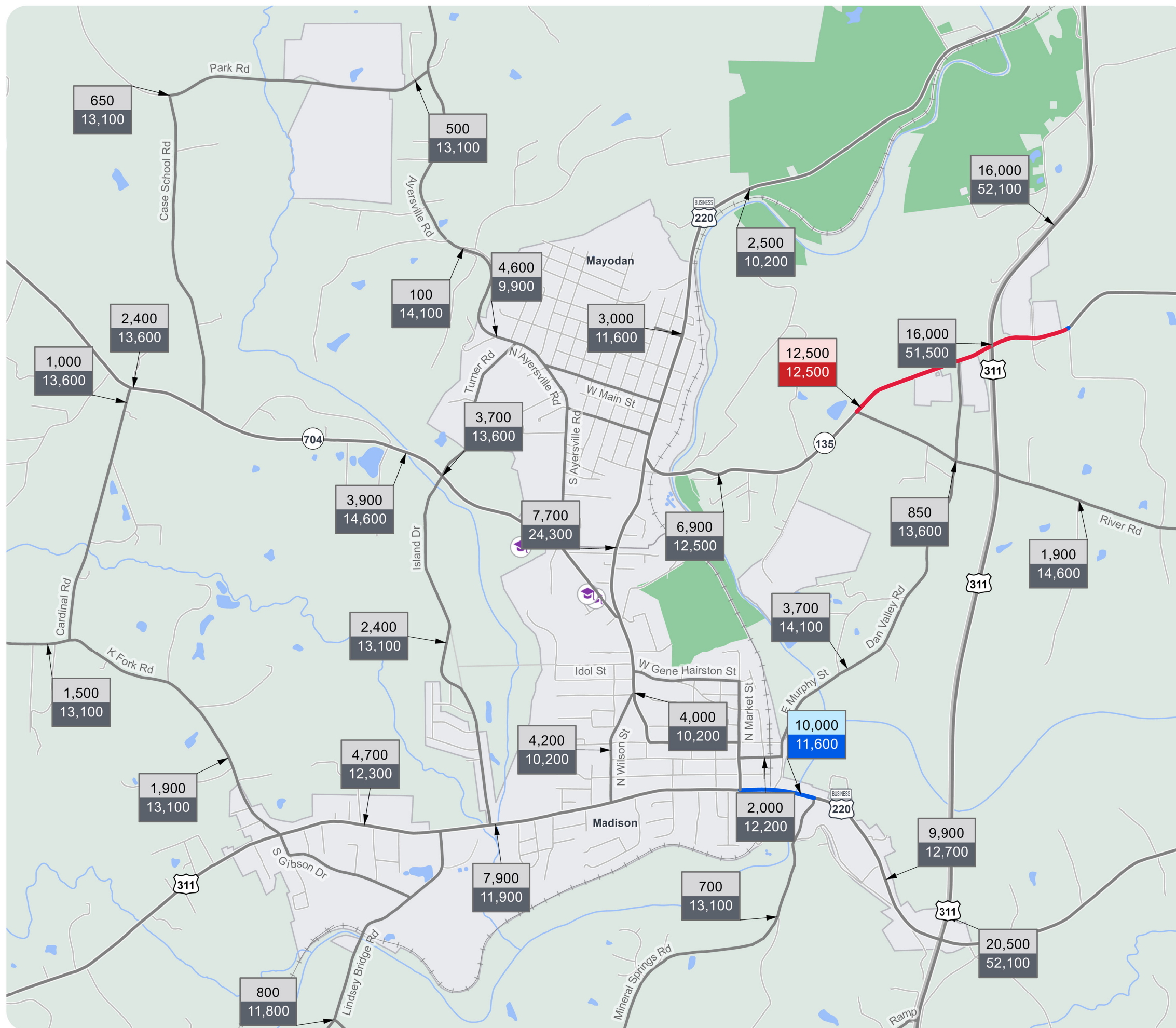


ROCKINGHAM COUNTY Inset 2: Madison and Mayoda

CTP Analysis and Information

Volume and Capacity Ratio Features
(Base Year 2022)

2022 Volume Capacity	Under Capacity (0-0.79)
2022 Volume Capacity	Near Capacity (0.80-0.99)
2022 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: April 07, 2026

Figure 2

2022 VOLUME AND CAPACITY DEFICIENCIES

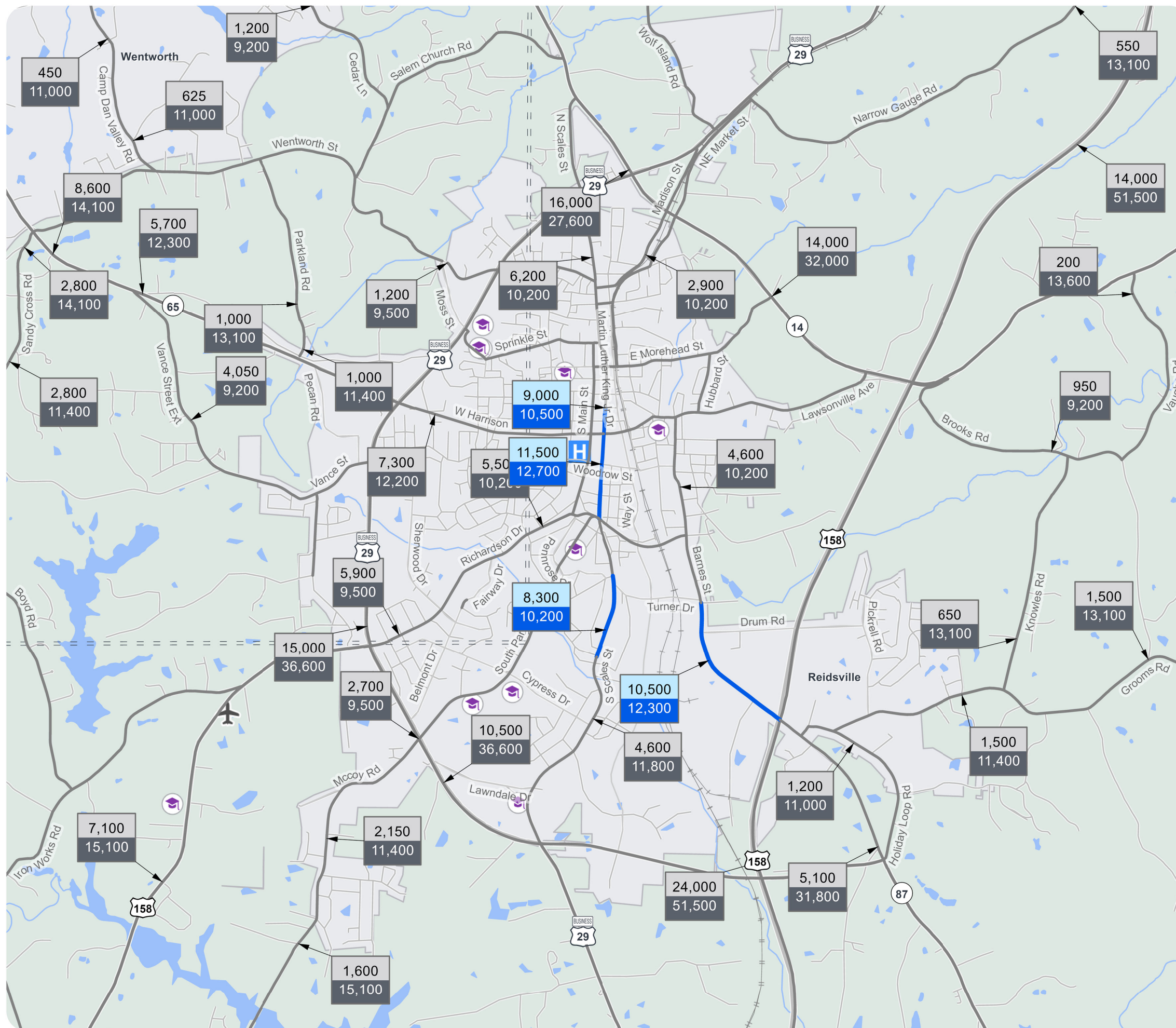


ROCKINGHAM COUNTY Inset 3: Reidsville

CTP Analysis and Information

Volume and Capacity Ratio Features
(Base Year 2022)

2022 Volume Capacity	Under Capacity (0-0.79)
2022 Volume Capacity	Near Capacity (0.80-0.99)
2022 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: April 07, 2026

Figure 2

2022 VOLUME AND CAPACITY DEFICIENCIES

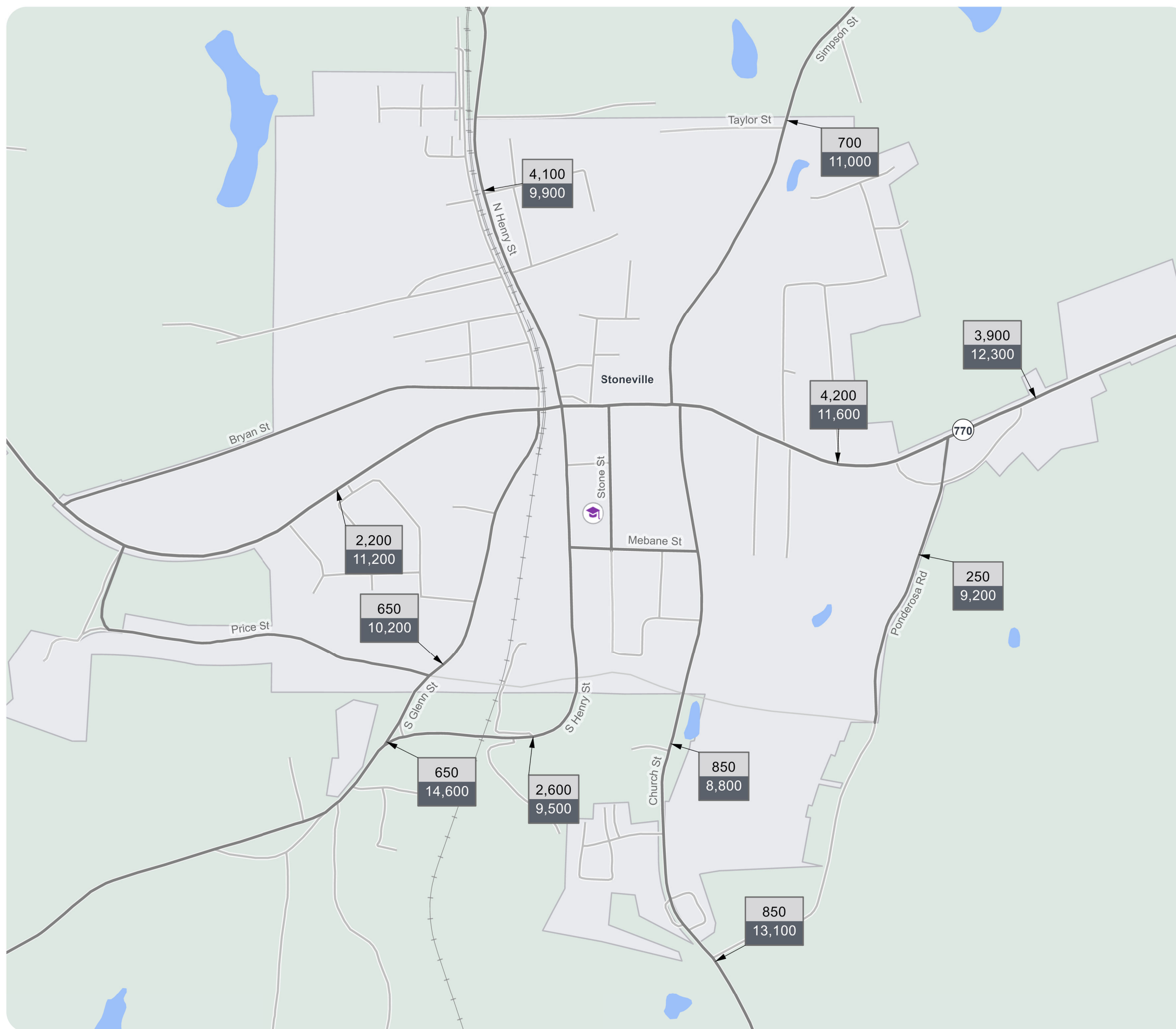


ROCKINGHAM COUNTY Inset 4: Stoneville

CTP Analysis and Information

Volume and Capacity Ratio Features
(Base Year 2022)

2022 Volume Capacity	Under Capacity (0-0.79)
2022 Volume Capacity	Near Capacity (0.80-0.99)
2022 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: April 07, 2026

Figure 2

2022 VOLUME AND CAPACITY DEFICIENCIES

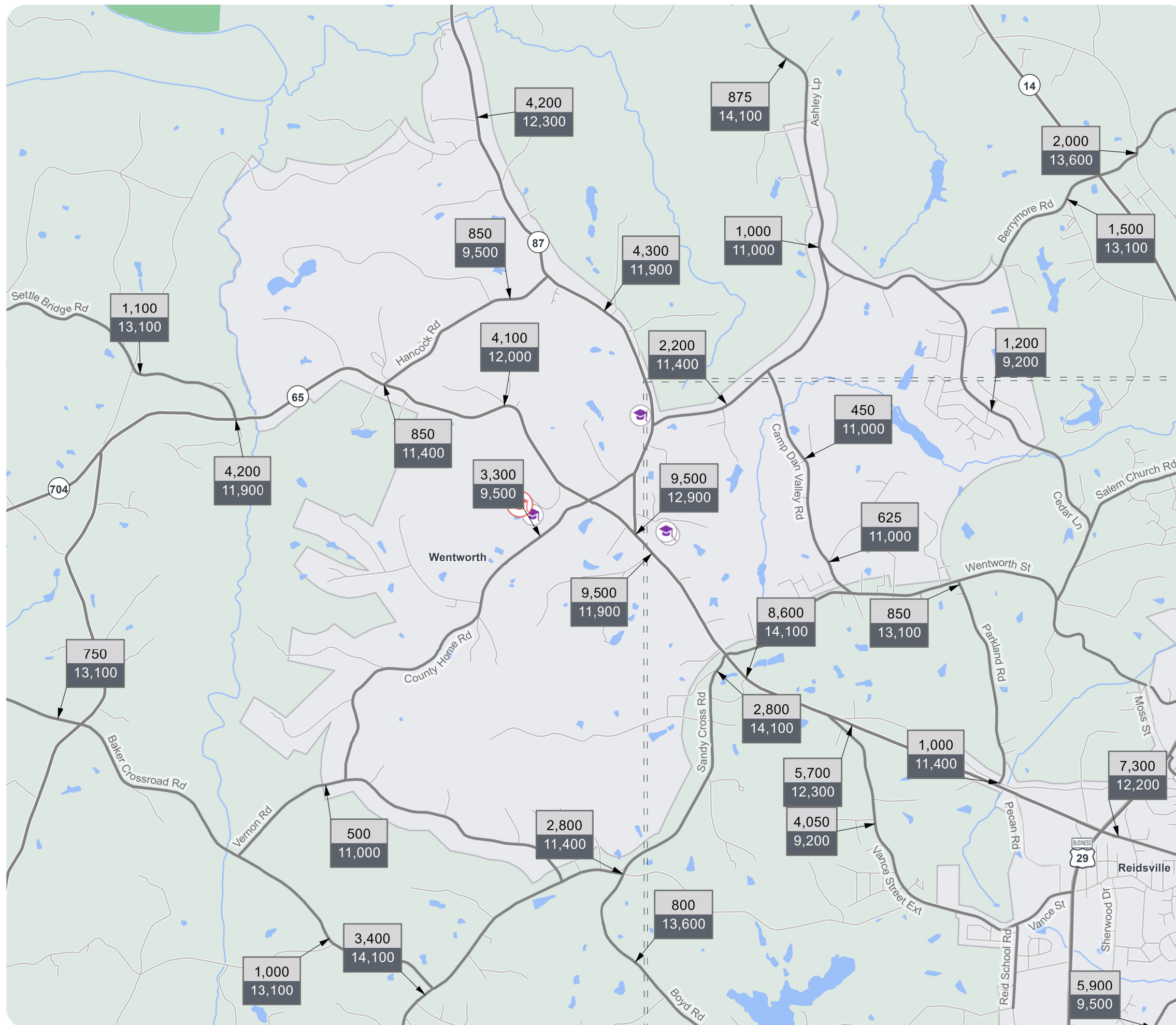


ROCKINGHAM COUNTY Inset 5: Wentworth

CTP Analysis and Information

Volume and Capacity Ratio Features
(Base Year 2022)

2022 Volume Capacity	Under Capacity (0-0.79)
2022 Volume Capacity	Near Capacity (0.80-0.99)
2022 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: April 07, 2026

Figure 2
2050 VOLUME AND CAPACITY DEFICIENCIES

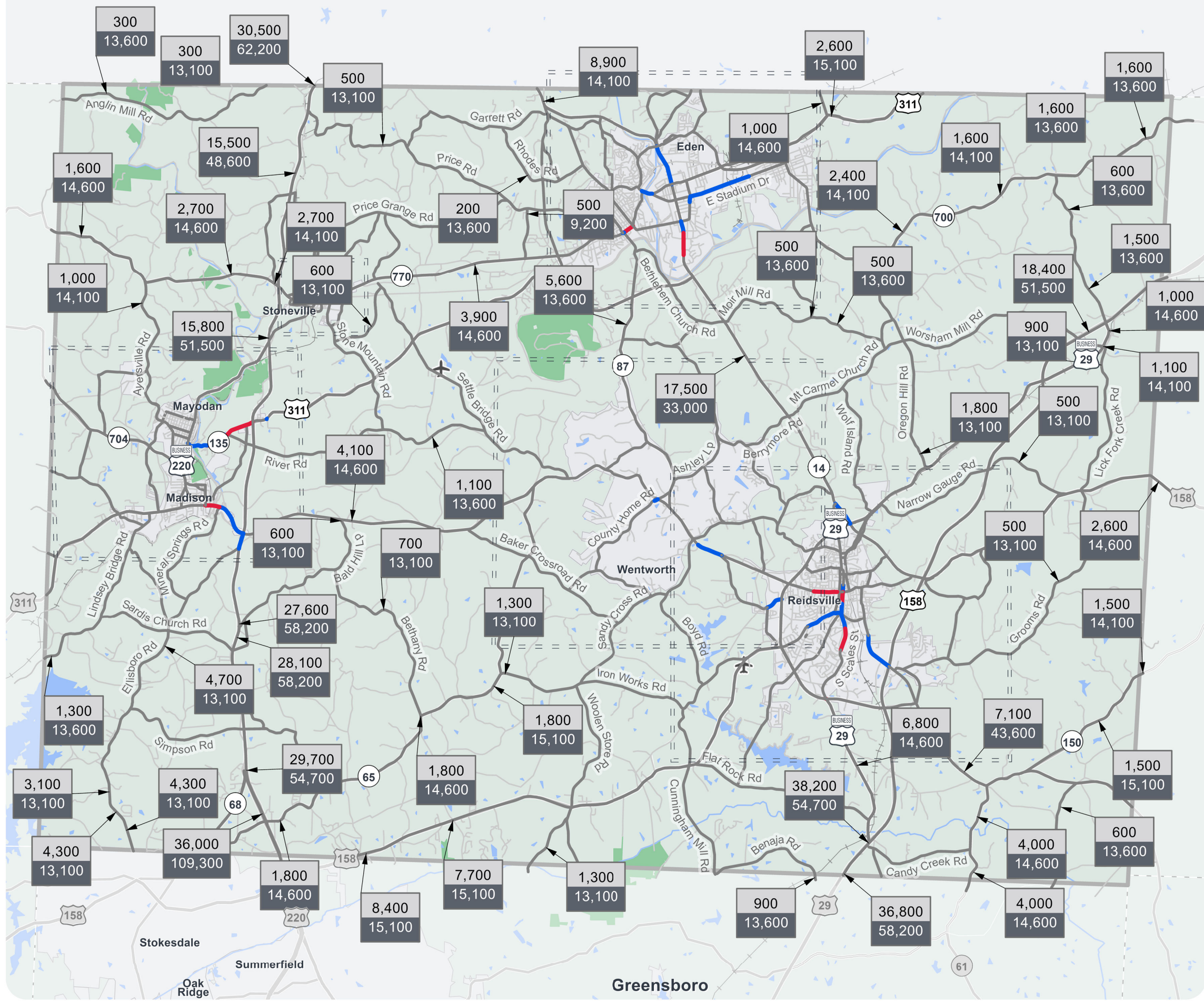


ROCKINGHAM COUNTY
Rockingham County

CTP Analysis and Information

Volume and Capacity Ratio Features
 (Future Year 2050)

2050 Volume Capacity	Under Capacity (0-0.79)
2050 Volume Capacity	Near Capacity (0.80-0.99)
2050 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: April 06, 2026

Figure 2
2050 VOLUME AND CAPACITY DEFICIENCIES

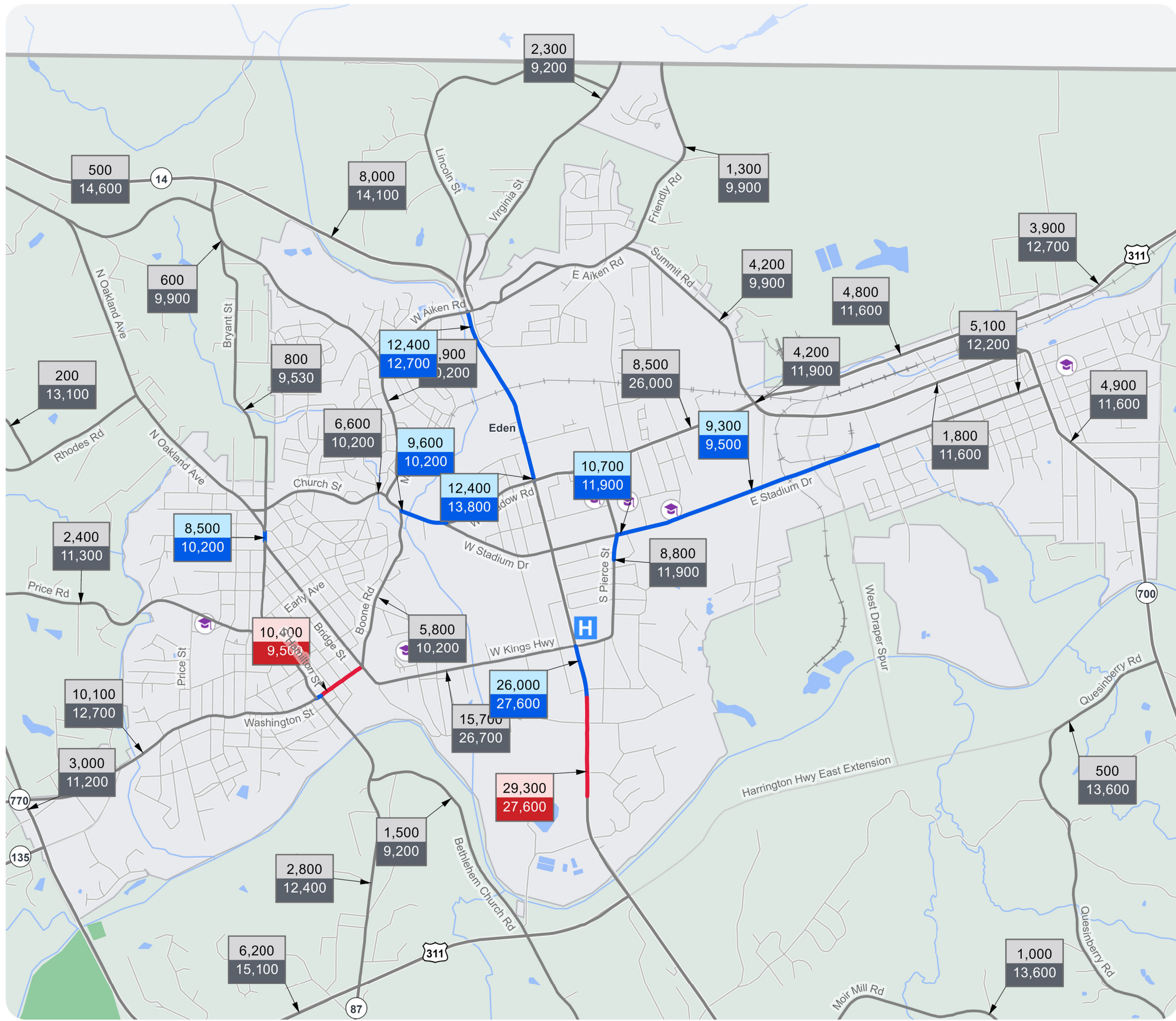


ROCKINGHAM COUNTY
Inset 1: Eden

CTP Analysis and Information

Volume and Capacity Ratio Features
 (Future Year 2050)

2050 Volume Capacity	Under Capacity (0-0.79)
2050 Volume Capacity	Near Capacity (0.80-0.99)
2050 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: April 07, 2026

Figure 2
2050 VOLUME AND CAPACITY DEFICIENCIES

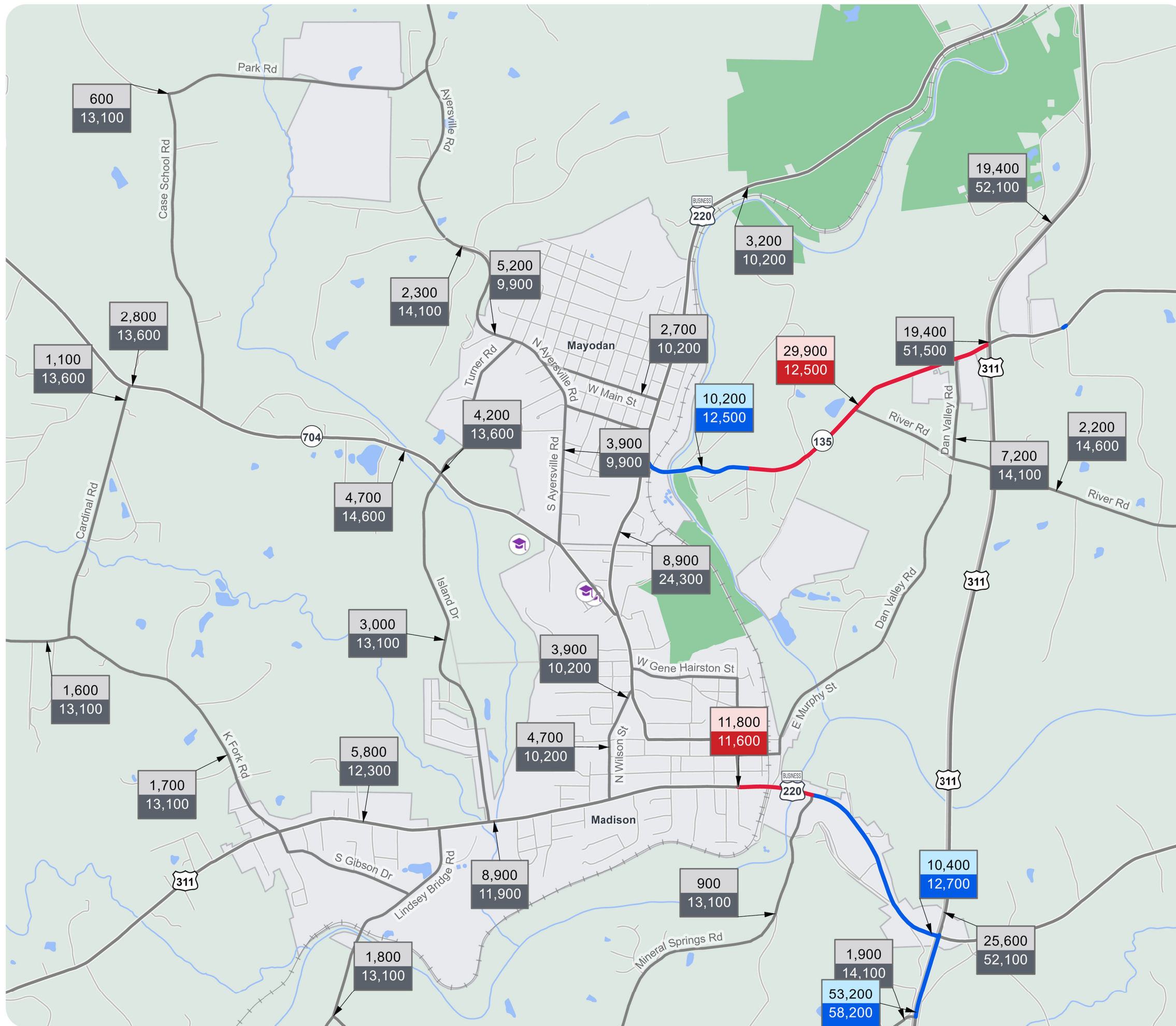


ROCKINGHAM COUNTY
Inset 2: Madison and

CTP Analysis and Information

Volume and Capacity Ratio Features
 (Future Year 2050)

2050 Volume Capacity	Under Capacity (0-0.79)
2050 Volume Capacity	Near Capacity (0.80-0.99)
2050 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: April 07, 2026

Figure 2
2050 VOLUME AND CAPACITY DEFICIENCIES

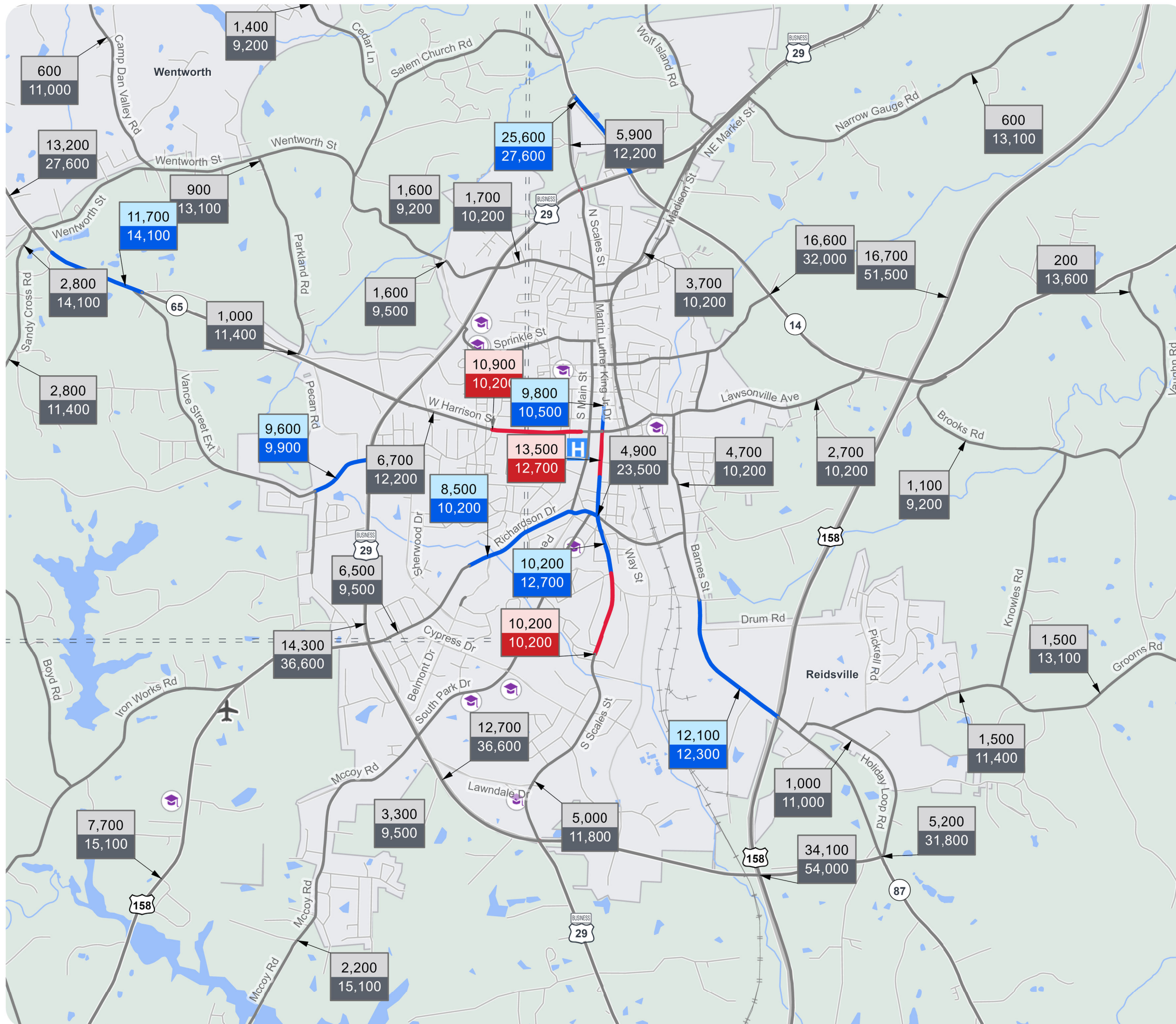


ROCKINGHAM COUNTY
Inset 3: Reidsville

CTP Analysis and Information

Volume and Capacity Ratio Features
 (Future Year 2050)

2050 Volume Capacity	Under Capacity (0-0.79)
2050 Volume Capacity	Near Capacity (0.80-0.99)
2050 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: April 07, 2026

Figure 2
2050 VOLUME AND CAPACITY DEFICIENCIES

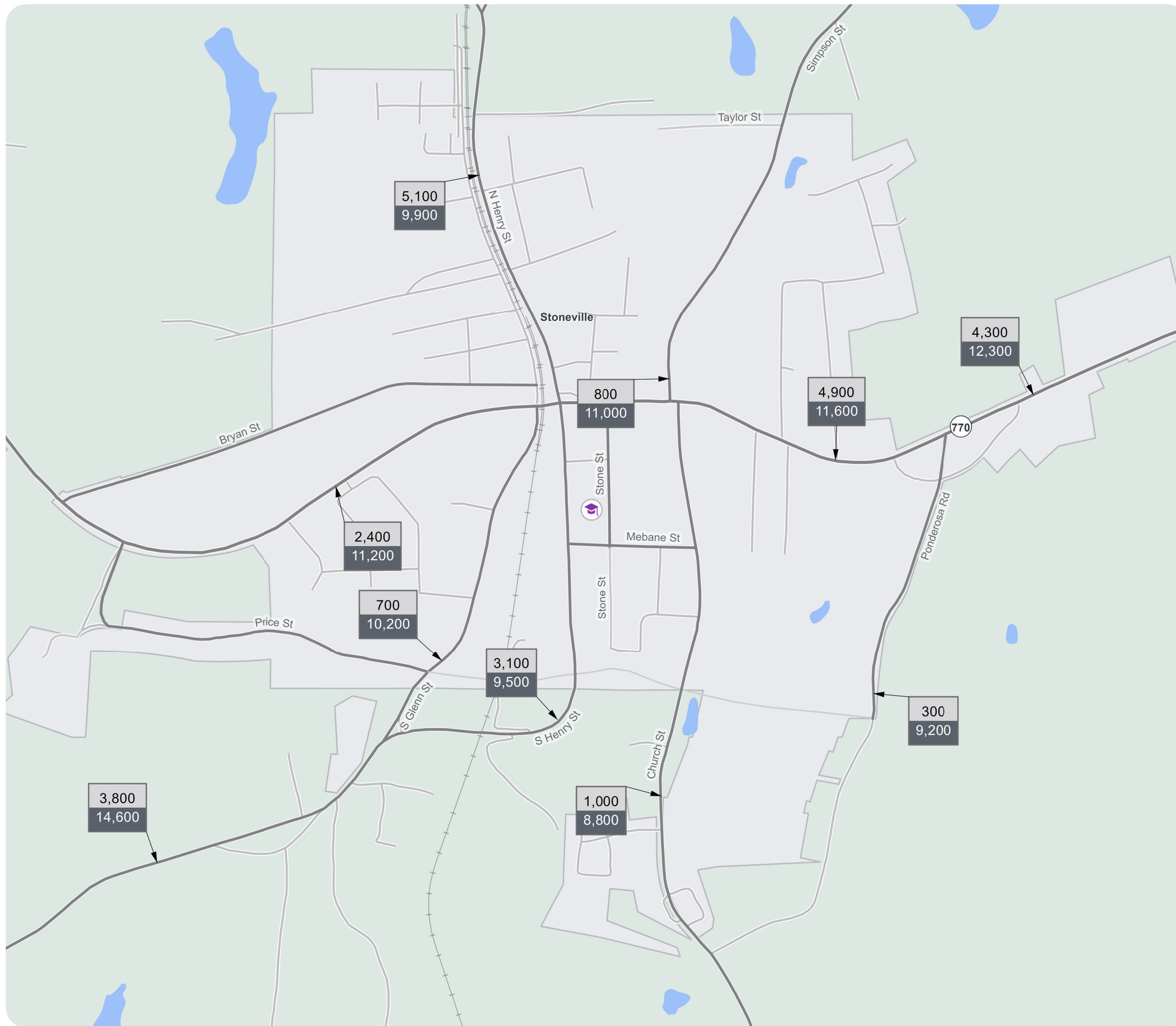


ROCKINGHAM COUNTY
Inset 4: Stoneville

CTP Analysis and Information

Volume and Capacity Ratio Features
 (Future Year 2050)

2050 Volume Capacity	Under Capacity (0-0.79)
2050 Volume Capacity	Near Capacity (0.80-0.99)
2050 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: April 07, 2026

Figure 2
2050 VOLUME AND CAPACITY DEFICIENCIES

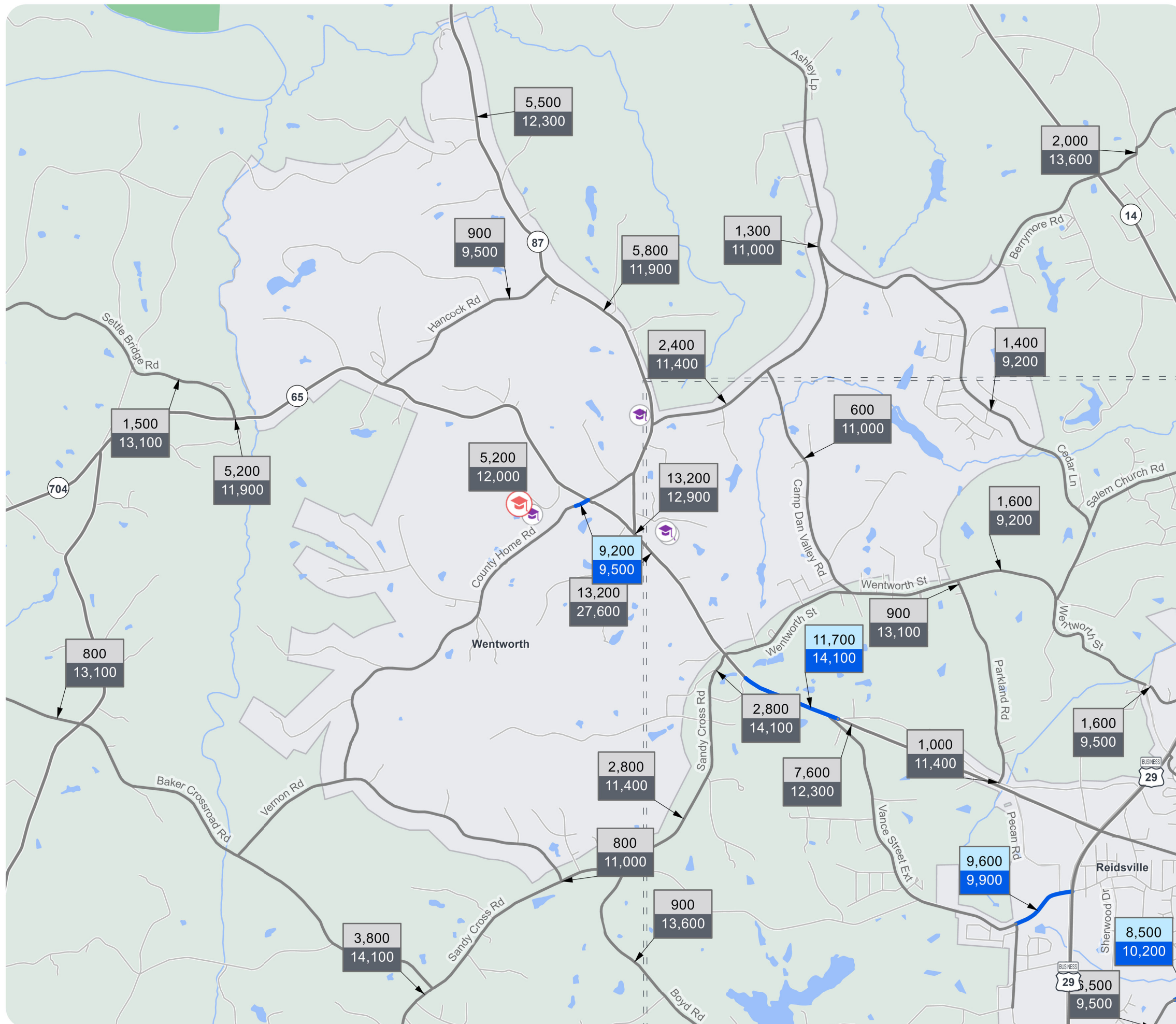


ROCKINGHAM COUNTY
Inset 5: Wentworth

CTP Analysis and Information

Volume and Capacity Ratio Features
 (Future Year 2050)

2050 Volume Capacity	Under Capacity (0-0.79)
2050 Volume Capacity	Near Capacity (0.80-0.99)
2050 Volume Capacity	Over Capacity (1.00+)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 2

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: April 07, 2026

Bicycle and Pedestrian

Bicyclists, pedestrians, and transit users are an integral part of the transportation system in North Carolina. Many communities are working to improve mobility for cyclists and pedestrians and incorporate first-mile and last-mile connections for transit users. NCDOT's Complete Streets Policy, updated in 2019, clarifies responsibilities regarding the provision of bicycle, pedestrian, and transit facilities along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, and maintenance. All bicycle, pedestrian, and transit improvements undertaken by NCDOT are based upon this policy. An Action Plan and Implementation Guide were developed to support the policy. The 2019 Complete Streets Policy some now covers guidelines from the other, replaced policies.

Reference

Inventories of planned bicycle and pedestrian facilities for the planning area are presented in the Inventory Table. The Rockingham County Outdoor Recreation Master Plan, Eden Pedestrian Plan, and the 2040 Rockingham Vision Plan were used in the development of these elements of the CTP. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Integrated Mobility Division. Refer to the Contact Information appendix for contact information for the Integrated Mobility Division.

Bicycle and Pedestrian Analysis

The steering committee identified popular destinations that people would walk or bike to and marked them on a bicycle map and a pedestrian map. A 0.5 mile buffer was placed around destinations on the pedestrian map and a 3 mile buffer was placed around destinations on the bicycle map. This strategy can help identify common connectors between them. These maps were used along with pedestrian crash analysis maps to identify roadways in need of bicycle or pedestrian facilities. Recommendations from the Outdoor Recreation Master Plan, Eden Pedestrian Plan, and the 2040 Rockingham Vision Plan were also heavily referenced during this step. Roadway facilities with highway improvement proposals were also re-evaluated for bicycle and pedestrian improvements.

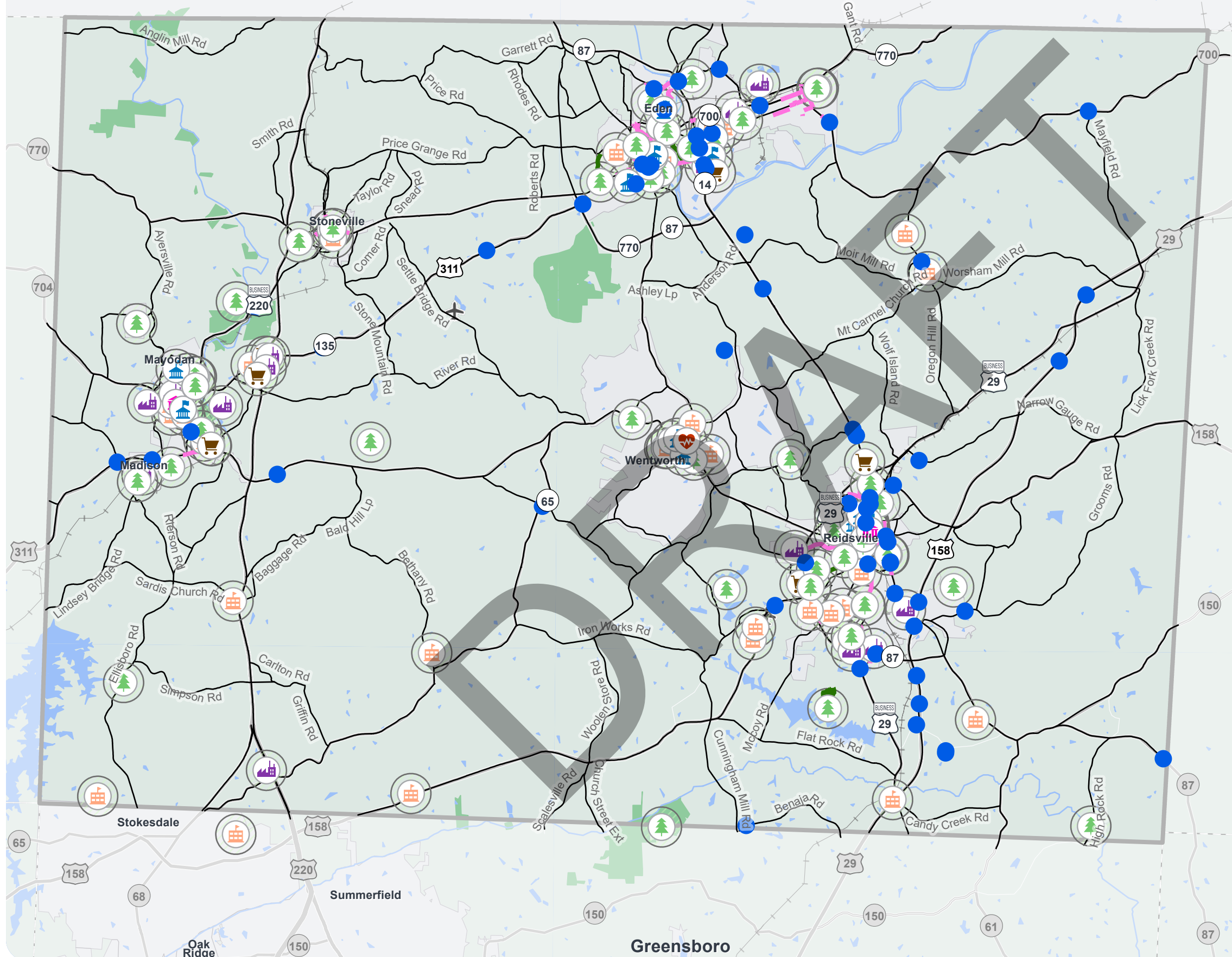
Bicycle improvements aimed to provide connected facilities that accommodated bike facilities with the addition of bike lanes, multiuse paths, or paved shoulders. The steering committee also recommended improved signage along Bike Routes. Pedestrian improvements aimed to improve and expand connections between sidewalks within town limits.






Figure 11

Pedestrian Analysis



ROCKINGHAM COUNTY Rockingham County



- Pedestrian Crash Location 
- Study Road 
- Sidewalk 
- Multiuse Path (Outside of ROW) 
- Side Path (Inside of ROW) 



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 5

Base map date: August 11, 2023

Legal Disclaimer

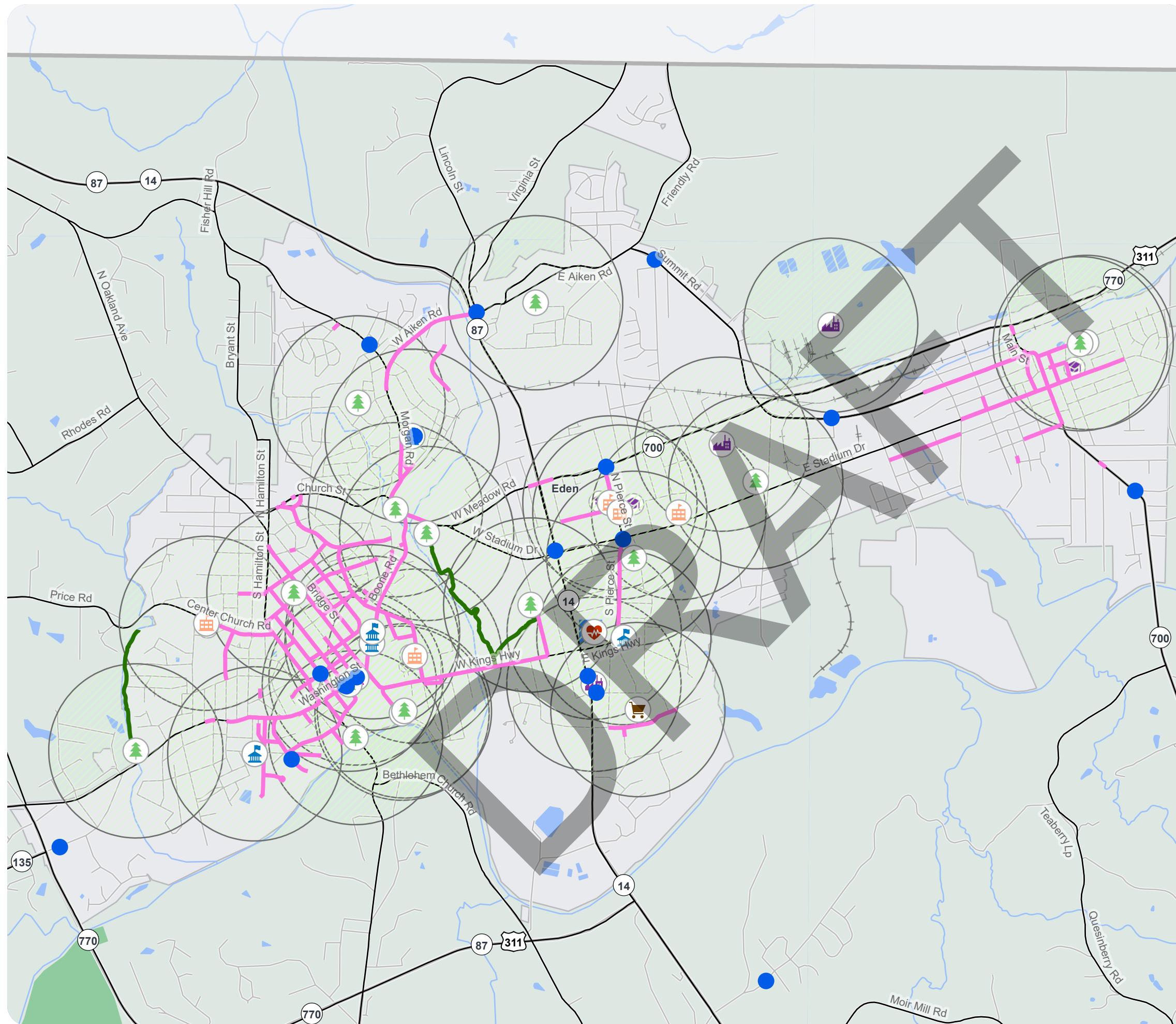
This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: August 06, 2025

Figure 11
Pedestrian Analysis



ROCKINGHAM COUNTY
Inset 1: Eden



- Pedestrian Crash Location ●
- Study Road —
- Sidewalk —
- Multiuse Path (Outside of ROW) —
- Side Path (Inside of ROW) —



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 5

Base map date: August 11, 2023

Legal Disclaimer

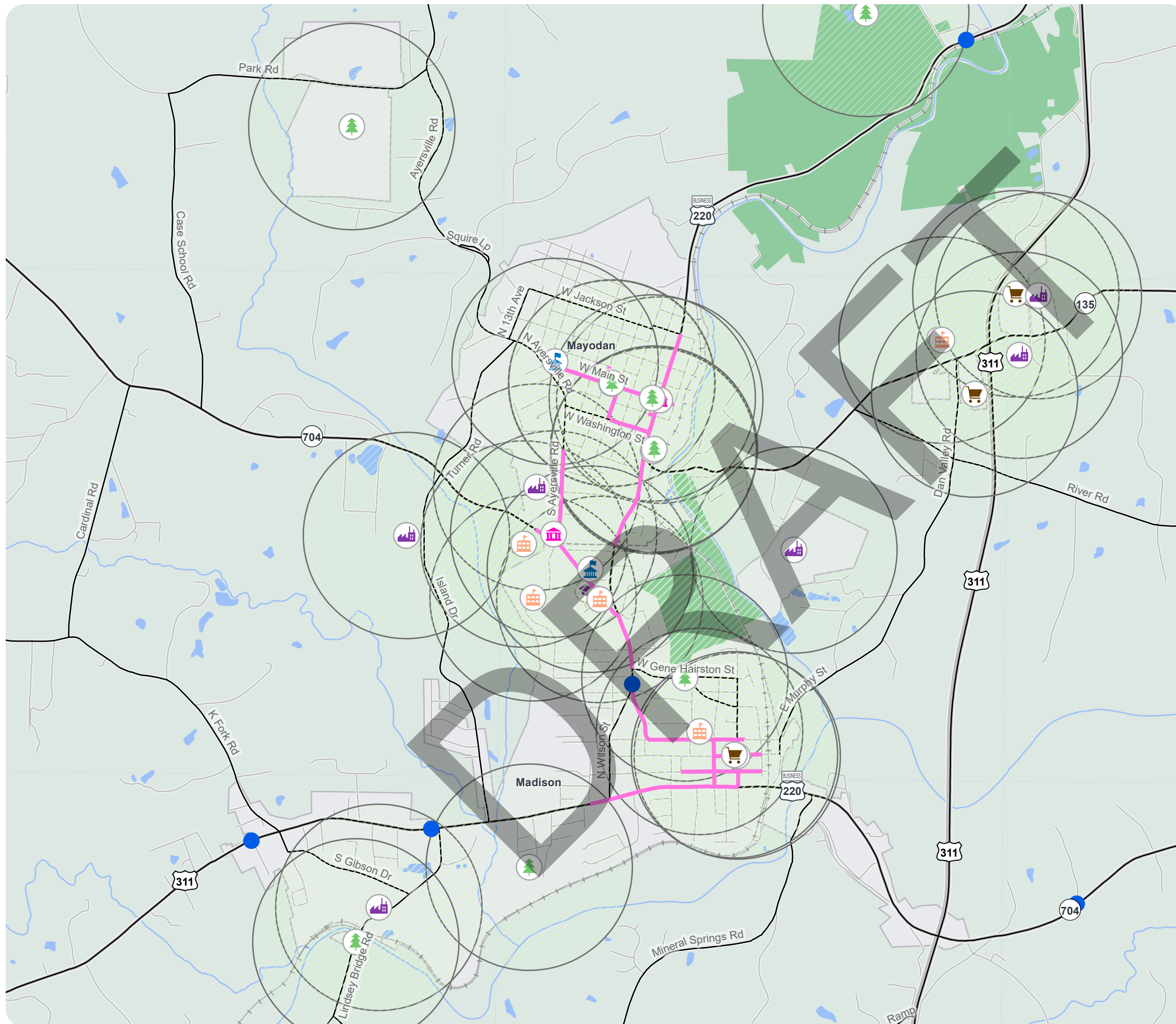
This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 06, 2025

Figure 11
Pedestrian Analysis



ROCKINGHAM COUNTY
Inset 2: Madison and Mayodan



- Pedestrian Crash Location ●
- Study Road
- Sidewalk
- Multiuse Path (Outside of ROW)
- Side Path (Inside of ROW)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 5

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 06, 2025

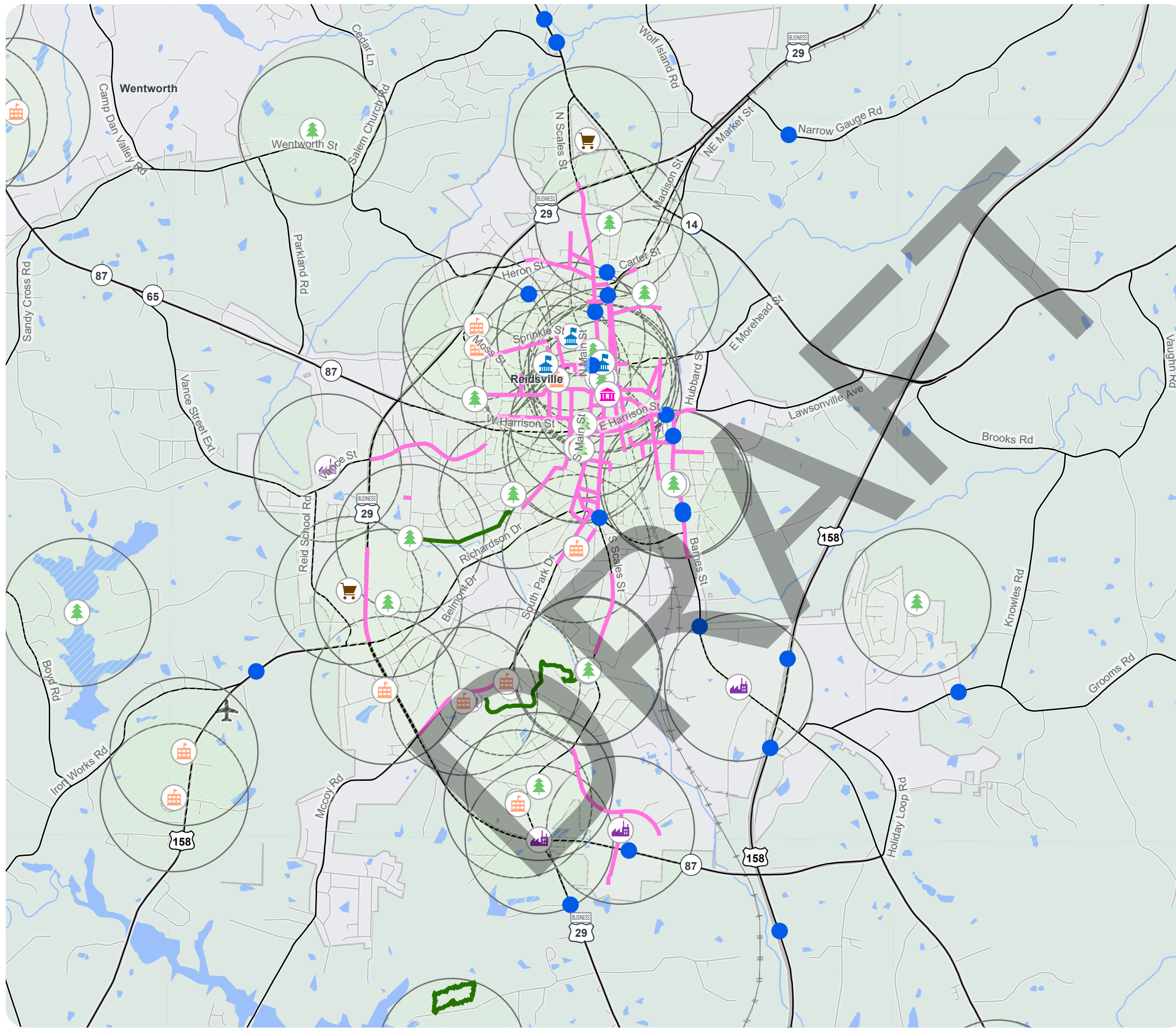


Figure 11
Pedestrian Analysis



ROCKINGHAM COUNTY
Inset 3: Reidsville

- Pedestrian Crash Location ●
- Study Road
- Sidewalk
- Multiuse Path (Outside of ROW)
- Side Path (Inside of ROW)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 5
 Base map date: August 11, 2023

Legal Disclaimer

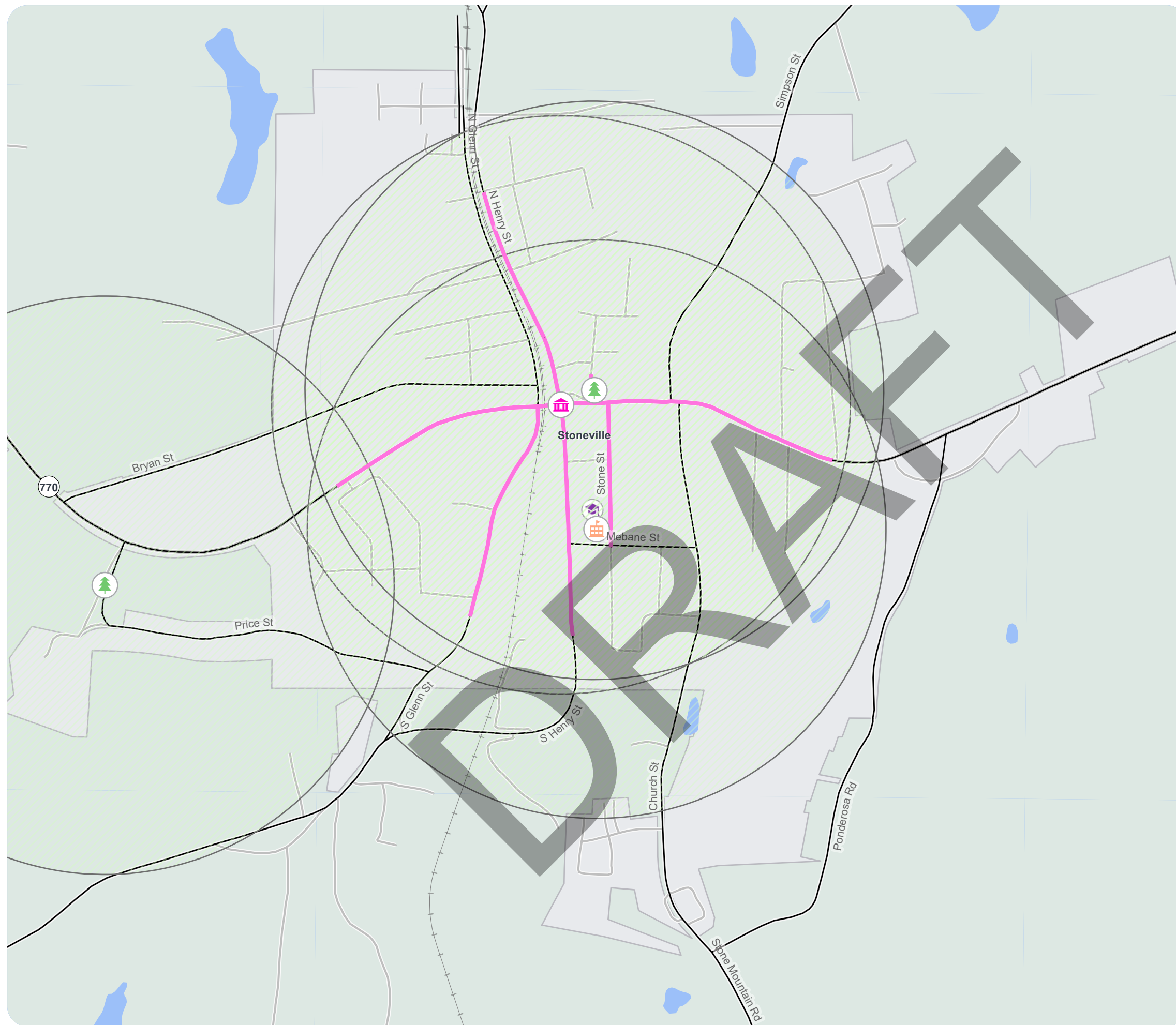
This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 06, 2025

Figure 11
Pedestrian Analysis



ROCKINGHAM COUNTY
Inset 4: Stoneville



- Pedestrian Crash Location
- Study Road
- Sidewalk
- Multiuse Path (Outside of ROW)
- Side Path (Inside of ROW)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 5

Base map date: August 11, 2023

Legal Disclaimer

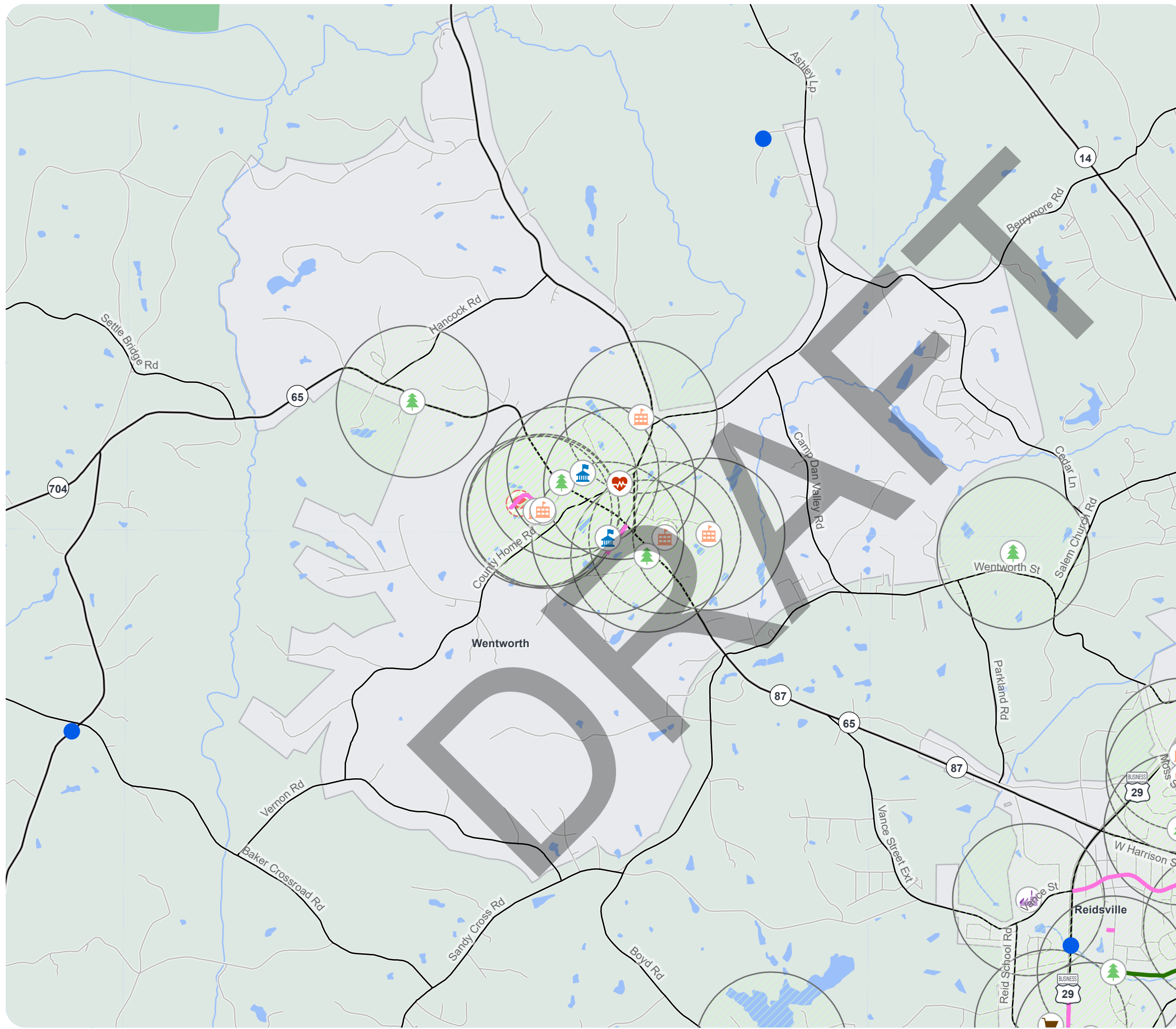
This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 06, 2025

Figure 11
Pedestrian Analysis



ROCKINGHAM COUNTY
Inset 5: Wentworth



- Pedestrian Crash Location
- Study Road
- Sidewalk
- Multiuse Path (Outside of ROW)
- Side Path (Inside of ROW)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 2 of 5
 Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 06, 2025

Figure 10
Bicycle Analysis



ROCKINGHAM COUNTY

Rockingham County CTP Analysis and Information

Key Destinations

Category

- Employment Centers
- Medical Centers
- Recreational areas and parks
- Schools
- Shopping Centers
- Social Service Centers
- Town Core
- <all other values>
- 3 Mile Radius

- Bicycle Crash Location
- Study Road
- Bicycle Lane
- Bicycle Route
- Multiuse Path (Outside of ROW)
- Side Path (Inside of ROW)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1 of 5

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: August 06, 2025

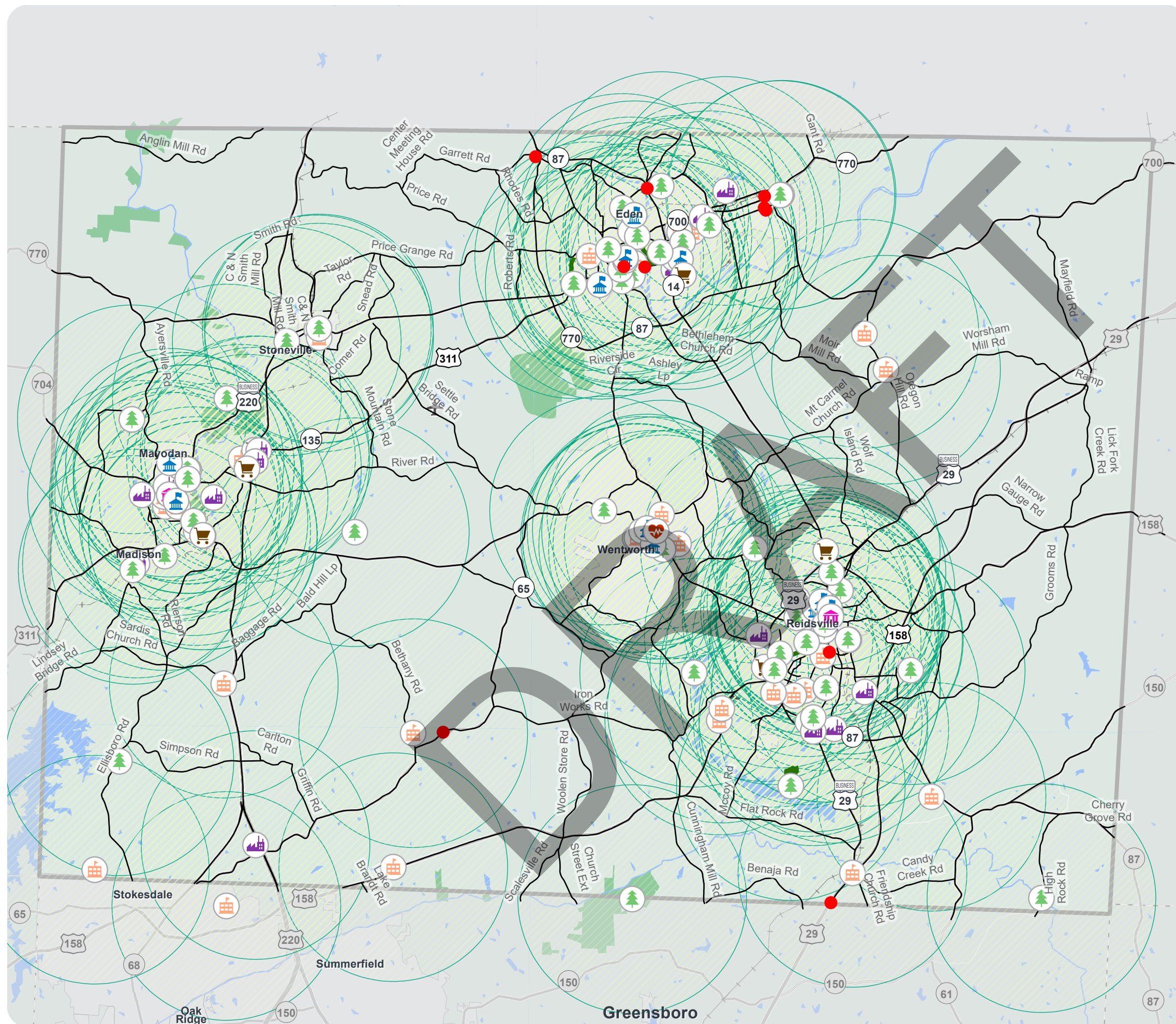


Figure 10

Bicycle Analysis



ROCKINGHAM COUNTY

Inset 1: Eden

CTP Analysis and Information

Key Destinations

Category

- Employment Centers
- Medical Centers
- Recreational areas and parks
- Schools
- Shopping Centers
- Social Service Centers
- Town Core

- <all other values>
- 3 Mile Radius

- Bicycle Crash Location
- Study Road
- Bicycle Lane
- Bicycle Route
- Multiuse Path (Outside of ROW)
- Side Path (Inside of ROW)



Full report at: <https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1 of 5

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: August 06, 2025

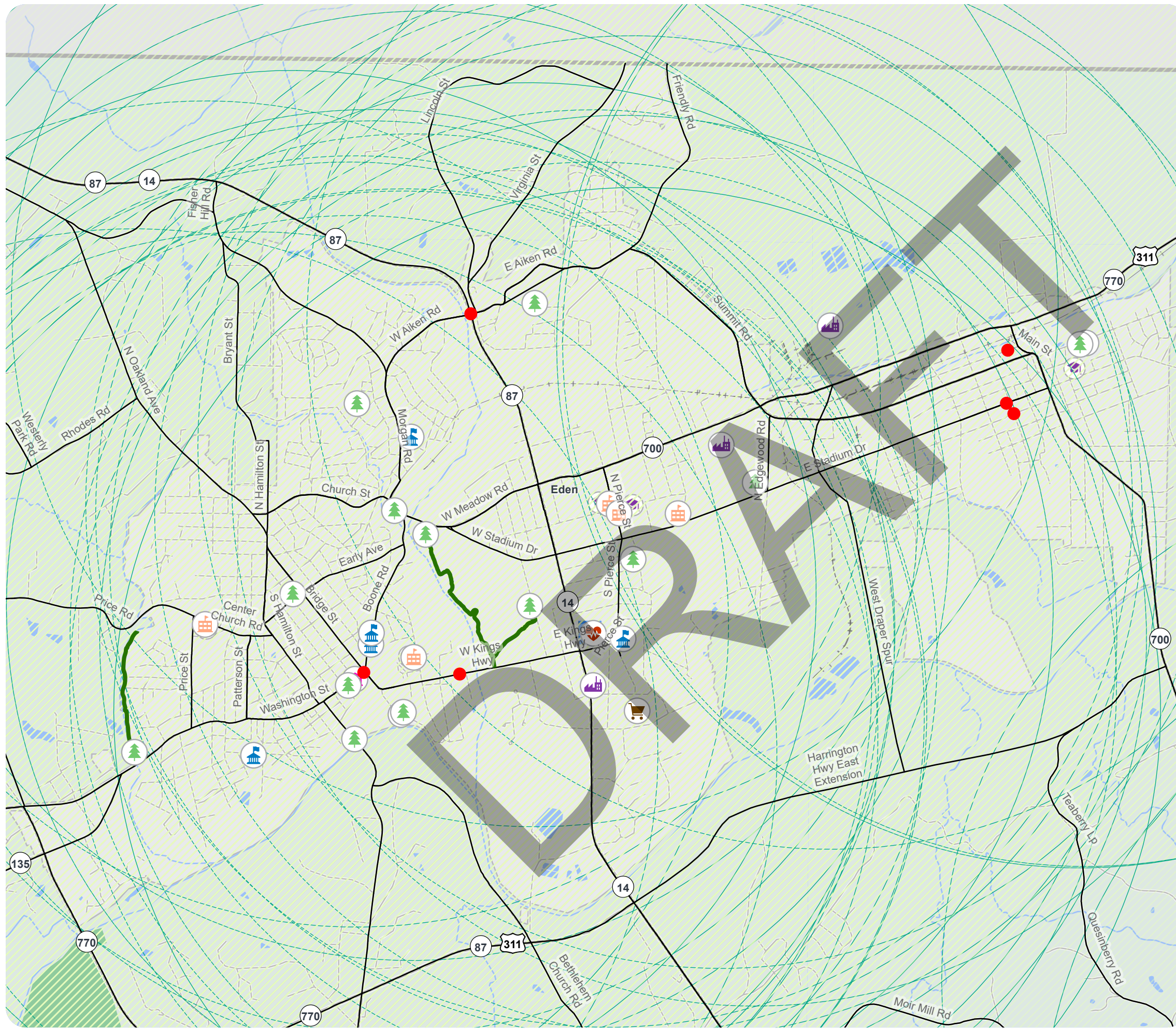


Figure 10
Bicycle Analysis



ROCKINGHAM COUNTY
Inset 2: Madison and Mayodan
 CTP Analysis and Information

Key Destinations

Category

- Employment Centers
- Medical Centers
- Recreational areas and parks
- Schools
- Shopping Centers
- Social Service Centers
- Town Core
- <all other values>
- 3 Mile Radius

- Bicycle Crash Location Study Road
- Bicycle Lane
- Bicycle Route
- Multiuse Path (Outside of ROW)
- Side Path (Inside of ROW)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>

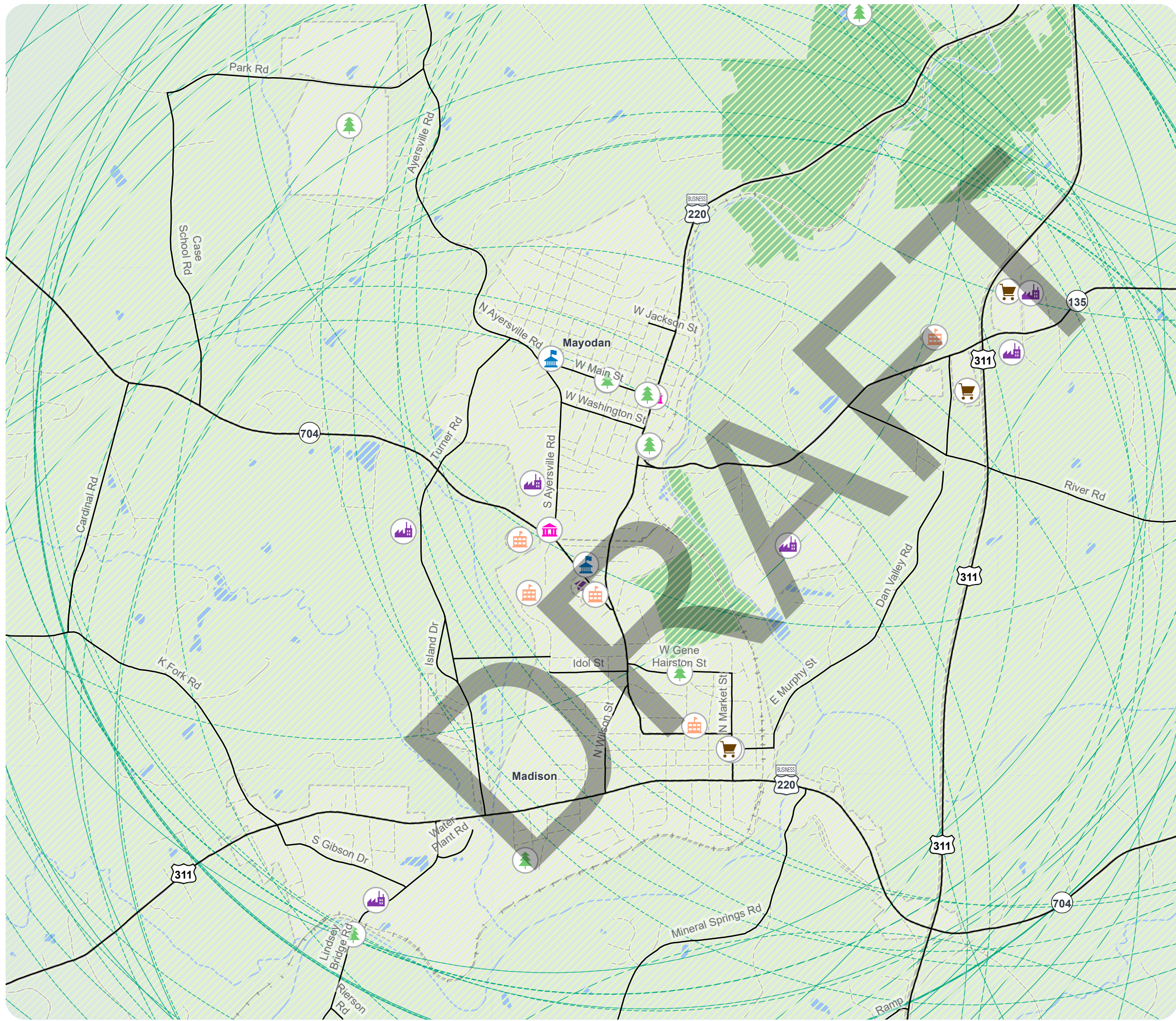


Sheet 1 of 5

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.



WORKING COPY
 Plan Date: August 06, 2025










Figure 10
Bicycle Analysis








ROCKINGHAM COUNTY
Inset 3: Reidsville
 CTP Analysis and Information

Key Destinations

Category

-  Employment Centers
-  Medical Centers
-  Recreational areas and parks
-  Schools
-  Shopping Centers
-  Social Service Centers
-  Town Core
-  <all other values>
-  3 Mile Radius

-  Bicycle Crash Location Study Road
-  Bicycle Lane
-  Bicycle Route
-  Multiuse Path (Outside of ROW)
-  Side Path (Inside of ROW)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1 of 5

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 06, 2025












Figure 10
Bicycle Analysis









ROCKINGHAM COUNTY
Inset 4: Stoneville
 CTP Analysis and Information

Key Destinations

Category

-  Employment Centers
-  Medical Centers
-  Recreational areas and parks
-  Schools
-  Shopping Centers
-  Social Service Centers
-  Town Core
-  <all other values>
-  3 Mile Radius

-  Bicycle Crash Location
-  Study Road
-  Bicycle Lane
-  Bicycle Route
-  Multiuse Path (Outside of ROW)
-  Side Path (Inside of ROW)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



Sheet 1 of 5

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 06, 2025

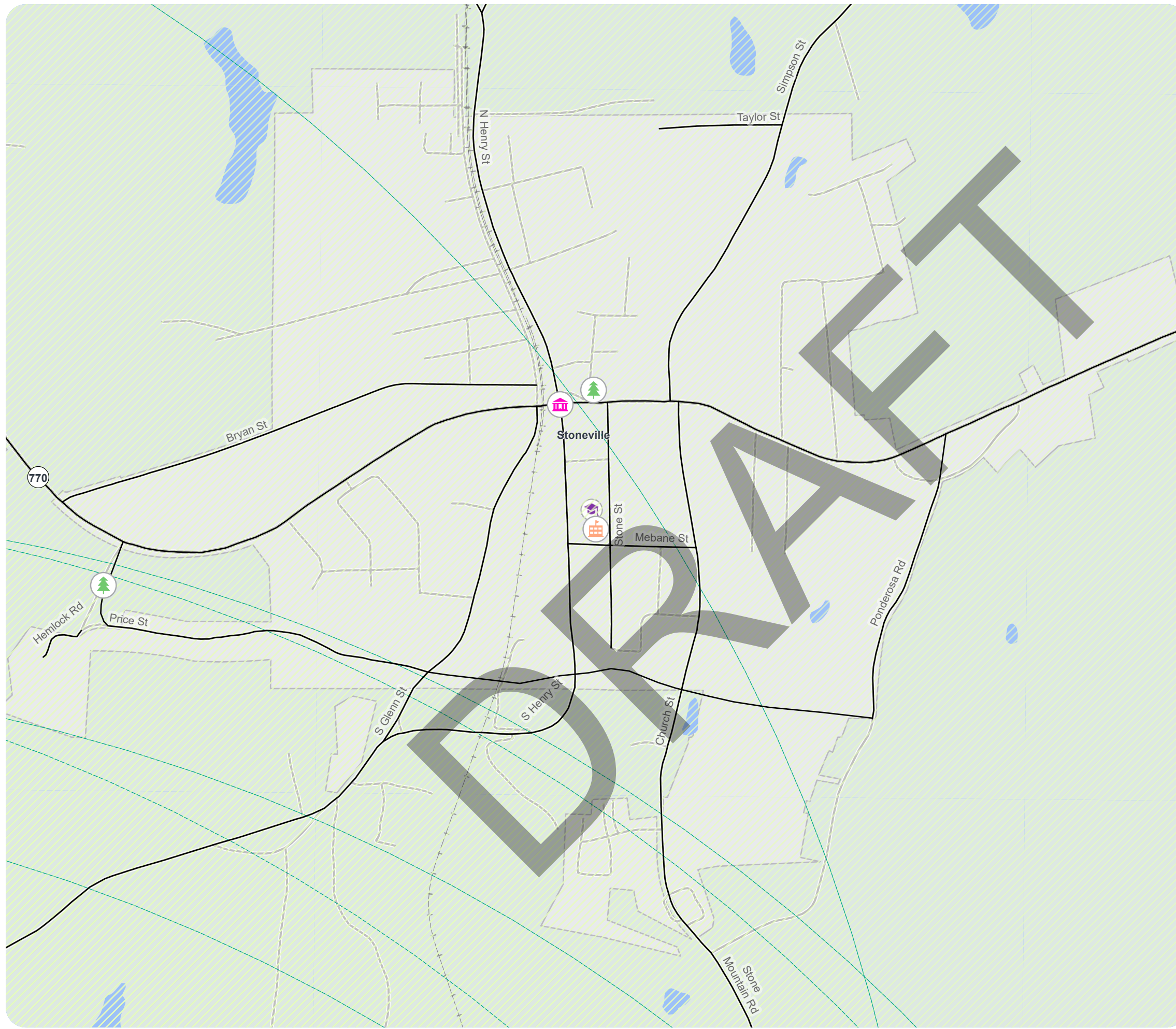











Figure 10
Bicycle Analysis









ROCKINGHAM COUNTY
Inset 5: Wentworth
 CTP Analysis and Information

Key Destinations

Category

-  Employment Centers
-  Medical Centers
-  Recreational areas and parks
-  Schools
-  Shopping Centers
-  Social Service Centers
-  Town Core
-  <all other values>
-  3 Mile Radius

-  Bicycle Crash Location
-  Study Road
-  Bicycle Lane
-  Bicycle Route
-  Multiuse Path (Outside of ROW)
-  Side Path (Inside of ROW)



Full report at:
<https://tinyurl.com/Rockingham-Co-CTP>



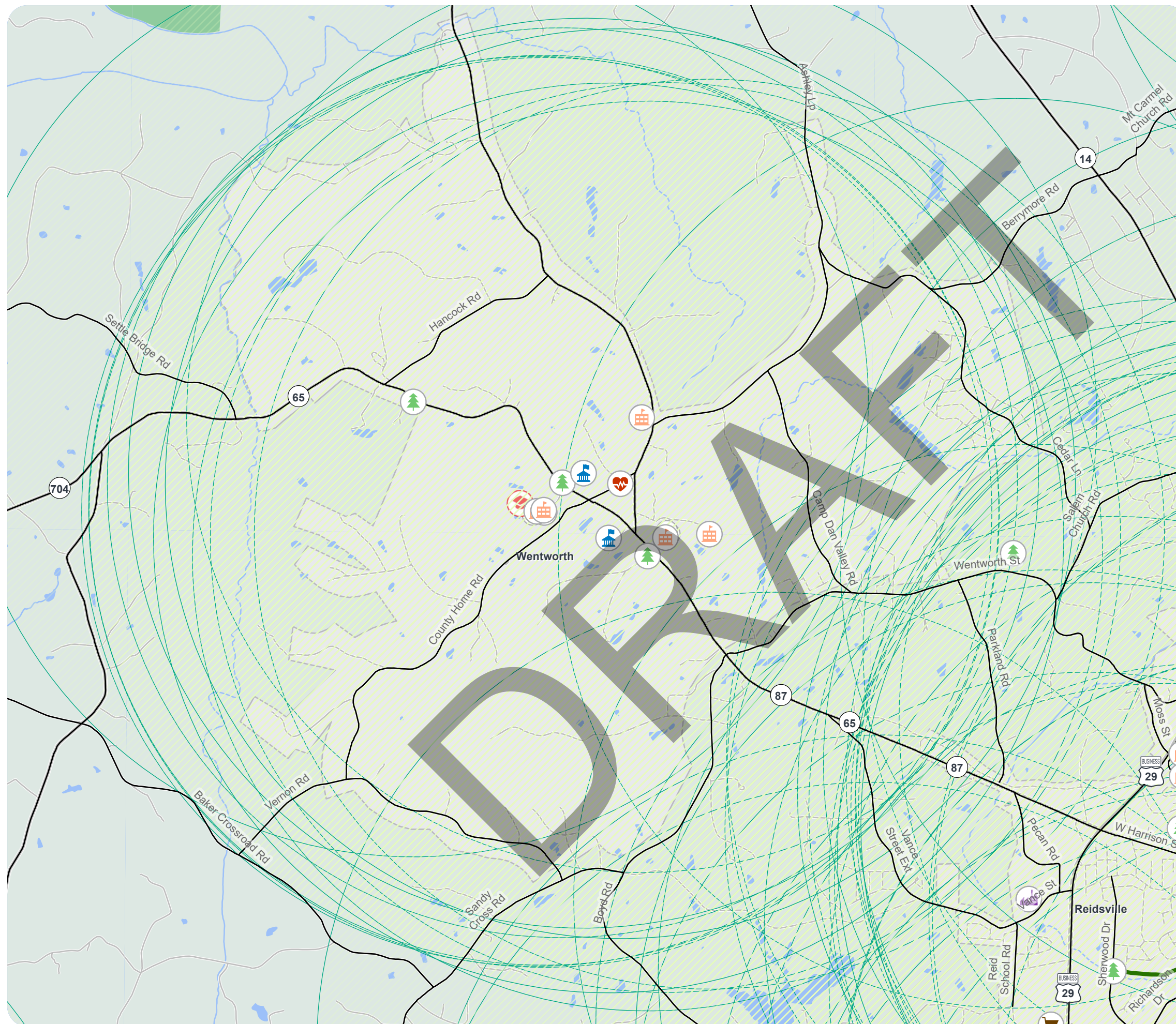
Sheet 1 of 5

Base map date: August 11, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
 Plan Date: August 06, 2025



Public Transportation

Public transportation and rail are vital modes of transportation that give alternatives for transporting people and goods from one place to another. North Carolina's public transportation systems serve more than 50 million passengers each year. Five categories define North Carolina's public transportation system: community, regional community, urban, regional urban and intercity.

Urban Transportation Fixed Corridors

There are currently nineteen urban transit systems operating in North Carolina, from locations such as Asheville and Hendersonville in the west to Jacksonville and Wilmington in the east. In addition, small urban systems provide service in three areas of the state. Consolidated urban-community transportation exists in five areas of the state. In those systems, one transportation system provides urban and rural transportation within the county.

- **Fixed Routes – Local:** Provides service to every stop along the route
- **Fixed Route – Express:** Does not provide service every stop along the route
- **Bus on Shoulder (BOSS):** Specific routes designated to bypass congested traffic areas
- **Bus Rapid Transit Busways** that operate in rapid transit highway corridors

Rural Fixed Corridors

Local transportation efforts formerly centered on assisting clients of human service agencies. Today, most rural systems serve the public and those clients.

- **Deviated Fixed Route** – Transit service provided that uses a hybrid of fixed-route and demand response services. With this type of service, buses stop at fixed points and maintain a timetable but can deviate from the route to go to a specific location for a scheduled request.

Regional Fixed Corridors

Regional Transit Service that connects local and regional providers, and transportation authorities. Regional community transportation systems are composed of two or more contiguous counties providing coordinated/consolidated service. Although such systems are not new, single-county systems are encouraged to consider mergers to form more regional systems.

Park and Ride Lots

They are vehicle lots designed for transit commuters.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on the inventory table. All recommendations for public transportation were coordinated with the local governments and the Integrated Mobility Division of NCDOT. Refer to the contact information appendix to contact the Integrated Mobility Division.

Existing Public Transportation

The Aging, Disability, and Transit Services (ADTS) of Rockingham County operates the following transit programs: RCATS, the SKAT bus, and Local Link. These transit programs combine to create a seamless Rockingham County public access transit system. Public transportation is an essential part of connecting communities by providing service to those residents who need access to services such as health care, work, school, and other life-sustaining resources. The system provides safe and reliable transportation services to contracted agencies and the general public. Transportation services receive funding assistance and oversight support from the North Carolina Department of Transportation and the Federal Transit Administration.

Rockingham County Access Transit Services (RCATS):

The RCATS fleet provides services under contract for the general public and the majority of the Health and Human Services in Rockingham County. Typical destinations include medical facilities, rehabilitation and treatment centers, educational facilities other than K-12 schools, employment, and grocery shopping. Fares may apply depending upon eligibility and destination. Time and service restrictions may exist due to limited levels of funding. RCATS operates both lift equipped vehicles and mini-vans, traveling only within Rockingham County, Monday-Friday 6:00 am to 6:00 pm, which Saturday service for Dialysis passengers only. ADTS transportation administration staff also schedules and coordinates all non-emergency medical transportation trips for Medicaid recipients in and out of Rockingham County. The agency contracts with other service providers, Pelham Transportation, A Safe Hands Transportation, CJ Medical Transportation, Moving on Faith Transportation, Devine Purpose Transportation, Glory Train Transportation, Gentle Care Transport, Humphrey Plus One, and Piedmont Transportation to provide trips out of Rockingham County.

To set up transportation, residents can call and make reservations over the phone, with a 3-day notice for in-county requests and 5 days for out-of-county requests. Fares range from \$2.00 to \$3.00 for RCATS each way depending upon location and destination. Tickets/Passes may be purchased in advance of transportation for passengers having repeat trips such as employment or education. Fares will apply to any non-covered medical appointments or reservations such as shopping, visits to Social Services, educational or employment trips.

Deviated Fixed Route:

SKAT Deviated-Fixed route is composed of 6 Light Transport Vehicles traveling along 3 fixed routes with the ability to deviate from the route to pick-up or drop off passengers. The 3 routes are the Eden Route, the Reidsville Route, and the Western Rockingham Route. The SKAT Connector provides access to areas in the Wentworth area, with transfer points at the Eden, Mayodan, and Reidsville Walmart locations. Each route runs Monday through Friday, from 7:00 am to 4:00 pm on a one-hour loop. Cash fares are \$1.00 per ride, with an additional \$1.00 per ride on the SKAT Connector. Multiple-day ride passes are also available. The SKAT routes can be found in Figure 10 below.

Microtransit:

Local Link is a point-to-point microtransit service available to anyone traveling within the designated network outside the regular deviated fixed-route bus service and connector service area. It is a rideshare service. Passengers schedule rides rather than wait for a bus on a fixed schedule. Passengers can call or use a smartphone application to schedule an “on demand” ride and be connected from either Eden, NC to Wentworth, NC or locations in Western Rockingham County (Madison, NC, Mayodan, NC or Stoneville, NC) to Eden, NC.

These connections are the missing links in the current system and should allow passengers to get to their destinations sooner without multiple transfers. This service is operated Monday through Friday from 7:30 am to 3:30 pm with cash fares at 5.00 per ride.

Regional Fixed Corridors:

There is also a regional bus service through Sunway Charters that connects Winson-Salem with Danville in Virginia. The Triad-Danville Connector stops in Greensboro and Reidsville, before reaching the Danville Transit System Hub in Virginia. The service operates twice daily, seven days a week, and compliments Virginia Breeze's Piedmont Express and Capital Connector routes, as well as North Carolina's Mountaineer East-West Route. NCDOT funded intercity routes can be found in Figure 11 below.

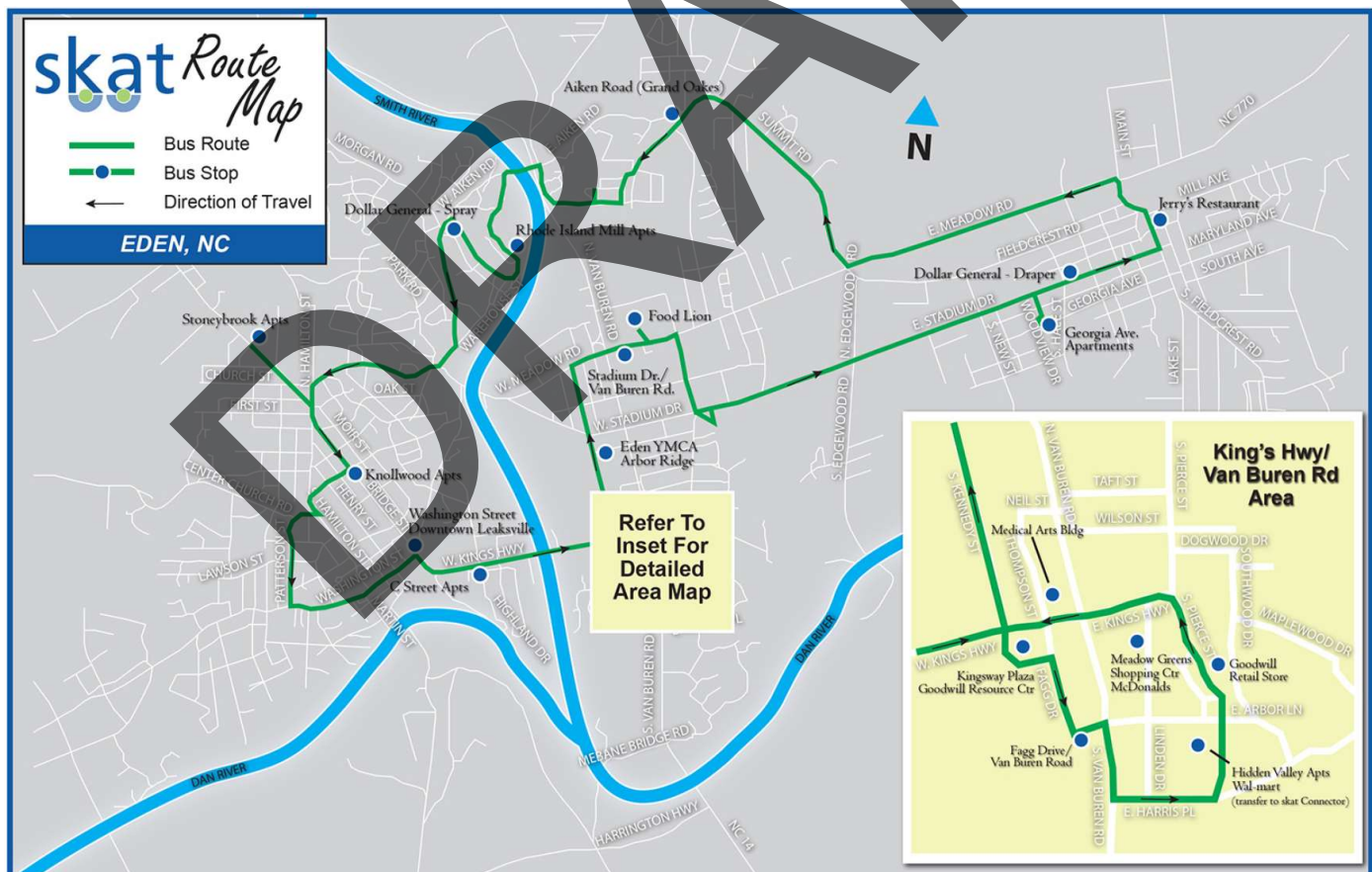
Park and Ride Lots:

Currently, there are no existing Park and Ride Lots in Rockingham County. There were 7 Park and Ride Lots proposed in the 2010 Rockingham County CTP.

Community Feedback

The Rockingham County CTP Survey showed that public transit is an important service. Comments on the survey included: more routes, additional stops, consideration for medical care facilities and appointments, improve bus stop infrastructure, and expanding transit to Greensboro.

Figure 10



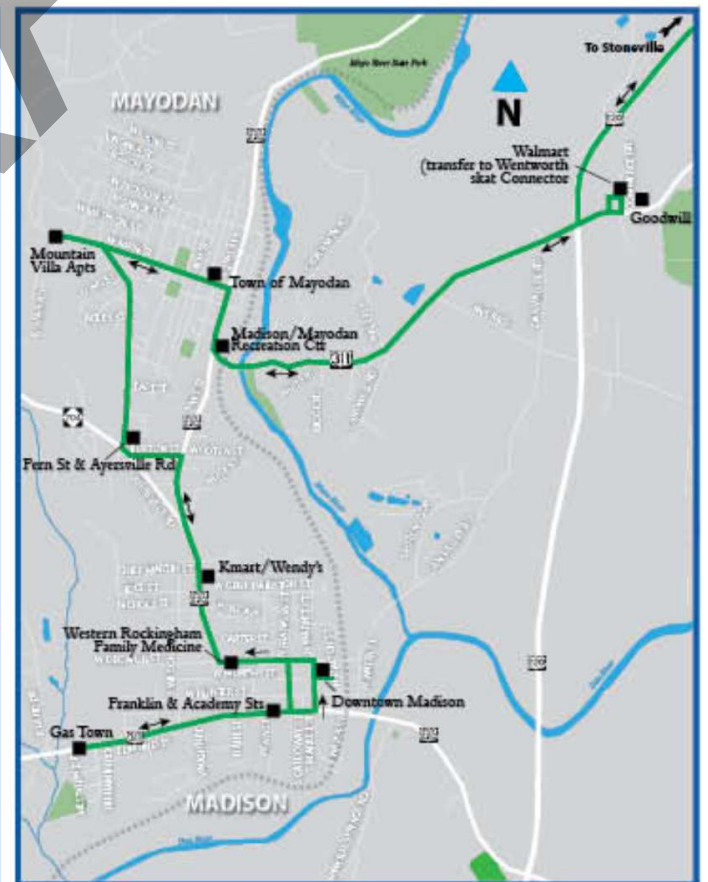
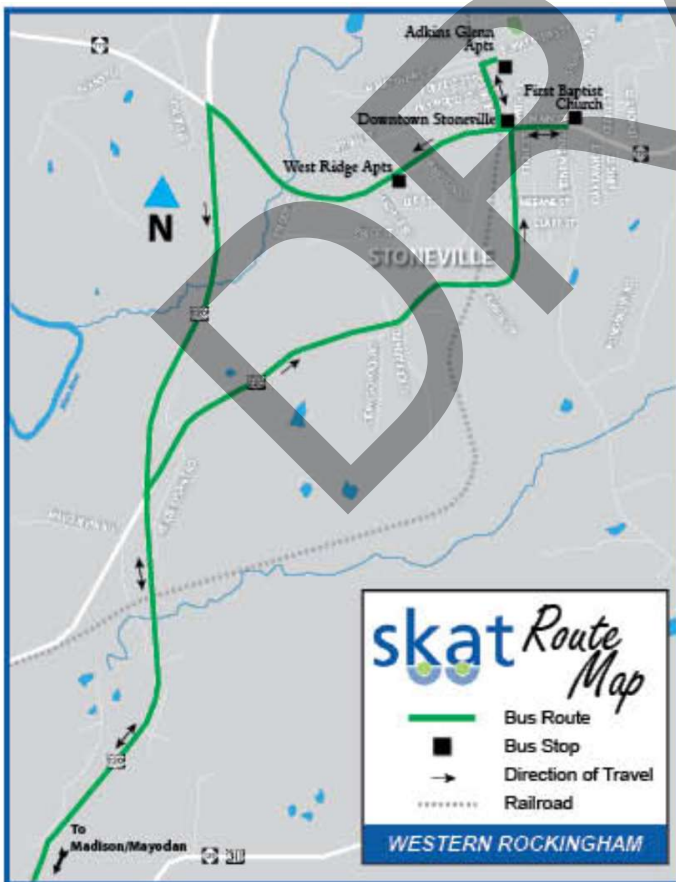
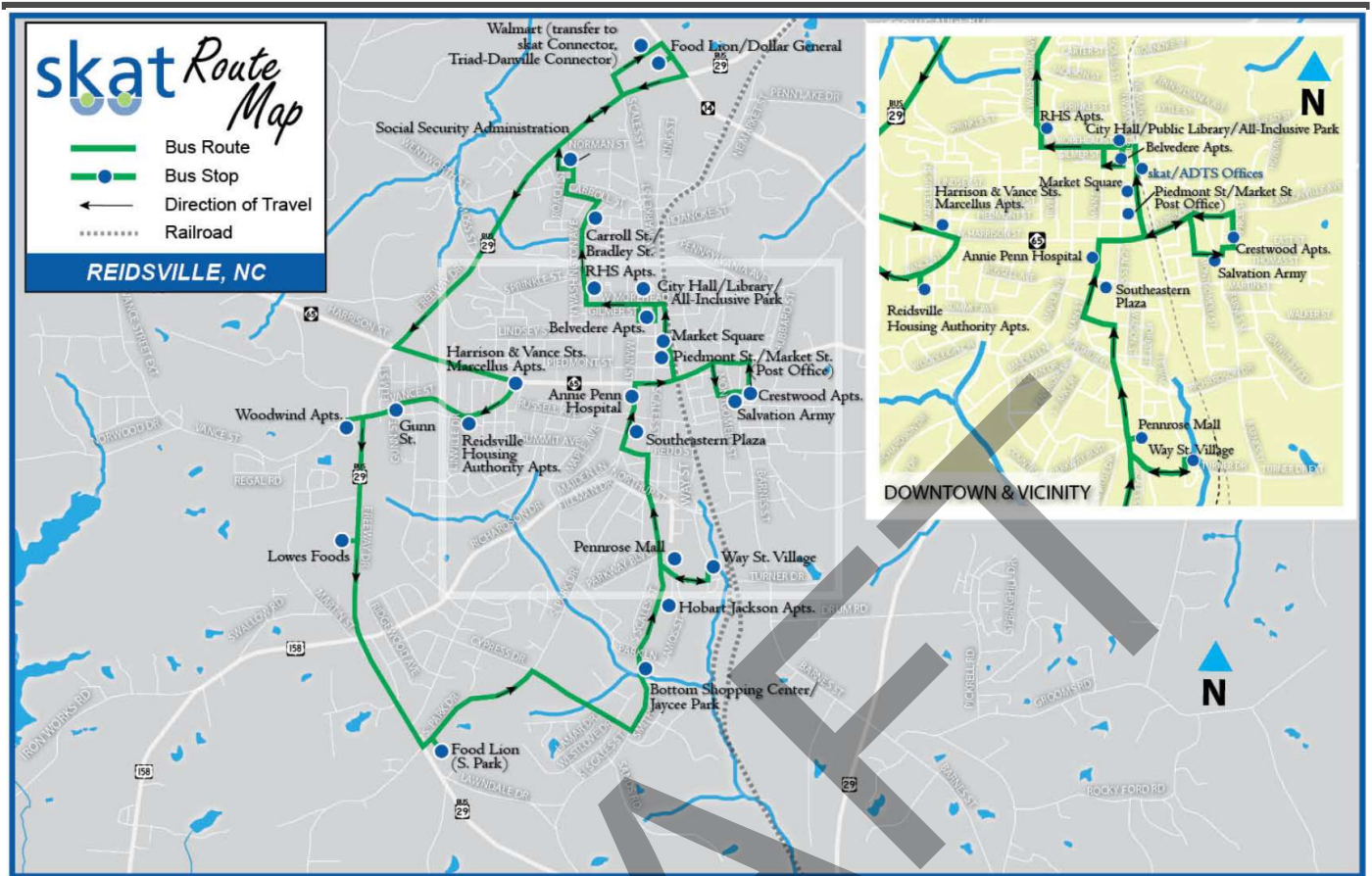
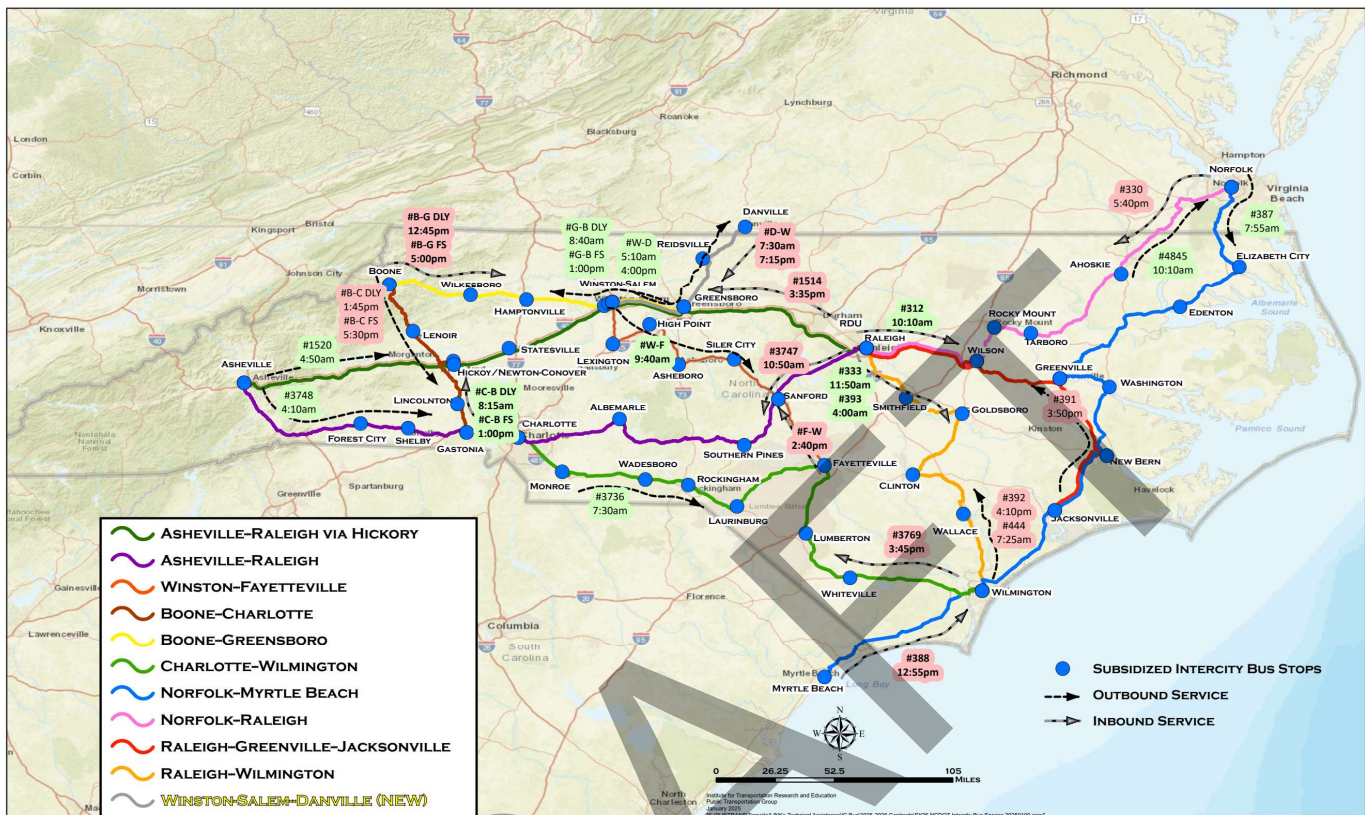


Figure 11
NCDOT-FUNDED INTERCITY BUS SERVICE FY25



Future of Transit

The vision for the future of Rockingham County’s public transit is to offer accessible, safe, and reliable transportation to the citizens of Rockingham County to help promote a strong economy, protect our environment, and enhance lives.

The Steering Committee agreed that the 7 Park and Ride Lots recommended in the 2010 Rockingham County CTP should be recommended in this update. The locations are listed below:

In Eden:

- Near the intersection of S Bethel St and E Delaware Ave
- North of US 311, near Tyner Pl and Mebane Bridge Rd
- East of US 311, near Old NC 135

In Stoneville:

- US 220 / NC 135 Interchange, near Philpot Rd

In Madison/Mayodan:

- US 220 / Sardis Church Rd Interchange

In Reidsville:

- US 29/US 158-NC 14 Interchange east of Reidsville
- US 29/NC 87 Interchange south of Reidsville.

In the future, Rockingham County would like to see the expansion of SKAT routes to connect the municipalities within the county. There is also a need for increased regional bus corridors along US 220 from Mayodan towards Guilford County, and along US 29 from Reidsville towards Guilford County.

Rail

Today North Carolina has 3,245 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

Intercity passenger service is provided by Amtrak which currently operates six passenger services daily in or through North Carolina serving 16 cities across the state. Five of the services are interstate (Crescent, Palmetto, Silver Meteor, Silver Star, and Carolinian passenger trains) and one service (Piedmont passenger train) operates exclusively within North Carolina. In addition to the six passenger services mentioned, Amtrak also operates its Auto Train service which passes through North Carolina but does not make any stops. Amtrak ridership demand has been on a rise in the state. In 2019, North Carolina ridership was 931,858 passengers and increased to 1,156,546 passengers in 2023. This shows a 24.1% increase in ridership. While the Amtrak Crescent service does not stop in Rockingham County, it runs through the town of Reidsville.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back every day. However, no passenger trains operate over the rail line from High Point that dead ends at Asheboro or over the rail line that runs from Gulf, NC to Greensboro. Combined, the Carolinian and Piedmont carried more than 600,000 passengers in 2023.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 17 smaller freight railroads, known as shortlines. In January 2022, NCDOT officials and then Gov. Roy Cooper dedicated the completion and opening of CSX's Carolina Connector, an intermodal transportation facility near Rocky Mount that will allow the transfer of cargo containers from trucks to trains.

MODEL RESULTS AND METHODOLOGY

In the development of this plan, travel demand was projected from 2022 to 2050 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1992 to 2022. In addition, the expanded Piedmont Triad Regional Model (PTRM v6.0) and local land use plans and growth expectations were used to further refine future growth rates and patterns. Travel demand models are developed to replicate travel patterns on the existing transportation system and estimate travel patterns for 2050. The established future growth rates were endorsed by the Rockingham County Commissioners on December 2, 2024. For more information on population, housing, and employment projections, refer to the Socio-Economic Data appendix.

Based on the trend analysis of average annual daily traffic volumes (AADTs) and PTRM results, future growth rates were calculated. A minimum of 0.3% growth was used for a road if volumes along a facility decreased between 2022 and 2050 unless the decrease was due to a new or improved facility that changed the travel patterns in the area.

DRAFT

PUBLIC/COMMUNITY INVOLVEMENT

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

Throughout the course of the study, the NCDOT Transportation Planning Branch worked with the Rockingham County CTP Steering Committee, which included a representative from each municipality, county staff, the transit agency, the RPO, and others. The committee provided information on local plans, developed transportation vision and goals, discussed population and employment projections, and developed proposed CTP recommendations.

CTP Coordinating Committee Members

At the start of the CTP, a steering committee was formed to guide development of the plan. The committee had representatives from various interest groups responsible for capturing the transportation needs of the community.

CTP Vision, Goals, and Objectives

The CTP vision, goals and objectives were developed as part of the public involvement process to help identify the community's outlook on the future of transportation for all modes. The CTP Steering Committee develops the draft vision, goals, and objectives, which are refined with input from residents through the CTP Goals & Objectives Survey. These products are used as guides while the CTP is being developed.

The vision statement, goals and objectives reflect what is important for the area and define any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to make progress to achieve each goal.

Rockingham County CTP Vision:

“Rockingham County has a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages and abilities to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth.”

- Vision statement from Rockingham County Steering Committee

Goals & Objectives:

1. **The roads in Rockingham County are well-maintained.**
 - a. Objective: Encourage state-maintained roads instead of locally maintained roads.
2. **Traveling to destinations and between destinations in Rockingham County is efficient and convenient.**
 - a. Rockingham County is destination focused, considering development of access to destinations as roads are improved and new development is built.
 - b. Objective: Roads between municipalities, outdoor destinations, and other key destinations are comfortable to drive, with sufficient lane width, and paved shoulders at a minimum.
 - c. There are designated and marked bike routes with signage.
 - d. Recreational areas throughout the county are accessible by all modes.
 - i. There is a signage system that guides residents and visitors to key recreational areas throughout the county.
 - ii. Area maps identify recreational areas.
 - e. Improved east-west connectivity through the county.

3. **Rockingham County has a safe and accessible multi-modal transportation system.**
 - a. There are safe facilities for vehicles, pedestrians, and bicyclists.
 - b. Residents have access to public transportation.
 - i. There is an on-demand public transportation system.
 - ii. Facilities support pedestrians and bicyclists.
 - iii. Sidewalks and Greenways meet ADA requirements.
 - c. Connected sidewalks and greenways without gaps.
 - i. Increase existing connectivity by filling in gaps.
 - d. Incorporate complete streets where possible.
 - i. Complete streets is a policy and design approach that considers bikes, pedestrians, public transportation, and vehicles.
4. **Protection of existing watersheds is a priority.**
 - a. Encourage cluster development within the watershed (area of land that drains water into a waterbody).
 - i. Reduce lot sizes and setbacks to promote conservation of open space.
 - ii. Minimize stream buffer impacts.

A discussion of the ways Vision, Goals, and Objectives affected outcomes of individual projects were discussed in the Project Sheets.

Goals, and Objectives Survey

The Rockingham County Goals and Objectives (G&O) Survey was composed by the Rockingham County CTP Coordinating Committee, the Piedmont Triad RPO, and NCDOT. The survey is used to help identify an area’s perceptions or concerns of transportation-related issues. The survey included questions that involved ranking important areas of focus, sets of questions by mode of transportation to rate by importance, and a mapping question to identify the location of concerns in Rockingham County. The survey primarily advertised electronically with paper options being available with drop boxes at various locations. Various means were used to make the public aware of the survey and direct them to a means of completing the survey. These methods included e-mail announcements, announcements on websites, newspapers, social media, and RPO offices. Flyers were also posted at popular locations such as recreational centers, post offices, and libraries. Below are the questions asked and the results from the survey, along with an example of a newspaper advertisement

A total of 524 responses were received between May and July of 2024. Feedback received in the priorities and modal questions were referenced when reviewing the goals and objectives for the Rockingham County CTP. The list of concerns from the survey were mapped out and were utilized to find potential areas of improvement when developing project recommendations.

2 Transportation Trends & Issues?		Rank these items from 1st (most important) to 8th (least important).					
Connectivity <small>(Connections between locations)</small>	<input type="checkbox"/>	Community & Economy	<input type="checkbox"/>	Accessibility <small>(Accessible for people of all abilities)</small>	<input type="checkbox"/>	Environment	<input type="checkbox"/>
Multi-Modal Options <small>(Public transit, biking, walking)</small>	<input type="checkbox"/>	Road Condition & Safety	<input type="checkbox"/>	Future Technologies <small>(Electric vehicles, charging stations, autonomous vehicles)</small>	<input type="checkbox"/>	Mobility <small>(Able to travel without traffic)</small>	<input type="checkbox"/>
Comment(s):							

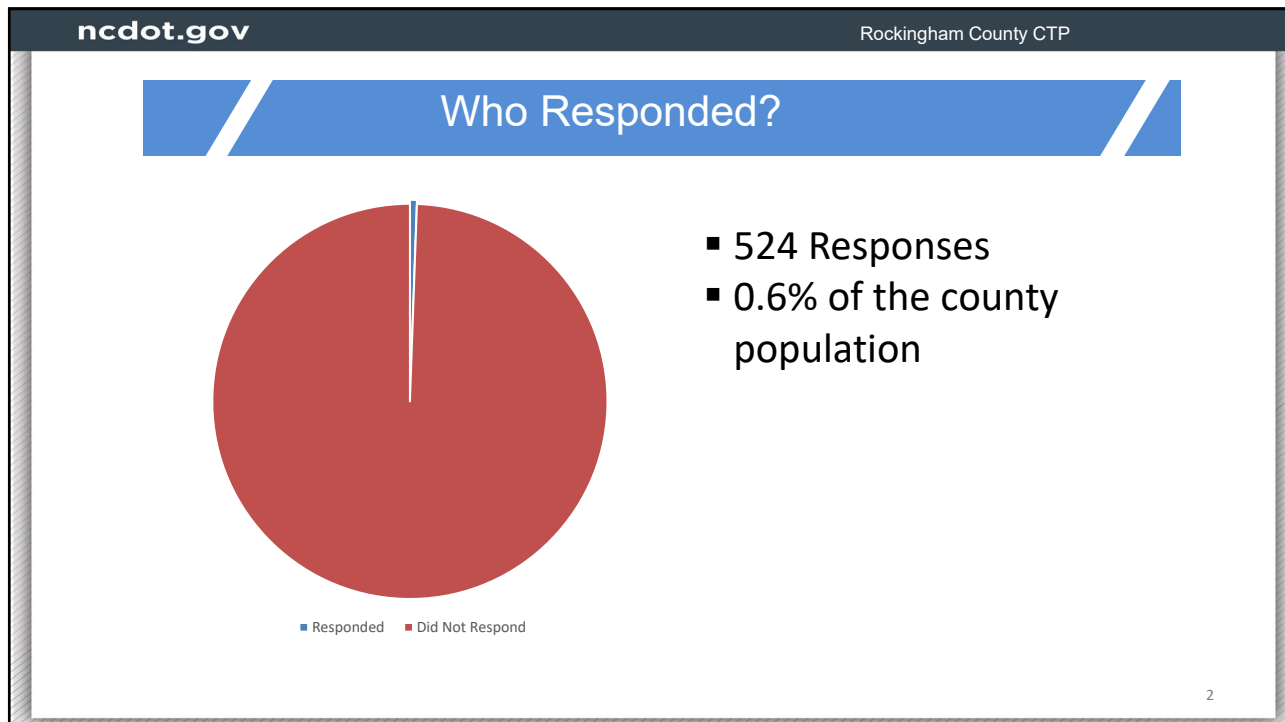
3 Multi-modal Rating?		If these statements are applicable to you, please rate 1 (disagree) through 5 (agree).										
General Statements	It is a priority for residents to feel safe while using transportation options.	1	2	3	4	5	Transportation options should promote the preservation of natural resources (watersheds, nature preserves, lakes, rivers).	1	2	3	4	5
	Transportation options should support community growth and economic development .	1	2	3	4	5	Transportation options should support people of all ages and abilities .	1	2	3	4	5
Roadway Questions	There should be a focus on maintaining existing roads before spending resources on other projects.	1	2	3	4	5	There should be more connections between towns, popular destinations, areas of employment, recreation, and medical facilities.	1	2	3	4	5
	It is important for travelers to get to their destinations quickly, and without traffic .	1	2	3	4	5	It is important to improve truck routes to ensure efficient delivery of goods.	1	2	3	4	5
Transit Questions	Public transit options should be expanded to more locations within the county .	1	2	3	4	5	There should be more designated areas to park vehicles or bikes to make it easier to use transit or carpool.	1	2	3	4	5
	Public transit options to nearby regions , like Greensboro, should be expanded.	1	2	3	4	5	Hours of operation should be expanded for public transit.	1	2	3	4	5
Bicycle Questions	There should be more places to bike safely.	1	2	3	4	5	The transportation system should focus on off-road biking, like greenways , rather than bike lanes.	1	2	3	4	5
	There should be designated and signed bike routes .	1	2	3	4	5						
Pedestrian Questions	More sidewalks are needed.	1	2	3	4	5	There should be a focus on filling in sidewalk gaps to improve connectivity and safety.	1	2	3	4	5
Comment(s):												

4 Where are your concerns?		Share with us where in Rockingham County there are issues or potential solutions related to transportation. Please try to limit the number of issues to 3.									
Location:		Location:		Location:							
Circle Mode: Car / Public Transit Bike / Pedestrian		Circle Mode: Car / Public Transit Bike / Pedestrian		Circle Mode: Car / Public Transit Bike / Pedestrian							
Describe the issue/ solution:		Describe the issue/ solution:		Describe the issue/ solution:							

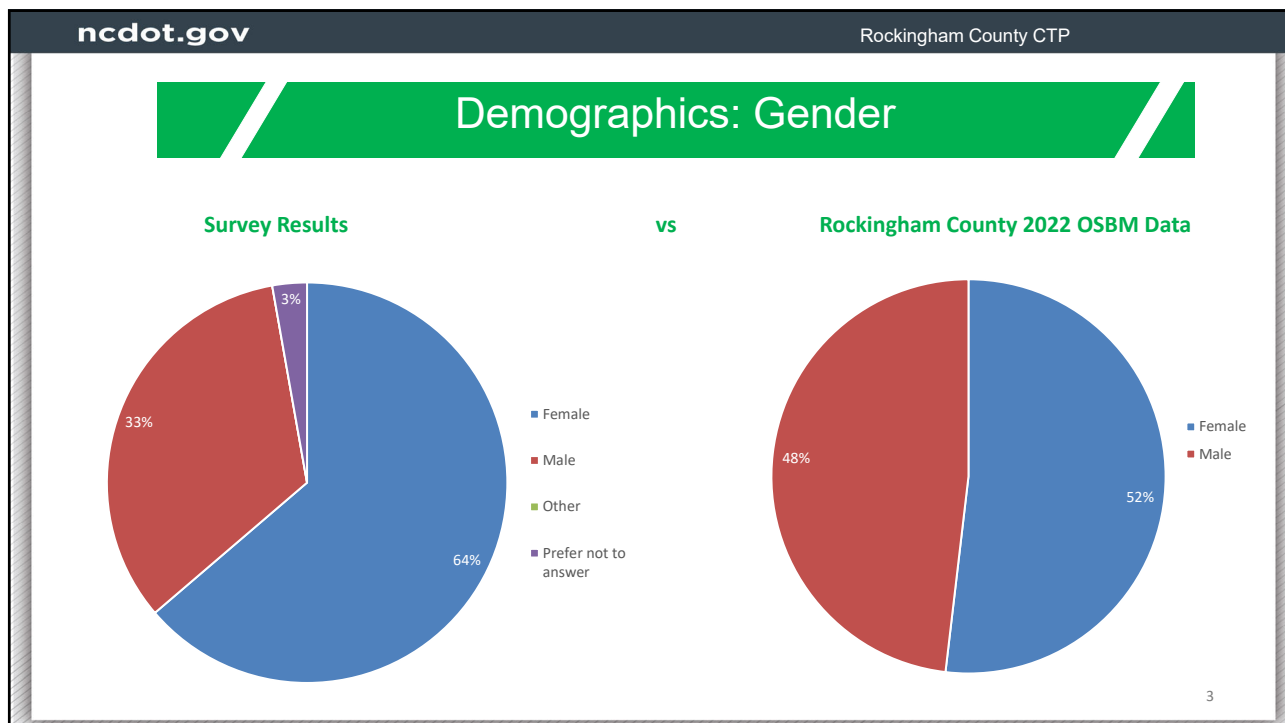
5 Tell us about yourself		These questions are optional. If you do not want to answer a question, please skip it.						
General Questions	What is your home zipcode?	<input type="text"/>						
Age Circle ONE	What is your age?	Under 18	18-24	25-34	35-44	45-54	55-64	65 and Older
Ancestry Circle all that apply	What is your race/ethnicity?	Asian/Pacific Islander	Black/African-American	Hispanic/Latino	White	Prefer not to say		
	Other:	<input type="text"/>						
Describe Yourself: Circle all that apply	Employed	Public Transit Rider	Bike User	Elderly	Pedestrian	Focused on Tourism		
	Has Accessibility Challenges	Embraces New Technology	Environmentally-Conscious	Resident	Safety Advocate	Involved in Freight		
Gender: Circle ONE	Male	Female	Other	Prefer not to say				

Goals, and Objectives Survey Results

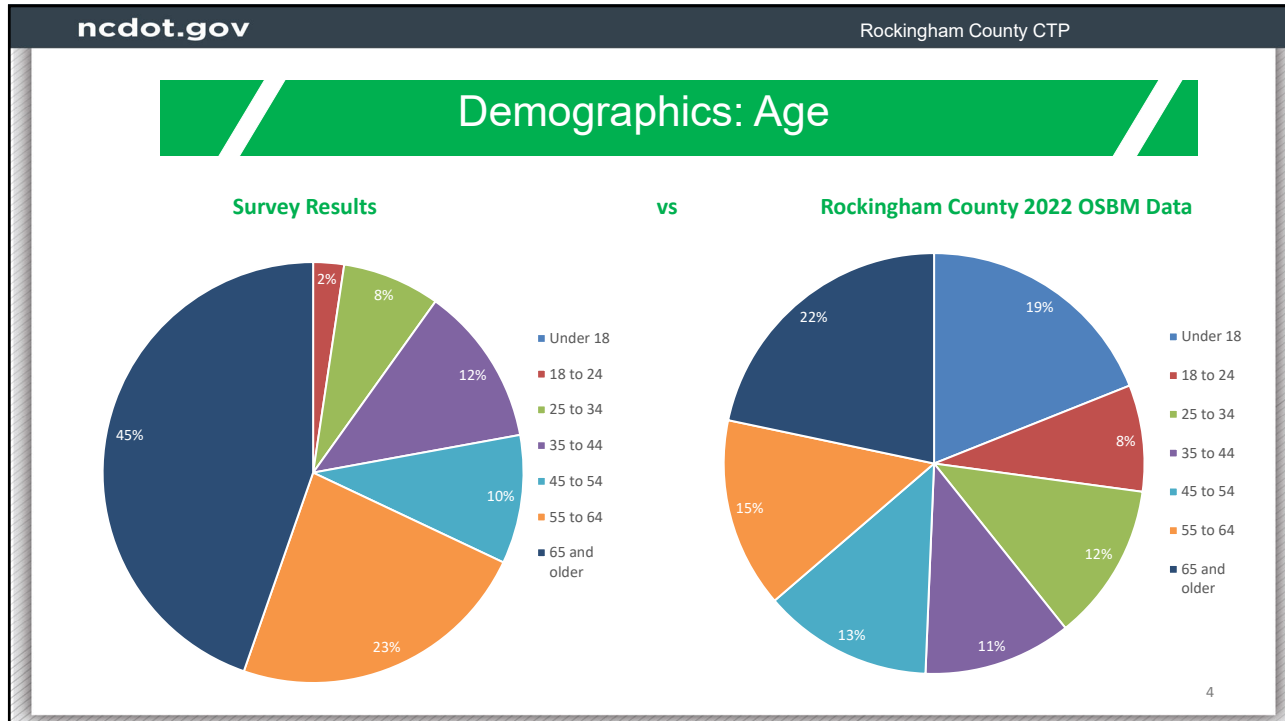
The Goals and Objectives Survey had a total of 524 participants. The survey showed that the top 3 priorities for Rockingham County were road condition and safety, accessibility, and connectivity. The top strategies were the prioritization of safety and accessibility, and the protection and preservation of Rockingham County’s natural resources. The survey also showed that participants are generally supportive of bicycle facility expansion, and the improvement and expansion of the sidewalk network. Participants also expressed the need for public transit expansion and availability. The results are shared below.



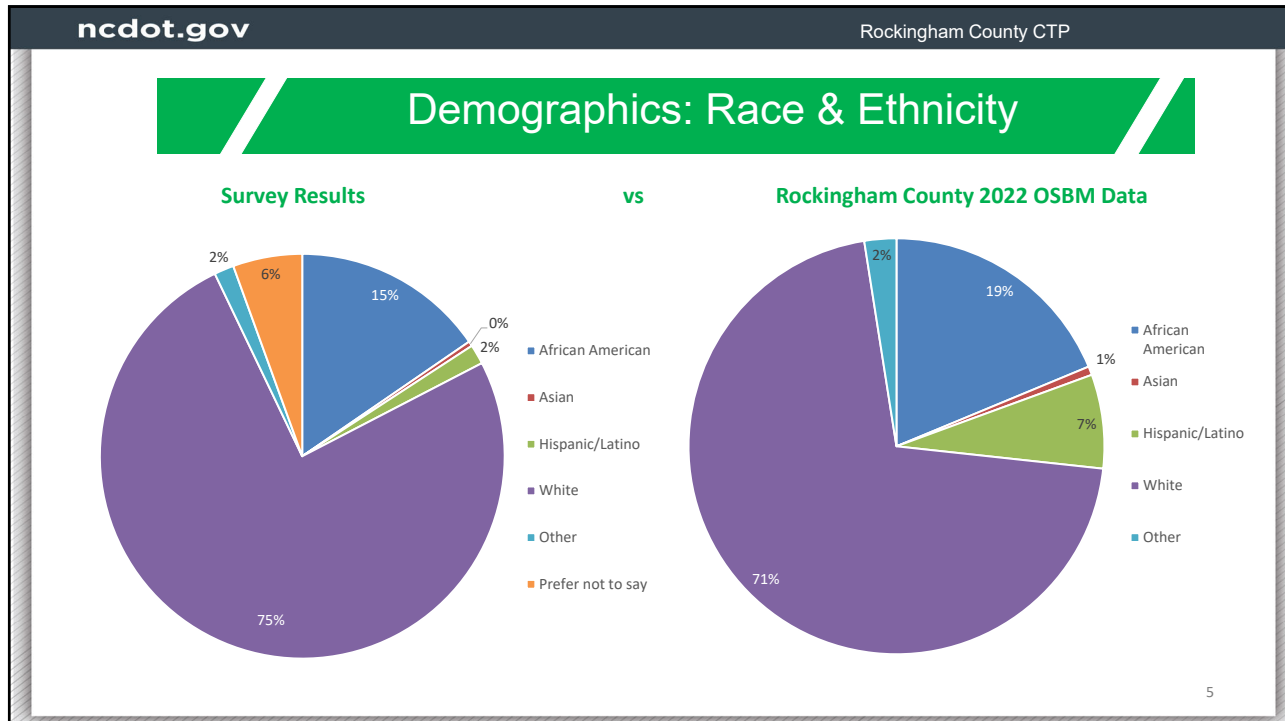
2



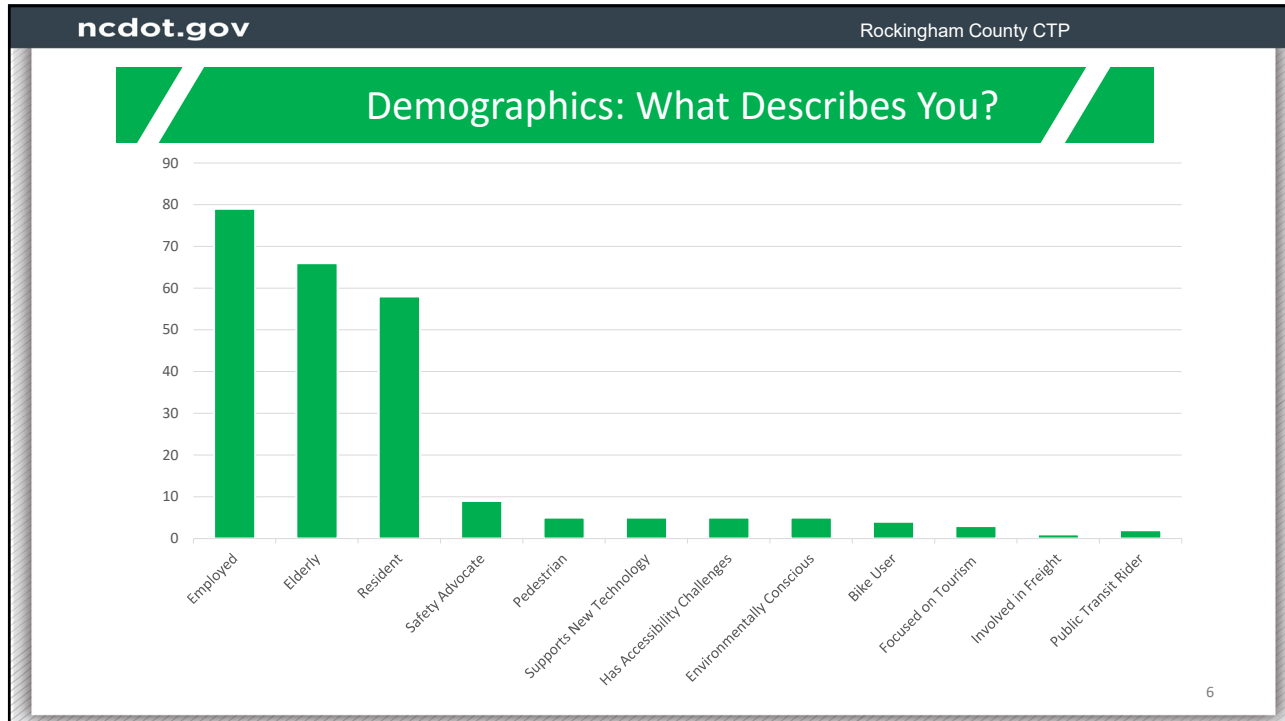
3



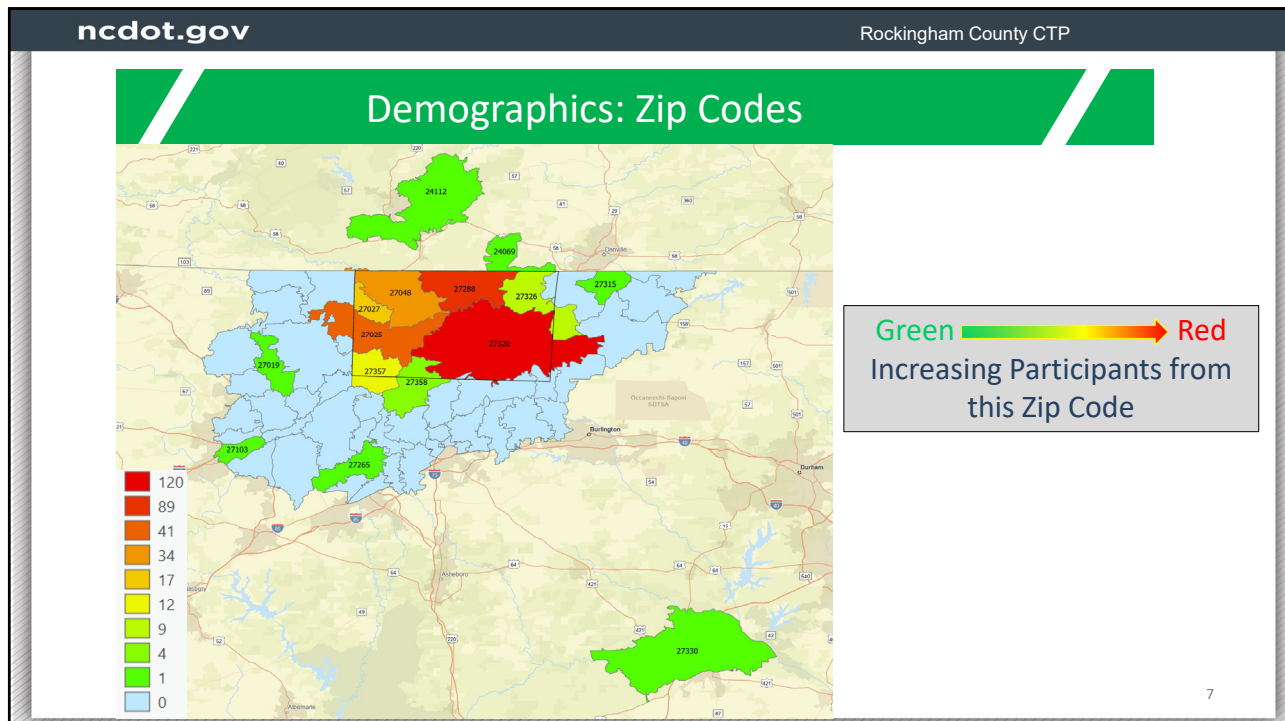
4



5



6



7

ncdot.gov Rockingham County CTP

Priority Ranking Results

Participants ranked their top priorities, with 1 being their highest priority.

	Average Ranking:	Times in Top 5:	
Top 3	1. Road Condition & Safety	2.48	282
	2. Accessibility	2.76	254
	3. Connectivity	2.81	246
Other Averages	4. Environment	3.04	171
	5. Community & Economy	3.11	234
	6. Multi-Modal Options	3.20	138
	7. Mobility	3.36	174
	8. Future Technologies	3.52	96

8

8

ncdot.gov Rockingham County CTP

Strategy Ratings Results: General

Participants rated each question, with 5 starts being strongly agree.

Question	Average Star Rating	Comment Summary (34)
Safety: It is a priority for residents to feel safe while using transportation options in Rockingham County.	4.66* with 325 responses	<ul style="list-style-type: none"> Biking on the roads is not safe, so bike lanes and other facilities are needed. There is a need for a county-wide, reliable, and affordable public transportation system for all. There is a need for more sidewalks, especially on major roads. Safety for all users is very important. Investment into the community is needed. It is important to protect the environment and the beauty of the county. Completion of I-73 corridor would be helpful. There are safety concerns on Highway 135 at the rail crossing.
Accessibility: Transportation options should support people of all ages and abilities.	4.60 with 319 responses	
Environment: Transportation options should promote the preservation of natural resources, such as watersheds, nature preserves, lakes, and rivers.	4.38 with 311 responses	
Community Growth: Transportation options should support community growth and economic development.	4.53 with 310 responses	

9

9

ncdot.gov		Rockingham County CTP
Strategy Ratings Results: Roadway		
Question	Average Star Rating	Comments Summary (30)
Maintenance: There should be a focus on maintaining existing roads before spending resources on other projects.	4.34 with 294 responses	<ul style="list-style-type: none"> • Widening needed for US 29 / I-785 and US 158. • Connectivity and traffic are not current issues. • Existing infrastructure should better support freight. • Freight should not be traveling through downtowns. • An east/west connection is needed. • There needs to be a balance of new infrastructure and maintaining current infrastructure. • Remaining gravel roads should be paved. • Expressed support for roundabouts.
Traffic: It is important for travelers to get to their destinations quickly, and without traffic.	4.02 with 288 responses	
Connectivity: There should be more connections between towns, popular destinations, areas of employment, recreation, and medical facilities	4.18 with 294 responses	
Freight: It is important to improve truck routes to ensure efficient delivery of goods.	4.10 with 290 responses	

10

10

ncdot.gov		Rockingham County CTP
Strategy Ratings Results: Public Transit		
Question	Average Star Rating	Comments Summary (16)
Local Expansion: Public transit options should be expanded to more locations within the county.	4.23 with 270 responses	<ul style="list-style-type: none"> • Support for connections to Greensboro. • Better connections to medical facilities inside and outside of the county. • Some comments against expansion of transit options. • Better transit infrastructure (sidewalks, crosswalks/shelters) is needed.
Regional Expansion: Public transit options to nearby regions, like Greensboro, should be expanded.	3.95 with 272 responses	
Park and Ride Lots: There should be more designated areas to park vehicles or bikes to make it easier to use transit or carpool.	3.92 with 273 responses	
Availability: Hours of operation should be expanded for public transit.	4.00 with 265 responses	

11

11

ncdot.gov		Rockingham County CTP
Strategy Ratings Results: Biking		
Question	Average Star Rating	Comments Summary (19)
Expand Biking: There should be more places to bike safely.	4.04 with 270 responses	<ul style="list-style-type: none"> • Bike lanes are needed. • Bikes lanes are preferred in downtown areas and busy areas, while greenways are great for connecting further places. • Scooter routes should be considered. • Bikes should be protected by barriers from cars. • Bike lane on the Highway 135 Bridge.
Bike Routes: There should be designated and signed bike routes.	4.02 with 266 responses	
Type: The transportation system should focus on off-road biking, like greenways, rather than bike lanes.	3.83 with 269 responses	

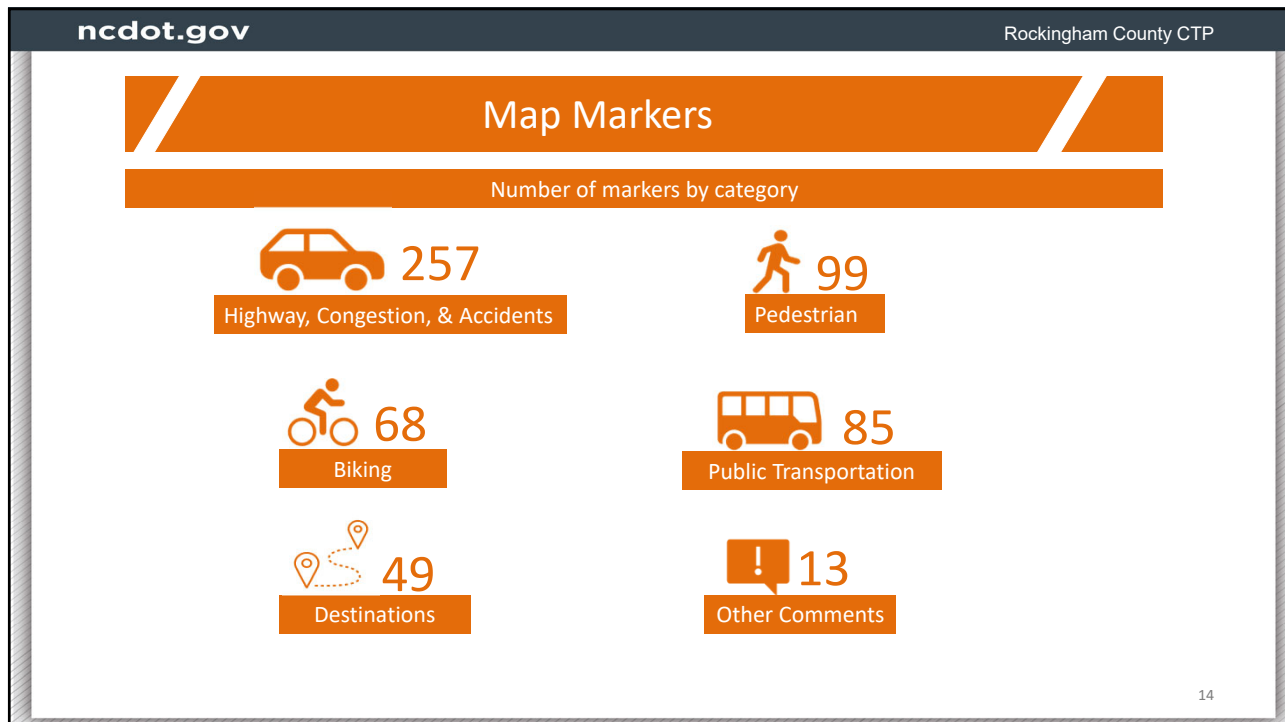
12

12

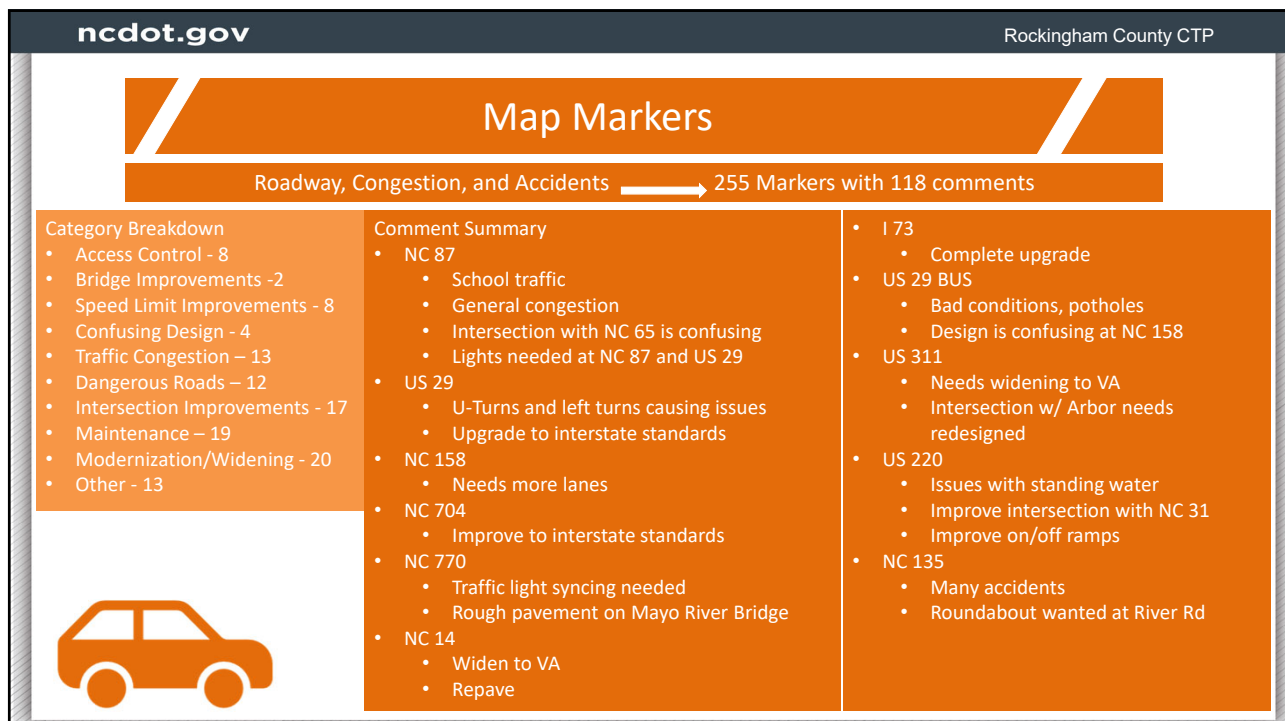
ncdot.gov		Rockingham County CTP
Strategy Ratings Results: Pedestrian		
Question	Average Star Rating	Comments Summary (16)
Expansion: More sidewalks are needed.	4.21 with 273 responses	<ul style="list-style-type: none"> • More sidewalks around the Walmarts, and around Stadium Dr. • Gaps need to be fixed in downtowns. • Need to consider if there is enough traffic to justify cost of sidewalk. • Focus sidewalk additions in areas around transit stops/users. • Sidewalks needed in Madison and Mayodan, especially around schools and shopping. • Sidewalks needed to connect Madison and Mayodan. • Low-income areas would benefit greatly from sidewalks. • Sidewalks needed along: Highway 135, Burton St in Madison, Highway 14, Van Buren.
Filling in Gaps: There should be a focus on filling in sidewalk gaps to improve connectivity and safety.	4.23 with 276 responses	

13

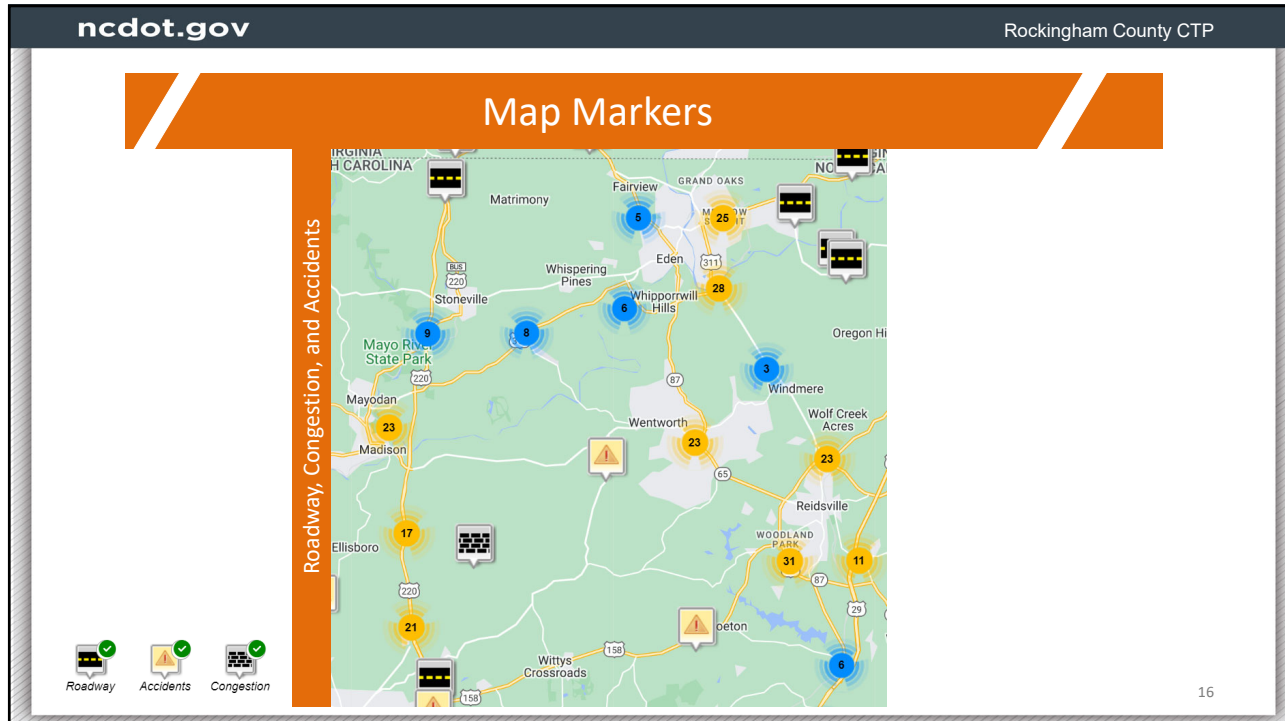
13



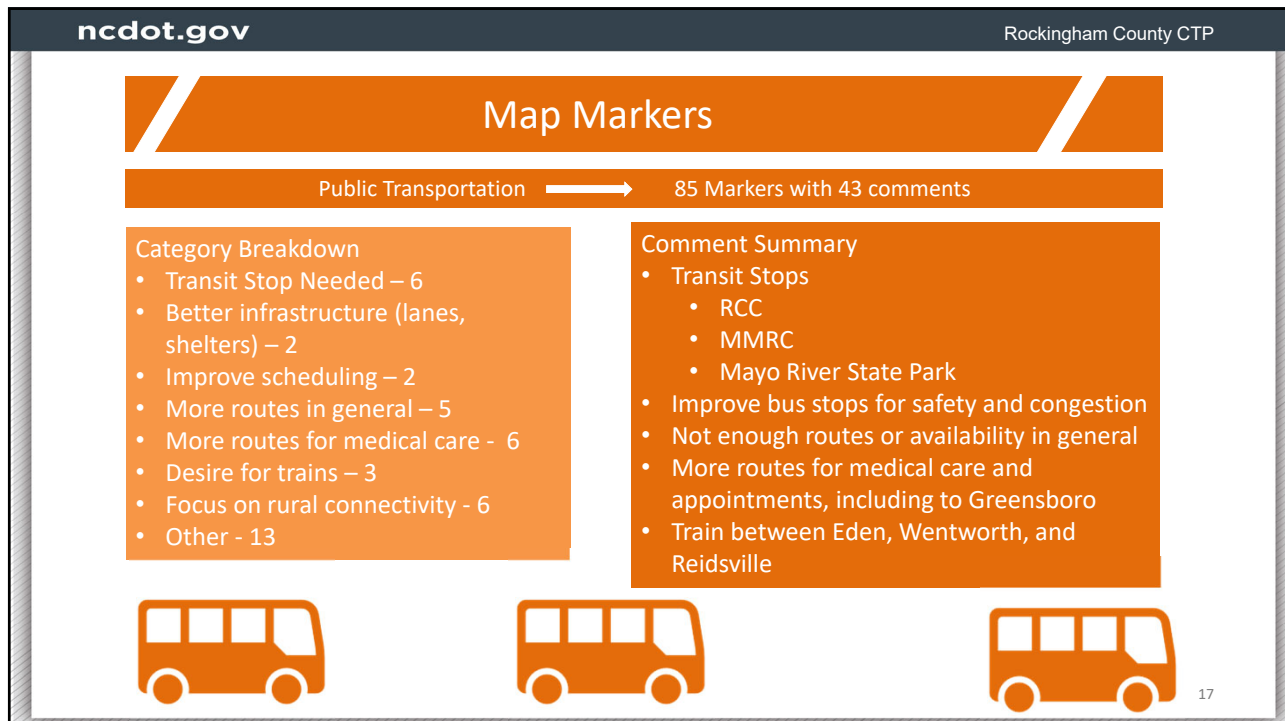
14



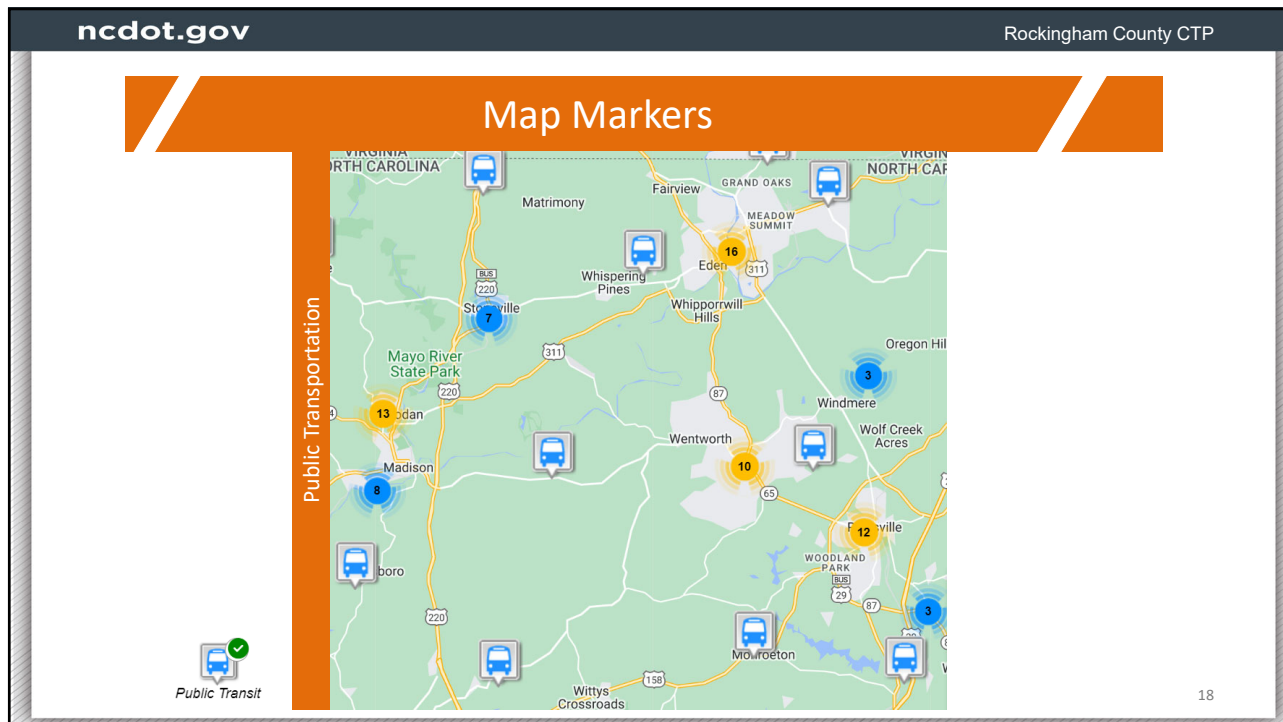
15



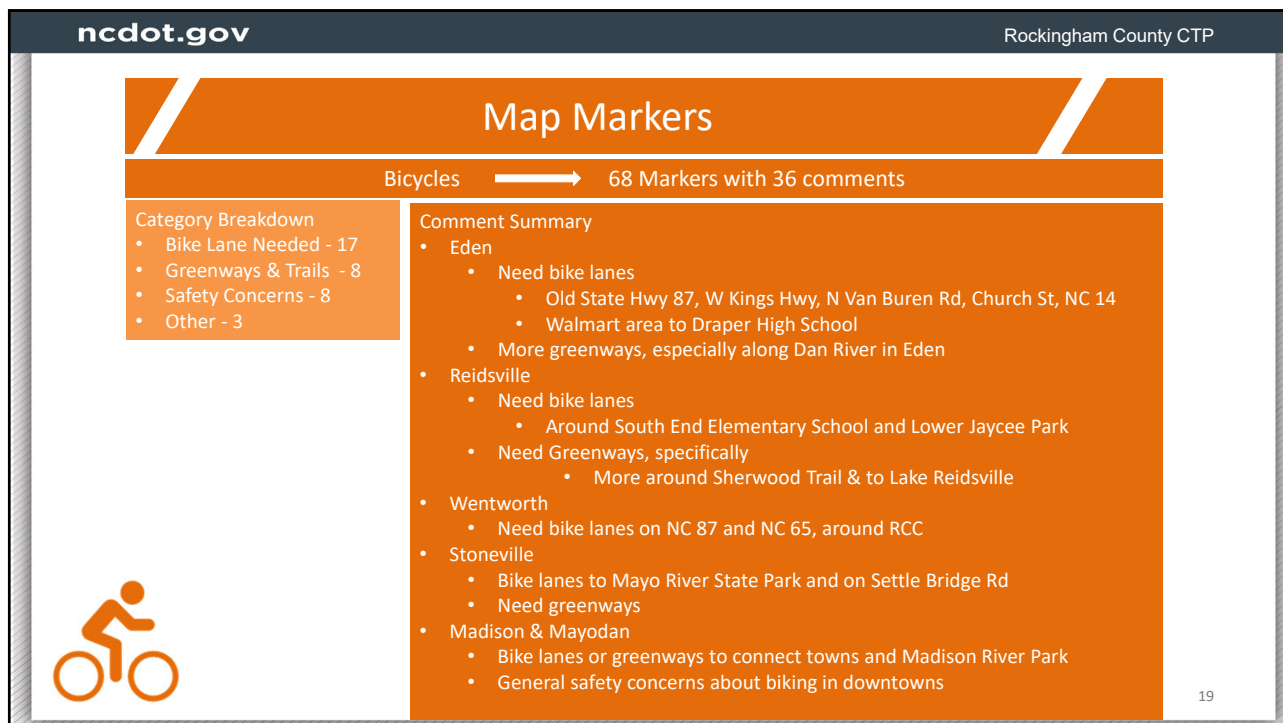
16



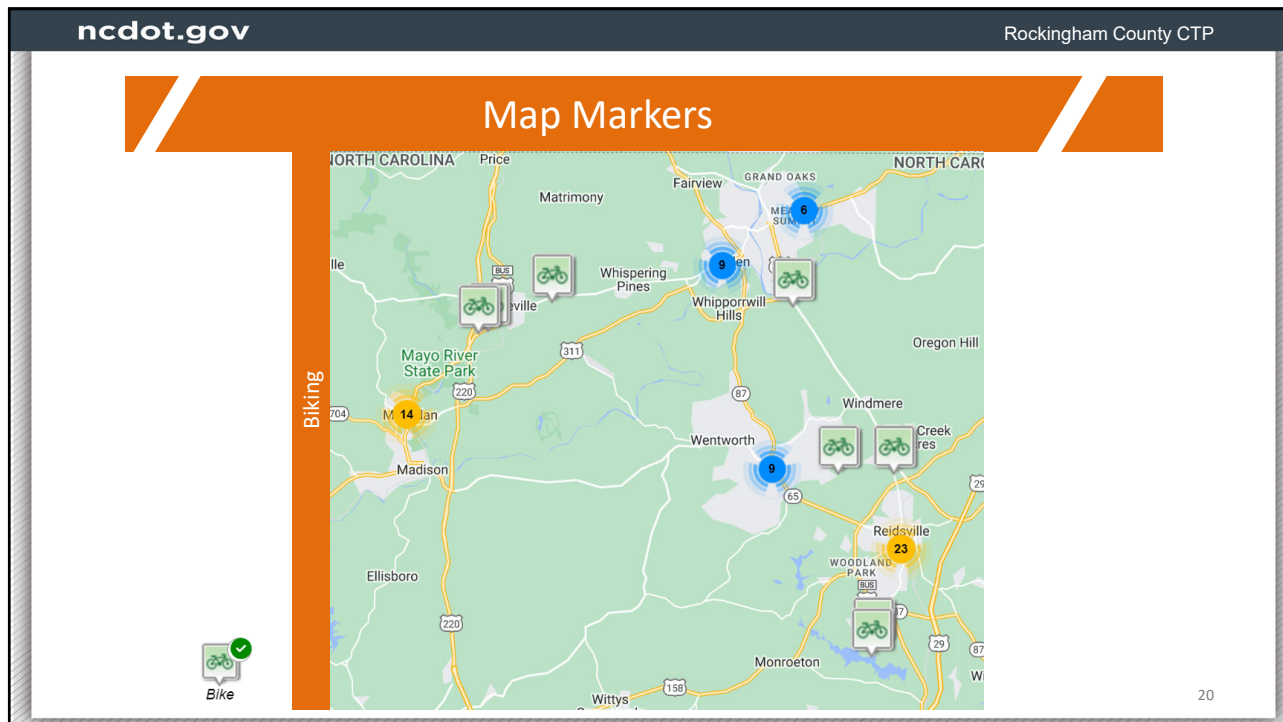
17



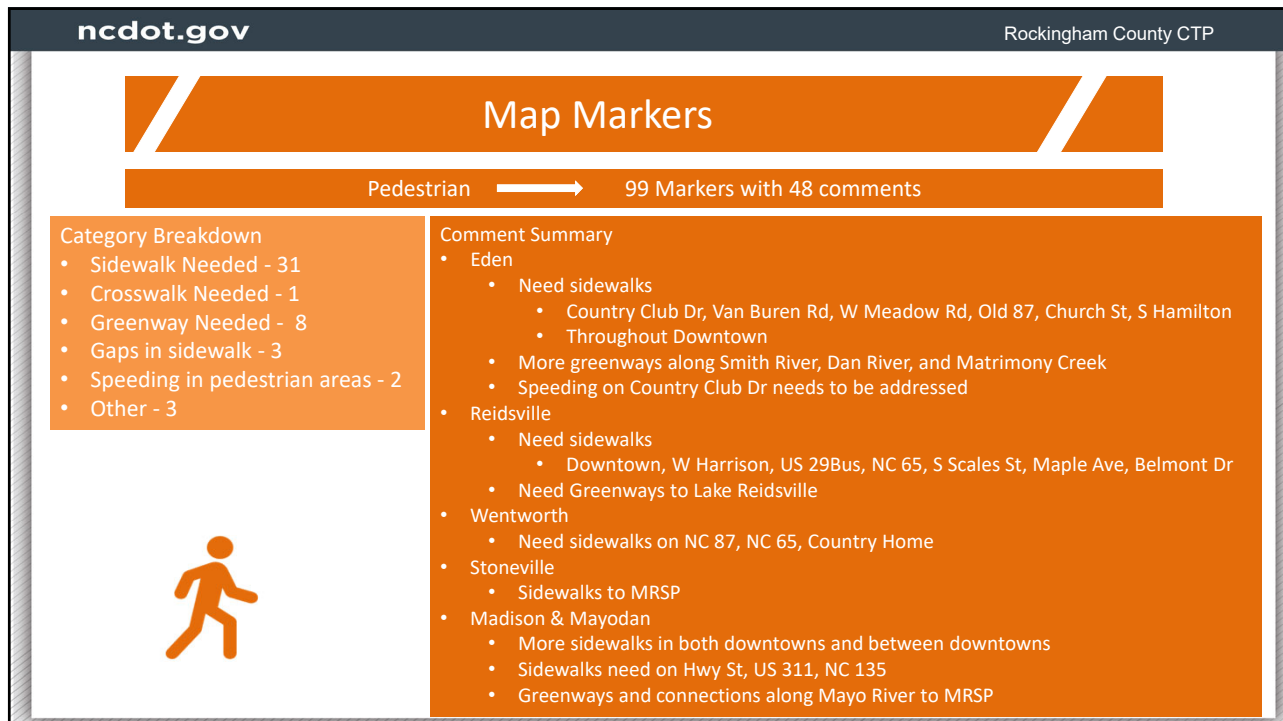
18



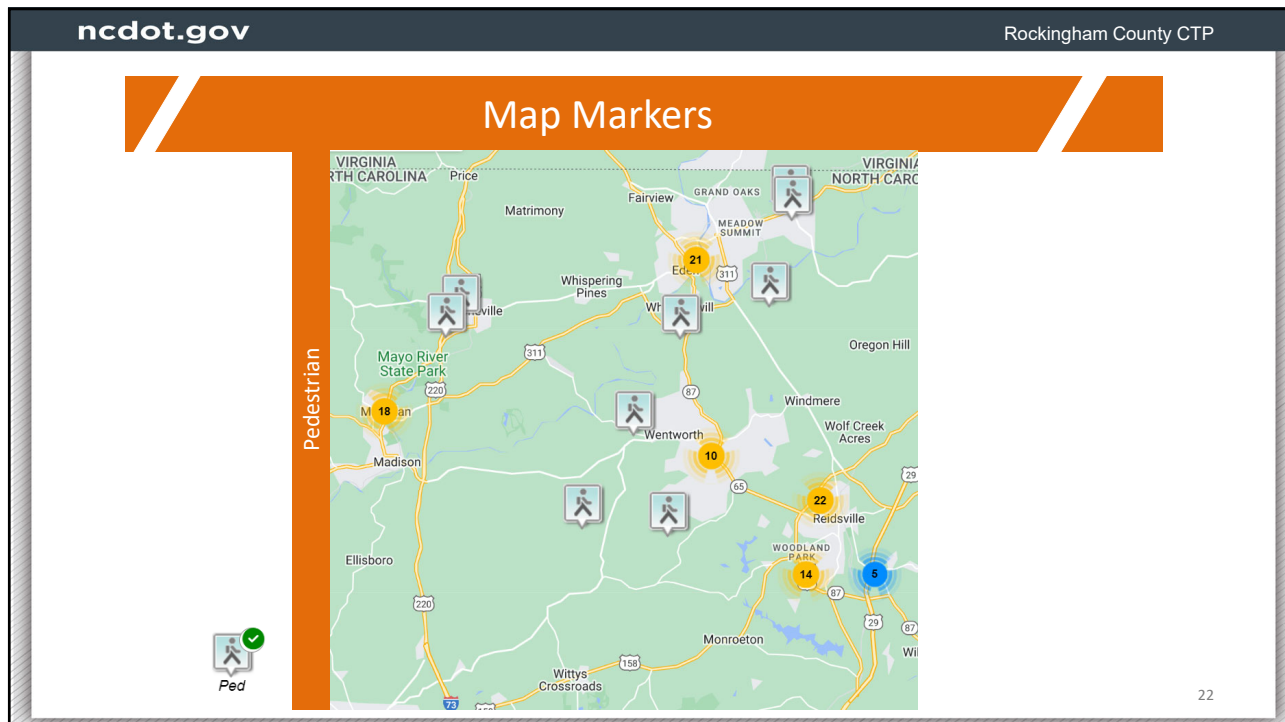
19



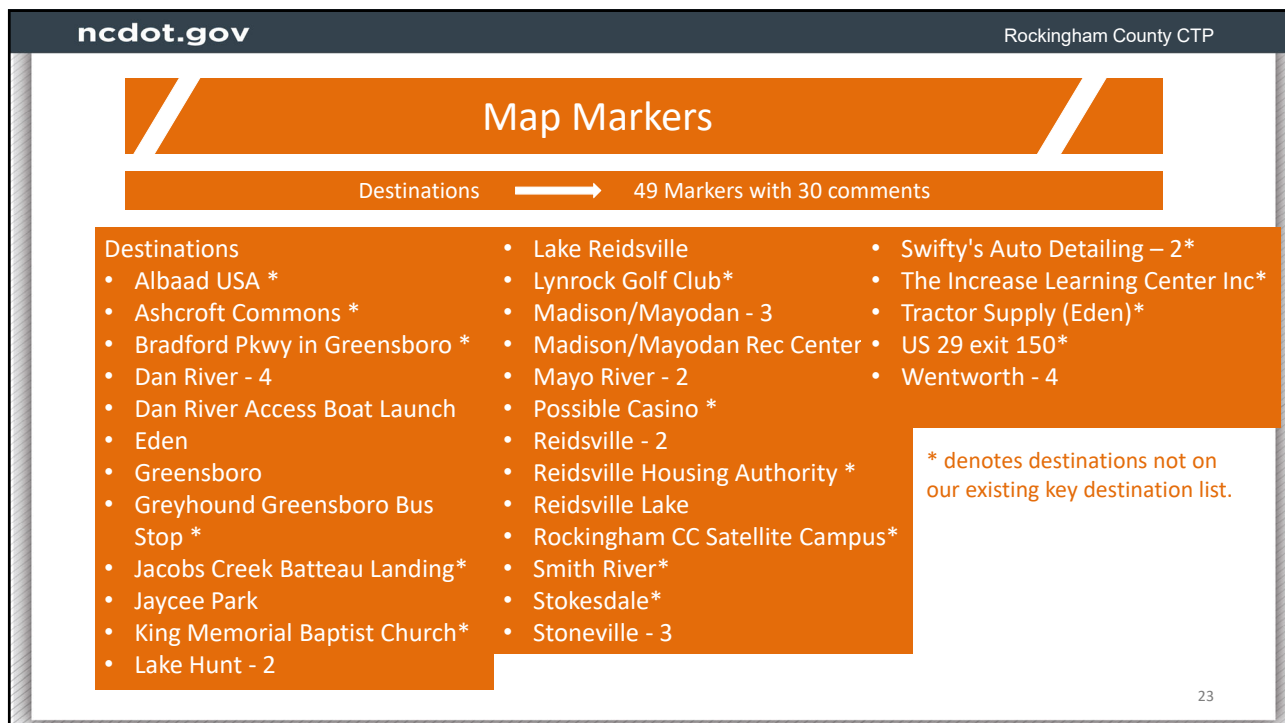
20



21



22



23

ncdot.gov Rockingham County CTP

Map Markers

24

24

ncdot.gov Rockingham County CTP

Map Markers

Other → 12 comments

Comment Summary:

- Penrose Mall area is confusing.
- The drive to Madison from Huntsville Elementary is stressful – a bridge somewhere could be nice.
- Check condition of the S Henry St train trestle.
- More consistent speed limits in Madison/ Mayodan.
- Improve attractive landscaping throughout County.
- NC 135 rail crossings interfering with emergency response vehicles and is dangerous.

25

25

Draft Vision

Rockingham County has a safe, well-maintained, accessible, efficient, and convenient multi-modal transportation system that removes barriers while connecting its residents and visitors of all ages and abilities to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth.

26

26

Draft Goals and Objectives

1. The roads in Rockingham County are well-maintained.
 - a. Objective: Encourage state-maintained roads instead of locally maintained roads (Rockingham County currently has XXXX miles of locally maintained roads).
2. Traveling to destinations and between destinations in Rockingham County is efficient and convenient.
 - a. Rockingham County is destination focused, considering development of access to destinations as roads are improved and new development is built.
 - b. Objective: Roads between municipalities, outdoor destinations, and other key destinations are comfortable to drive, with sufficient lane width, and paved shoulders at a minimum.
 - c. There are designated and marked bike routes with signage.
 - d. Recreational areas throughout the county are accessible by all modes.
 - i. There is a signage system that guides residents and visitors to key recreational areas throughout the county.
 - ii. Area maps identify recreational areas.

27

27

Draft Goals and Objectives

3. Rockingham County has a safe and accessible multi-modal transportation system.
 - a. There are safe facilities for vehicles, pedestrians, and bicyclists.
 - b. Residents have access to public transportation.
 - i. There is an on-demand public transportation system.
 - ii. Facilities support pedestrians and bicyclists.
 - iii. Sidewalks and Greenways meet ADA requirements.
 - c. Connected sidewalks and greenways without gaps.
 - i. Increase existing connectivity by filling in gaps.
 - d. Incorporate complete streets where possible.
 - i. Complete streets is a policy and design approach that considers bikes, pedestrians, public transportation, and vehicles.
4. Protection of existing watersheds is a priority.
 - a. Encourage cluster development within the watershed (area of land that drains water into a waterbody).
 - i. Reduce lot sizes and setbacks to promote conservation of open space.
 - ii. Minimize stream buffer impacts.

Public Involvement of Draft CTP

After the development of Draft CTP recommendations, another round of public engagement was done to receive feedback on the project recommendations. Advertisements were released in March and April of 2026 announcing four public meetings, as well as an online survey and webpage.

Public meetings were held in Reidsville, Mayodan, Eden, and Stoneville on April 21st, May 14th, and June 16th. These meetings were held at the Eden Public Library, the Reidsville Public Library, the Madison-Mayodan Recreation Department, the Reidsville Family YMCA, and the Vera Holland Community Center. At these public meetings, maps showing the draft CTP recommendations and tablets with a survey to submit feedback for each recommendation were available. Members of the NCDOT's Transportation Planning Division and the Piedmont Triad RPO were present to answer questions.

An online website containing the draft CTP recommendation maps, links to project sheets, and a link to the public involvement survey was also available to help gather feedback from those that could not attend the in-person sessions. This survey was available from March 27th, to May 15th, 2026, and was available in both English and Spanish. About 56 participants filled out this survey to provide feedback on the CTP recommendations and 150 responses were collected, with 67 comments.

Draft CTP Public Involvement Results

The results of the Draft CTP Recommendations public engagement is summarized below.

Overall Survey Results

- **4 in-person public involvement meetings**
 - April 21st
 - Eden Public Library (2-4pm)
 - Madison-Mayodan Rec Center (6-8pm)
 - May 14th
 - Reidsville Public Library (2-4pm)
 - Reidsville Family YMCA (5-7pm)
- **Online Survey**
 - Publicinput.com
 - Ran March 27th – May 15th



56 participants
150 responses
67 comments

*We also had environmental agency feedback on some highway projects, which will be included in the project sheets

Highway Recommendations

Map ID	Recommendation Name	Limits	Description	Total #	Agree	Disagree	% Agree
1	US 311 (W Academy St)	From US 220 Bus to US 220	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.	9	8	1	89%
2	US 29 BUS	From W Harrison St to S Scales St (SR 2670)	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.	7	6	1	86%
Comments:				<ul style="list-style-type: none"> • US 158 southwest of Reidsville needs widening too • I support all highway projects within Reidsville • Not needed 			
3	US 220	From Virginia Stateline to NC 68 Interchange	Upgrade US 220 to Interstate standards from NC 68 to Virginia and construct interchanges at Martinsville Loop, Sardis Church Rd, and Simpson Rd to improve statewide reliability and connectivity.	5	5	0	100%
Comments:				<ul style="list-style-type: none"> • There is congestion near the Walmart • Bridge at US 311 feels tight and dangerous - the short railings make it dangerous for pedestrians or bicyclists 			
4	US 29	From Caswell County to Guilford County	Upgrade US 29 to Interstate standards from Guilford County to Caswell County and improve the interchange at Barnes St to improve regional and statewide reliability and connectivity.	4	4	0	100%
5	US 29 BUS	From Crutchfield Rd (SR 1941) to US 29	Widen US 29 Business to 12-foot lanes with paved shoulders from Crutchfield Rd (SR 1941) to US 29 to improve reliability as an alternative to US 29 (Future I-785).	4	3	1	75%
Comments:				<ul style="list-style-type: none"> • The intersection at US 29 BUS and Freeway south of Reidsville is confusing, especially at night, and the lines are hard to see 			
6	US 311	From Main St to Virginia State Line	Widen US 311 from the Eden Limits to the Virginia State line to 11-ft lanes with paved shoulders to improve connectivity and reliability between Eden and Virginia, including a mega site in Berry Hill, Virginia.	2	1	1	50%
7	NC 87	From County Home Rd (SR 2371) to US 29 BUS	Widen NC 65-87 to a 5-lanes with center left-turn lane from NC 65/NC 87 to Sandy Cross Rd/Wentworth St and modernize NC 65-87 from Sandy Cross Rd/Wentworth St to US 29 BUS.	3	3	0	100%
8	NC 135	From US 220 BUS to Philpott Rd (SR 2178)	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.	4	4	0	100%
Comments:				<ul style="list-style-type: none"> • Getting into the Madison-Mayodan Rec Center is very difficult • Dangerous near the golf course 			
9	NC 14	From NC 770 to Tellowee Rd (SR 2723)	Convert NC 14 to a 4-lane facility with median from NC 770 to Tellowee Rd, upgrading E Stadium Dr (ROCK3011-H), W Kings Hwy, (ROCK3012-H), and Arbor Ln (ROCK3010-H) intersections with upgrades to NC 700/NC 87 interchange and sidewalk recommendations from NC 770 to Mebane Bridge Rd.	1	1	0	100%
Comments:				<ul style="list-style-type: none"> • A lot of wrecks here 			
10	NC 14	From Tellowee Rd to US 29	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 mobility and safety.	3	3	0	100%
Comments:				<ul style="list-style-type: none"> • Making a left onto NC 14 from Lawsonville Ave is scary • General congestion issues in downtown Eden • Concerns with safety near Salem Church Rd, especially with housing coming 			
11	NC 770	From NC 87 to Summit Ave	Convert NC 770 to a 4-lane facility with median and turn bays at major points of activity from NC 87 to Summit Rd and upgrade the Pierce St intersection (ROCK3014-H) to improve mobility and reliability.	0	0	0	N/A

Highway Recommendations

Map ID	Recommendation Name	Limits	Description	Total #	Agree	Disagree	% Agree
12	NC 150	From NC 87 to Caswell County	Widen NC 150 to 11-foot lanes with paved shoulders from NC 87 to the Caswell County line to improve connectivity.	0	0	0	N/A
13	NC 65	From County Home Rd to Guilford County	Widen NC 65 to 12-foot lanes with paved shoulder from the Guilford County line to County Home Rd (SR 2371) to improve connectivity.	1	1	0	100%
14	NC 700	From Oregon Hill Rd to Caswell County	Widen NC 700 to 12-foot lanes with paved shoulders from Oregon Hill Rd (SR 1914) to Caswell County to improve connectivity.	0	0	0	N/A
15	NC 704	From Stokes County to S Ayersville Rd	Widen NC 704 to 12-foot lanes with paved shoulder from Stokes County to S Ayersville Rd (SR 1300) to improve reliability and connectivity.	1	1	0	100%
Comments:			<ul style="list-style-type: none"> • NC 704 needs to be paved • Congestion near Dillard Academy 				
16	Baggage Road Connector	From Baggage Rd to US 220	Construct a 2-lane minor thoroughfare from Baggage Road 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. US 220 is recommended to be upgraded to a freeway and signed as I-73.	2	1	1	50%
17	Chief Martin St	From Island Dr to US 220 BUS	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.	2	1	1	50%
18	Way St Extension	From Brook Ln to US 158	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.	4	4	0	100%
19	E Stadium Dr (SR 1747)	From NC 14 to N Pierce St (SR 1962)	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 access and reliability.	1	0	1	0%
20	E Stadium Dr (SR 1747)	From N Pierce St to NC 700	Widen E Stadium Dr (SR 1747) to 11-foot lanes with left-turn lanes at major points of activity and consolidate driveways from S Pierce St to NC 700.	1	1	0	100%
21	S Scales St (SR 2670)	From W Harrison St to Watlington Dr	Consolidate driveways and add turning lanes at points of interest along S Scales St from Watlington Dr to W Harrison St to improve mobility.	6	6	0	100%
Comments:			<ul style="list-style-type: none"> • We need protected lefts at this light 				
22	W Harrison St (SR 2687)	From Vance St to S Scales St (SR 2670)	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.	2	1	1	50%
Comments:			<ul style="list-style-type: none"> • Dangerous intersection at Scales and Harrison with people pulling out of businesses near intersection 				
23	W Kings Hwy (SR 2066)	From Bridge St to NC 14	Convert W Kings Hwy to a 4-lane facility with median and turn bays at points of activity from Bridge St to NC 14 to improve mobility and reliability.	2	2	0	100%
24	Washington St (SR 1604)	From Cedar St to Bridge St (SR 1605)	Consolidate driveways and improve signal timing on Washington St from Cedar St to Bridge St, and improve the intersection of Washington St, Boone Rd, and Bridge St (ROCK4024-H) to improve mobility and reliability.	1	0	1	0%
25	Bryant St (SR 1708)	From Lake Dr to N Hamilton St (SR 1709)	Realign Bryant St (SR 1708) to Hamilton St (SR 1709) to improve connectivity.	1	0	1	0%
26	Carlton Rd (SR 2337)	From US 220 to Griffin Rd (SR 2336)	Realign Carlton Rd (SR 2337) to connect with US 220 and Simpson Rd and widen to 11-foot lanes with paved shoulders from 550 ft north of Knightshire Dr to NC 65 to improve connectivity along western Rockingham County.	1	0	1	0%

Highway Recommendations

Map ID	Recommendation Name	Limits	Description	Total #	Agree	Disagree	% Agree
27	E Aiken Rd (SR 1714)	From Chatham Ct to 0.1 miles west of Cypress Hill Dr	Realign E Aiken Rd (SR 1714) from Chatham Ct to 0.1 miles west of Cypress Hill Dr to improve reliability, connectivity and safety.	1	0	1	0%
28	Griffin Rd (SR 2236)	From Carlton Rd (SR 2337) to NC 65	Widen Griffin Rd (SR 2336) to 11-foot lanes with paved shoulders from Carlton Rd (SR 2337) to NC 65 improve connectivity along western Rockingham County.	1	0	1	0%
29	Island Dr (SR 1169)	From NC 704 to US 311	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.	2	1	1	50%
30	Priddy Loop (SR 1594)	From NC 770 to Settle Bridge Rd	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.	2	1	1	50%
31	Sardis Church Rd (SR 1128)	From Ellisboro Rd to US 220	Widen Sardis Church Rd (SR 1128) to 11-foot lanes with paved shoulders from Ellisboro Rd to US 220 to improve connectivity along western Rockingham County.	1	0	1	0%
32	Settle Bridge Rd (SR 2145)	From Priddy Loop to NC 135	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.	1	0	1	0%
33	Simpson Rd (SR 1120)	From Ellisboro Rd to US 220	Widen Simpson Rd (SR 1120) to 11-foot lanes with paved shoulders from Ellisboro Rd to US 220 to improve connectivity along western Rockingham County.	1	0	1	0%
34	Church St/Stone Mountain Rd (SR 2154)	From NC 770 to NC 135	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.	1	0	1	0%
35	Vance St Extension (SR 2413)	From NC 87 to Irvin Farm Rd (SR 2410)	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.	3	2	1	67%
36	Virginia St (SR 1716)	From Virginia State Line to Lincoln St	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 mobility and connectivity.	1	0	1	0%
37	US 220 BUS and NC 704 and Ridge St		The US 220 Bus, NC 704, and Ridge St intersection has a high amount of accidents and does not conform to modern design standards, thus impacting mobility and safety.	2	2	0	100%
38	US 158 and Flat Rock Rd		The US 158 and Flat Rock Rd (SR 2432) has seen several accidents in the last 5 years. The intersection is Y-shaped, which has safety risks and is not conforming to modern design standards.	2	1	1	50%
Comments:				● Hard to see at this intersection			
39	N Market St (SR 1199) and E Decatur St		The intersection has had several accidents in the last 5 years. There are some sight issues that could impact mobility and safety.	2	2	0	100%
40	Richardson Dr and S Main St and Northup St		The intersection has a high amount of accidents and does not conform to modern design standards, thus impacting	1	0	1	0%
41	Richardson Dr and Boyd St and South Park Dr		The intersection does not conform to modern design standards, thus impacting mobility and safety.	1	0	1	0%
48	NC 14 and W Arbor Ln		The NC 14 and W Arbor Ln intersection has a high amount of accidents.	0	0	0	N/A
49	NC 14 and E Stadium Dr		The NC 14 and E Stadium Dr intersection has a high amount of accidents.	1	1	0	100%
50	NC 14 and W Kings Hwy		The NC 14 and W Kings Hwy intersection has a high amount of accidents.	1	1	0	100%
51	NC 770 and NC 87		The NC 770 and NC 87 intersection has a high amount of accidents.	1	0	1	0%
52	NC 770 and N Pierce St		The NC 770 and N Pierce St intersection has a high amount of accidents.	1	0	1	0%
53	Washington St and Boone Rd and Bridge St		The intersection does not conform to modern design standards, thus impacting mobility and safety.	1	0	1	0%

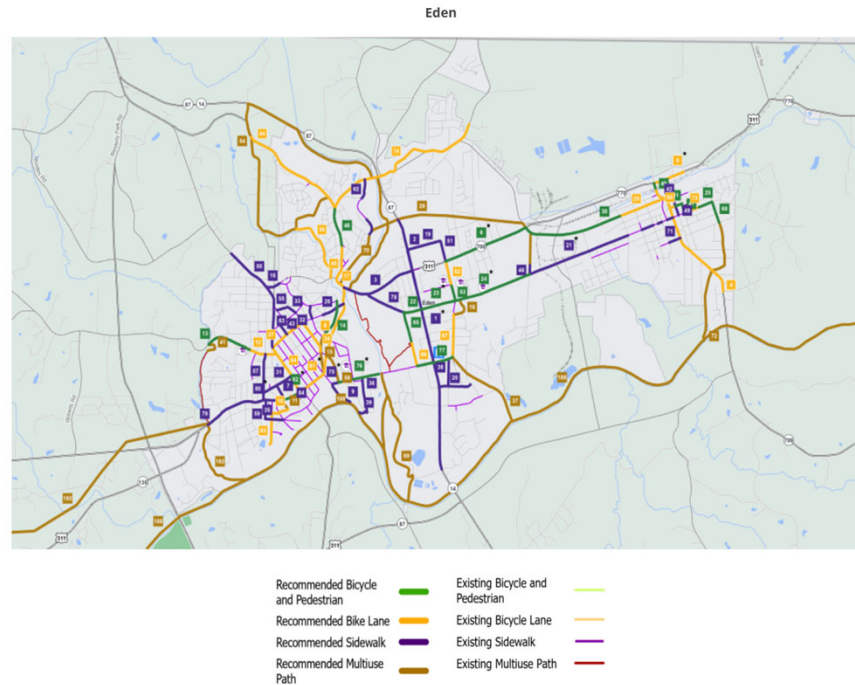
Do you agree with the [bike ped] recommendations in Eden?

Score received by participants from 0% (Disagree) to 100% (Agree)

0 – 25%	26 – 50%	51 – 75%	76 – 100%
0	1	2	3
Average: 74% (6 entries)			

Comments:

- More sidewalks in Eden, I see a lot of people walking on the side of the road ;
- More sidewalks near and on Washington St would be great because of all shops and festivals
- Yes to bike lanes [in Eden]



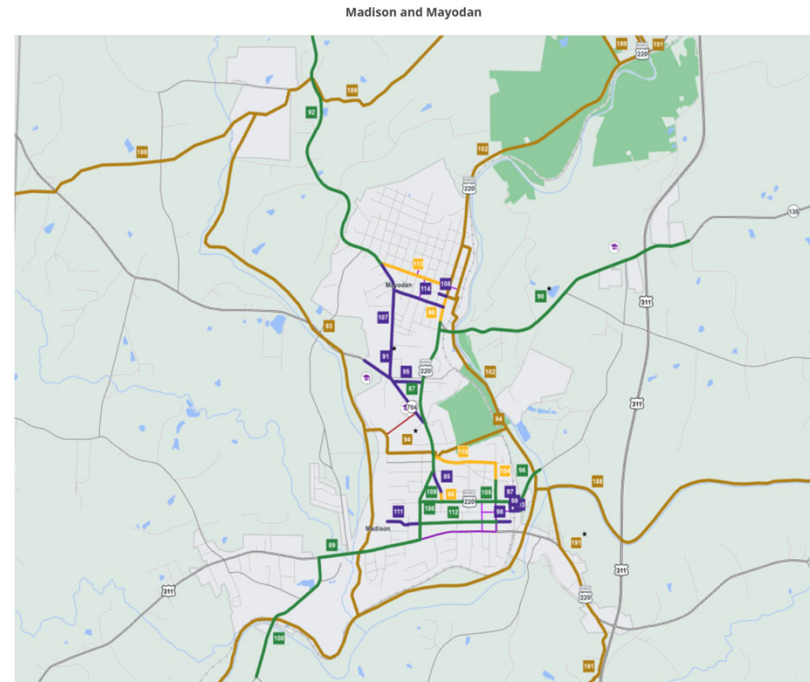
Do you agree with the [bike ped] recommendations in Madison and Mayodan?

Score received by participants from 0% (Disagree) to 100% (Agree)

0 – 25%	26 – 50%	51 – 75%	76 – 100%
0	0	2	3
Average: 84% (5 entries)			

Comments:

- Students at Western Rockingham Middle School would enjoy more opportunities to bike
- I support #94 (Big Beaver to Mayo River Sidepath) in Madison
- Yes to bike lanes and more sidewalks in Madison
- Yes to #186 (NC 65 Sidepath) and #188 (Dan River Greenway)



Recommended Bicycle and Pedestrian	Green line	Existing Bicycle and Pedestrian	Light green line
Recommended Bike Lane	Orange line	Existing Bicycle Lane	Light orange line
Recommended Sidewalk	Purple line	Existing Sidewalk	Light purple line
Recommended Multiuse Path	Brown line	Existing Multiuse Path	Light brown line

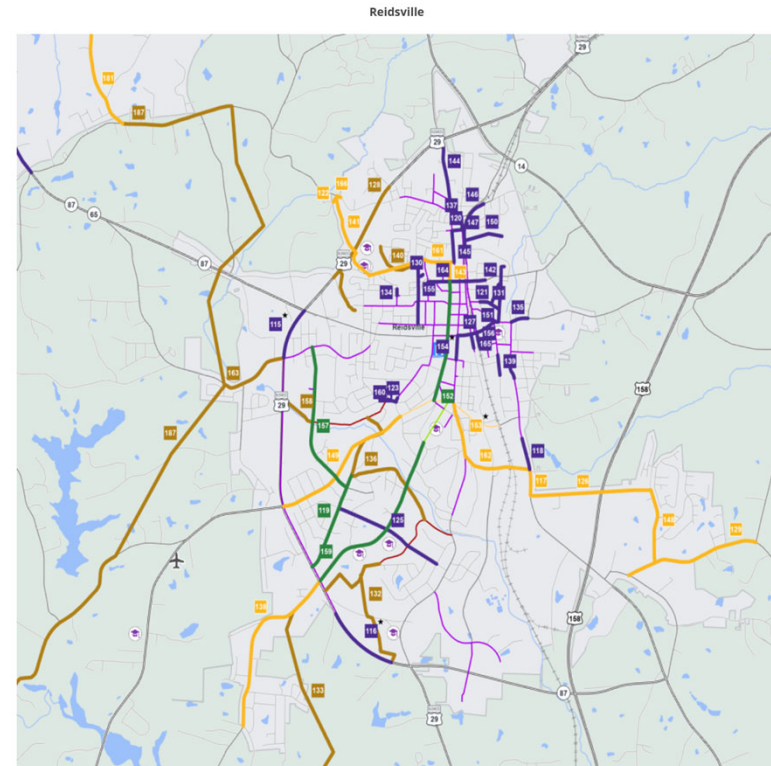
Do you agree with the [bike ped] recommendations in Reidsville?

Score received by participants from 0% (Disagree) to 100% (Agree)

0 – 25%	26 – 50%	51 – 75%	76 – 100%
0	0	5	6
Average: 79% (11 entries)			

Comments:

- Support pedestrian improvements near Lawndale to help connect people to the Food Lion
- Yes to bike lanes [in Reidsville]
- I support bike lanes throughout Reidsville
- Sidewalks on and near Scales St are needed
- We need sidewalks on Main St and near South End School
- Sidewalks would be nice past the Shell Station on S Scales
- Yes for #144 (N Scales St)
- Sidewalks needed on Sherwood (#157)
- I support #159 (South Park Dr) , #116 (US 29 BUS), and #133 (Lake Reidsville Greenway)



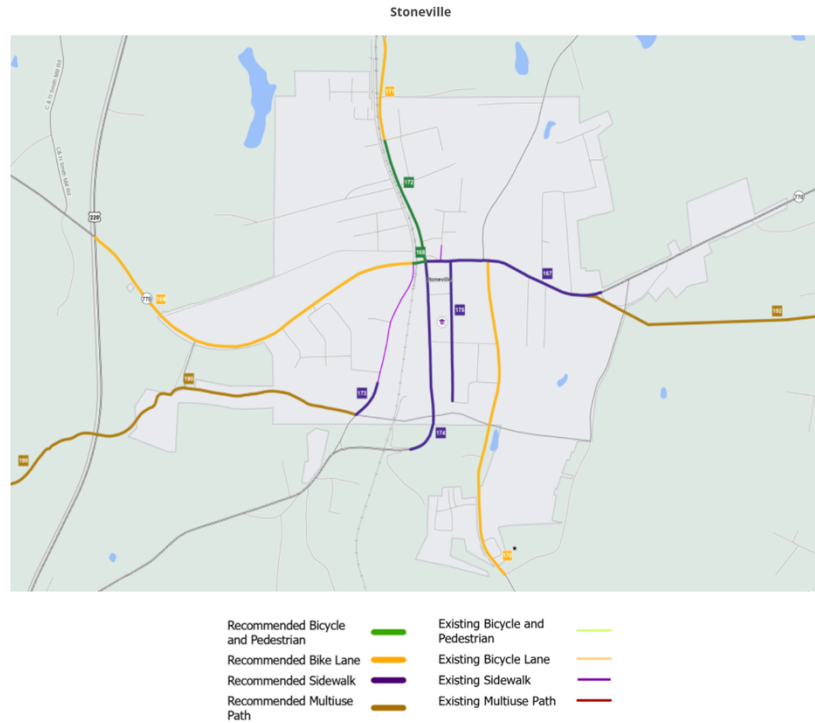
Do you agree with the [bike ped] recommendations in Stoneville?

Score received by participants from 0% (Disagree) to 100% (Agree)

0 – 25%	26 – 50%	51 – 75%	76 – 100%
0	0	0	4
Average: 91% (4 entries)			

Comments:

- The Stoneville Memorial Park is important for children and teenagers
- Yes to bike lanes [in Stoneville]



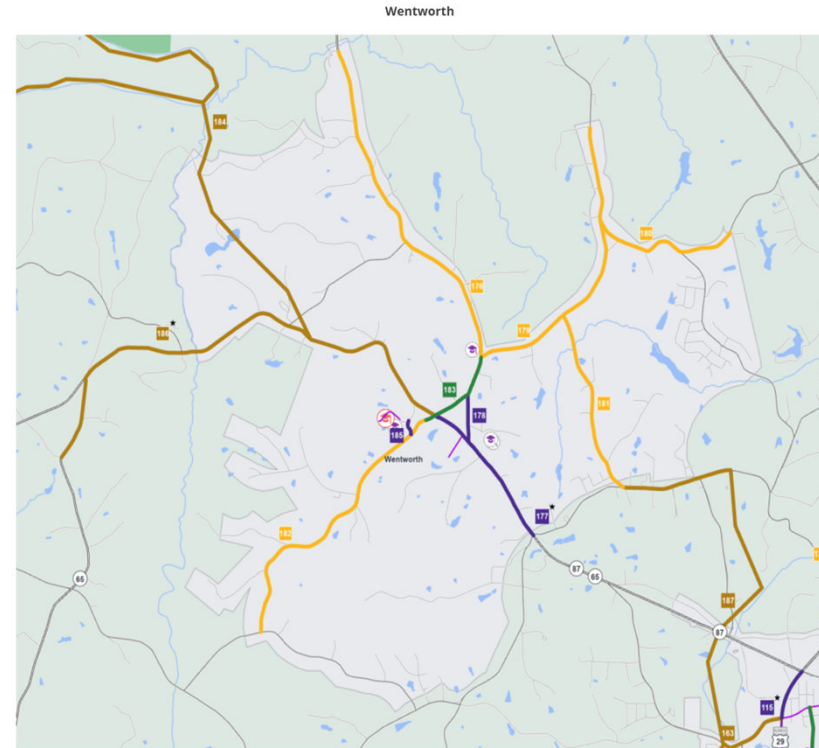
Do you agree with the [bike ped] recommendations in Wentworth?

Score received by participants from 0% (Disagree) to 100% (Agree)

0 – 25%	26 – 50%	51 – 75%	76 – 100%
0	0	0	2
Average: 81% (2 entries)			

Comments:

- Students at Rockingham County Middle would like more opportunities to bike
- Yes to bike lanes [in Wentworth]



Recommended Bicycle and Pedestrian	—	Existing Bicycle and Pedestrian	—
Recommended Bike Lane	—	Existing Bicycle Lane	—
Recommended Sidewalk	—	Existing Sidewalk	—
Recommended Multiuse Path	—	Existing Multiuse Path	—

Do you agree with the [multiuse path] recommendations in Rockingham County?

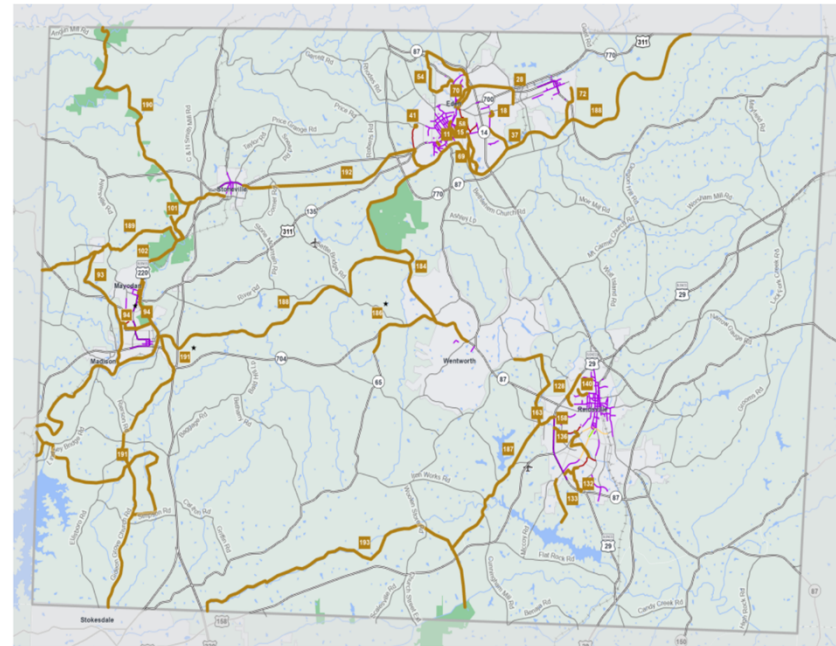
Score received by participants from 0% (Disagree) to 100% (Agree)

0 – 25%	26 – 50%	51 – 75%	76 – 100%
0	0	0	3
Average: 90% (3 entries)			

Comments:

- Connections of the Mayo River State Park is important for children and teenagers living near Madison, Mayodan and Stoneville
- I support more greenways in Rockingham County; Would love a connection to the Atlantic Yadkin Greenway

Proposed Multiuse Paths Across Rockingham County



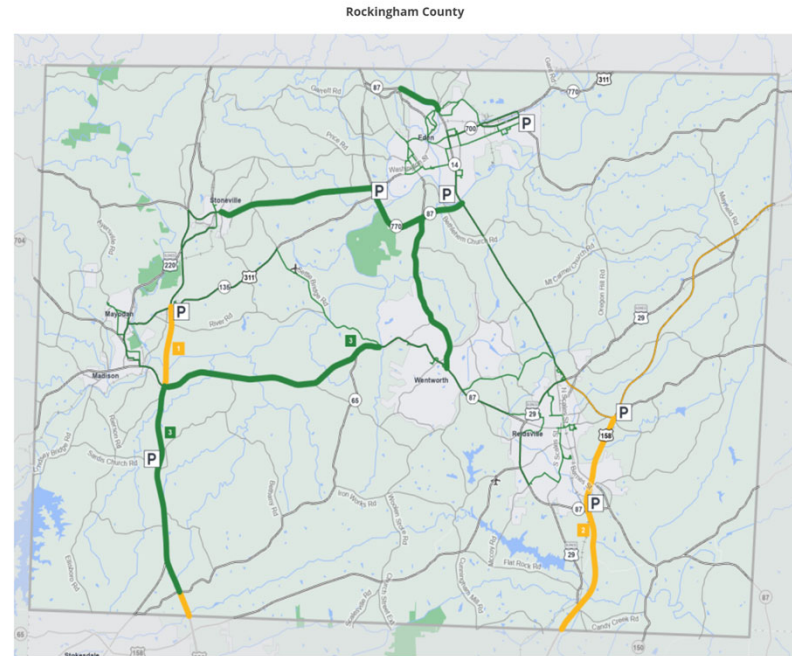
Do you agree with the [transit] recommendations in Rockingham County?

Score received by participants from 0% (Disagree) to 100% (Agree)

0 – 25%	26 – 50%	51 – 75%	76 – 100%
1	1	2	8
Average: 73% (12 entries)			

Comments:

- Access to medical care in Greensboro is important
- SKAT access to the Eden Library would help the elderly and those with disabilities
- I support expansion of SKAT - I wish it could expand outside of Eden town limits to Garrett Rd
- Support transit near Lawndale near the Food Lion
- More transit options to Greensboro
- No buses in the county
- SKAT Bus expansion and more buses to Greensboro. Educating the public on the options would be helpful.
- I support regional buses to Greensboro
- A rail stop in Reidsville would be great

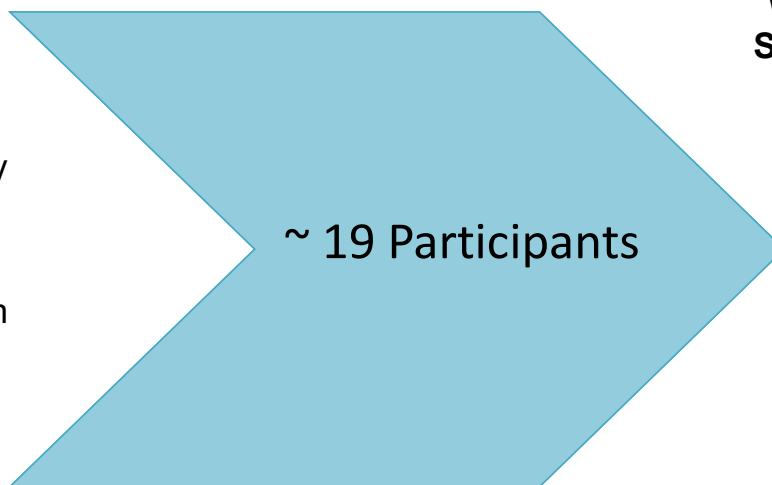


Results

- **Additional Stoneville public involvement meeting:**

- June 16th
 - Vera Holland Community Center
 - 3-5pm

*Plus email comments from those who couldn't make it



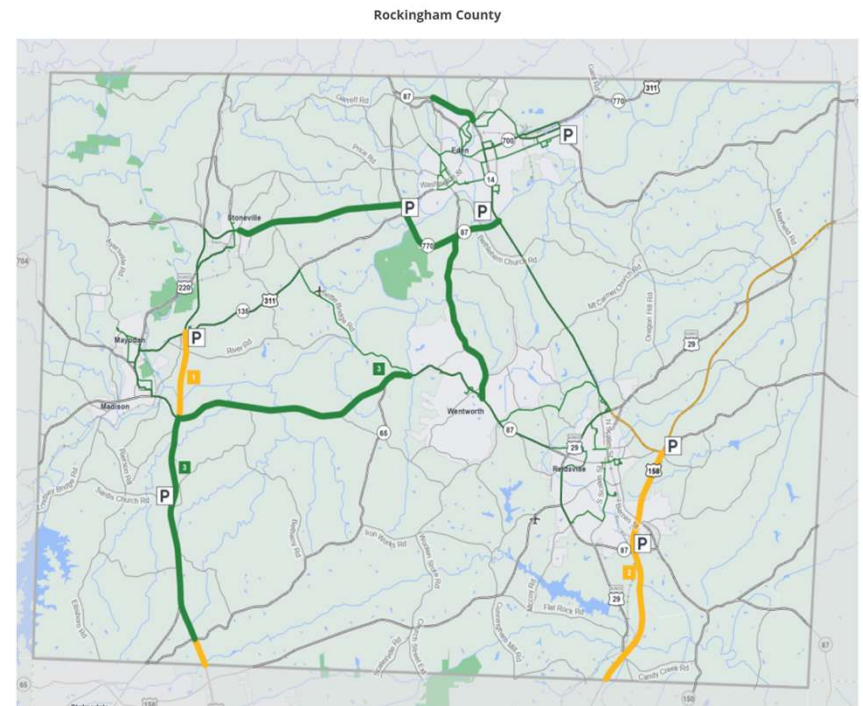
What we heard about Church St / Stone Mountain Rd Modernization:

- Do not want a turn lane or street widening to occur on Church St.
- Get rid of highway recommendation and bike lanes on Church St
- Speeding issues
- School traffic
- Intersection of NC 135 and Stone Mountain Rd is dangerous

Results

What we heard about the SKAT expansion:

- Several comments in support of SKAT expansion
- One attendee did not support SKAT



Results

Do you agree with the [bike ped] recommendations in Stoneville?

Comments:

- I really like the idea of the sidewalk [on NC 770]
- I support bike lanes on NC 770 towards the park if it's done safety
- Sidewalk recommendations are good
- Add sidewalk on W Main St to Priddy Rd to access park
- Get rid of bike lane on Church St
- Support of bike lane recommendations, except on Church St
- Support of multiuse paths to Madison/Mayodan and to the Mayo River State Park
- Henry does not have the ROW for bike and pedestrian improvements

STIP PROJECTS AND UNADDRESSED DEFICIENCIES

This section presents project proposals for each mode of transportation in the Rockingham County CTP. NCDOT adopted a "**Complete Streets 2.0**" policy in 2019. The policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the department will collaborate with municipalities and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area.

STIP Projects

As discussed in the Highway Analysis section, the capacity deficiency analysis of the highway element of the CTP, the annual average daily traffic (AADT) in 2022 and the projected vehicles per day (vpd) in 2050 were compared to the 2022 Level of Service (LOS) D capacity for each facility. The future year analysis assumed that projects listed in the 2026–2035 State Transportation Improvement Program (STIP) were built. These projects are:

- N.C. 87, R-5704: Realign intersection of S.R. 1998 (Wentworth Street) / S.R. 1001 (Sandy Cross Road)
- US 220, I-5898: Replace bridge 780074 and upgrade interchange at U.S. 311 / N.C. 135
- US 220 Business, EB-5891: Construct a multi-use path from East Jackson Street to Mayo River State Park
- East Stadium Drive (S.R. 1747), EB-5888: Construct sidewalk from North Pierce Street to Freedom Park

CTP PROJECTS

The following pages contain project sheets for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process.

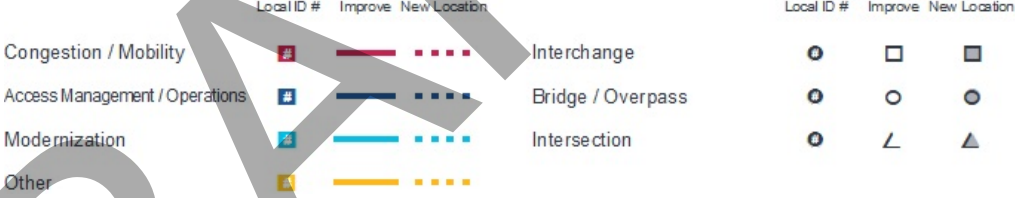
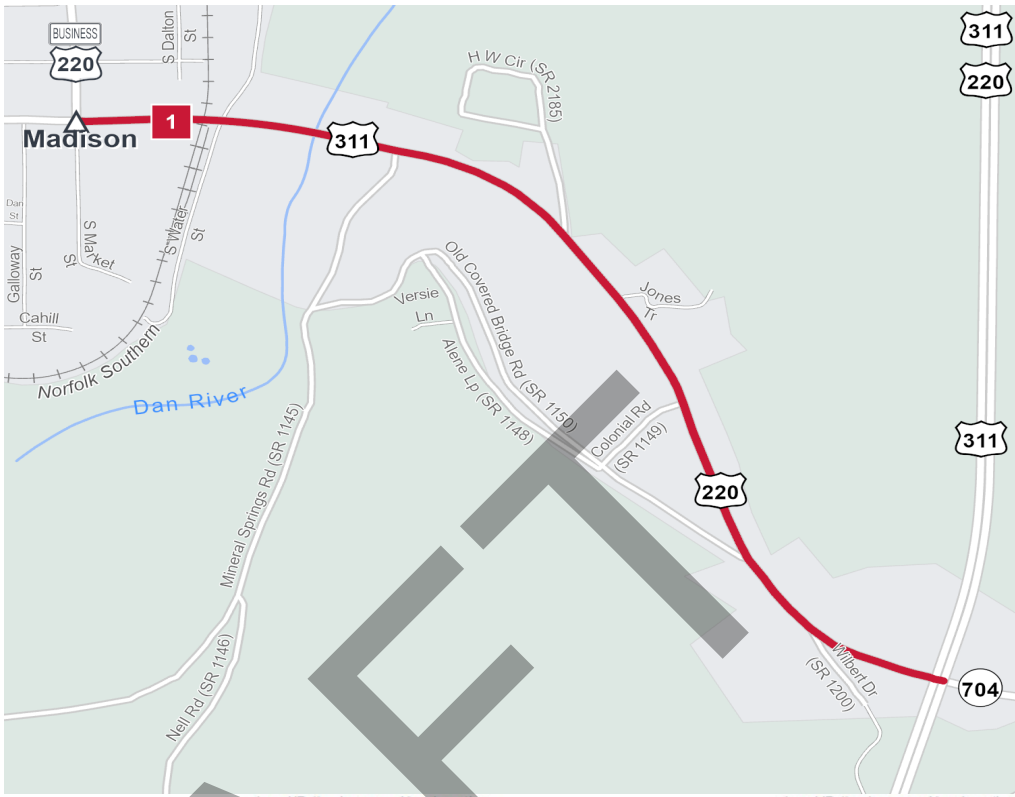
Highway Recommendations					
US 311 (Academy St)	US 29 BUS	US 220	US 29	US 29 BUS	US 311
NC 87	NC 135	NC 14	NC 14	NC 770	NC 150
NC 65	NC 700	NC 704	Baggage Rd Connector	Chief Martin St (SR 1198)	Way St Extension
E Stadium Dr (SR 1747)	E Stadium Dr (SR 1747)	S Scales St (SR 2670)	W Harrison St (SR 2687)	W Kings Hwy (SR 2066)	Washington St (SR 1604)
Bryant St (SR 1708)	Carlton Rd (SR 2337)	E Aiken Rd (SR 1714)	Griffin Rd (SR 2336)	Island Dr (SR 1169)	Priddy Loop (SR 1594)
Sardis Church Rd (SR 1128)	Settle Bridge Rd (SR 2145)	Simpson Rd (SR 1120)	Stone Mountain Rd / Church St	Vance St Extension (SR 2413)	Virginia St (SR 1716)
US 220 BUS and NC 704 and Ridge St Intersection	US 158 and Flat Rock Rd Intersection	N Market St (SR 1199) and E Decatur St Intersection	Richardson Dr and S Main St and Northup St Intersection	Richardson Dr and Boyd St and South Park Dr Intersection	US 220 and Martinsville Lp Interchange
US 220 and Sardis Church Rd/Baggage Rd Interchange	US 220 and Simpson Rd/Carlston Rd Interchange	US 220 Bus and NC 135 Interchange	US 220 BUS and US 311 Intersection	US 158 and Barnes St Interchange	NC 14 and W Arbor Ln Intersection
NC 14 and E Stadium Dr Intersection	NC 14 and W Kings Hwy Intersection	NC 770 and NC 87 Interchange	NC 770 and N Pierce St Intersection	Washington St/ Boone Rd/Bridge St Intersection	US 220 and US 311 Interchange

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

Local ID: ROCK20001-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 along portions of the facility 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. This project also includes a multiuse path recommendation from 200 ft west of H W Cir to Wilbert Dr.



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	67

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)	11600-13300	11600-13300	11600-36600

Capacity Data: Year

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

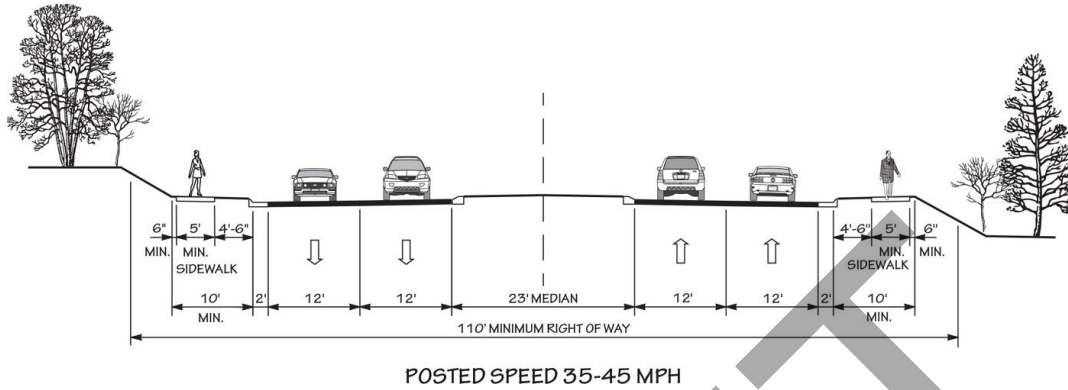


Typical Section Options:

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 convenience by alleviating congestion.

Public Engagement

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

Potential Impacts

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

Other Information

Crash Data

Crash data analysis shows a total of 23 crashes on this section of US 311. 1 crash involved fatality, 4 had injuries, and 18 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Truck Traffic

Based on 2022 traffic data, percent truck traffic on this section of US 311 is approximately 5.7%

US 29 BUS

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

Local ID: ROCK20002-H

Purpose: Mobility

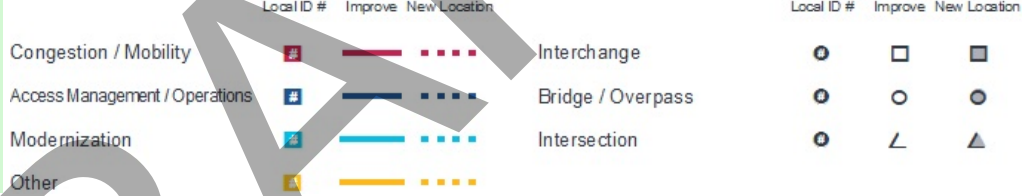
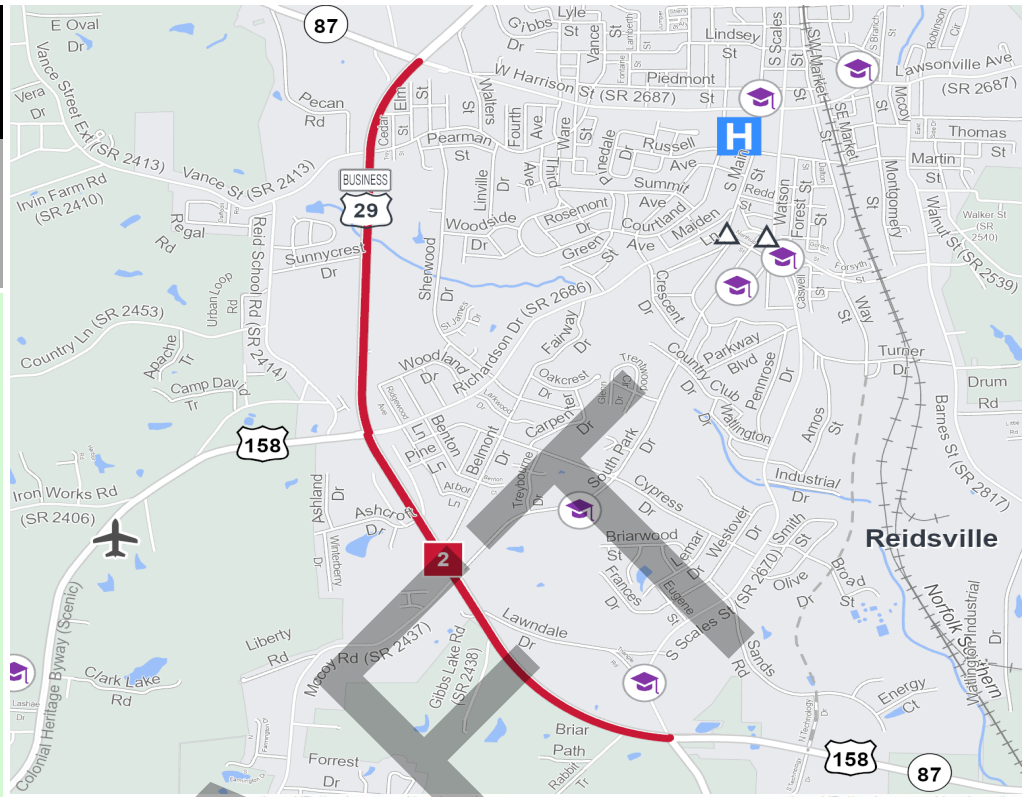
Improvement: Improve Existing

Identified Need

Mobility on US 29 from W Harrison St to S Scales St (SR 2670) is hindered by driveways and access points. Also, there is a high amount of crashes on this segment.

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. This project includes a pedestrian facility recommendation from W Harrison St to Vance St and from Lawndale Dr to Rabbit Tr.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	3.50
Existing ROW (feet)	75-90
Safety Risk Score	100

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 2-lane	-	Boulevard	
Travel Lanes	8	-		
Volume (vpd)	10500-17500	12700-23100	12700-23100	
Capacity (vpd)	27600-36600	36600	27600-36600	

Capacity Data: Year

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

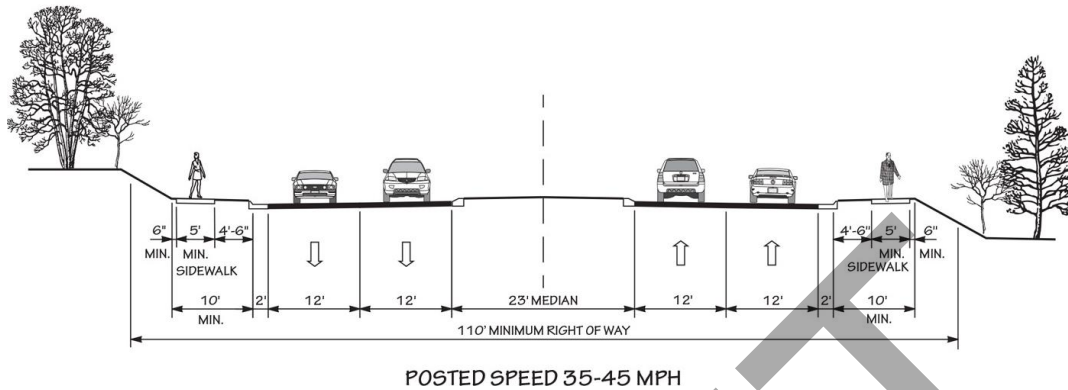


Typical Section Options:

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 convenience 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.

Potential Impacts

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

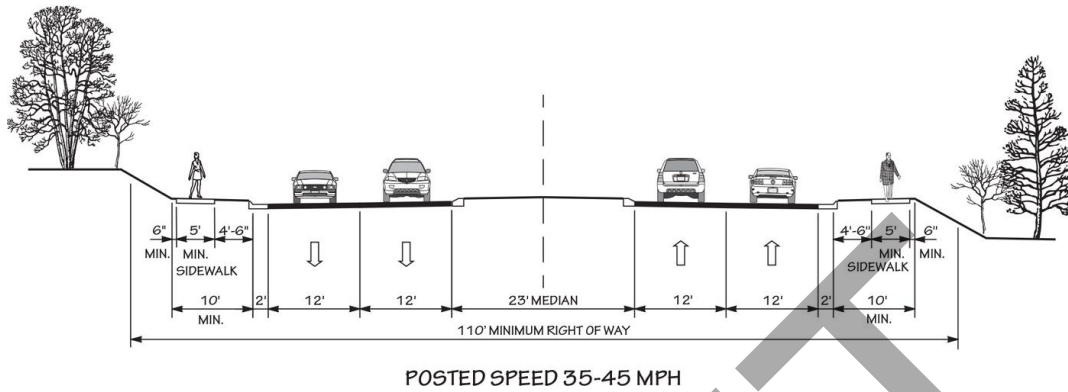
Other Information

Typical Section Options:

None

TYPICAL SECTION No. 4C

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



Crash Data

Crash data analysis shows a total of 118 crashes on this section of US 29 BUS. 1 crash involved fatality, 27 had injuries, and 90 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Truck Traffic

Based on 2022 traffic data, percent truck traffic on this section of US 29 BUS is approximately 3.2%

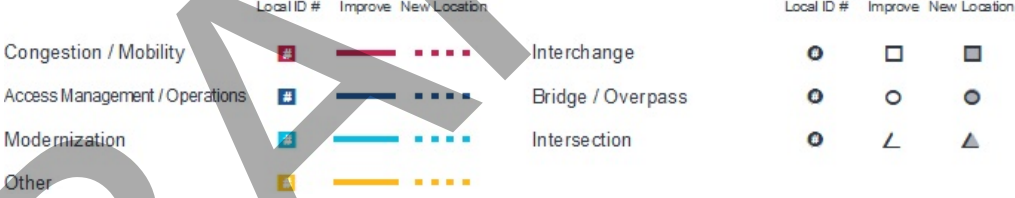
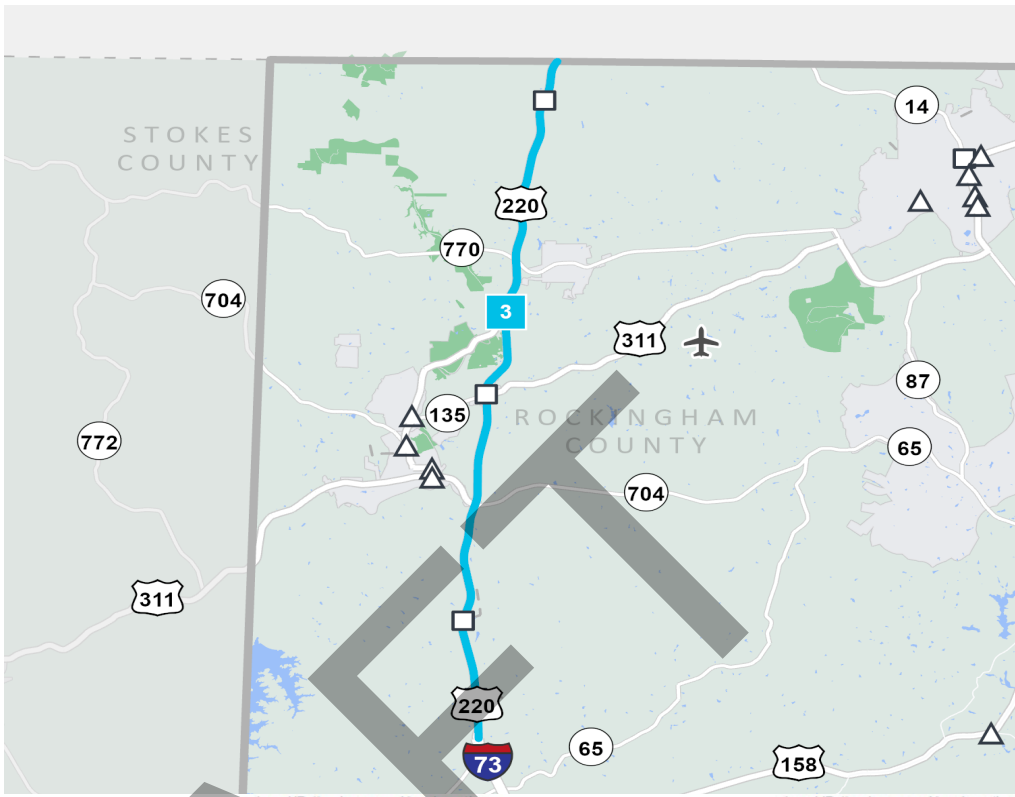
DRAFT

US 220
From Virginia Stateline to NC 68 Interchange

Local ID: **ROCK20003-H**
Purpose: **Facility Deficiencies**
Improvement: **Improve Existing**

Identified Need
US 220 is a major corridor in Rockingham County and is identified as NCDOT Strategic Transportation Corridor H, envisioning I-73 from South Carolina to Virginia. US 220 is not up to interstate standard from NC 68 to Virginia, which inhibits statewide reliability, safety, and connectivity.

Recommendation
Upgrade US 220 to Interstate standards from NC 68 to Virginia and construct interchanges at Martinsville Loop, Sardis Church Rd, and Simpson Rd to improve statewide reliability and connectivity. This project includes transit recommendations.



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	100

Proposal Data: 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	-	Freeway
Travel Lanes	2	-	-
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

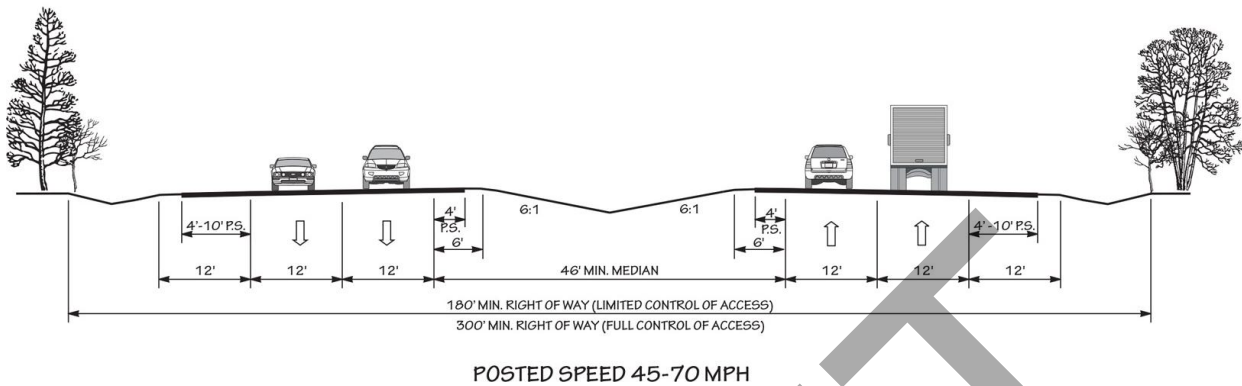


Typical Section Options:

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. Feasibility Study H142083 is currently underway studying the upgrade of US 220 from NC 68 to the Virginia state line.

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, 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. The other comments identified concerns about US 220.

Potential Impacts

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:

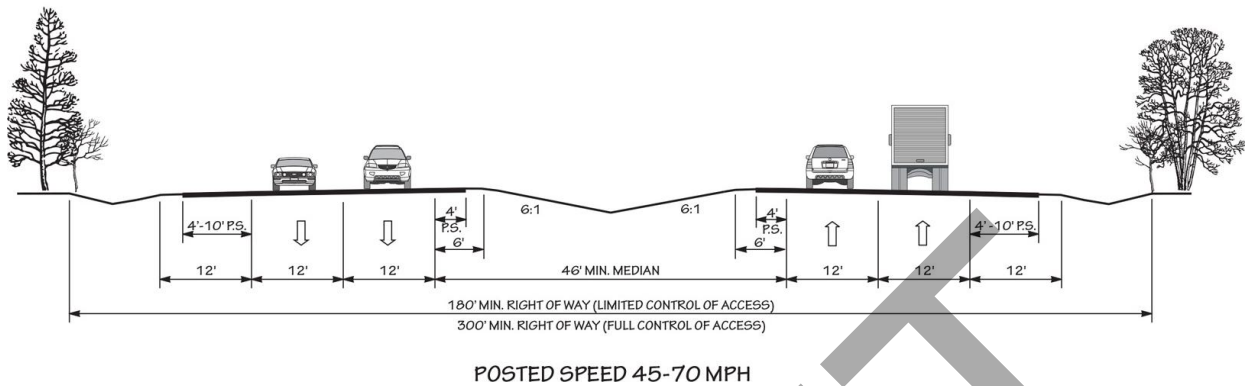
- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP)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

Other Information

Crash Data

Crash data analysis shows a total of 332 crashes on this section of US 220. 10 crash involved fatalities, 77 had injuries, and 245 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Truck Traffic

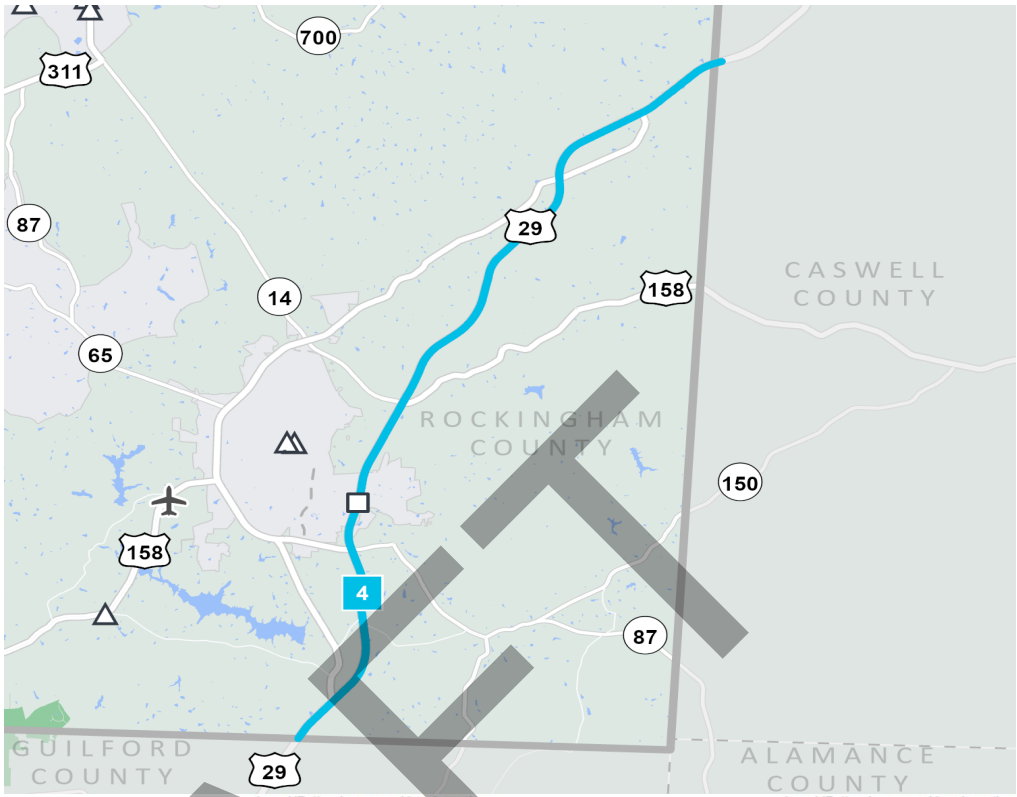
Based on 2022 traffic data, percent truck traffic on this section of US 220 is approximately 20.7%

US 29
From Caswell County to Guilford County

Local ID: **ROCK20004-H**
Purpose: **Facility Deficiencies**
Improvement: **Improve Existing**

Identified Need
US 29 is a major corridor in Rockingham County and is identified as NCDOT Strategic Transportation Corridor J, envisioning I-785 from Greensboro to Virginia. US 220 does not meet interstate standards, which inhibits regional and statewide reliability, safety, and connectivity.

Recommendation
Upgrade US 29 to Interstate standards from Guilford County to Caswell County and improve the interchange at Barnes St to improve regional and statewide reliability and connectivity. This project includes a regional bus route recommendation from NC 14 to Guilford County.



	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	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	19.00
Existing ROW (feet)	125-260
Safety Risk Score	100

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

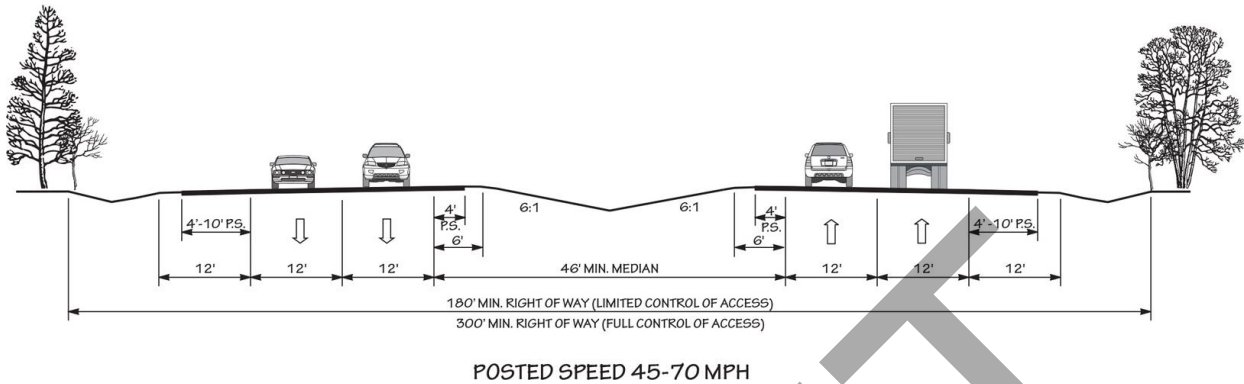


Typical Section Options:

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, 17 comments were left identifying concerns about US 29. One comment mentioned support for upgrading US 29 to interstate standards.

Potential Impacts

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:

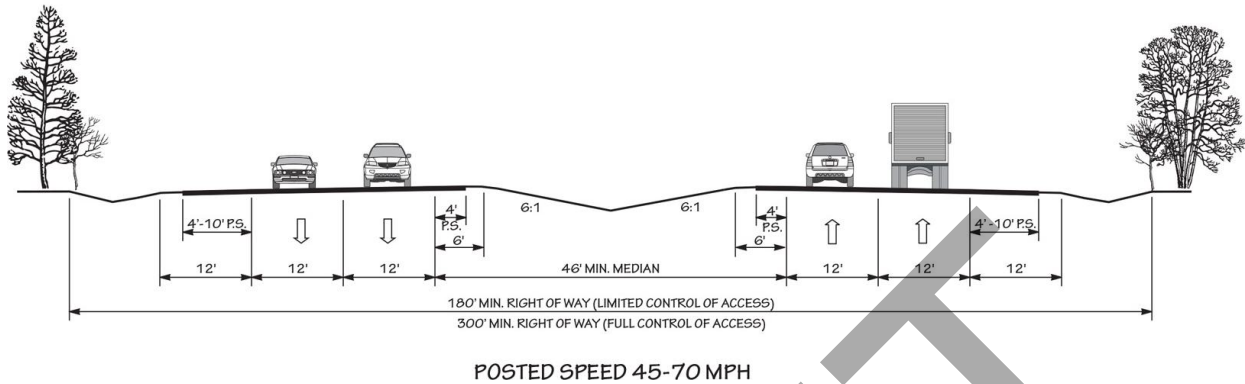
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% 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

Other Information

Crash Data

Crash data analysis shows a total of 171 crashes on this section of US 29. 7 crash involved fatalities, 24 had injuries, and 137 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Truck Traffic

Based on 2022 traffic data, percent truck traffic on this section of US 29 is approximately 17.9%

US 29 BUS

From Crutchfield Rd (SR 1941) to US 29

Local ID: ROCK20005-H

Purpose: Facility Deficiencies

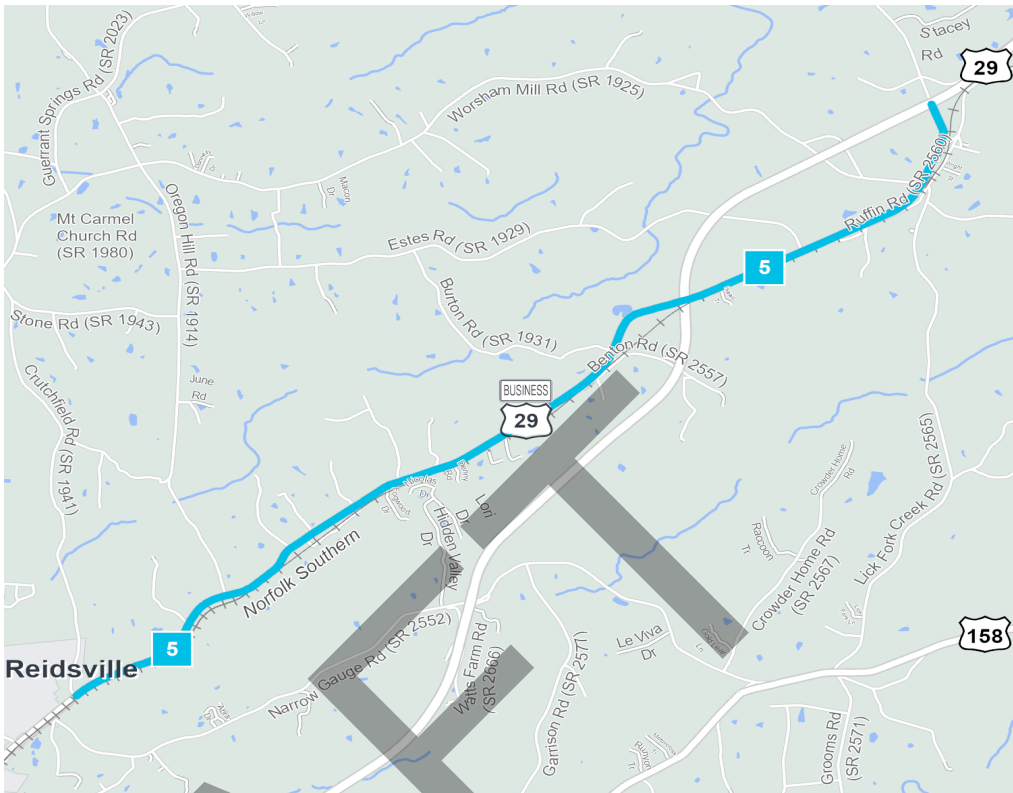
Improvement: Improve Existing

Identified Need

US 29 BUS serves as an alternative to US 29 from Mayfield Rd (SR 1767) near Caswell County to Reidsville. There is a need to upgrade US 29 BUS for it to be able to serve as an alternative to US 29, including when incidents disrupt mobility. There is a high amount of crashes on this segment.

Recommendation

Widen US 29 Business to 12-foot lanes with paved shoulders from Crutchfield Rd (SR 1941) to US 29 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	100

Improved Route	2022 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	950-5000	1000-4300	1000-4300	1000-4300
Capacity (vpd)	13600-14100	13600-14100	13600-14100	13600-14600

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

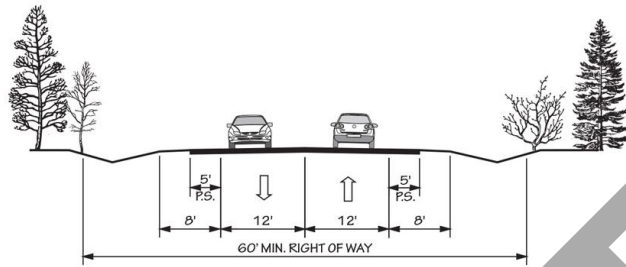


Typical Section Options:

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.

Potential Impacts

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

Other Information

Crash Data

Crash data analysis shows a total of 50 crashes on this section of US 29 BUS. 5 crash involved fatalities, 15 had injuries, and 30 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Truck Traffic

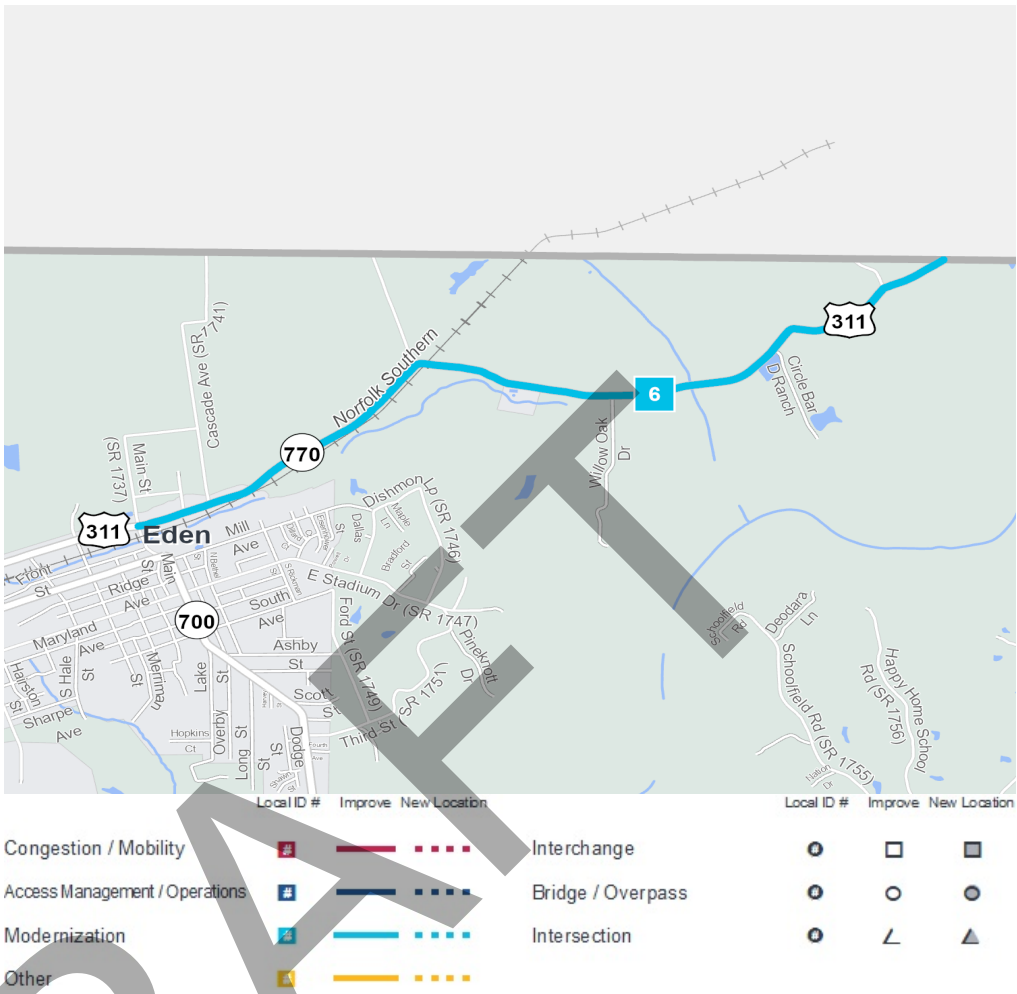
Based on 2022 traffic data, percent truck traffic on this section of US 29 BUS is approximately 4.7%

US 311
From Main St to Virginia State Line

Local ID: ROCK20006-H
Purpose: Facility Deficiencies
Improvement: Improve Existing

Identified Need
US 311 from Main St to Virginia State Line is currently of substandard design, with no paved shoulders.

Recommendation
Widen US 311 from the Eden Limits to the Virginia State line to 11-ft lanes with paved shoulders to improve connectivity and reliability between Eden and Virginia, including a mega site in Berry Hill, Virginia. This project also includes a bicycle facility recommendation from Main St to Cascade Ave.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	4.60
Existing ROW (feet)	50
Safety Risk Score	100

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

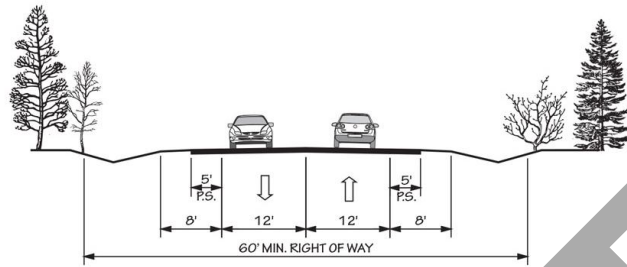


Typical Section Options:

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.

Potential Impacts

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

Other Information

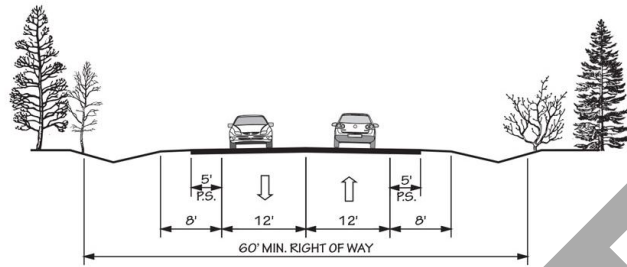
Crash Data

Crash data analysis shows a total of 28 crashes on this section of US 311. 1 crash involved fatality, 6 had

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

injuries, and 21 had property damage only. Crash data covered incidents from January 2017 to December 2021.

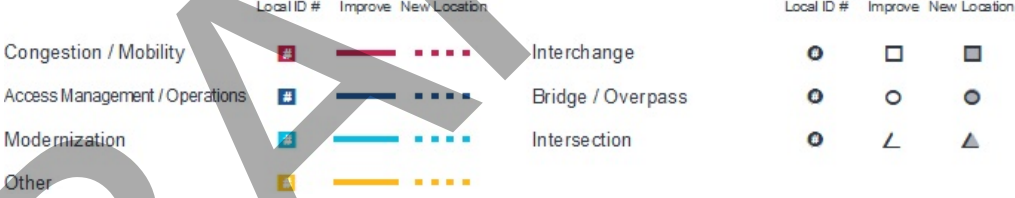
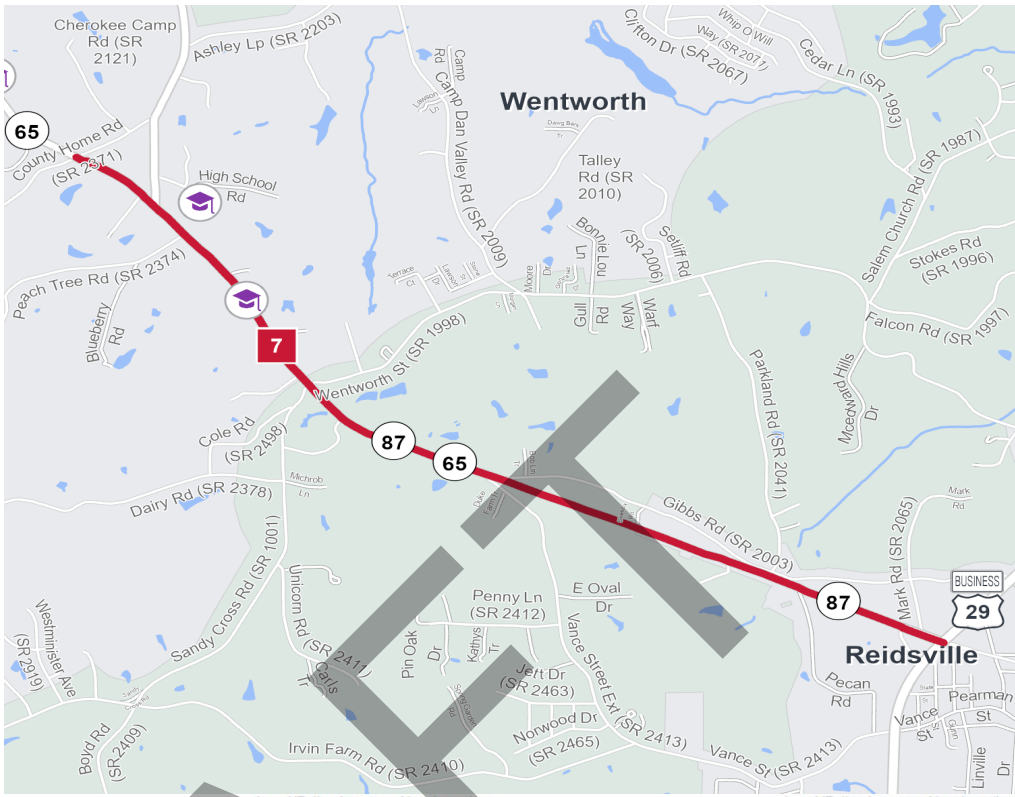
DRAFT

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

Local ID: **ROCK30001-H**
 Purpose: **Congestion**
 Improvement: **Improve Existing**

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

Recommendation
 Widen NC 65-87 to a 5-lanes with center left-turn lane from NC 65/NC 87 to Sandy Cross Rd/Wentworth St and modernize NC 65-87 from Sandy Cross Rd/Wentworth St to US 29 BUS. This project also includes a pedestrian facility recommendation from County Home Rd to Wentworth St.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	02 B, 05 A
Length (miles)	4.10
Existing ROW (feet)	55-100
Safety Risk Score	89

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 multo-lane
Travel Lanes	2	2-4	2-4
Volume (vpd)	5400-9500	7600-13200	7600-13200
Capacity (vpd)	11600-14900	11600-27600	11600-27600

Capacity Data: Year

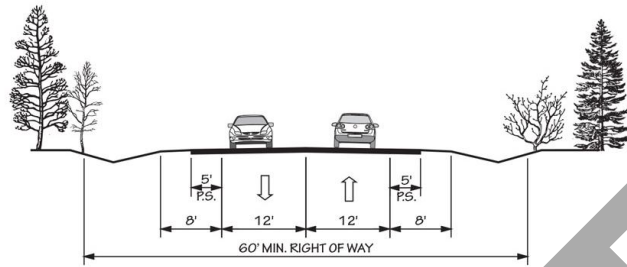
Facility will be Approaching Capacity (>80%)	2024
Facility will be Over Capacity (>=100%)	2046



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, 9 comments were left about NC 87 from County Home Rd (SR 2371) to US 29 BUS. These comments highlighted congestion issues.

Potential Impacts

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

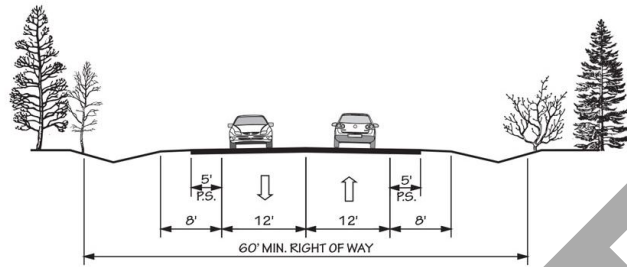
This recommendation passes through one or more Census Blocks with the following characteristics:

- 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

Typical Section Options:
02 B, 05 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Other Information

Crash Data

Crash data analysis shows a total of 98 crashes on this section of NC 87. 2 crash involved fatalities, 27 had injuries, and 69 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Truck Traffic

Based on 2022 traffic data, percent truck traffic on this section of NC 14 is approximately 4.6%

DRAFT

NC 135

From US 220 BUS to Philpott Rd (SR 2178)

Local ID: ROCK30002-H

Purpose: Congestion

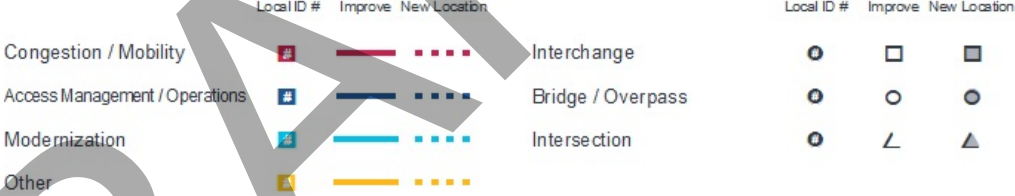
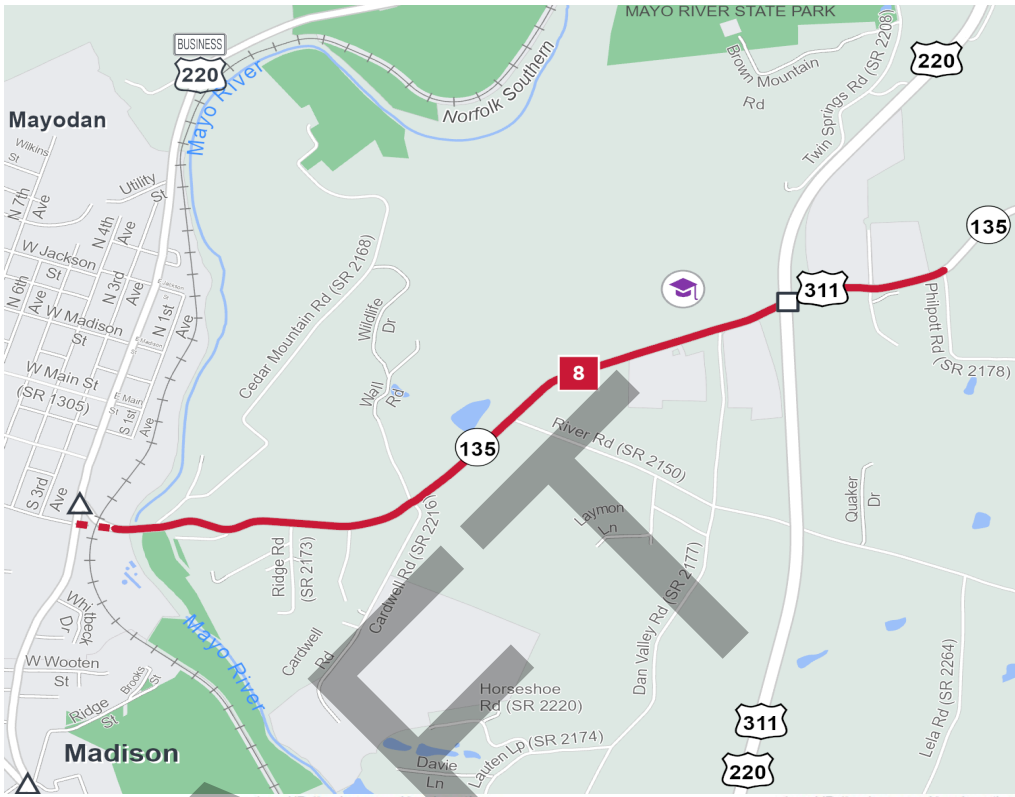
Improvement: Improve Existing

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. This project also includes bicycle and pedestrian facility recommendations.



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	78

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)	6900-15500	8800-29900	8800-29900
Capacity (vpd)	9900-12900	9900-12900	31600

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

Capacity Data: Year

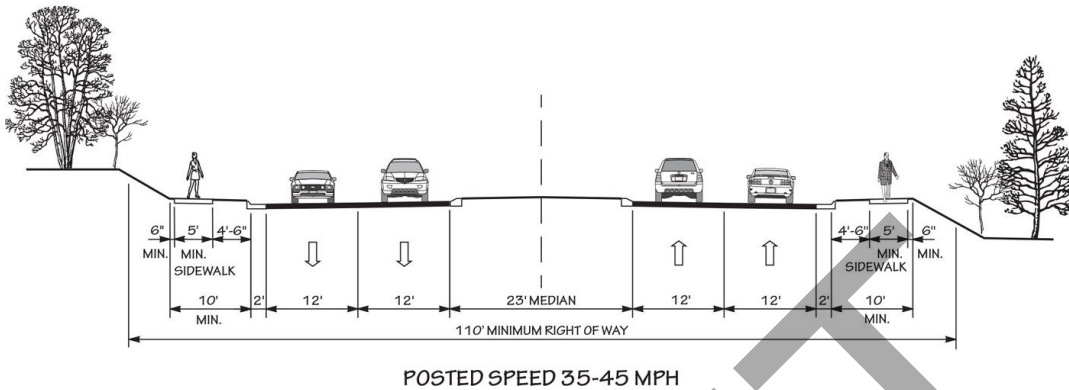
Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2023



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 conveniency by alleviating congestion.

Public Engagement

During the first round of public engagement, 13 comments were left identifying concerns about NC 135 from US 220 BUS to Philpott Rd. Several of the comments mentioned the issues with alignment.

Potential Impacts

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

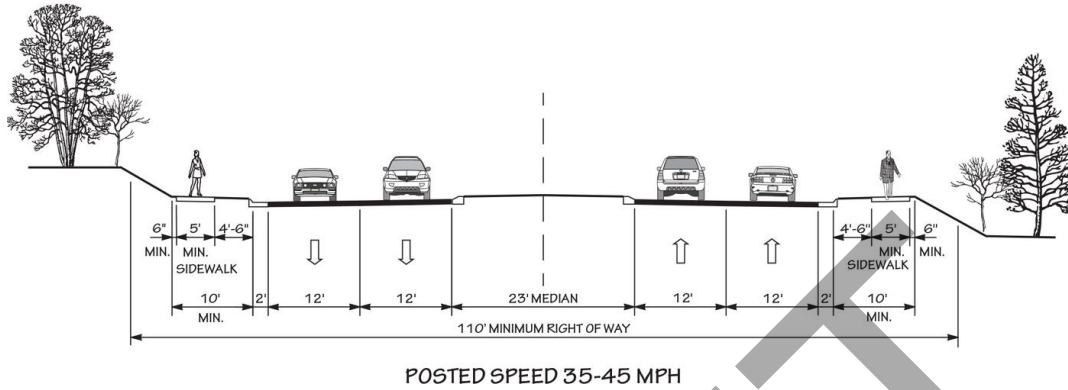
This recommendation passes through one or more Census Blocks with the following characteristics:

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

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

TYPICAL SECTION No. 4C

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



Other Information

Crash Data

Crash data analysis shows a total of 36 crashes on this section of NC 135. 0 crash involved fatalities, 8 had injuries, and 28 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Truck Traffic

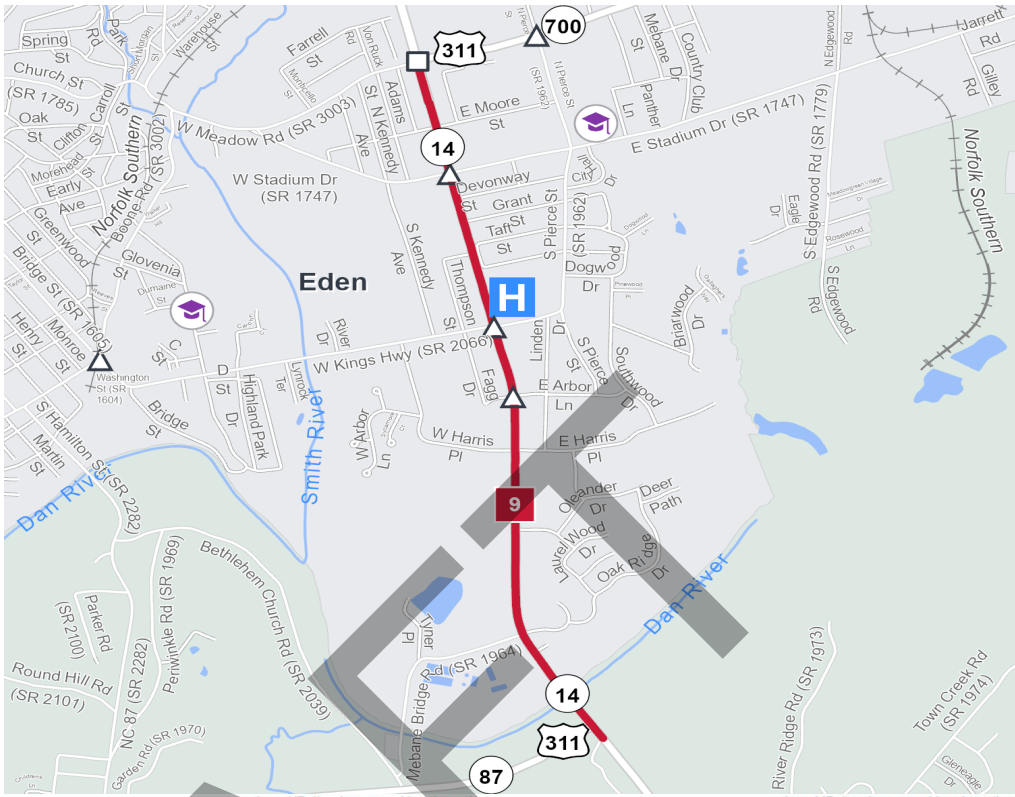
Based on 2022 traffic data, percent truck traffic on this section of NC 135 is approximately 4.6%

NC 14
From NC 770 to Tellowee Rd (SR 2723)

Local ID: **ROCK30003-H**
Purpose: **Congestion**
Improvement: **Improve Existing**

Identified Need
Portions of NC 14 from NC 770 to W Kings Highway is currently near capacity and is projected to be over capacity in 2050. Mobility is hindered by driveways and an unprotected left-turn. Also, there is a high amount of crashes on this segment.

Recommendation
Convert NC 14 to a 4-lane facility with median from NC 770 to Tellowee Rd, upgrading E Stadium Dr (ROCK3011-H), W Kings Hwy, (ROCK3012-H), and Arbor Ln (ROCK3010-H) intersections with upgrades to NC 700/NC 87 interchange and sidewalk recommendations from NC 770 to Mebane Bridge Rd.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 E
Section Options	04 C
Length (miles)	3.50
Existing ROW (feet)	60-150
Safety Risk Score	100

Proposal Data: 2022 Base Year 2050 Future Year

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

Capacity Data: Year

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

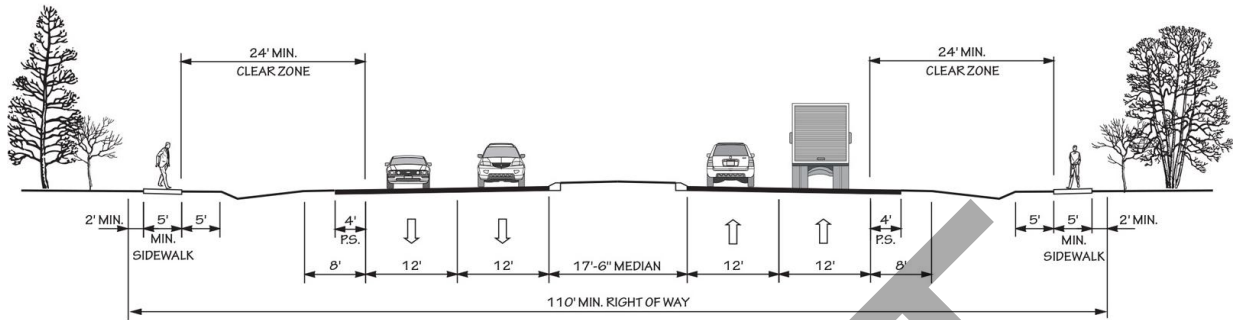


Typical Section Options:

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, 14 comments were left identifying concerns about NC 14 from NC 770 to US Tallowee Rd (SR 2723). Several of the comments highlighted concerns about turning lanes.

Potential Impacts

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

Other Information

Crash Data

Crash data analysis shows a total of 223 crashes on this section of NC 14. 6 crash involved fatalities, 44 had injuries, and 173 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Truck Traffic

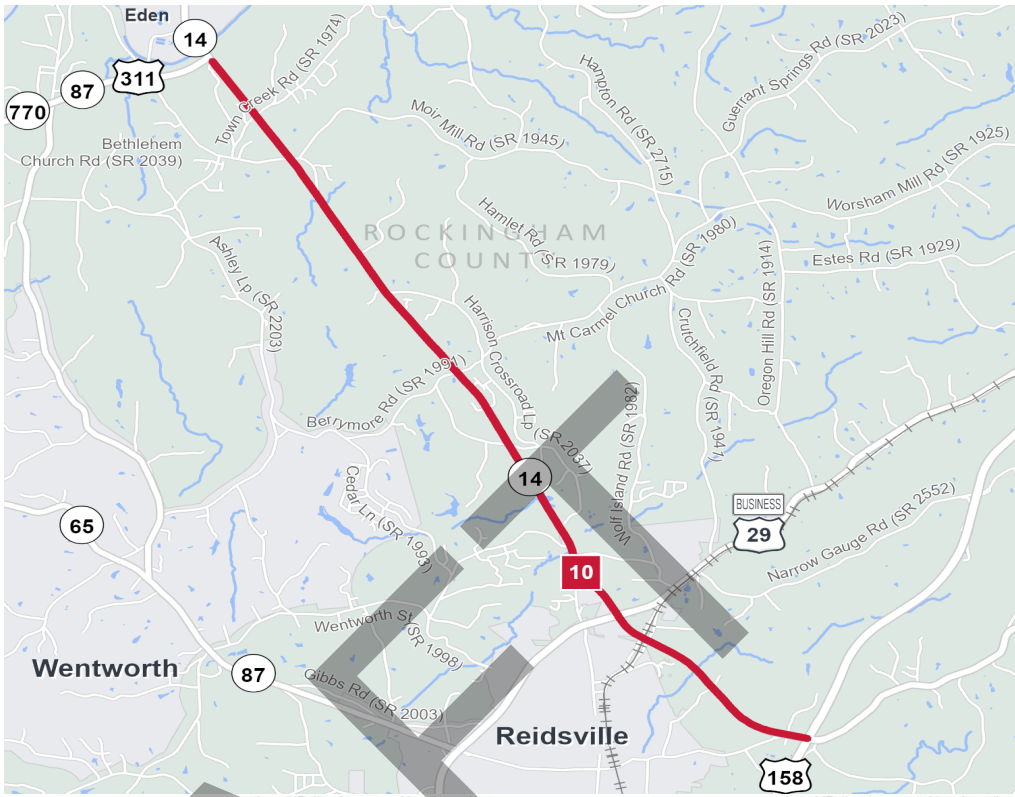
Based on 2022 traffic data, percent truck traffic on this section of NC 14 is approximately 8.2%

NC 14
From Tellowee Rd to US 29

Local ID: **ROCK30004-H**
Purpose: **Mobility**
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 mobility and safety issues. Also, there is a high amount of crashes on this segment.

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 mobility and safety.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 E
Section Options	04 C
Length (miles)	13.00
Existing ROW (feet)	30-250
Safety Risk Score	100

Proposal Data: 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	-	Boulevard
Travel Lanes	4	-	
Volume (vpd)	12000-18000	15400-25600	15400-25600
Capacity (vpd)	27600-33000	27600-33000	29200-36600

Capacity Data: Year

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

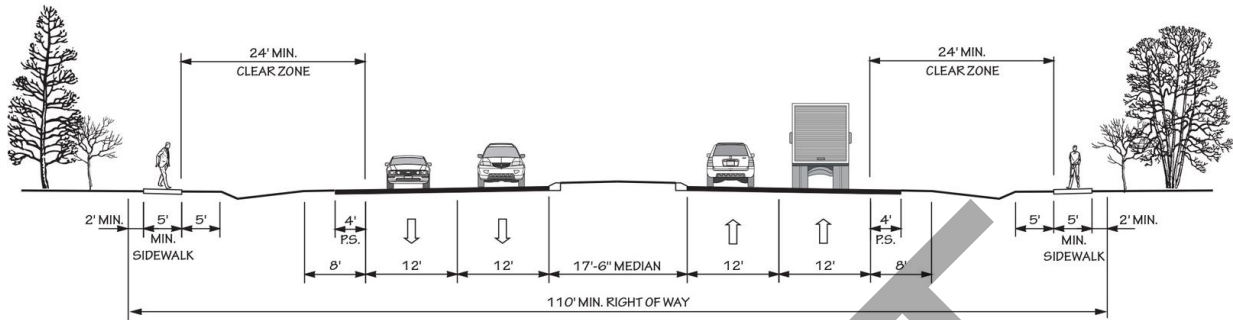


Typical Section Options:

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, 8 comments were left identifying concerns about NC 14 from Tellowee Rd to US 29.

Potential Impacts

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

Other Information

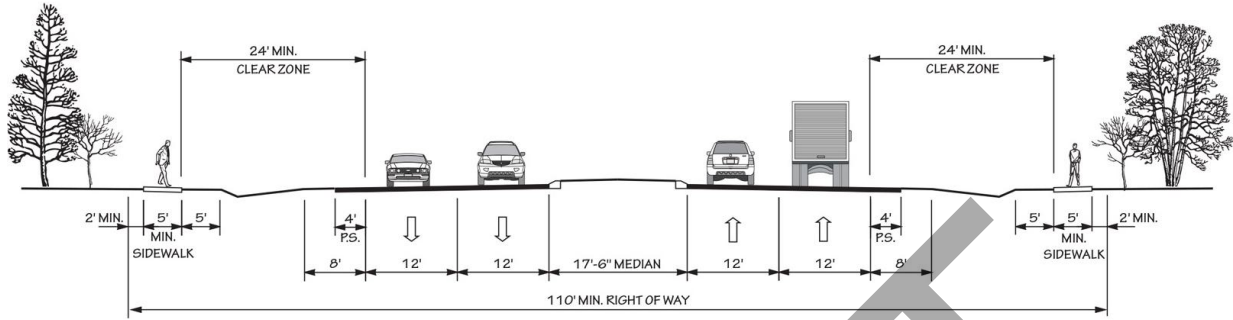
Crash Data

Crash data analysis shows a total of 258 crashes on this section of NC 14. 9 crash involved fatalities, 71 had injuries, and 178 had property damage only. Crash data covered incidents from January 2017 to December 2021.

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

Truck Traffic

Based on 2022 traffic data, percent truck traffic on this section of NC 14 is approximately 8.3%

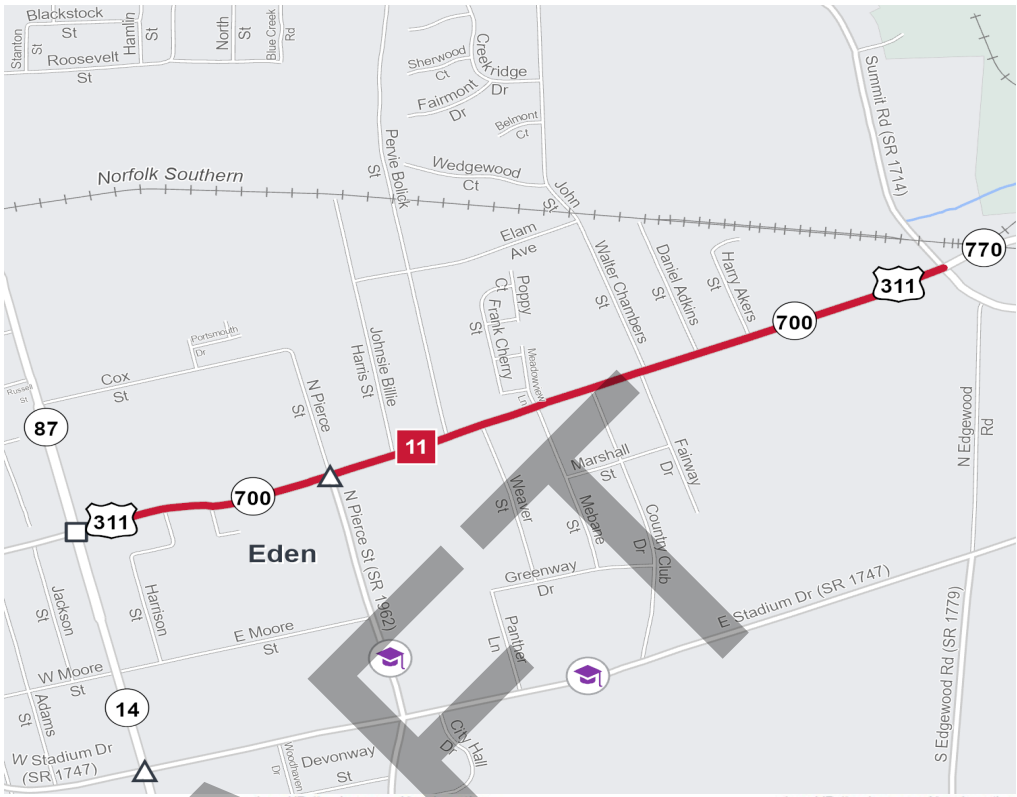
DRAFT

NC 770
From NC 87 to Summit Ave

Local ID: **ROCK30005-H**
Purpose: **Mobility**
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 to a 4-lane facility with median and turn bays at major points of activity from NC 87 to Summit Rd and upgrade the Pierce St intersection (ROCK3014-H) to improve mobility and reliability. This project includes pedestrian and bicycle facility recommendations from N Pierce St to NC 700.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 E
Section Options	04 C
Length (miles)	2.20
Existing ROW (feet)	70-100
Safety Risk Score	67

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)	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

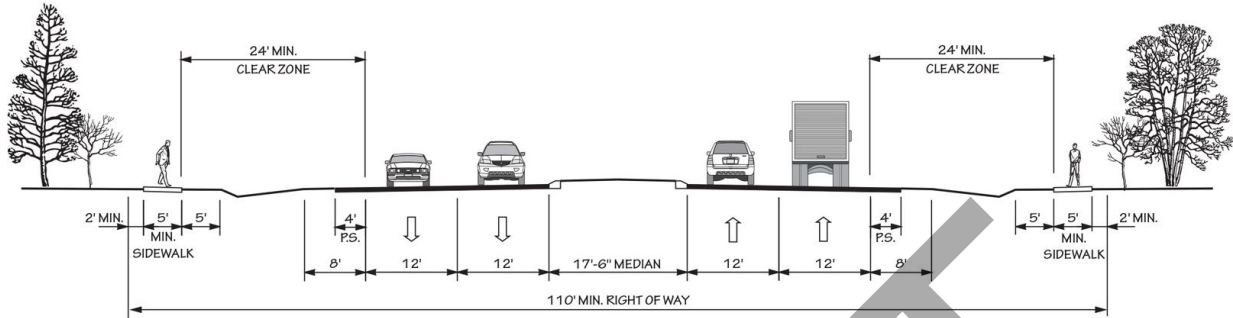


Typical Section Options:

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, 3 comments were left identifying concerns about NC 770 from NC 87 to Summit Rd.

Potential Impacts

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

Other Information

Crash Data

Crash data analysis shows a total of 39 crashes on this section of NC 770. 1 crash involved fatality, 8 had injuries, and 30 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Truck Traffic

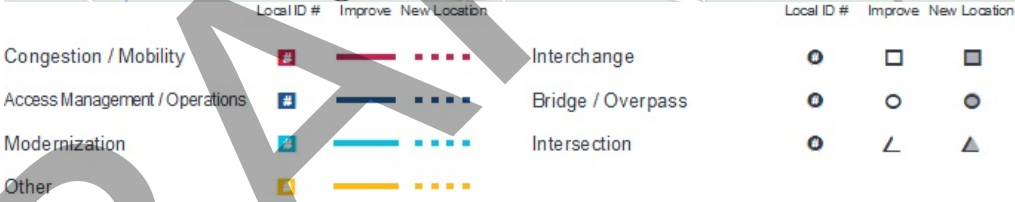
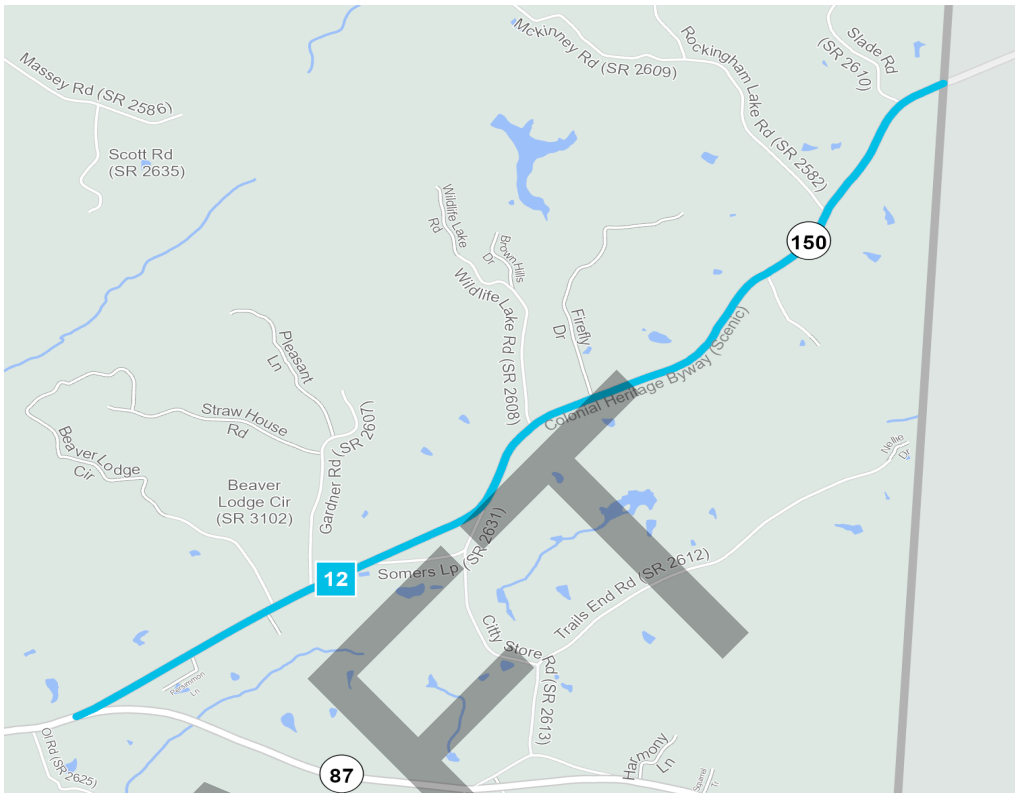
Based on 2022 traffic data, percent truck traffic on this section of NC 770 is approximately 7.7%

NC 150
From NC 87 to Caswell County

Local ID: **ROCK30006-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.



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	67

Proposal Data: 2022 Base Year 2050 Future Year

Improved Route	2022 Base Year		2050 Future Year	
	Existing	Without Proposal	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	1600-1900	1500-2800	1500-2800	1500-2800
Capacity (vpd)	14100	14100	14100	15100

Capacity Data: Year

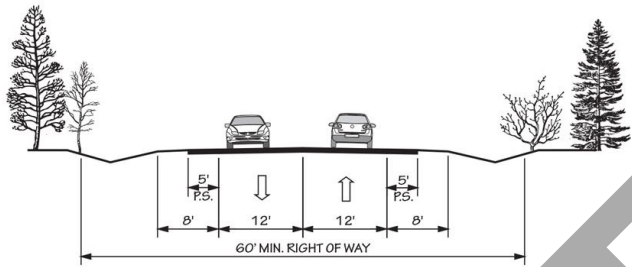
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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.

Potential Impacts

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

Other Information

Crash Data

Crash data analysis shows a total of 14 crashes on this section of NC 150. 2 crash involved fatalities, 1 had injuries, and 11 had property damage only. Crash data covered incidents from January 2017 to December 2021.

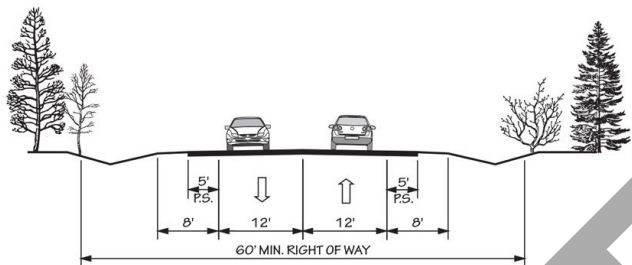
Truck Traffic

Based on 2022 traffic data, percent truck traffic on this section of NC 150 is approximately 10.4%

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, 3 comments were left identifying concerns about NC 65 from County Home Rd to Guilford County.

Potential Impacts

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

Other Information

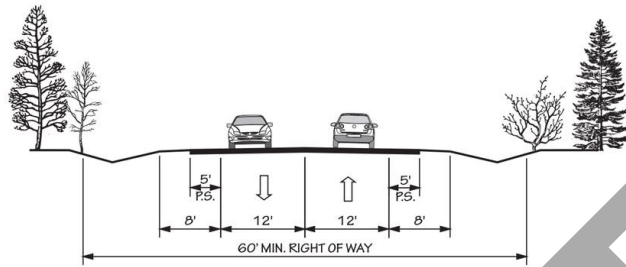
Crash Data

Crash data analysis shows a total of 127 crashes on this section of NC 65. 1 crash involved fatality, 34 had injuries, and 92 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Truck Traffic

Based on 2022 traffic data, percent truck traffic on this section of NC 65 is approximately 4.6%

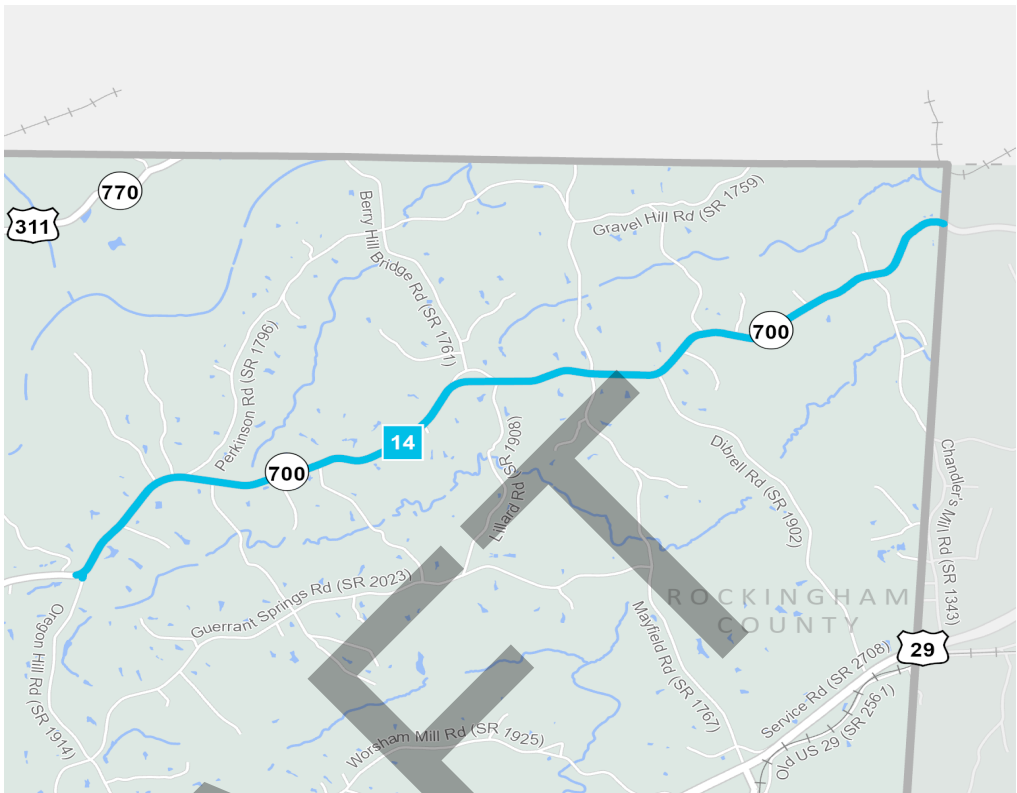
DRAFT

NC 700
From Oregon Hill Rd to Caswell County

Local ID: ROCK30008-H
Purpose: Facility Deficiencies
Improvement: Improve Existing

Identified Need
Currently, there are limited facilities between northeastern Rockingham County and Caswell County, creating connectivity issues. Also, there is a high amount of crashes on this segmen

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
Safety Risk Score	100

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 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	1200-1900	1400-2400	1400-2400	1400-2400
Capacity (vpd)	13600-14100	13600-14100	13600-14100	13600-14100

Capacity Data: Year

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

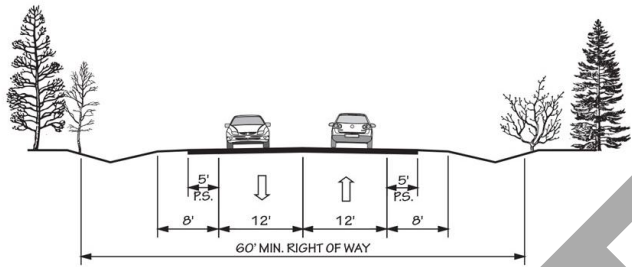


Typical Section Options:

None

TYPICAL SECTION No. 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, 1 comment was left identifying a concern about NC 700 from Oregon Hill Rd to Caswell County. The comment showed support for widening NC 700.

Potential Impacts

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

Other Information

Crash Data

Crash data analysis shows a total of 57 crashes on this section of NC 700. 3 crash involved fatalities, 15 had injuries, and 39 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Truck Traffic

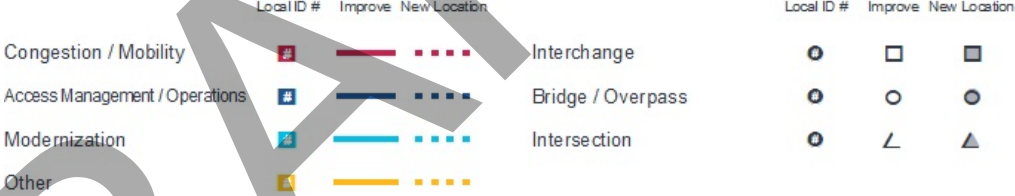
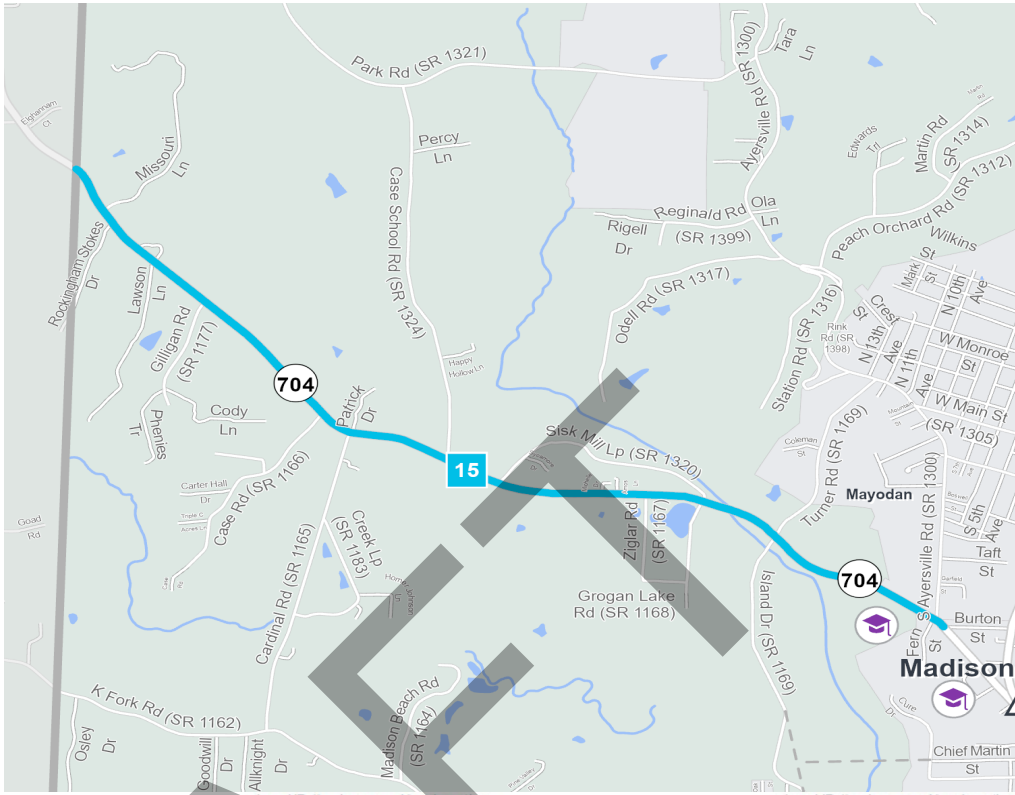
Based on 2022 traffic data, percent truck traffic on this section of NC 700 is approximately 11.6%

NC 704
From Stokes County to S Ayersville Rd

Local ID: **ROCK30009-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. Also, there is a high amount of crashes on this segment.

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. This project also includes a pedestrian facility recommendation from Mayodan Town Limits to S Ayersville Rd.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	3.80
Existing ROW (feet)	100
Safety Risk Score	100

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)	2400-4400	2700-4700	2700-4700
Capacity (vpd)	11400-23400	13600-14900	11400-23400

Capacity Data: Year

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

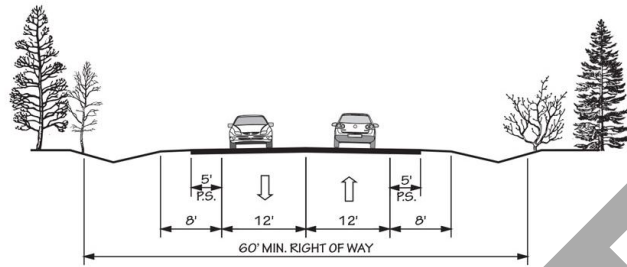


Typical Section Options:

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.

Potential Impacts

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

Other Information

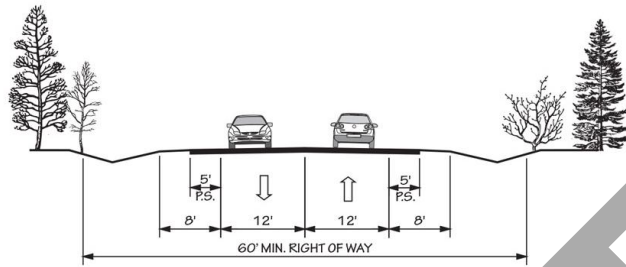
Crash Data

Crash data analysis shows a total of 51 crashes on this section of NC 704. 2 crash involved fatalities, 8 had injuries, and 43 had property damage only. Crash data

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

covered incidents from January 2017 to December 2021.

Truck Traffic

Based on 2022 traffic data, percent truck traffic on this section of NC 704 is approximately 1.2%

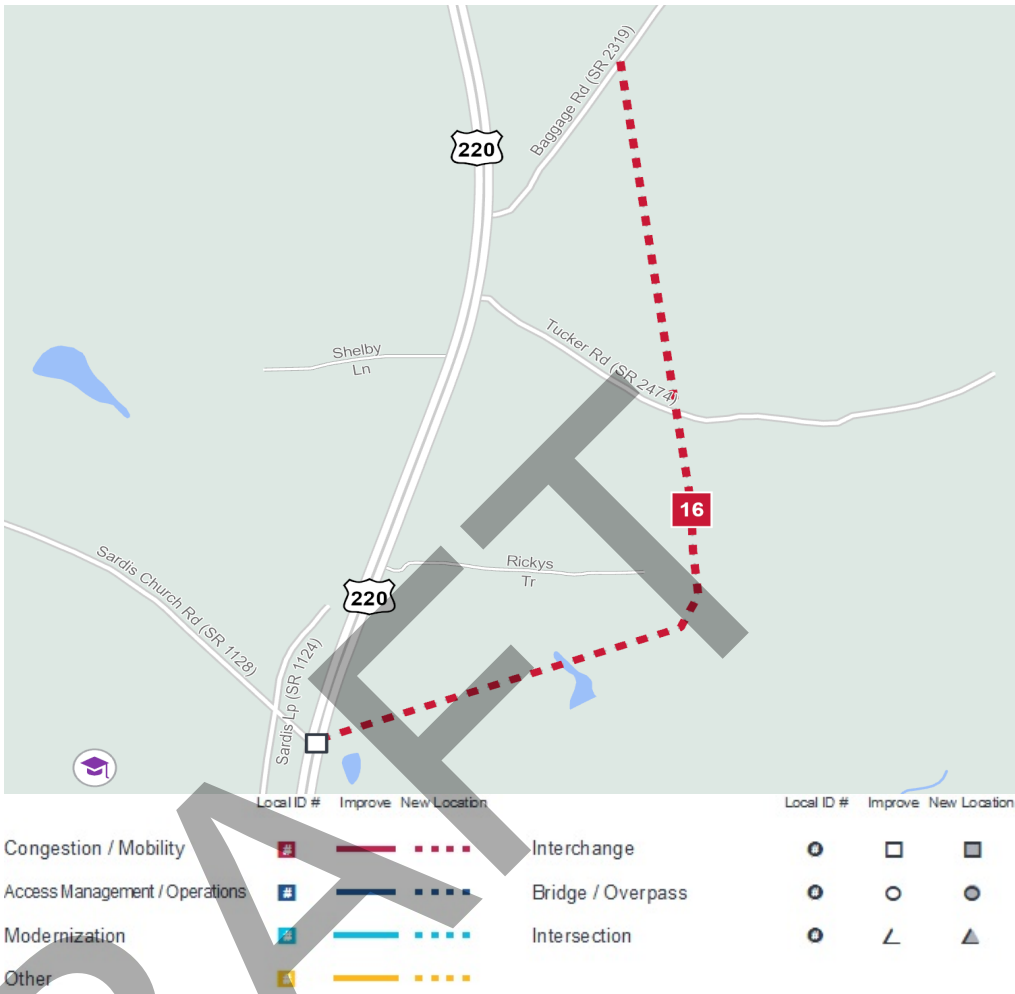
DRAFT

Baggage Road Connector
From Baggage Rd to US 220

Local ID: **ROCK40001-H**
Purpose: **Mobility**
Improvement: **New Location**

Identified Need
Baggage Rd (SR 2319) currently terminates as an at-grade intersection with US 220. This is expected to cause mobility and connectivity issues in the future due to anticipated growth along US 220.

Recommendation
Construct a 2-lane minor thoroughfare from Baggage Road 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. US 220 is recommended to be upgraded to a freeway and signed as I-73.



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%)	-

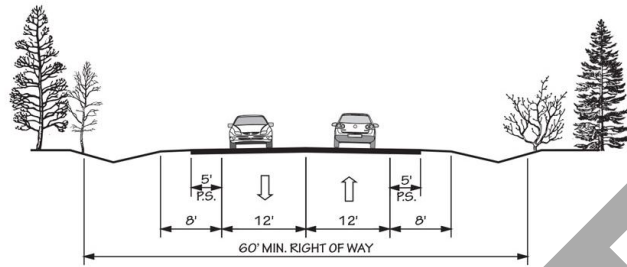


Typical Section Options:

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.

Potential Impacts

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:

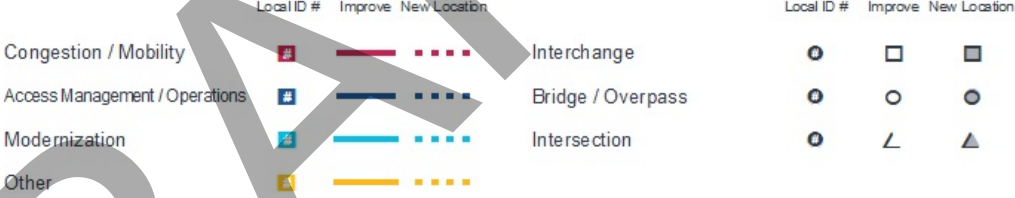
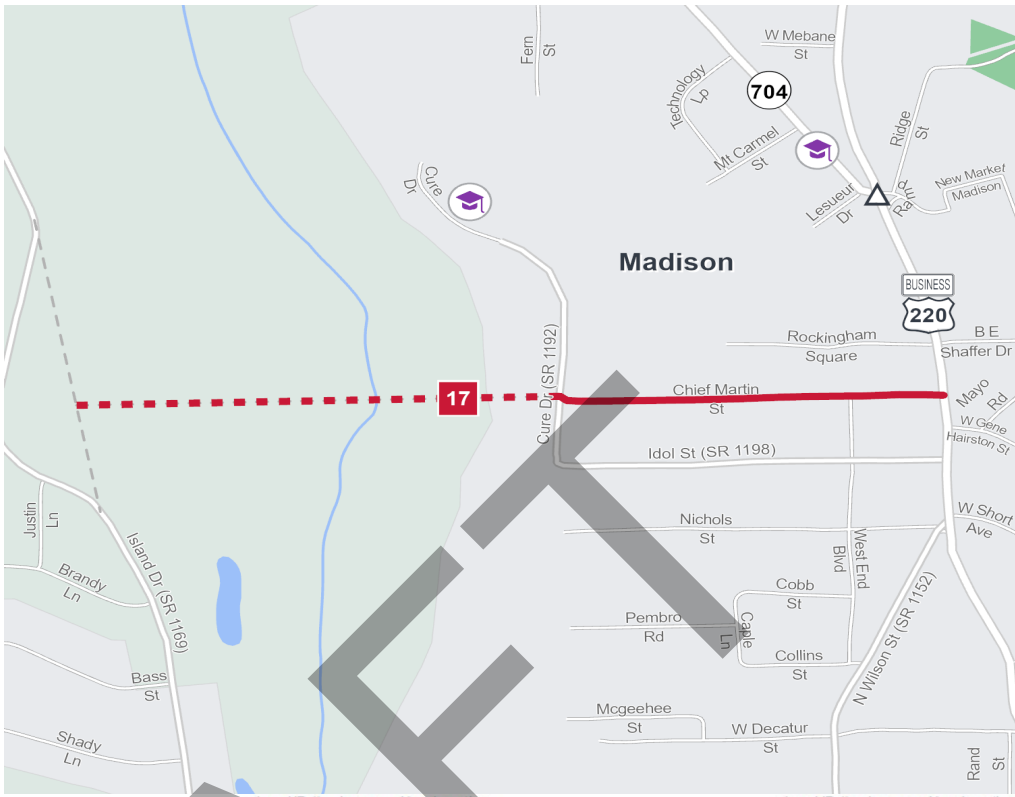
- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - 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 US 220 BUS

Local ID: ROCK40002-H
Purpose: **Mobility**
Improvement: **New Location (part on existing)**

Identified Need
There is a lack of access, especially east-west facilities, which inhibits mobility from areas west of Madison to central 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)	0.85
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)	1200	1500	1500
Capacity (vpd)	9860	10200	9860

New Location Existing Without Proposal With Proposal

Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	2	2
Volume (vpd)	-	1500	1500
Capacity (vpd)	9860	10200	9860

Capacity Data: Year

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

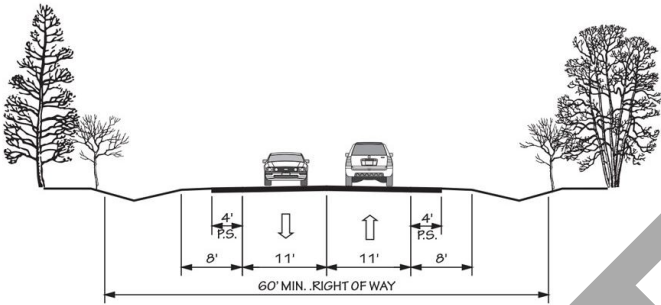


Typical Section Options:

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.

Potential Impacts

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:

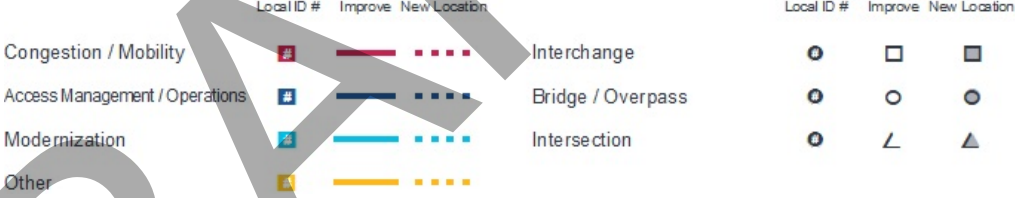
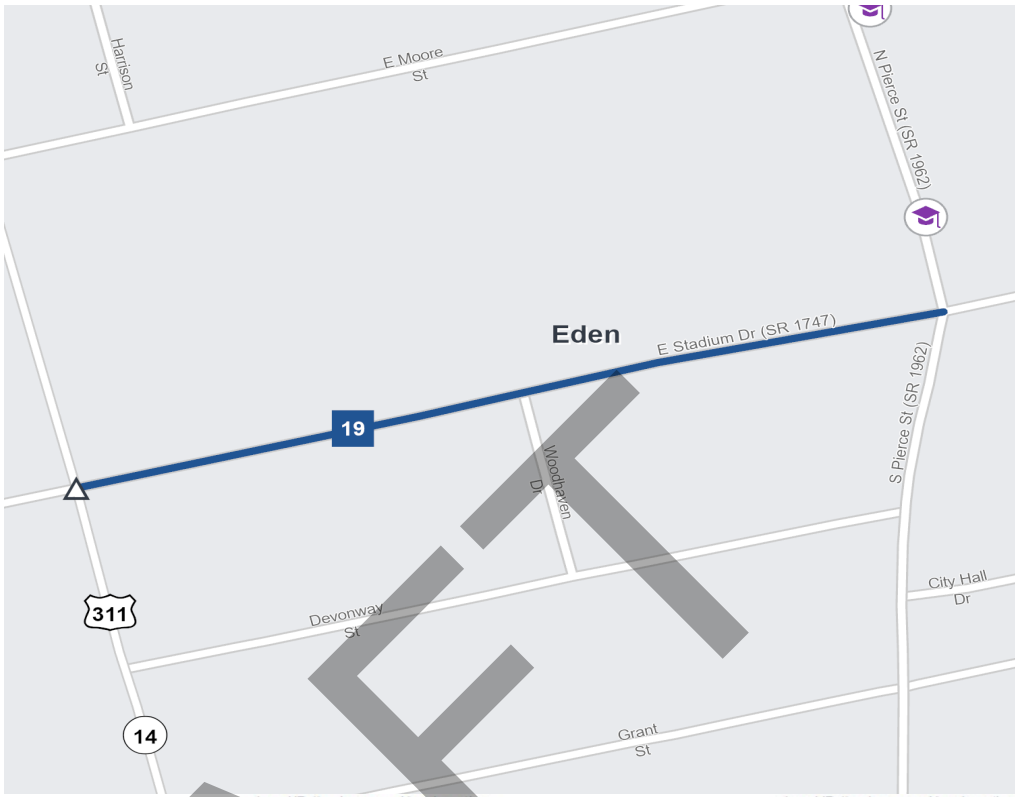
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - 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: **ROCK40003-H**
Purpose: **Access**
Improvement: **Improve Existing**

Identified Need
Movement and access to adjacent land use 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 access and reliability. This project also includes bicycle and pedestrian facility recommendations.



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	67

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

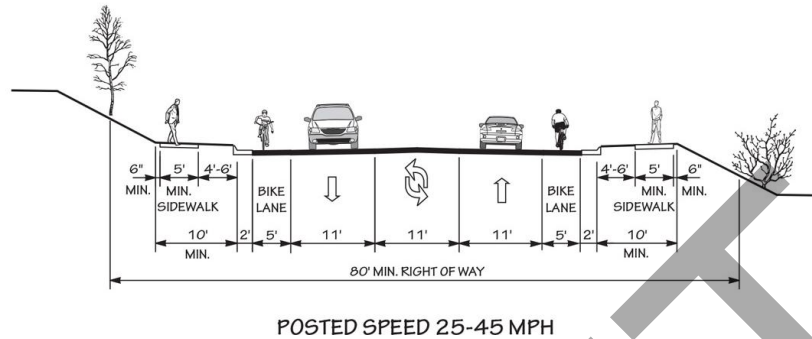


Typical Section Options:

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.

Potential Impacts

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

Other Information

Crash Data

Crash data analysis shows a total of 37 crashes on this section of Stadium Dr. 1 crash involved fatality, 4 had injuries, and 32 had property damage only. Crash data covered incidents from January 2017 to December 2021.

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

Local ID: ROCK40004-H
Purpose: Mobility
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 and experiencing mobility issues by 2050. Also, there is a high amount of crashes on this segment.

Recommendation

Widen E Stadium Dr (SR 1747) to 11-foot lanes with left-turn lanes at major points of activity and consolidate driveways from S Pierce St to NC 700. This project includes bicycle and pedestrian facility recommendations from N Pierce St to Edgewood Rd and a pedestrian facility to NC 700.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	-
Length (miles)	2.60
Existing ROW (feet)	60
Safety Risk Score	100

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

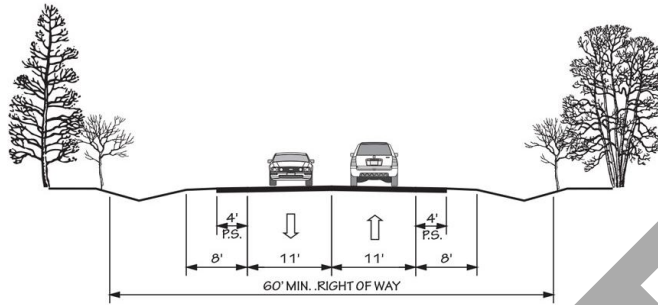


Typical Section Options:

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, 10 comments were left identifying concerns about E Stadium Dr from N Pierce St to NC 700. Most of the comments highlighted congestion concerns.

Potential Impacts

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

Other Information

Crash Data

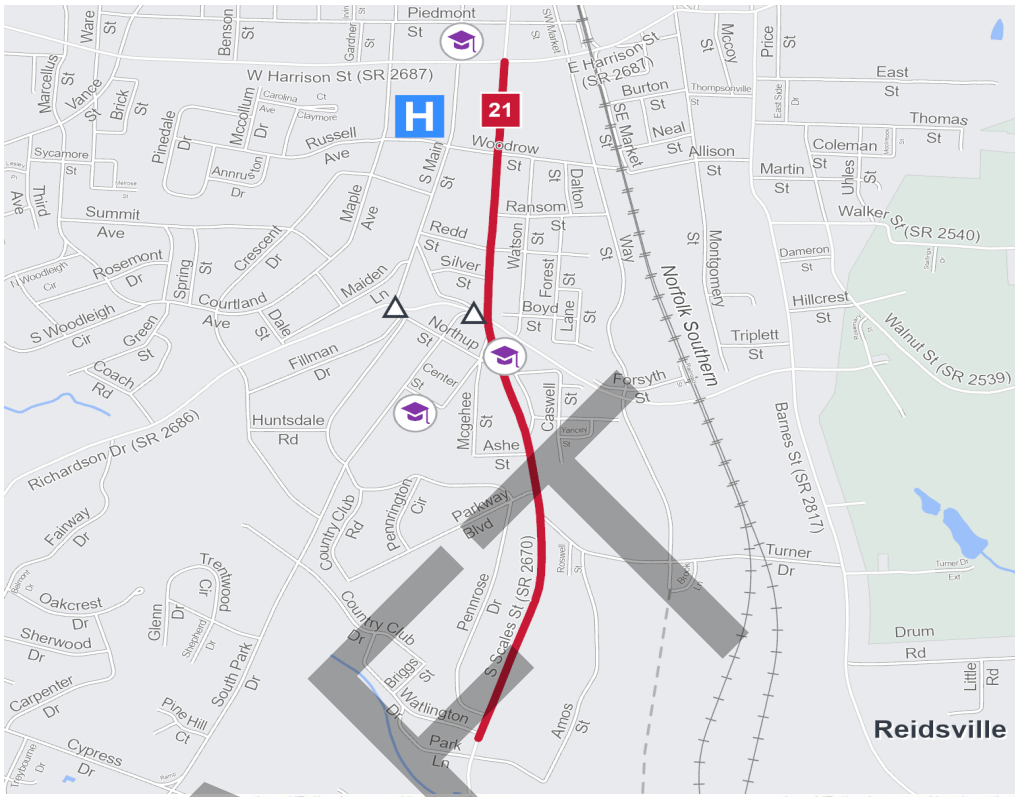
Crash data analysis shows a total of 107 crashes on this section of Stadium Dr. 1 crash involved fatality, 32 had injuries, and 74 had property damage only. Crash data covered incidents from January 2017 to December 2021.

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

Local ID: **ROCK40005-H**
Purpose: **Mobility**
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 and experiencing mobility issues by 2050 from Watlington Dr to W Harrison St (SR 2687).

Recommendation
Consolidate driveways and add turning lanes at points of interest along S Scales St from Watlington Dr to W Harrison St to improve mobility. This project includes bicycle facility recommendations from Richardson Rd to Turner Dr and pedestrian facility recommendations from Harrison St to Woodrow St.



Proposal At A Glance

Highway Class	Congestion & Mobility
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	89

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	Major Thoroughfare 2-lane	
Travel Lanes	2	2	2	
Volume (vpd)	8300-11500	10200-13500	10200-13500	
Capacity (vpd)	10200-12700	10200-12700	12900	

Capacity Data: Year

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

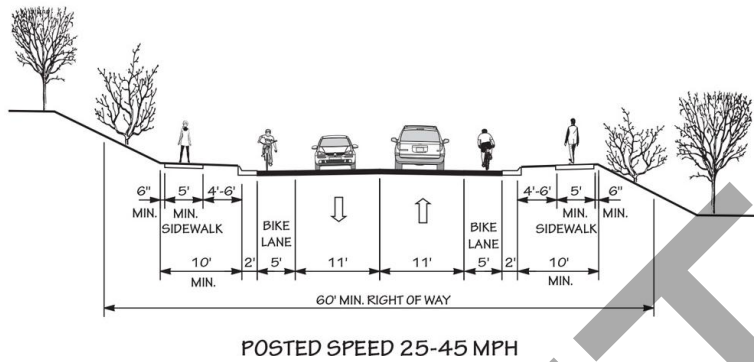


Typical Section Options:

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, 7 comments were left identifying concerns about S Scales St from W Harrison St to Watlington Dr. Most of the comments highlighted congestion concerns.

Potential Impacts

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

Other Information

Crash Data

Crash data analysis shows a total of 83 crashes on this section of S Scales St. 0 crash involved fatalities, 27 had injuries, and 56 had property damage only. Crash data covered incidents from January 2017 to December 2021.

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

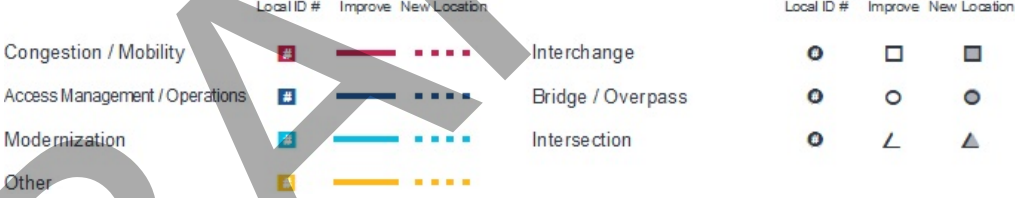
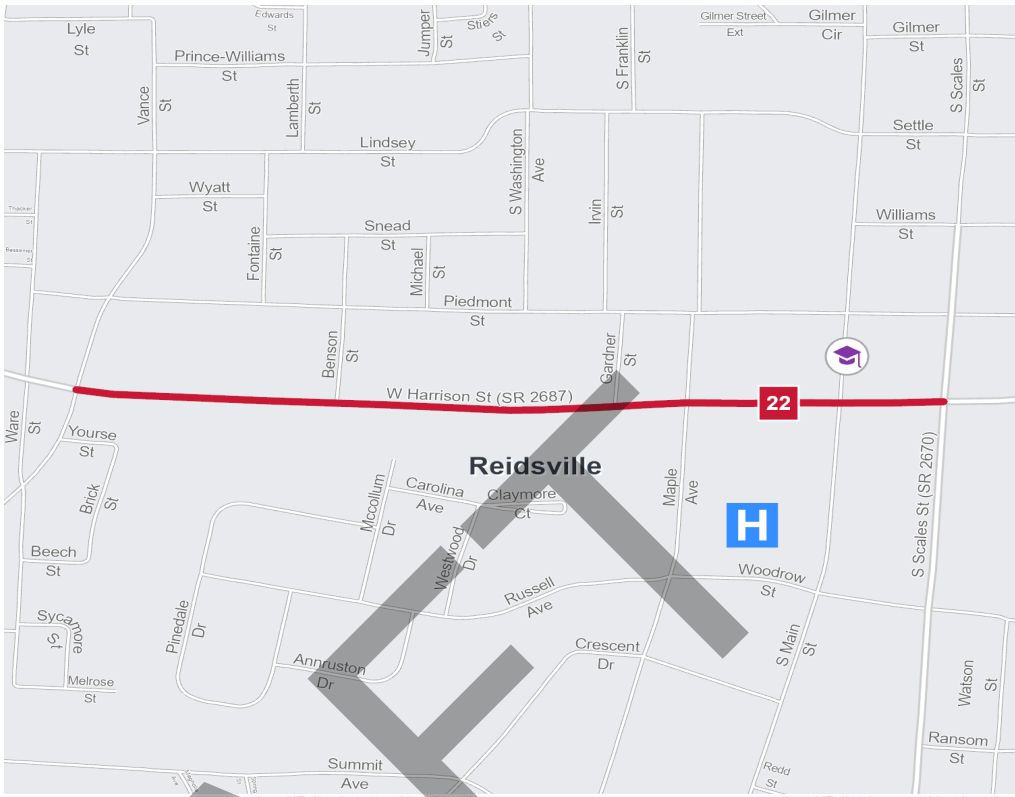
Local ID: **ROCK40006-H**
Purpose: **Mobility**
Improvement: **Improve Existing**

Identified Need

W Harrison St (SR 2687) is projected to be over capacity and experiencing mobility issues 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	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 E
Section Options	-
Length (miles)	0.74
Existing ROW (feet)	50
Safety Risk Score	89

Proposal Data: 2022 Base Year 2050 Future Year

Improved Route	2022 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	7300-7900	8300-10900	8300-10900	8300-10900
Capacity (vpd)	10200-11900	10200-11900	10200-11900	12900

Capacity Data: Year

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

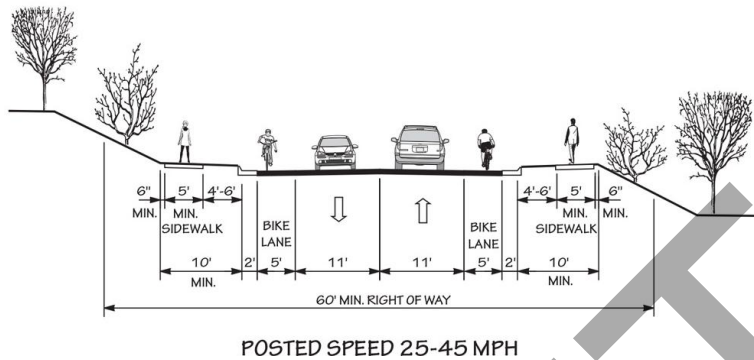


Typical Section Options:

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).

Potential Impacts

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

Other Information

Crash Data

Crash data analysis shows a total of 23 crashes on this section of Harrison St. 0 crash involved fatalities, 14 had injuries, and 46 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Truck Traffic

Based on 2022 traffic data, percent truck traffic on this section of Harrison St is approximately 1.5%

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

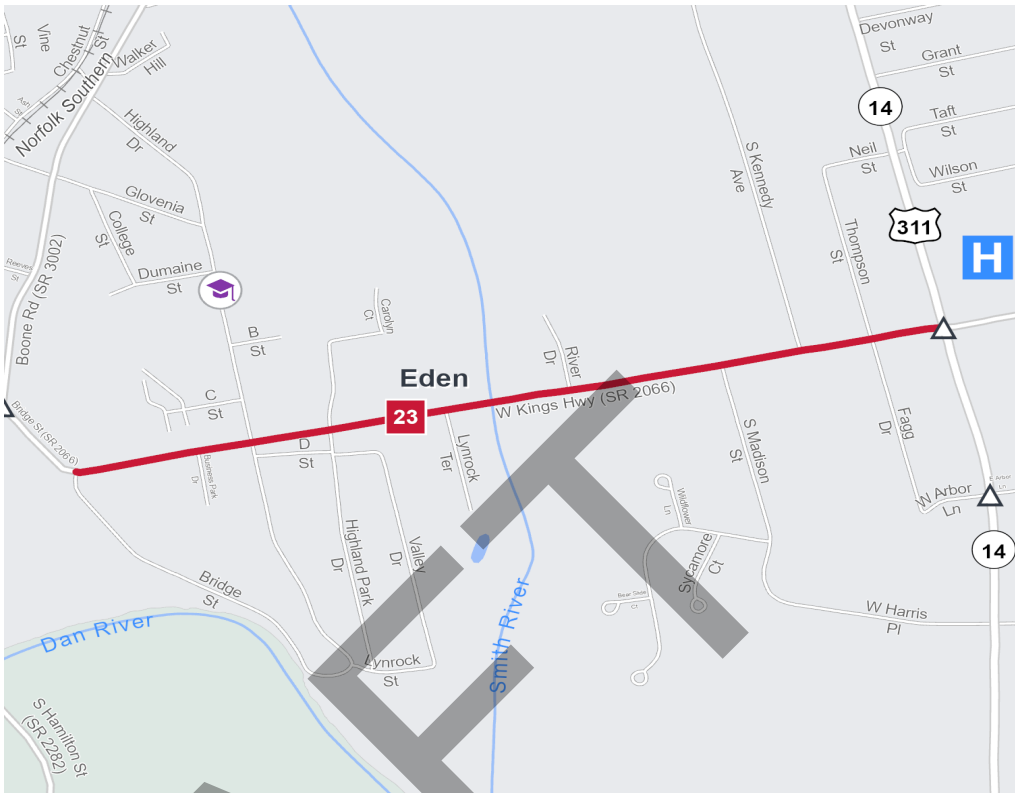
Local ID: ROCK40007-H
Purpose: **Mobility**
Improvement: **Improve Existing**

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 Hwy to a 4-lane facility with median and turn bays at points of activity from Bridge St to NC 14 to improve mobility and reliability. This project includes recommendations for sidewalks and bicycle facilities from Reeves St Greenway to Smith River and S Kennedy Ave to NC 14.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	60-120
Safety Risk Score	89

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

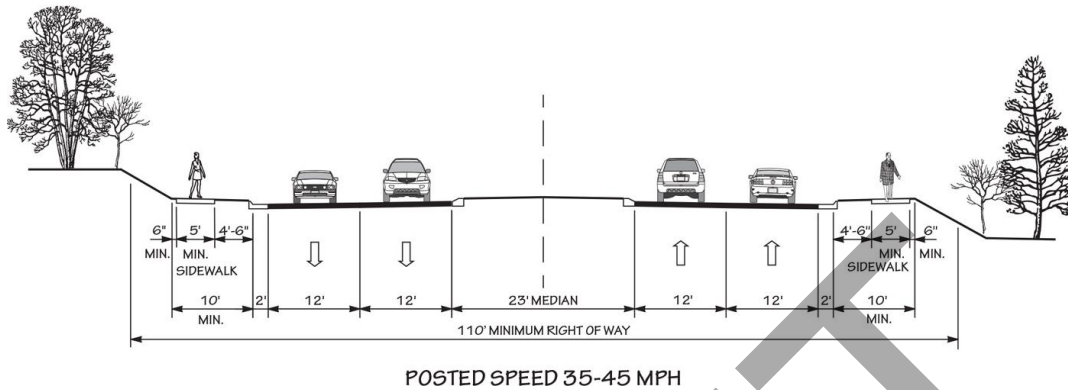


Typical Section Options:

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, 2 comments were left identifying concerns about W Kings Hwy from Cedar St to Bridge St (SR 1605). Most of the comments highlighted congestion issues.

Potential Impacts

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

Other Information

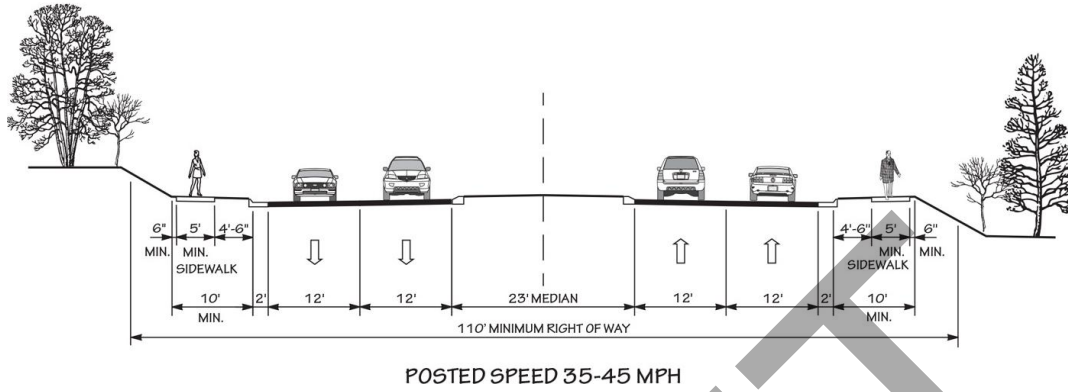
Crash Data

Crash data analysis shows a total of 124 crashes on this section of Kings Hwy. 0 crash involved fatalities, 35 had

Typical Section Options:
None

TYPICAL SECTION No. 4C

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



injuries, and 89 had property damage only. Crash data covered incidents from January 2017 to December 2021.

DRAFT

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

Local ID: ROCK40008-H

Purpose: Access

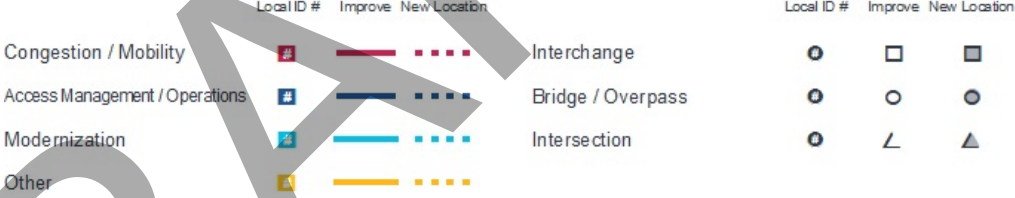
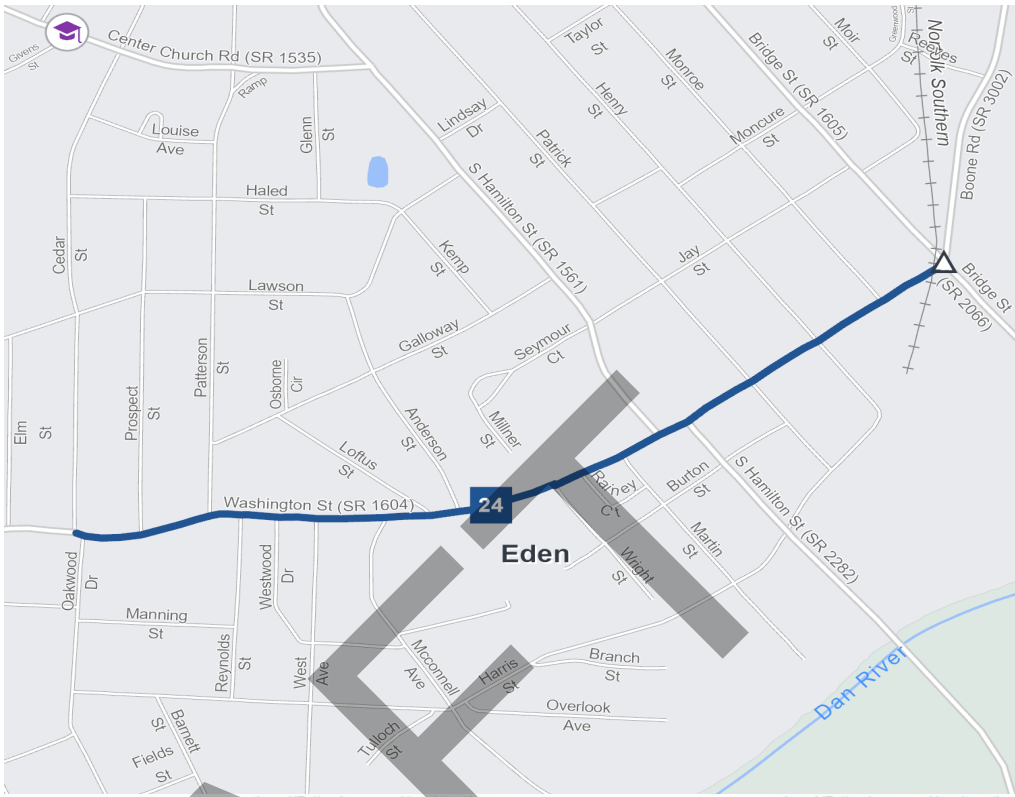
Improvement: Improve Existing

Identified Need

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

Recommendation

Consolidate driveways and improve signal timing on Washington St from Cedar St to Bridge St, and improve the intersection of Washington St, Boone Rd, and Bridge St (ROCK4024-H) to improve mobility and reliability. This project includes bicycle and pedestrian recommendations throughout.



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)	0.92
Existing ROW (feet)	60
Safety Risk Score	78

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	12300-12700

Capacity Data: Year

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

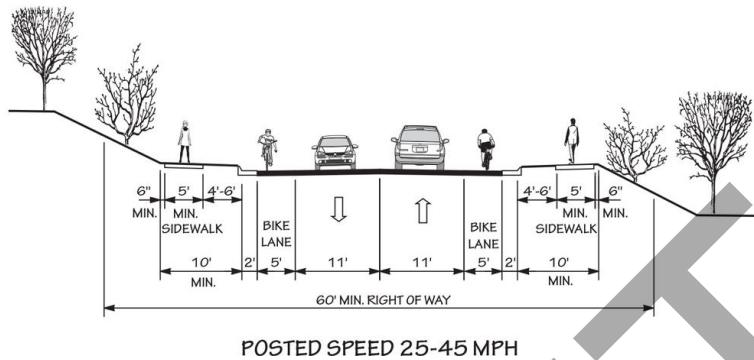


Typical Section Options:

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 legislative funding for the upgrade of the Washington St, Boone Rd, and Bridge St 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 mobility and efficiency by alleviating congestion.

Public Engagement

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

Potential Impacts

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

Other Information

Crash Data

Crash data analysis shows a total of 3 crashes on this section of Washington St. 0 crash involved fatalities, 1 had injuries, and 2 had property damage only. Crash data covered incidents from January 2017 to December 2021.

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

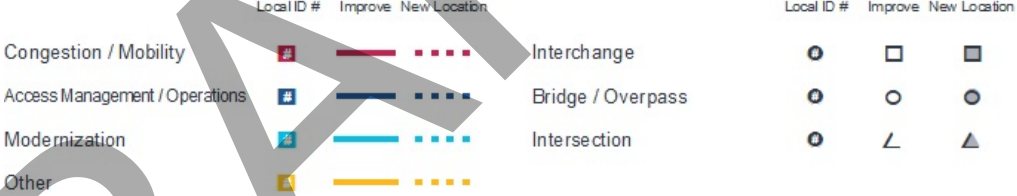
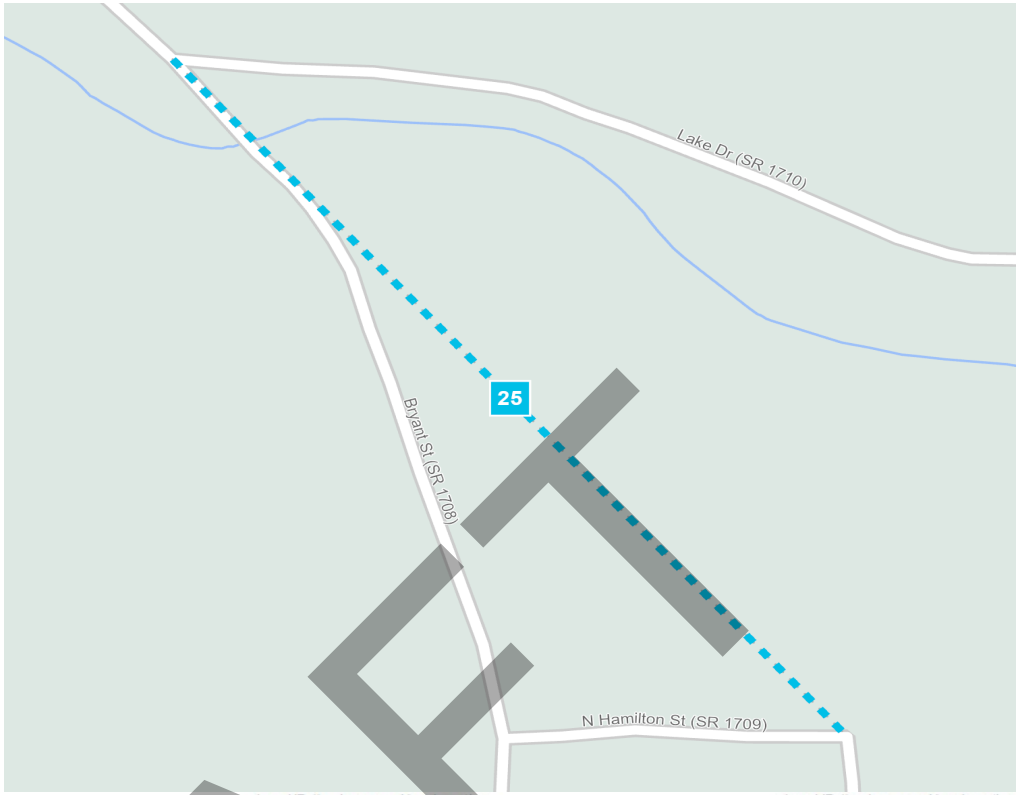
Local ID: ROCK40009-H
Purpose: Facility Deficiencies
Improvement: New Location

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%)	-

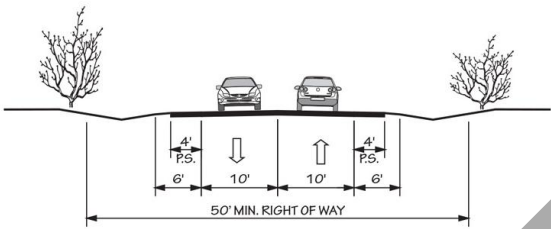


Typical Section Options:

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).

Potential Impacts

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

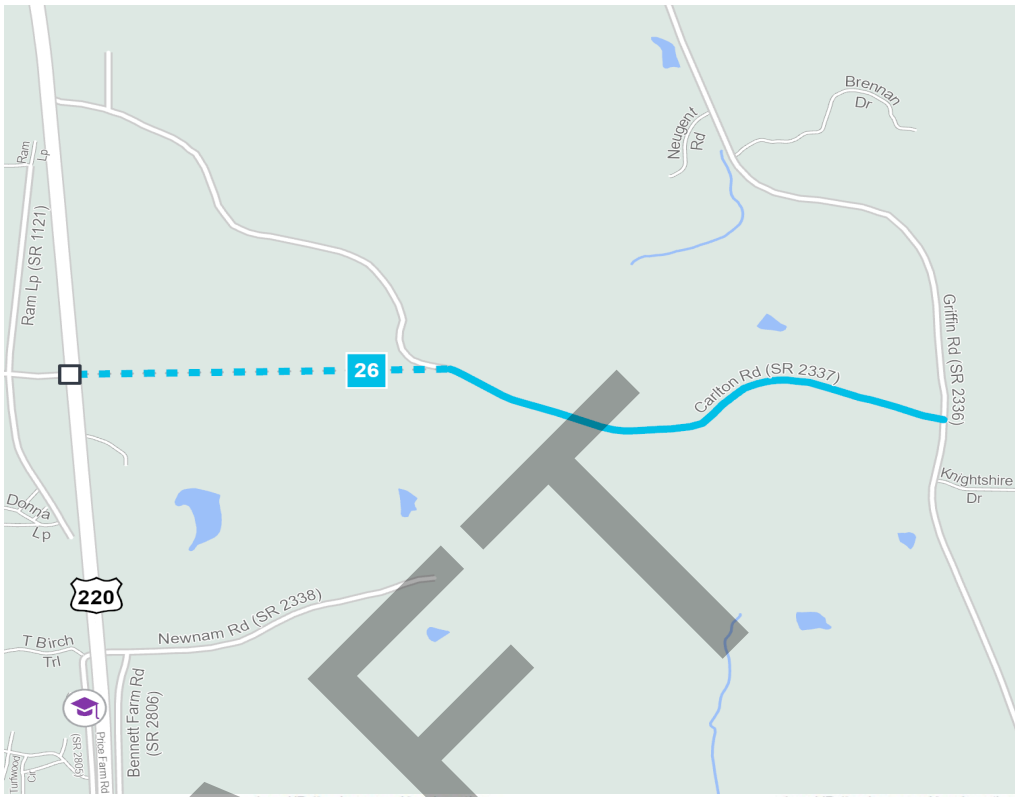
- Between 5% and 15% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (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

Carlton Rd (SR 2337)
From US 220 to Griffin Rd (SR 2336)

Local ID: ROCK40010-H
Purpose: Facility Deficiencies
Improvement: New Location (part on existing)

Identified Need
The proposed improvements to US 220 (ROCK2003-H) including an interchange at Carlton Rd (ROCK2011-H) as well as proposed development in the area, may lead to reliability and connectivity issues. Also, there is a high amount of crashes on this segment.

Recommendation
Realign Carlton Rd (SR 2337) to connect with US 220 and Simpson Rd and widen to 11-foot lanes with paved shoulders from 550 ft north of Knightshire Dr to NC 65 to improve connectivity along western Rockingham County.



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	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	200	-	-
Capacity (vpd)	13160	-	13160

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

Capacity Data: Year

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

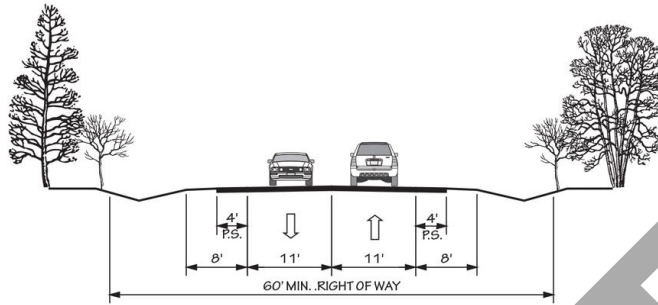


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

Feasibility Study H142083 is currently underway studying the upgrade of US 220 from NC 68 to the Virginia state line, including an interchange at Carlton 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 by improving mobility.

Public Engagement

During the first round of public engagement, intended to identify community concerns, no comments were left about Carlton Rd (SR 2337).

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 2 Flood Hazard Area Feature(s)
- 3 Wetland Feature(s)
- 3 River And Stream 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

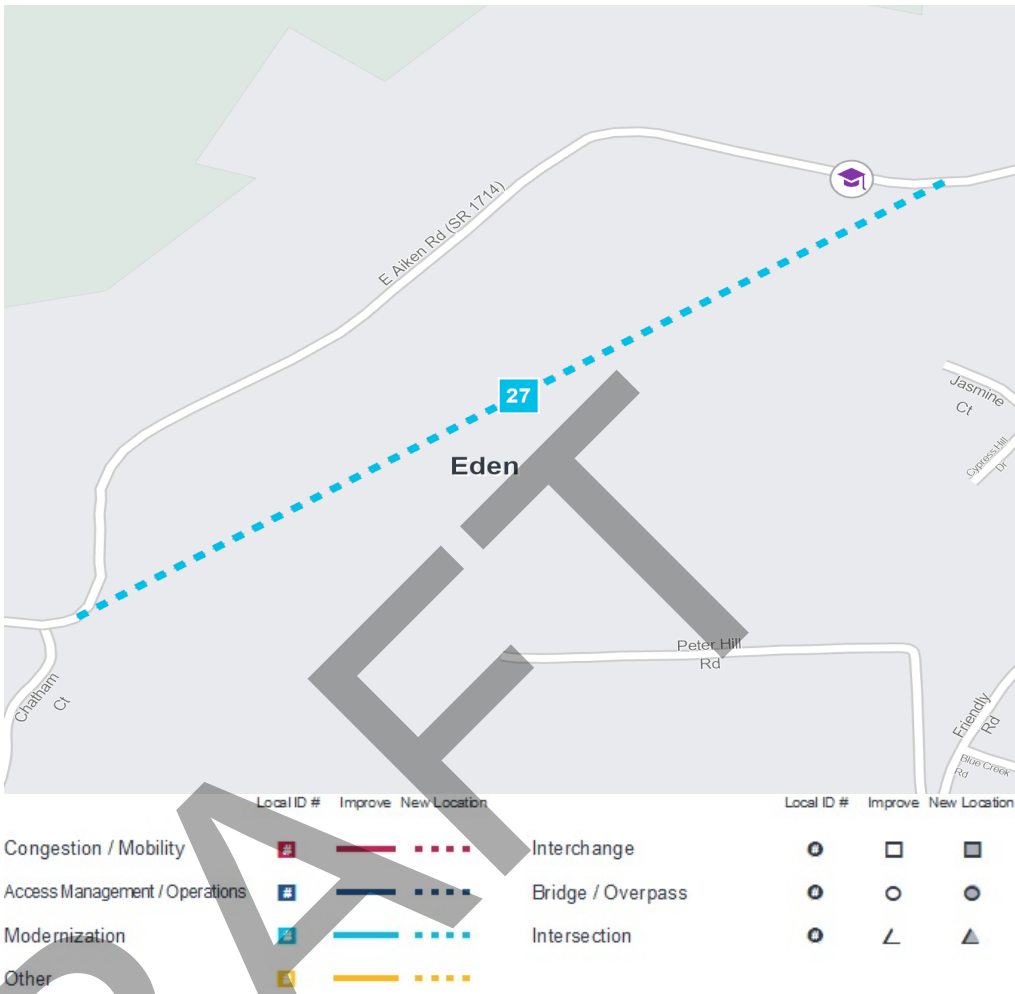
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as 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 5% and 15% identify as Below Poverty Line
- Between 0% and 15% 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: **ROCK40011-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

	New Location	Existing	Without Proposal	With Proposal
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%)	-

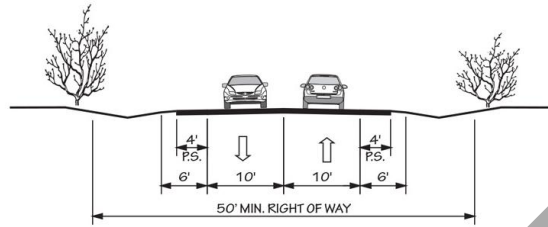


Typical Section Options:

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 Rockingahm 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).

Potential Impacts

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

Griffin Rd (SR 2236)

From Carlton Rd (SR 2337) to NC 65

Local ID: ROCK40012-H

Purpose: Facility Deficiencies

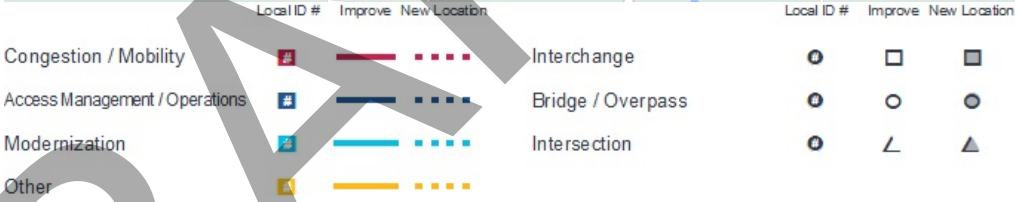
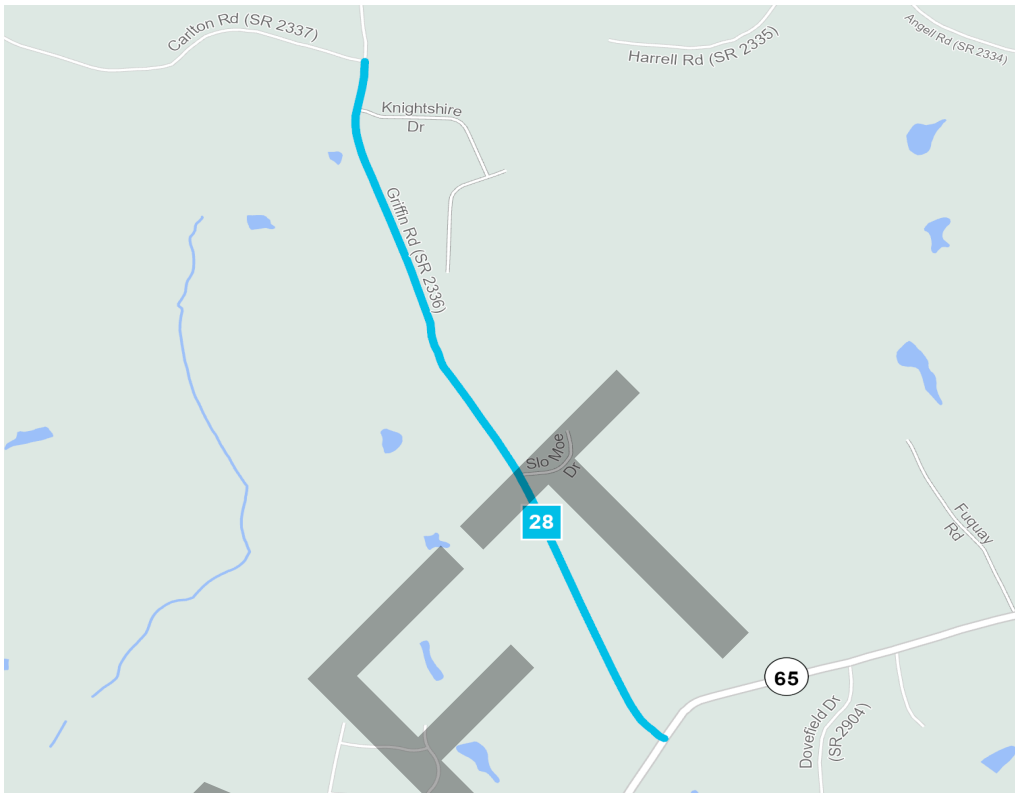
Improvement: Improve Existing

Identified Need

Improvements are needed to Griffin Rd (SR 2236) to address facility deficiencies and improve reliability.

Recommendation

Widen Griffin Rd (SR 2236) to 11-foot lanes with paved shoulders from Carlton Rd (SR 2337) to NC 65 improve connectivity along western Rockingham County.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	1.70
Existing ROW (feet)	60
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)	150	290	290	
Capacity (vpd)	13620	13620	13620	

Capacity Data: Year

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

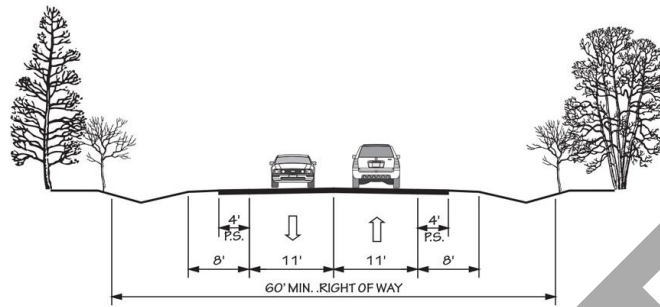


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

There is expected residential and commercial growth along US 220, near Griffin 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 by improving mobility.

Public Engagement

During the first round of public engagement, a comment was made about residential growth near Griffin Rd.

Potential Impacts**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 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

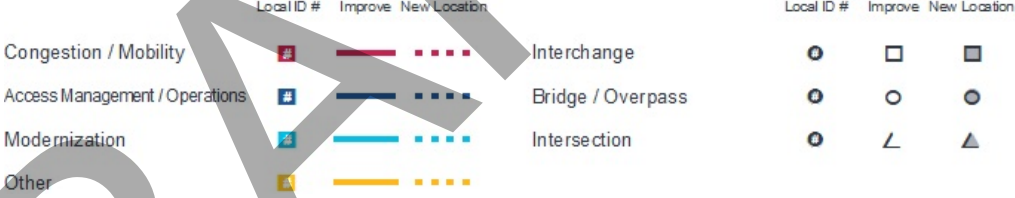
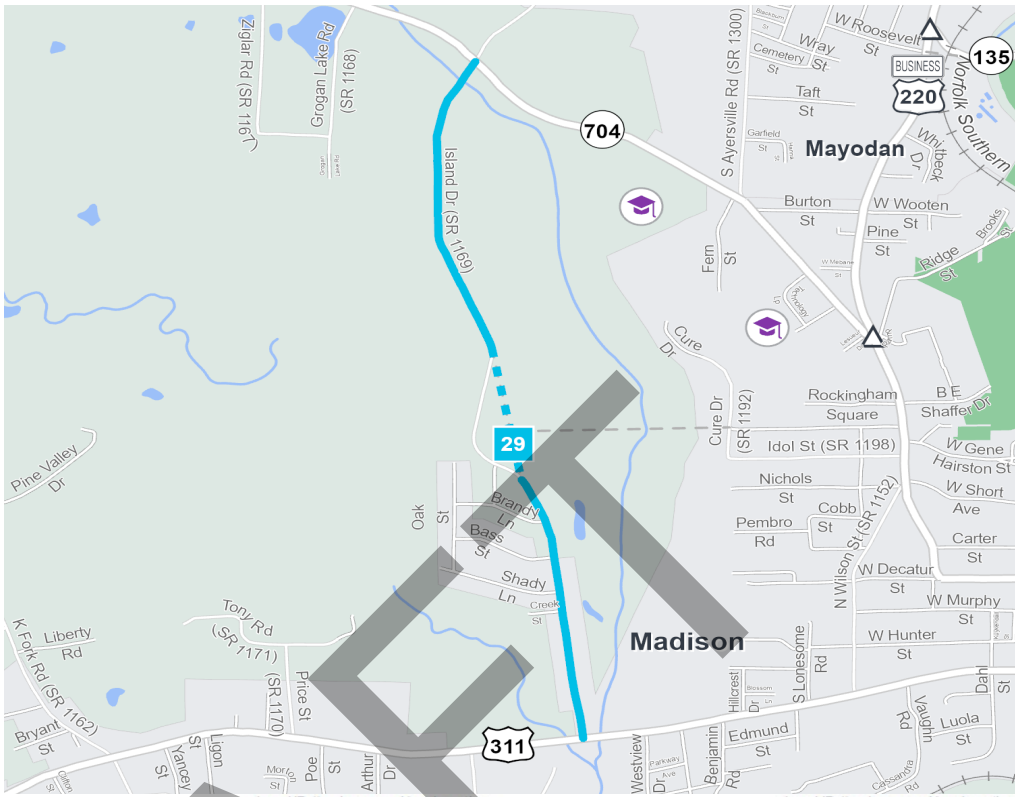
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% 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 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

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

Local ID: ROCK40013-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	89

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

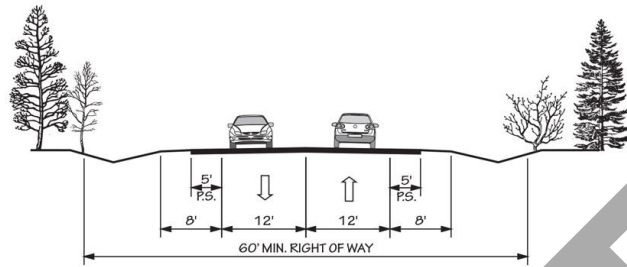
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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.

Potential Impacts

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

Other Information

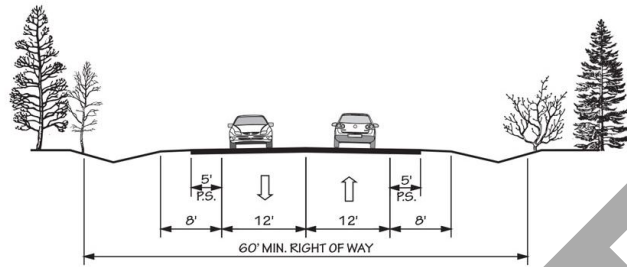
Crash Data

Crash data analysis shows a total of 6 crashes on this section of Island Dr. 0 crash involved fatalities, 0 had

Typical Section Options:
02 C

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

injuries, and 6 had property damage only. Crash data covered incidents from January 2017 to December 2021.

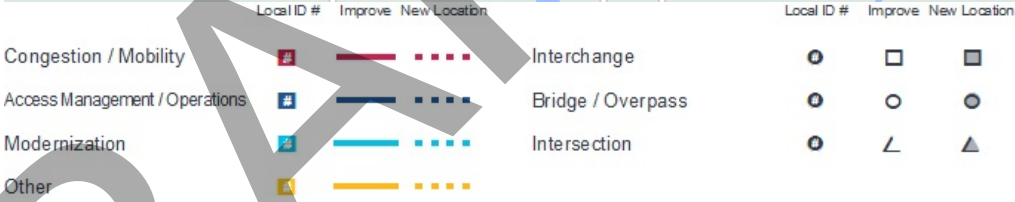
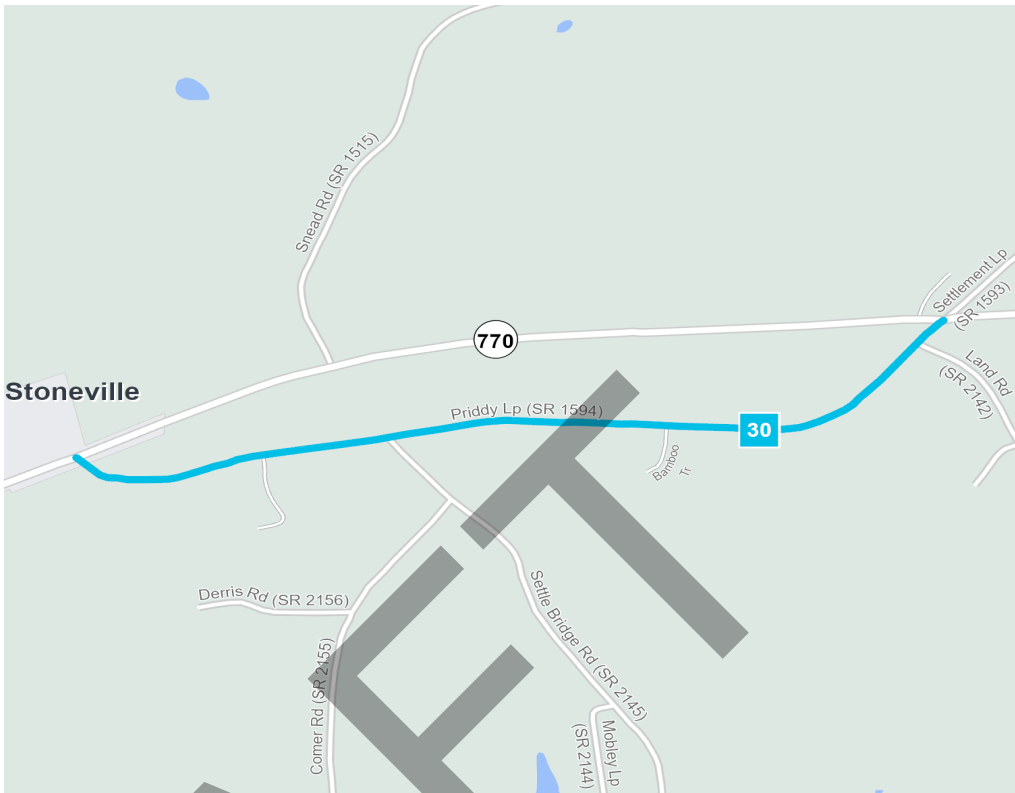
DRAFT

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

Local ID: ROCK40014-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	2022 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	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%)	-

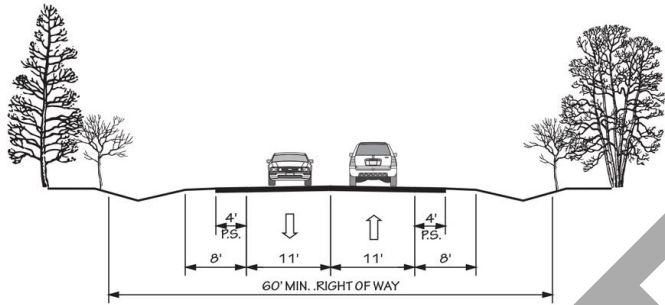


Typical Section Options:

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).

Potential Impacts

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)

Other Information

Crash Data

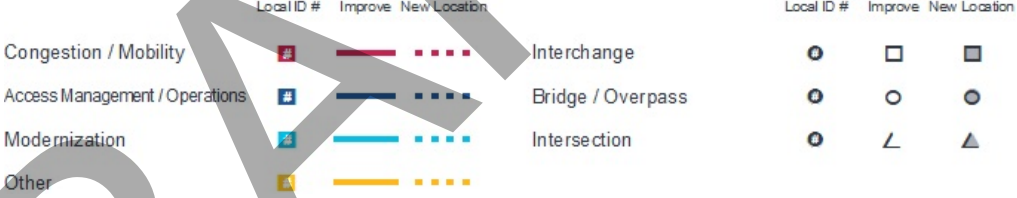
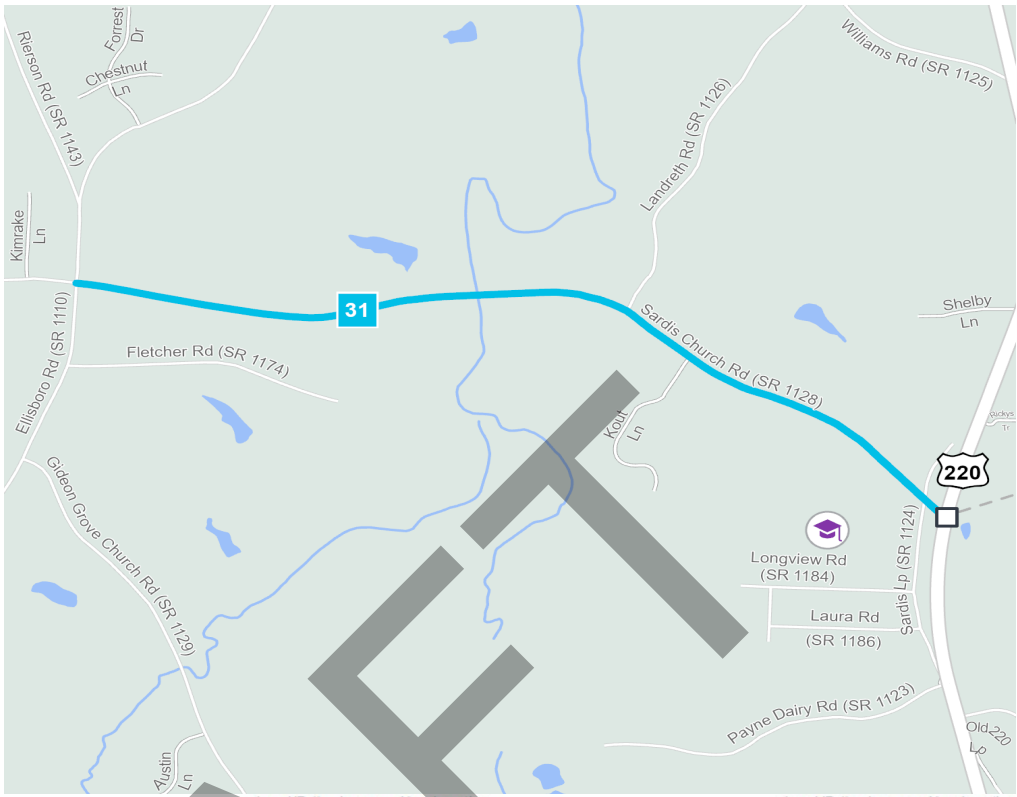
Crash data analysis shows a total of 0 crashes on this section of Priddy Lp. Crash data covered incidents from January 2017 to December 2021.

Sardis Church Rd (SR 1128)
From Ellisboro Rd to US 220

Local ID: **ROCK40015-H**
Purpose: **Facility Deficiencies**
Improvement: **Improve Existing**

Identified Need
Currently, Sardis Church Rd (SR 1128) from Ellisboro Rd to US 220 is of substandard design, with 9-ft lanes and narrow paved shoulders.

Recommendation
Widen Sardis Church Rd (SR 1128) to 11-foot lanes with paved shoulders from Ellisboro Rd to US 220 to improve connectivity along western 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)	60
Safety Risk Score	78

Proposal Data: 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	1200	2100	2100
Capacity (vpd)	11800-12300	13100-13600	13100-13600

Capacity Data: Year

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

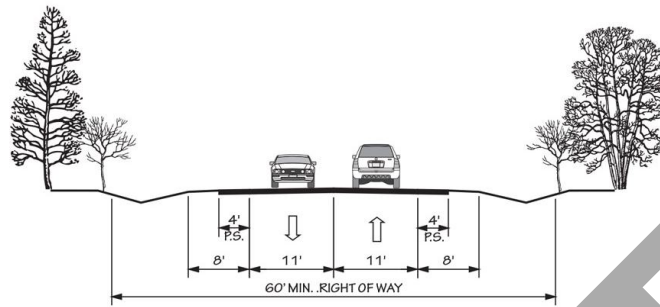


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

Feasibility Study H142083 is currently underway studying the upgrade of US 220 from NC 68 to the Virginia state line, including an interchange at Sardis Church 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 by improving mobility.

Public Engagement

During the first round of public engagement, a comment was made about school traffic and congestion.

Potential Impacts**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)
- 4 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Other Information**Crash Data**

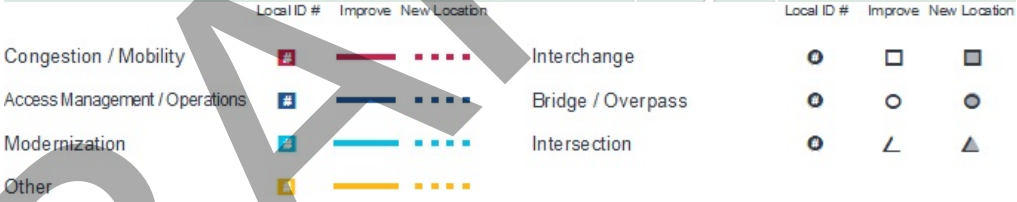
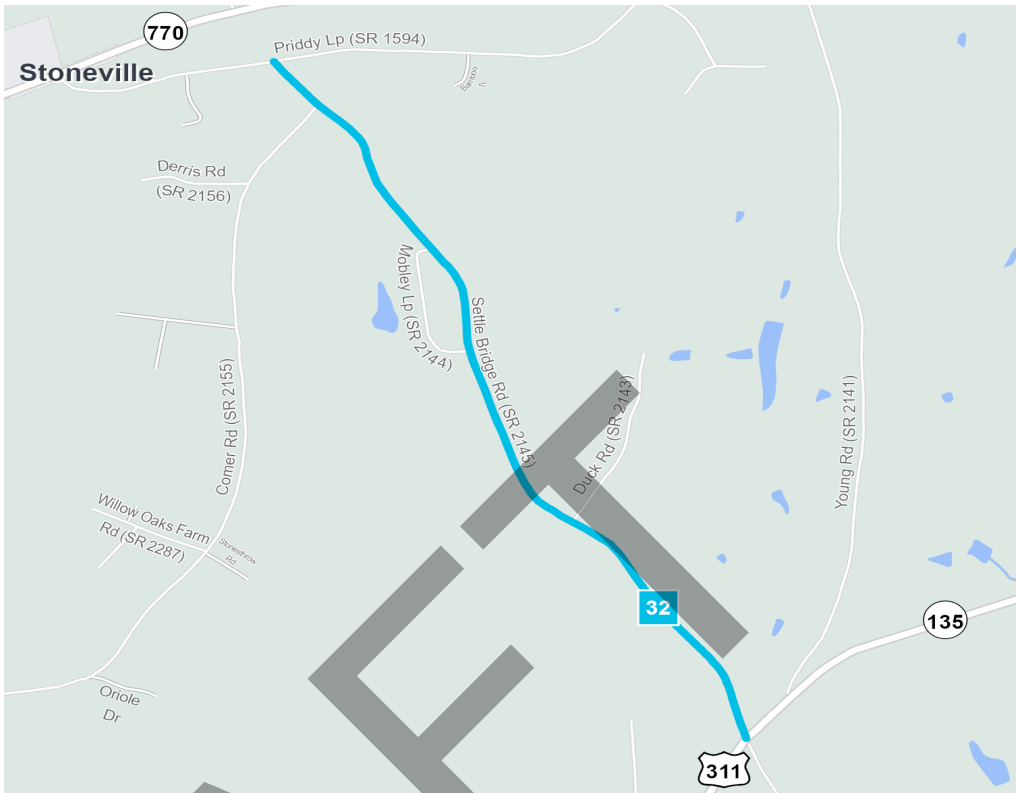
Crash data analysis shows a total of 5 crashes on this section of Sardis Church Rd (SR 1128). Crash data covered incidents from January 2017 to December 2021.

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

Local ID: ROCK40016-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	67

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

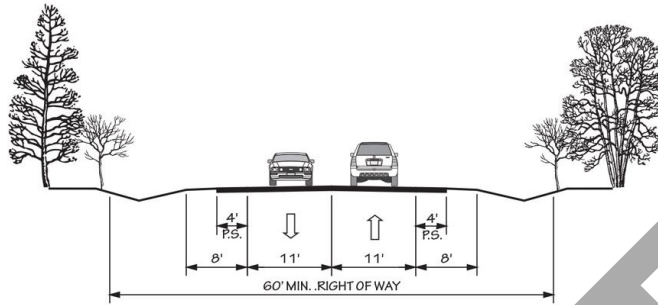


Typical Section Options:

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).

Potential Impacts

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

Other Information

Crash Data

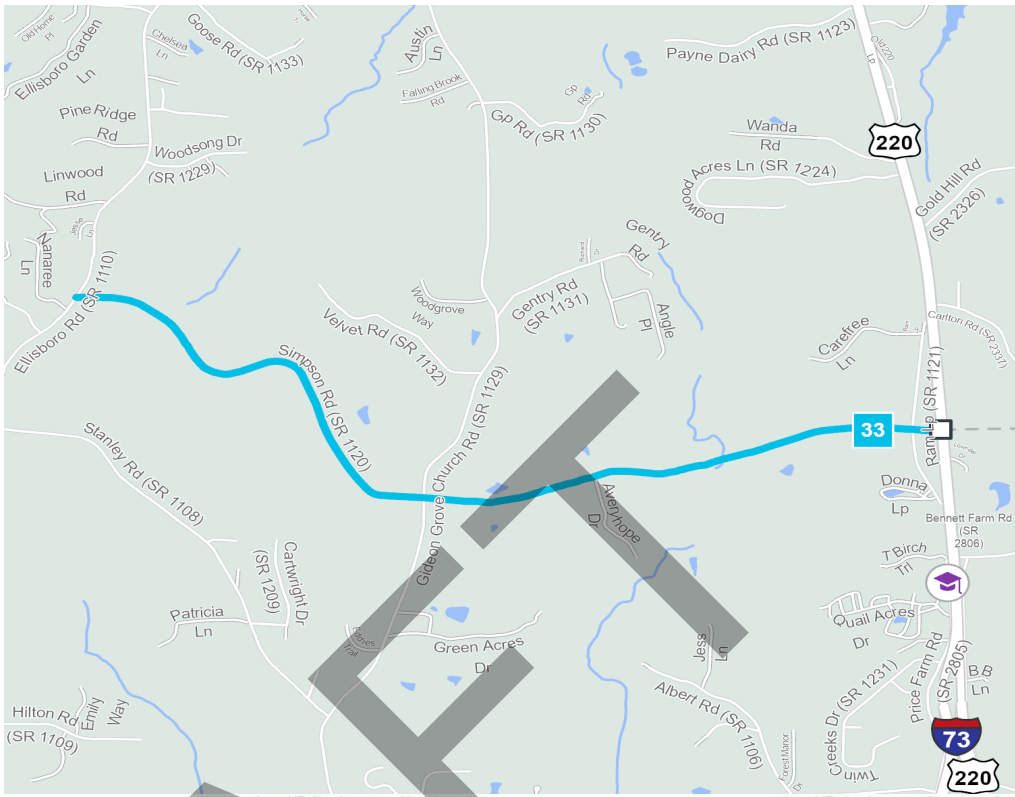
Crash data analysis shows a total of 7 crashes on Settle Bridge Rd. 0 crash involved fatalities, 0 had injuries, and 7 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Simpson Rd (SR 1120)
From Ellisboro Rd to US 220

Local ID: ROCK40017-H
Purpose: Facility Deficiencies
Improvement: Improve Existing

Identified Need
Currently, Simpson Rd (SR 1120) from Ellisboro Rd to US 220 is of substandard design, with 9-ft lanes and narrow paved shoulders.

Recommendation
Widen Simpson Rd (SR 1120) to 11-foot lanes with paved shoulders from Ellisboro Rd to US 220 to improve connectivity along western Rockingham County.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	3.40
Existing ROW (feet)	60
Safety Risk Score	78

Proposal Data: 2022 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	350-750	3600	3600
Capacity (vpd)	13190-13640	13600	13600

Capacity Data: Year

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

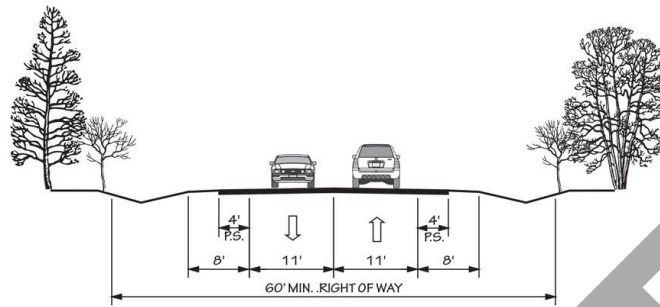


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

Feasibility Study H142083 is currently underway studying the upgrade of US 220 from NC 68 to the Virginia state line, including an interchange at Simpson Rd (SR 1120).

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 Simpson Rd (SR 1120).

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 4 Flood Hazard Area Feature(s)
- 6 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 1 Water Supply Watershed Feature(s)

Other Information

Crash Data

Crash data analysis shows a total of 7 crashes on Simpson Rd (SR 1120). 1 crash involved fatalities, 1 had injuries, and 5 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Vance St Extension (SR 2413)

From NC 87 to Irvin Farm Rd (SR 2410)

Local ID: ROCK40019-H

Purpose: Facility Deficiencies

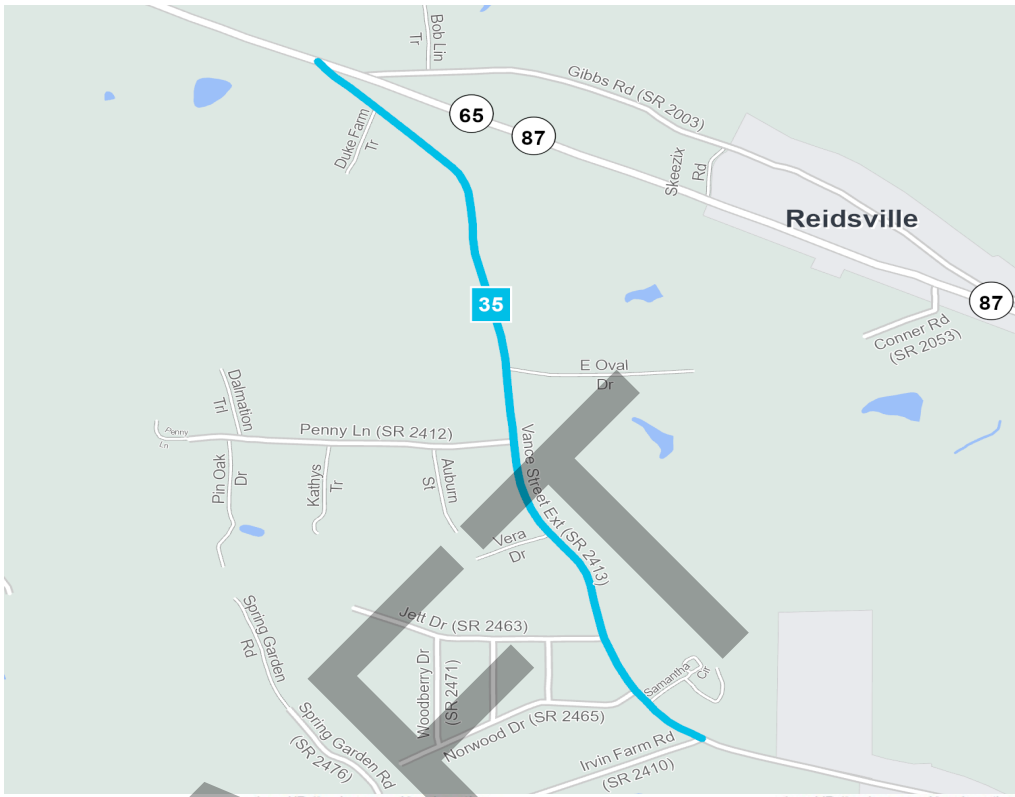
Improvement: Improve Existing

Identified Need

Currently, Vance St Extension (SR 2413) from NC 87 to Irvin Farm Rd (SR 2410) is of substandard design, with 9-ft lanes and narrow paved shoulders.

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	67

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)	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

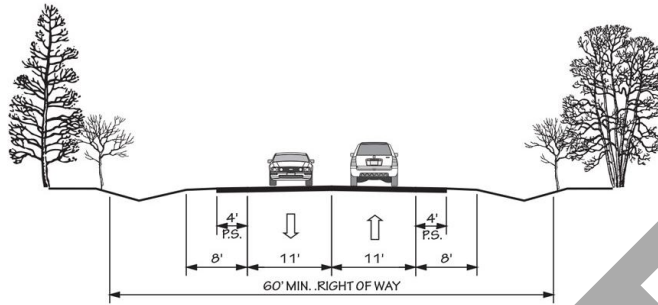


Typical Section Options:

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).

Potential Impacts

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

Other Information

Crash Data

Crash data analysis shows a total of 6 crashes on this section of Vance St Extension. 0 crash involved fatalities, 1 had injuries, and 5 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Virginia St (SR 1716)

From Virginia State Line to Lincoln St

Local ID: ROCK40020-H

Purpose: Facility Deficiencies

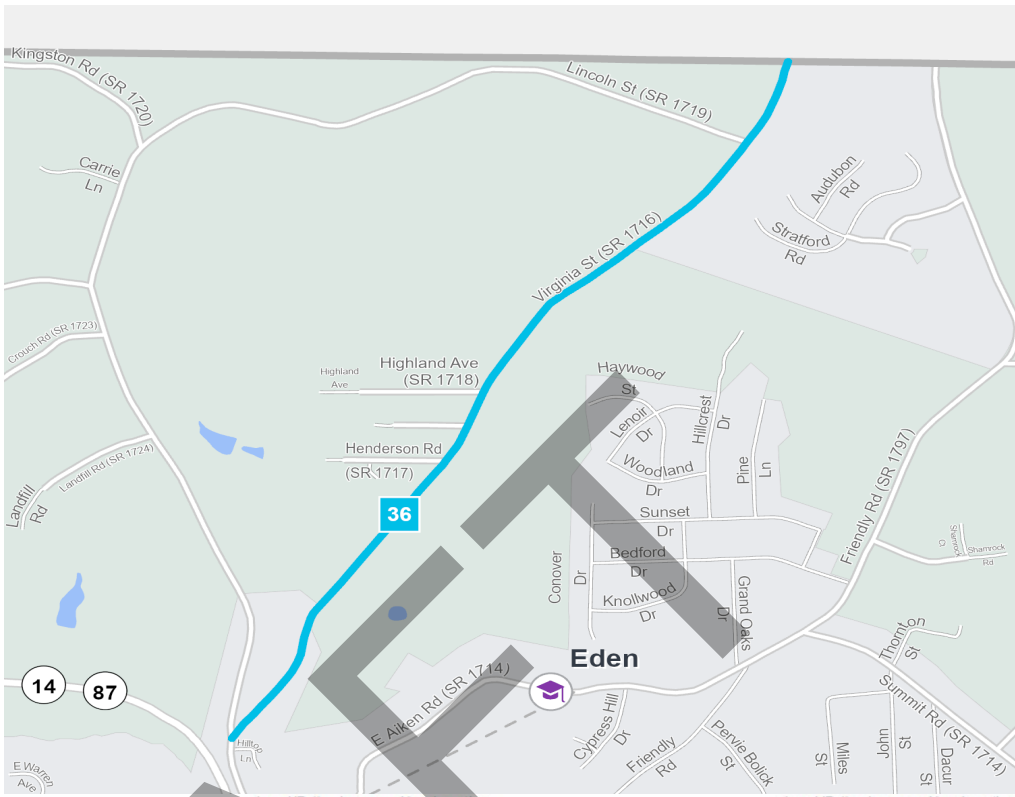
Improvement: Improve Existing

Identified Need

Virginia St (SR 1716) is of substandard design, with 9-ft lanes and no paved shoulders, causing connectivity and mobility 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 mobility and connectivity.



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	67

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

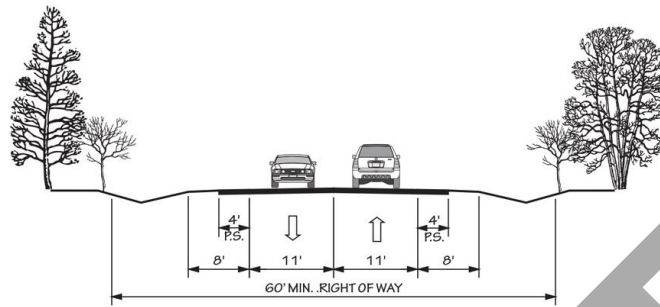


Typical Section Options:

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, 1 comment was left identifying a concern about Virginia St from the Virginia State Line to Lincoln St.

Potential Impacts

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

Other Information

Crash Data

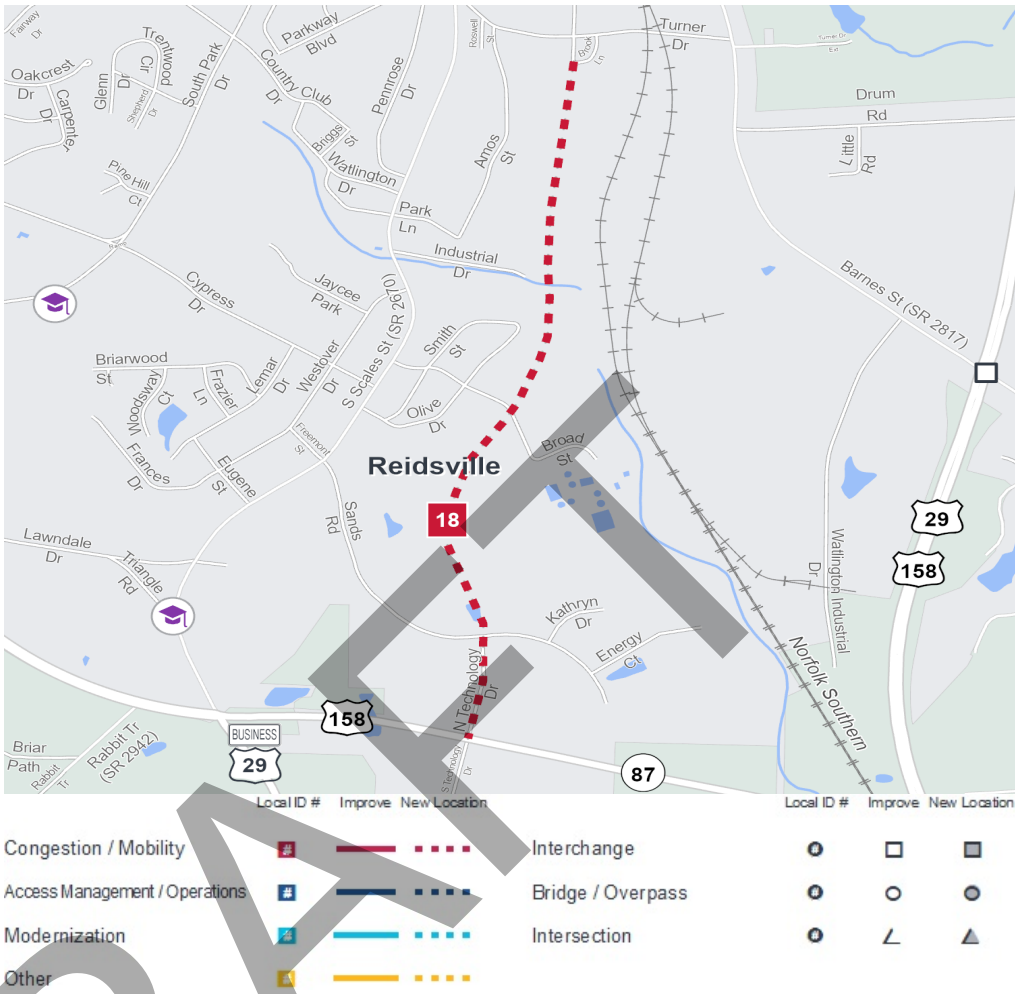
Crash data analysis shows a total of 6 crashes on this section of Virginia. 0 crash involved fatalities, 4 had injuries, and 2 had property damage only. Crash data covered incidents from January 2017 to December 2021.

Way St Extension
From Brook Ln to US 158

Local ID: ROCK50001-H
Purpose: Congestion
Improvement: New Location

Identified Need
S Scales St (SR 2670) is currently near capacity from Parkway Blvd to Park Ln with a current traffic volume of 8,300 and a capacity of 10,200. Traffic is expected to increase to 10,200 by 2050.

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

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	2	2
Volume (vpd)	-	-	3000	-
Capacity (vpd)	-	-	-	9850

Capacity Data: Year

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

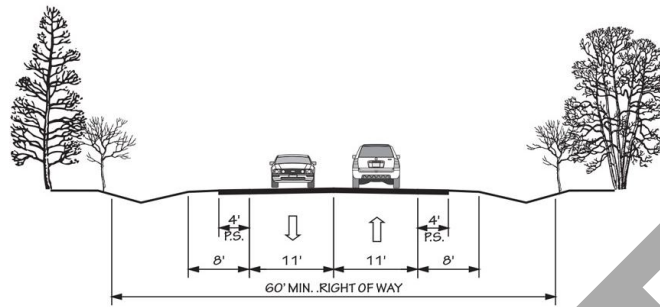


Typical Section Options:

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.

Potential Impacts

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

Other Information

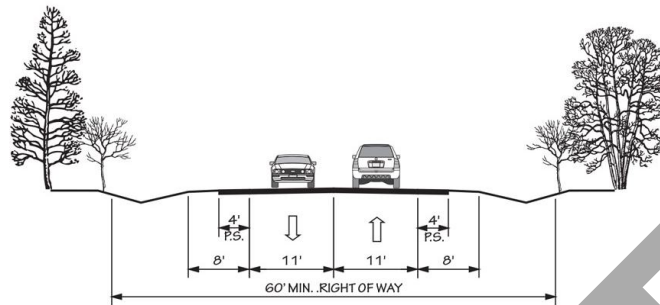
This recommendation passes through one or more Census Blocks with the following characteristics:

Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

- 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

SKAT Route Expansion

Identified Need

SKAT provides important connections between towns in Rockingham. Expanding the SKAT routes to connect towns more directly would provide a more efficient service.

Recommendation

Expand the current SKAT route to connect Madison and Wentworth, Mayodan and Eden, and Wentworth and Eden more directly. Also, extend route in Eden north on NC 87 to account for projected growth.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation. The expansion of SKAT was highlighted by the Steering Committee.

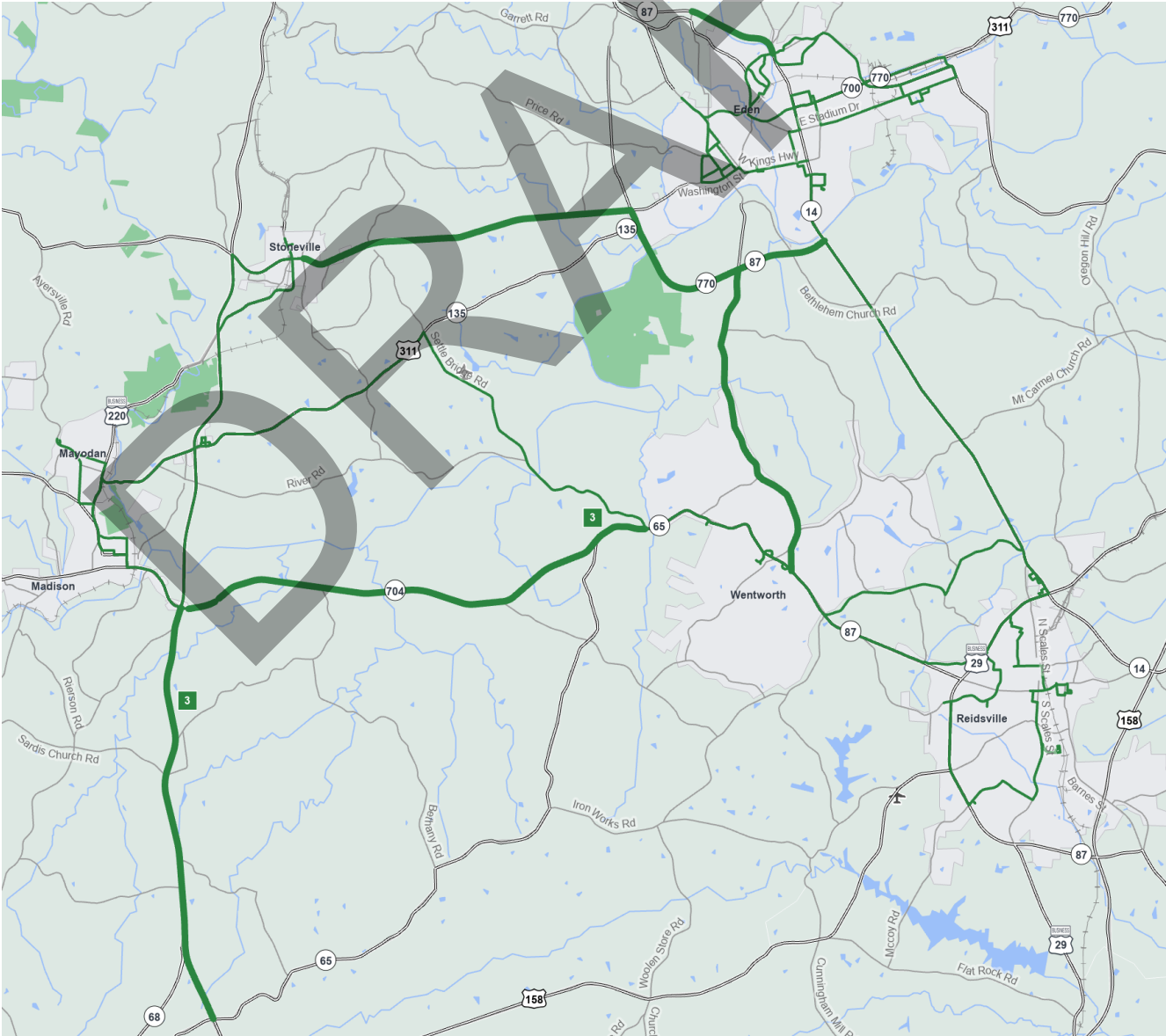
Public Engagement

During the first round of public engagement, five comments were left about this recommendation.

Local ID: ROCK0001-T
Classification: Rural Fixed Bus Routes
Location: Within Right of Way

Existing Road Data

Facility Type:	Varies
Travel Lanes:	2-4
Speed Limit (mph):	35-65
% Trucks:	0% - 12.28%
ROW (ft):	N/A
2022 Volume(vpd):	2200-25500
2050 Volume(vpd):	3400-53200



US 220

From NC 135 Interchange to Guilford County Line

Local ID: ROCK2001-T
Classification: Rural Fixed Bus Route
Location: Within Right of Way

Existing Road Data

Identified Need

Many residents in Rockingham County commute to the Triad Metropolitan Area each day for work, shopping, higher education opportunities, and medical purposes.

Recommendation

Develop a fixed-route bus service through the Piedmont Authority for Regional Transportation (PART) on US 220 between the US 220/NC 135 Interchange near Mayodan to the Guilford County Line with service continuing into Guilford County. It is also recommended that park-and-ride lots be constructed near the US 220/NC 135 Interchange near Mayodan and the recommended interchange at US 220 and SR 1128 (Sardis Church Road).

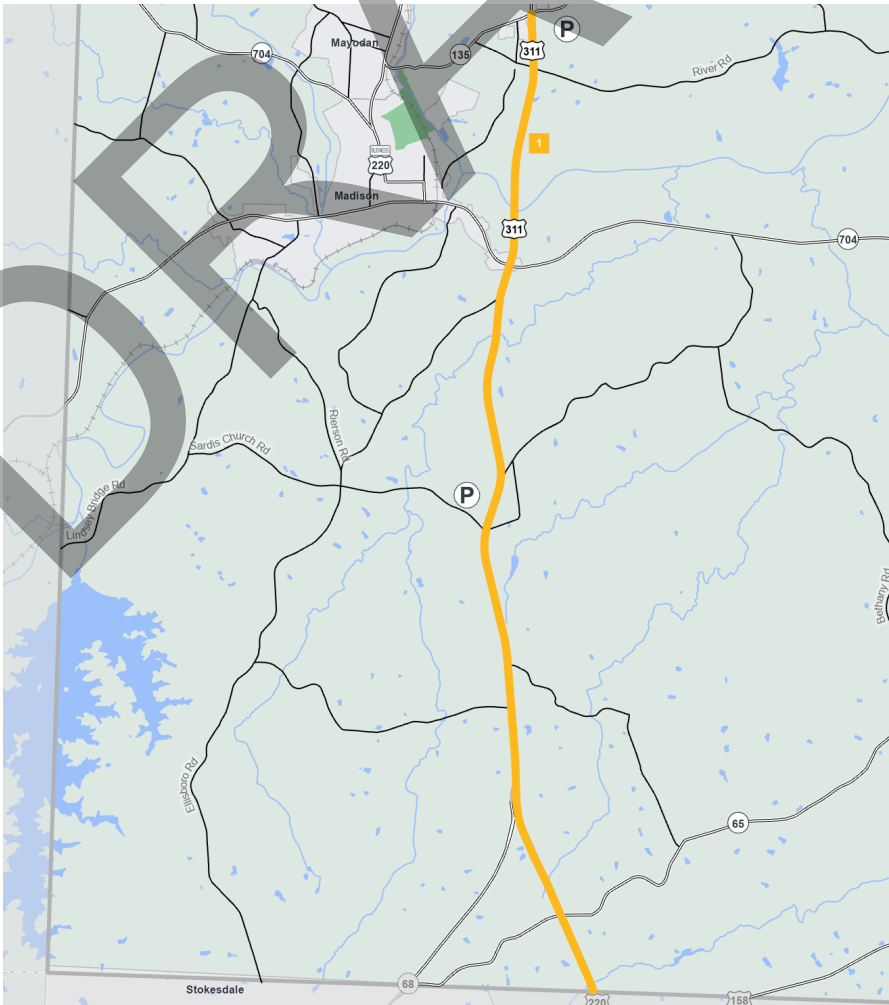
Project History/Linkage to Other Plans

Bus service on US 220 was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

Several comments were made during public involvement opportunities that highlighted the need for connections to Greensboro.

Facility Type:	Freeway
Travel Lanes:	4
Speed Limit (mph):	55-65
% Trucks:	14.15%
ROW (ft):	N/A
2022 Volume(vpd):	25500
2050 Volume(vpd):	53200



US 29
From US 158/NC 14 Interchange to Guilford County Line

Local ID: ROCK2002-T
Classification: Rural Fixed Bus Route
Location: Within Right of Way

Identified Need

Many residents in Rockingham County commute to the Triad Metropolitan Area each day for work, shopping, higher education opportunities, and medical purposes.

Recommendation

Develop a fixed-route bus service through PART on US 29 between the US 29-US 158/NC 14 Interchange east of Reidsville to the Guilford County Line with service continuing into Guilford County. It is also recommended that park-and-ride lots be constructed near the US 29/US 158-NC 14 interchange east of Reidsville and the US 29/NC 87 Interchange south of Reidsville.

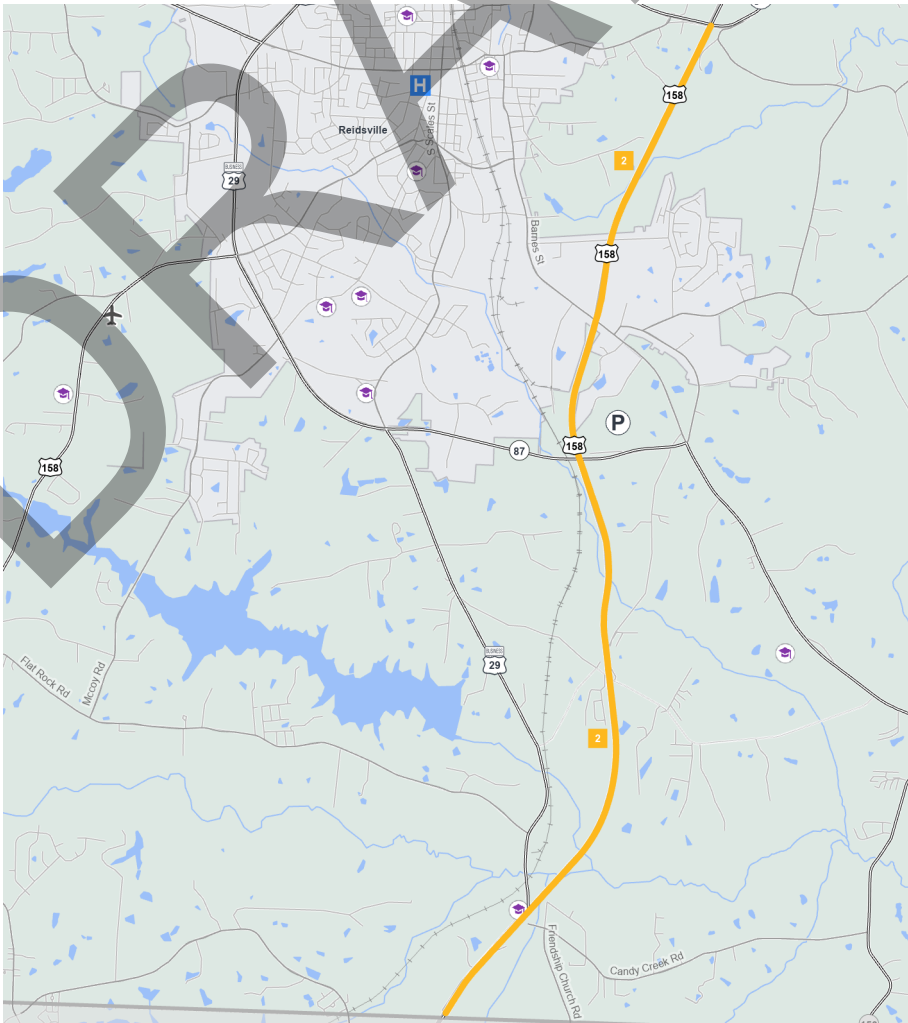
Project History/Linkage to Other Plans

The construction of new sidewalks on Wrenn Memorial Rd was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

Several comments were made during public involvement opportunities that highlighted the need for connections to Greensboro.

Existing Road Data	
Facility Type:	Freeway
Travel Lanes:	4
Speed Limit (mph):	55-70
% Trucks:	12.6%
ROW (ft):	N/A
2022 Volume(vpd):	29500
2050 Volume(vpd):	38200



Burton St Sidepath

From Washington St (SR 1604) to Burton St

Proposal Length: 0.12 miles

Identified Need

There is a lack of multmodal connections between residents and businesses in southeastern Eden.

Recommendation

Construct a multiuse path from Washington St (SR 1604) to Burton St to connect residents and businesses in southeastern Eden.

Project History/Linkage to Other Plans

The Burton St Sidepath was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK00001-M
 Classification: Multiuse Path
 Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Chestnut St Greenway

From Ash St to Bridge St (SR 2066)

Proposal Length: 0.45 miles

Identified Need

There is a lack of multmodal connections between residents and businesses in central Eden.

Recommendation

Construct a multiuse path from Ash St to Bridge St (SR 2066) to connect residents and businesses in central Eden.

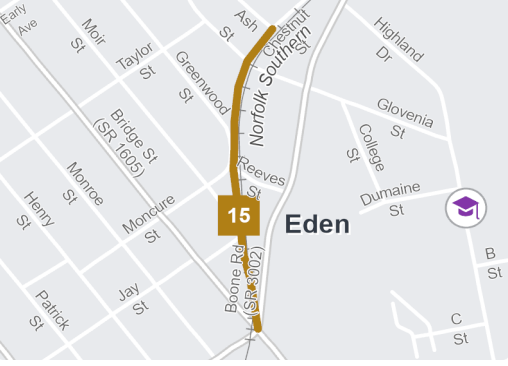
Project History/Linkage to Other Plans

The Chestnut St Sidepath was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK00002-M
 Classification: Multiuse Path
 Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Eden Railroad Greenway

From W Meadow Rd (SR 3003) to E Stadium Dr (SR 1747)

Proposal Length: 3.27 miles

Identified Need

There is a lack of multmodal connections between businesses, residents, and Freedom Park.

Recommendation

Construct a multiuse path from W Meadow Rd (SR 3003) to E Stadium Dr (SR 1747) to connect businesses, residents, and Freedom Park.

Project History/Linkage to Other Plans

The Eden Railroad Greenway was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

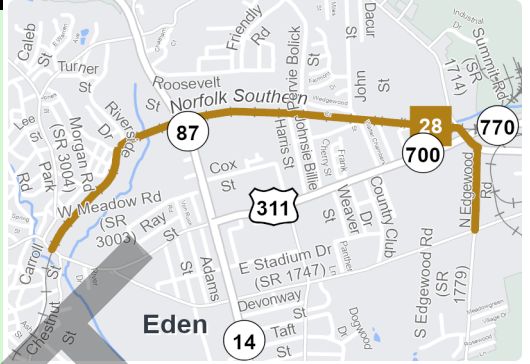
Public Engagement

During the first round of public engagement, 2 comments were left about biking, with 1 comment highlighting support for a trail. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK00003-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Kings Hwy to Dan River Connector Greenway

From W Kings Hwy (SR 2066) to Dan River Greenway

Proposal Length: 0.99 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, churches, and Dan River.

Recommendation

Construct a multiuse path from W Kings Hwy (SR 2066) to Dan River Greenway to connect residents, businesses, churches, and Dan River.

Project History/Linkage to Other Plans

The Kings Hwy to Dan River Connector Greenway was recommended in the 2010 Rockingham County Comprehensive Transportation Plan and the Rockingham Vision Plan 2040.

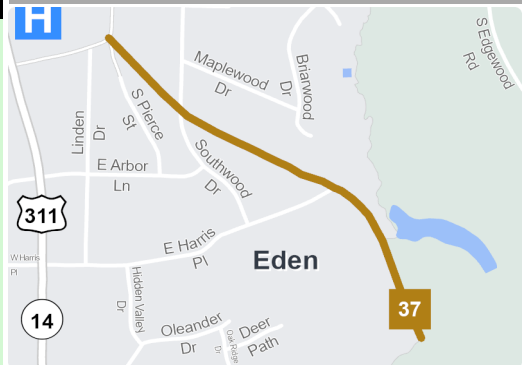
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK00004-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Matrimony Creek Greenway Extension

From Center Church Rd to Matrimony Creek Greenway

Proposal Length: 0.19 miles

Identified Need

There is a lack of multmodal connections between an existing greenway, a church, and residents.

Recommendation

Construct a multiuse path from Center Church Rd to Matrimony Creek Greenway to connect an existing greenway, a church, and residents.

Project History/Linkage to Other Plans

The Matrimony Creek Greenway Extension was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK00005-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Northwest Eden Greenway

From Morgan Rd (SR 3004) to W Aiken Rd (SR 1714)

Proposal Length: 4.55 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, and churches in northwest Eden.

Recommendation

Construct a multiuse path from Morgan Rd (SR 3004) to W Aiken Rd (SR 1714) to connect residents, businesses, and churches in northwest Eden.

Project History/Linkage to Other Plans

The Northwest Eden Greenway was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

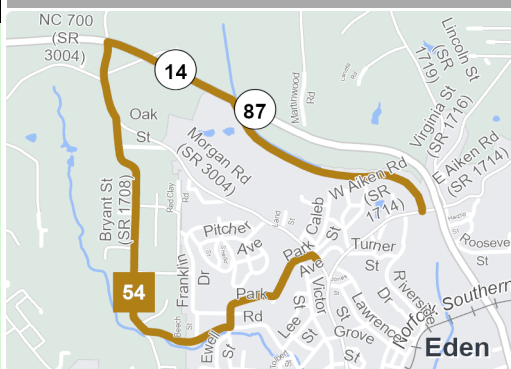
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK00006-M

Classification: Multiuse Path

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	700
2045 Volume(vpd):	N/A

Reeves St Greenway

From Reeves St to Bridge St (SR 2066)

Proposal Length: 0.32 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, Leaksville Spray Elementary School, and Boone Road Community Center.

Recommendation

Construct a multiuse path from Reeves St to Bridge St (SR 2066) to connect residents, businesses, Leaksville Spray Elementary School, and Boone Road Community Center.

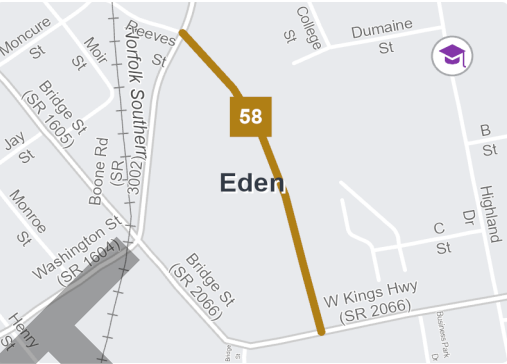
Project History/Linkage to Other Plans

The Reeves St Greenway was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK00007-M
 Classification: Multiuse Path
 Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Smith and Dan River Connector Greenway

From Smith River Greenway to Dan River Greenway

Proposal Length: 1.34 miles

Identified Need

There is a lack of multimodal connections between residents and businesses in southern Eden.

Recommendation

Construct a multiuse path from Smith River Greenway to Dan River Greenway to connect residents and businesses in southern Eden.

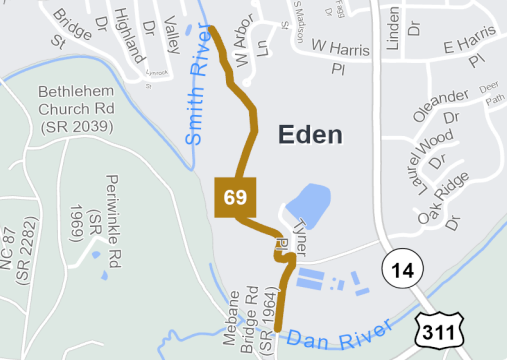
Project History/Linkage to Other Plans

The Smith and Dan River Connector Greenway was recommended in the 2010 Rockingham County Comprehensive Transportation Plan and the Rockingham Vision Plan 2040.

Public Engagement

During the first round of public engagement, 1 comment highlighted support for a trail. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK00008-M
 Classification: Multiuse Path
 Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Smith River Greenway

From E Aiken Rd (SR 1714) to W Meadow Rd (SR 3003)

Proposal Length: 1.37 miles

Identified Need

There is a lack of multimodal connections between residents and downtown Eden.

Recommendation

Construct a multiuse path from E Aiken Rd (SR 1714) to W Meadow Rd (SR 3003) to connect residents and downtown Eden.

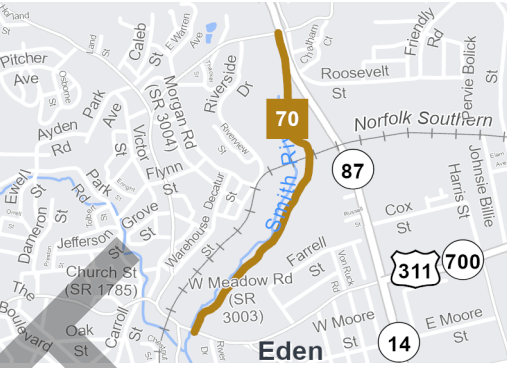
Project History/Linkage to Other Plans

The Smith River Greenway was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK00009-M
 Classification: Multiuse Path
 Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Southeast Eden Greenway

From South Ave to Dan River Greenway

Proposal Length: 1.36 miles

Identified Need

There is a lack of multimodal connections between residents, churches, and the Dan River in southern Eden.

Recommendation

Construct a multiuse path from South Ave to Dan River Greenway to connect residents, churches, and the Dan River in southern Eden.

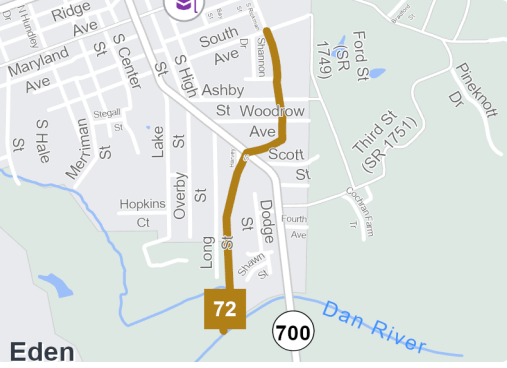
Project History/Linkage to Other Plans

The Southeast Eden Greenway was recommended in the 2010 Rockingham County Comprehensive Transportation Plan and the Rockingham Vision Plan 2040.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK00010-M
 Classification: Multiuse Path
 Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Big Beaver Island Creek Greenway

From Dan River Greenway to Farris Park

Proposal Length: 4.64 miles

Identified Need

There is a lack of multimodal connections between Madison River Park, Faris Park and residents.

Recommendation

Construct a multiuse path from Dan River Greenway to Farris Park to connect Madison River Park, Faris Park and residents.

Project History/Linkage to Other Plans

Sections of the Big Beaver Island Creek Greenway was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

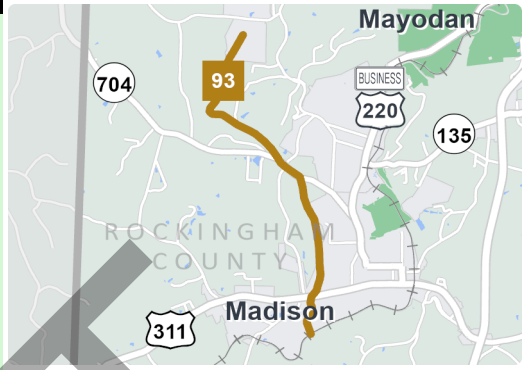
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK00011-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Big Beaver to Mayo River Sidepath

From Big Beaver Island Creek Greenway to Mayodan Connector

Proposal Length: 1.4 miles

Identified Need

There is a lack of multimodal connections between residents, businesses, and downtown Madison.

Recommendation

Construct a multiuse path from Big Beaver Island Creek Greenway to Mayodan Connector to connect residents, businesses, and downtown Madison.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK00012-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	1200
2045 Volume(vpd):	1500

Mayo River Connector

From US 220 Bus to Northwest Rockingham Greenway

Proposal Length: 2.51 miles

Identified Need

There is a lack of multimodal connections between residents and the Mayo River State Park.

Recommendation

Construct a multiuse path from US 220 Bus to Northwest Rockingham Greenway to connect residents and the Mayo River State Park.

Project History/Linkage to Other Plans

The Mayo River Connector was recommended in the Rockingham Vision Plan 2040.

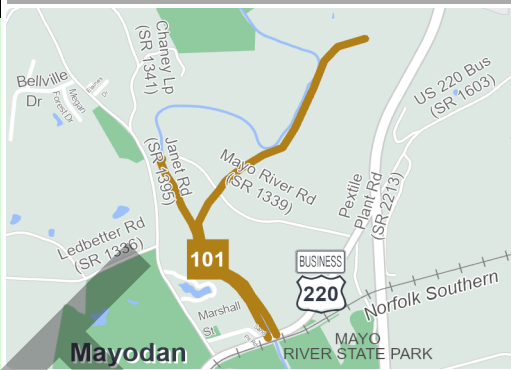
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK00013-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Mayodan Connector

From Dan River Greeway to Farris Park to State Park Connector

Proposal Length: 5.06 miles

Identified Need

There is a lack of multimodal connections between the towns of Mayodan and Madison, as well as the Mayo River State Park.

Recommendation

Construct a multiuse path from Dan River Greeway to Mayodan Connector to connect the towns of Mayodan and Madison, as well as the Mayo River State Park.

Project History/Linkage to Other Plans

The Mayodan Connector was recommended in the 2010 Rockingham County Comprehensive Transportation Plan and the Rockingham Vision Plan 2040.

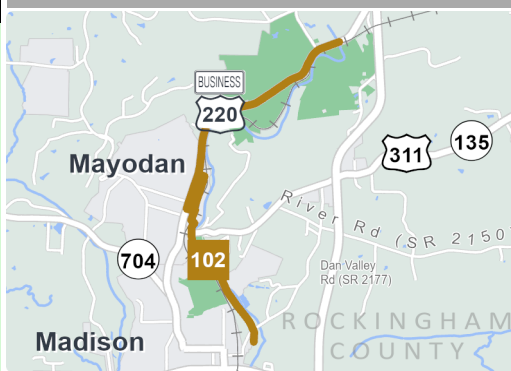
Public Engagement

During the first round of public engagement, 2 comments highlighted support for a trail. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK00014-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	1.76
ROW (ft):	60
2017 Volume(vpd):	4700
2045 Volume(vpd):	N/A

Freeway Gibbs Sidepath

From Deerfield Dr to HK Gibbs Park

Proposal Length: 1.3 miles

Identified Need

There is a lack of multimodal connections between residents, a church, Moss Street Elementary, Booker T Washington Learning Center and HK Griggs Park.

Recommendation

Construct a multiuse path from Deerfield Dr to HK Gibbs Park to connect residents, a church, Moss Street Elementary, Booker T Washington Learning Center and HK Griggs Park.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

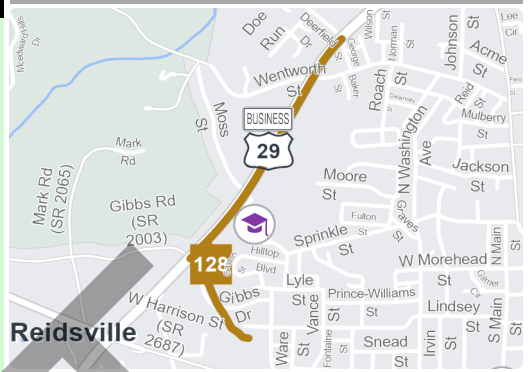
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK00015-M

Classification: Multiuse Path

Location: Within Right of Way



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	4
Speed Limit (mph):	45
% Trucks:	0.00
ROW (ft):	75-95
2017 Volume(vpd):	11000
2045 Volume(vpd):	N/A

Jaycee Park Trail Extensions

From US 29 BUS to Reidsville Senior High School

Proposal Length: 1.58 miles

Identified Need

There is a lack of multimodal connections between residents, businesses, churches, and Reidsville Middle and High Schools in southern Reidsville.

Recommendation

Construct a multiuse path from US 29 BUS to Reidsville Senior High School to connect residents, businesses, churches, and Reidsville Middle and High Schools in southern Reidsville.

Project History/Linkage to Other Plans

The Jaycee Park Trail Extensions was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK00016-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Lake Reidsville Greenway

From McCoy Rd (SR 2431) to Lake Reidsville

Proposal Length: 1.61 miles

Identified Need

There is a lack of multmodal connections between residents, Lake Reidsville, businesses, and a shopping center with a Food Lion in western Reidsville.

Recommendation

Construct a multiuse path from McCoy Rd (SR 2431) to Lake Reidsville to connect residents, Lake Reidsville, businesses, and a shopping center with a Food Lion in western Reidsville.

Project History/Linkage to Other Plans

The Lake Reidsville Greenway was recommended in the 2010 Rockingham County Comprehensive Transportation Plan and the Rockingham Vision Plan 2040.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK00017-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Little Troublesome Creek Greenway

From Green St to Jaycee Park

Proposal Length: 1.6 miles

Identified Need

There is a lack of multmodal connections between residents, an existing greenway, and Jaycee Park.

Recommendation

Construct a multiuse path from Green St to Jaycee Park to connect residents, an existing greenway, and Jaycee Park.

Project History/Linkage to Other Plans

The Little Troublesome Creek Greenway was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

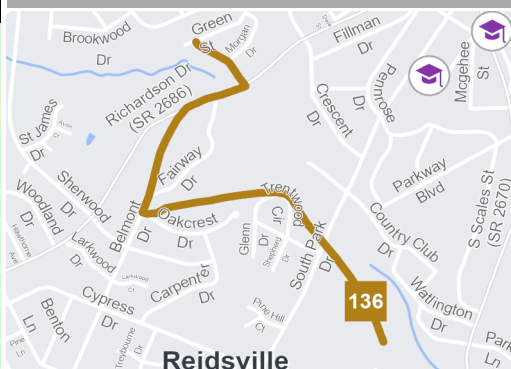
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK00018-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Moore Street Connector

From Moore St to Sprinkle St

Proposal Length: 0.45 miles

Identified Need

There is a lack of multmodal connections between residents, Moss Street Elementary, Booker T Washington Learning Center, and a church.

Recommendation

Construct a multiuse path from Moore St to Sprinkle St to connect residents, Moss Street Elementary, Booker T Washington Learning Center, and a church.

Project History/Linkage to Other Plans

The Moore Street Connector was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, 1 comment highlighted support for pedestrian facilities. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK00019-M

Classification: Multiuse Path

Location: Within Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Sherwood Trail Spurs

From Sherwood Dr to US 29 BUS

Proposal Length: 0.32 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, and an existing greenway in western Reidsville.

Recommendation

Construct a multiuse path from Sherwood Dr to US 29 BUS to connect residents, businesses, and an existing greenway in western Reidsville.

Project History/Linkage to Other Plans

The Sherwood Trail Spurs was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, 2 comments highlighted support for pedestrian facilities. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK00020-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Northern Wentworth Greenway

From Dan River Greenway to NC 65

Proposal Length: 2.41 miles

Identified Need

There is a lack of multmodal connections between residents in northwestern Wentworth.

Recommendation

Construct a multiuse path from Dan River Greenway to NC 65 to connect residents in northwestern Wentworth.

Project History/Linkage to Other Plans

The Northern Wentworth Greenway was recommended in the Rockingham Vision Plan 2040.

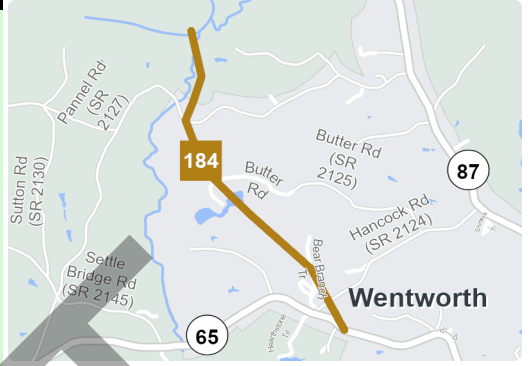
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Wentworth on a scale of 0 to 100%. With 2 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 81%.

Local ID: ROCK00021-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Colonial Heritage Sidepath

From Trouble Creek Greenway to Camp Dan Valley Rd (SR 2009)

Proposal Length: 9.23 miles

Identified Need

There is a lack of multmodal connections between the towns of Wentworth and Reidsville, as well as Lake Reidsville and Hunt Lake Park.

Recommendation

Construct a multiuse path from Trouble Creek Greenway to Camp Dan Valley Rd (SR 2009) to connect the towns of Wentworth and Reidsville, as well as Lake Reidsville and Hunt Lake Park.

Project History/Linkage to Other Plans

The Colonial Heritage Sidepath was recommended in the Rockingham Vision Plan 2040.

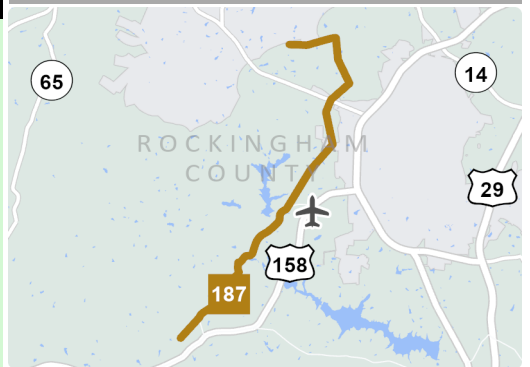
Public Engagement

During the first round of public engagement, 1 comment highlighted support for bicycle facilities. During the draft recommendation survey, participants were asked to score multiuse facilities in Rockingham County on a scale of 0 to 100%. With 3 responses, the average score for the county's multiuse recommendations was 90%.

Local ID: ROCK00022-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	1900
2045 Volume(vpd):	N/A

Dan River Greenway

From Caswell County to Stokes County

Proposal Length: 39.38 miles

Identified Need

There is a lack of multitmodal connections between the towns of Madison, Wentworth, and Eden

Recommendation

Construct a multiuse path from Caswell County to Stokes County to connect Madison, Wentworth, and Eden.

Project History/Linkage to Other Plans

The Dan River Greenway was recommended in the Rockingham Vision Plan 2040.

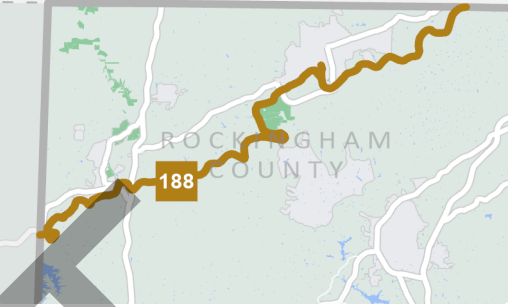
Public Engagement

During the first round of public engagement, 1 comment highlighted support for bicycle facilities. During the draft recommendation survey, participants were asked to score multiuse facilities in Rockingahm County on a scale of 0 to 100%. With 3 responses, the average score for the county's multiuse recommendations was 90%.

Local ID: ROCK00023-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Farris Park to State Park Connector

From Stokes County to Mayodan Connector

Proposal Length: 5.95 miles

Identified Need

There is a lack of multitmodal connections between residents, Farris Park and Mayo River State Park.

Recommendation

Construct a multiuse path from Stokes County to Mayodan Connector to connect residents, Farris Park and Mayo River State Park.

Project History/Linkage to Other Plans

The Farris Park to State Park Connector was recommended in the Rockingham Vision Plan 2040.

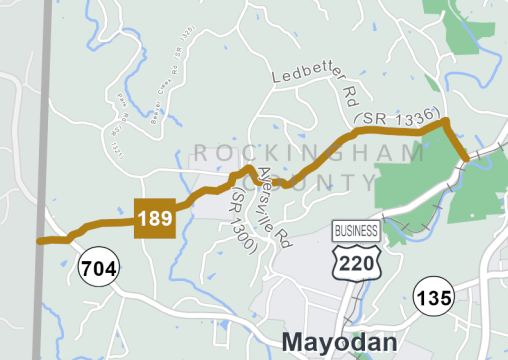
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score multiuse facilities in Rockingahm County on a scale of 0 to 100%. With 3 responses, the average score for the county's multiuse recommendations was 90%.

Local ID: ROCK00024-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	400
2045 Volume(vpd):	N/A

Northwest Rockingham Greenway

From Virginia State Line to S Glenn St (SR 1405)

Proposal Length: 10.3 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, Mayo River Park, and Stoneville Memorial Park.

Recommendation

Construct a multiuse path from Virginia State Line to S Glenn St (SR 1405) to connect residents, businesses, Mayo River Park, and Stoneville Memorial Park.

Project History/Linkage to Other Plans

The Northwest Rockingham Greenway was recommended in the Rockingham Vision Plan 2040.

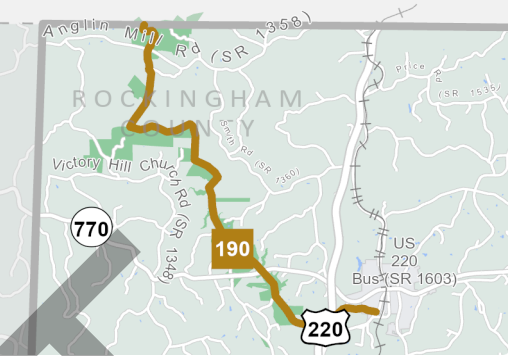
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score multiuse facilities in Rockingahm County on a scale of 0 to 100%. With 3 responses, the average score for the county's multiuse recommendations was 90%.

Local ID: ROCK00025-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Southern Rockingham Connectors

From Stokes and Guilford Counties to Dan River Greenway

Proposal Length: 20.25 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, and the town of Madison.

Recommendation

Construct a multiuse path from Stokes and Guilford Counties to Dan River Greenway to connect residents, businesses, and the town of Madison.

Project History/Linkage to Other Plans

Southern Rockingham Connectors was recommended in the Rockingham Vision Plan 2040.

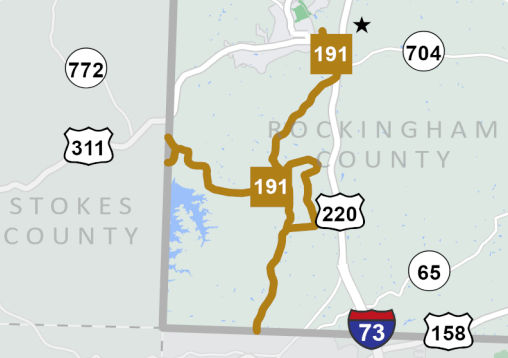
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score multiuse facilities in Rockingahm County on a scale of 0 to 100%. With 3 responses, the average score for the county's multiuse recommendations was 90%.

Local ID: ROCK00026-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	50
% Trucks:	5.68
ROW (ft):	60
2017 Volume(vpd):	10000
2045 Volume(vpd):	11800

Stoneville to Eden Connector Greenway

From NC 770 to Dan River Greenway

Proposal Length: 7.66 miles

Identified Need

There is a lack of multitmodal connections between the towns of Eden and Stoneville.

Recommendation

Construct a multiuse path from NC 770 to Dan River Greenway to connect the towns of Eden and Stoneville.

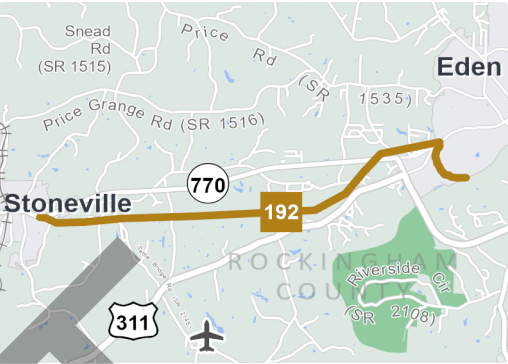
Project History/Linkage to Other Plans

The Stoneville to Eden Connector Greenway was recommended in the Rockingham Vision Plan 2040.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score multiuse facilities in Rockingahm County on a scale of 0 to 100%. With 3 responses, the average score for the county's multiuse recommendations was 90%.

Local ID: ROCK00027-M
 Classification: Multiuse Path
 Location: Outside of Right of Way



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Troublesome Creek Greenway

From Guilford County to Haw River State Park

Proposal Length: 12.83 miles

Identified Need

There is a lack of multitmodal connections between residents and Haw River State Park.

Recommendation

Construct a multiuse path from Guilford County to Haw River State Park to connect residents and Haw River State Park.

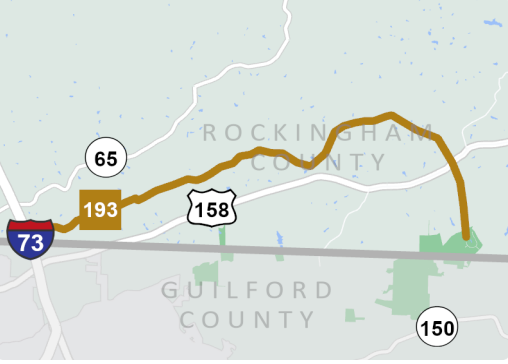
Project History/Linkage to Other Plans

Troublesome Creek Greenway was recommended in the Rockingham Vision Plan 2040.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score multiuse facilities in Rockingahm County on a scale of 0 to 100%. With 3 responses, the average score for the county's multiuse recommendations was 90%.

Local ID: ROCK00028-M
 Classification: Multiuse Path
 Location: Outside of Right of Way



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

US 220 BUS

From E Adams St to NC 135

Proposal Length: 0.21 miles

Identified Need

There is a lack of mulitmodal connections between churches, residents, businesses, and the Madison Mayodan Recreational Department and Senior Center in eastern Mayodan.

Recommendation

Construct bike lanes from E Adams St to NC 135 to connect churches, residents, businesses, and the Madison Mayodan Recreational Department and Senior Center in eastern Mayodan.

Project History/Linkage to Other Plans

Bicycle facility improvements on US 220 BUS were recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK20001-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	1.71
ROW (ft):	60
2017 Volume(vpd):	6600
2045 Volume(vpd):	N/A

US 220 BUS

From NC 135 to N Wilson St (SR 1752)

Proposal Length: 1.19 miles

Identified Need

There is a lack of mulitmodal connections between businesses, residents, Food Lion, and the Madison Mayodan Recreational Department and Senior Center in eastern Mayodan.

Recommendation

Construct bike lanes and sidewalks where needed from NC 135 to N Wilson St (SR 1752) to connect businesses, residents, Food Lion, and the Madison-Mayodan Recreational Department and Senior Center in eastern Mayodan.

Project History/Linkage to Other Plans

Bicycle facility improvements, as well as sidewalk construction and improvements on US 220 BUS were recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

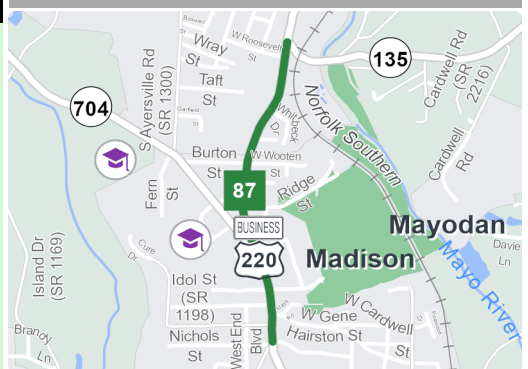
Public Engagement

During the first round of public engagement, 3 comments were left about adding sidewalks on US 220 BUS. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK20001-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	35
% Trucks:	3.13
ROW (ft):	60
2017 Volume(vpd):	11000
2045 Volume(vpd):	N/A

US 220 BUS

From W Short Ave to Carter St

Proposal Length: 0.17 miles

Identified Need

There is a lack of multimodal connections between businesses and residents in central Madison.

Recommendation

Construct sidewalk where needed from W Short Ave to Carter St to better connect businesses and residents in central Madison.

Project History/Linkage to Other Plans

The improvement of sidewalks on US 220 BUS was recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK20001-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	1.92
ROW (ft):	60
2017 Volume(vpd):	6700
2045 Volume(vpd):	N/A

US 220 BUS

From Carter St to W Decatur St

Proposal Length: 0.08 miles

Identified Need

There is a lack of multimodal connections between residents in central Madison.

Recommendation

Construct bike lanes from Carter St to W Decatur St to connect residents in central Madison.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK20002-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	1.92
ROW (ft):	60
2017 Volume(vpd):	6700
2045 Volume(vpd):	N/A

US 311

From Lindsey Bridge Rd (SR 1138) to S Wilson St (SR 1752)

Proposal Length: 0.84 miles

Identified Need

There is a lack of multmodal connections between a church, businesses, and residents in western Madison.

Recommendation

Construct bike lanes and sidewalks from Lindsey Bridge Rd (SR 1138) to S Wilson St (SR 1752) to connect a church, businesses, and residents in western Madison.

Project History/Linkage to Other Plans

Bicycle facility improvements and new sidewalks on US 311 were recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK20003-BP
 Classification: Bicycle and Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	5.96
ROW (ft):	120
2017 Volume(vpd):	7900
2045 Volume(vpd):	N/A

NC 700

From Norfolk Southern Railroad to Third St (SR 1751)

Proposal Length: 1.78 miles

Identified Need

There is a lack of multmodal connections between businesses, residents, and churches in eastern Eden.

Recommendation

Construct bike lanes from Norfolk Southern Railroad to Third St (SR 1751) to connect businesses, residents, and churches in eastern Eden.

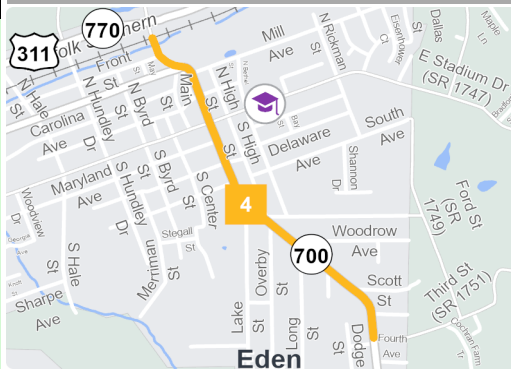
Project History/Linkage to Other Plans

Bicycle facility improvements on NC 700 were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK30001-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	11.11
ROW (ft):	50-200
2017 Volume(vpd):	3700
2045 Volume(vpd):	N/A

Fieldcrest Rd (SR 1714)

From NC 770 to N Hale St

Proposal Length: 1.11 miles

Identified Need

There is a lack of multmodal connections between churches, residents, and businesses in eastern Eden.

Recommendation

Construct bike lanes and sidewalks from NC 770 to N Hale St to connect churches, residents, and businesses in eastern Eden.

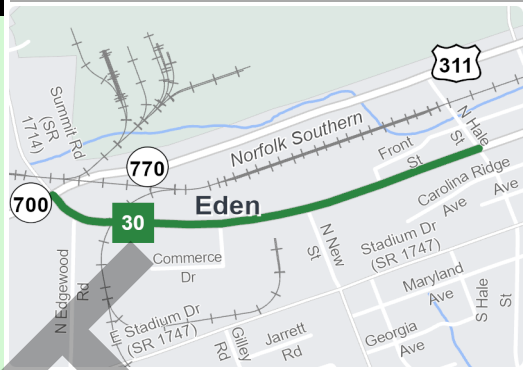
Project History/Linkage to Other Plans

Bicycle facility improvements and new sidewalks on Fieldcrest Rd (SR 1714)t were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK30001-BP
 Classification: Bicycle and Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	10.93
ROW (ft):	60
2017 Volume(vpd):	3900
2045 Volume(vpd):	N/A

NC 65 Sidepath

From Crowder Rd (SR 2259) to County Home Rd (SR 2371)

Proposal Length: 4.52 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, churches, and downtown Wentworth.

Recommendation

Construct a multiuse path from Crowder Rd (SR 2259) to County Home Rd (SR 2371) to connect residents, businesses, churches, and downtown Wentworth.

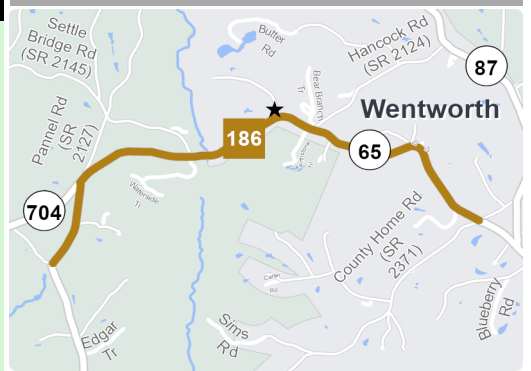
Project History/Linkage to Other Plans

The NC 65 Sidepath was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score multiuse facilities in Rockingham County on a scale of 0 to 100%. With 3 responses, the average score for the county's multiuse recommendations was 90%.

Local ID: ROCK30001-M
 Classification: Multiuse Path
 Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	4.60
ROW (ft):	60-135
2017 Volume(vpd):	5400
2045 Volume(vpd):	8200

NC 14

From Norfolk Southern Railroad to NC 700

Proposal Length: 0.56 miles

Identified Need

There is a lack of multmodal connections between a variety of different businesses along NC 14 in Eden.

Recommendation

Construct new sidewalks from Norfolk Southern Railroad to NC 700 to connect a variety of different businesses along NC 14 in Eden.

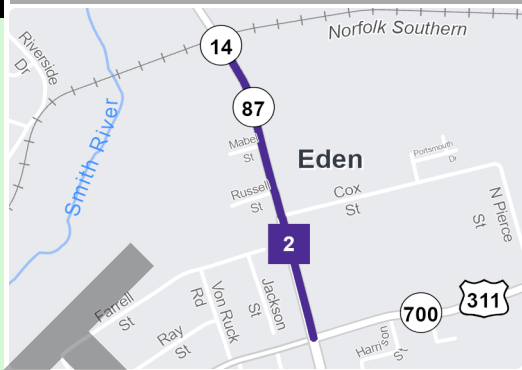
Project History/Linkage to Other Plans

The construction of new sidewalks on NC 14 was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, a comment was left about improving the crosswalks at the NC 14 and E Arbor Ln intersection, two comments highlighted the need for sidewalks, and two comments highlighted the need for bicycle facilities on NC 14. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK30001-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	11.05
ROW (ft):	100-150
2017 Volume(vpd):	11000
2045 Volume(vpd):	N/A

Fieldcrest Rd

From N Hale St to NC 700

Proposal Length: 1.08 miles

Identified Need

There is a lack of multmodal connections between residents and businesses in eastern Eden.

Recommendation

Construct bike lanes from N Hale St to NC 700 to connect residents and businesses in eastern Eden.

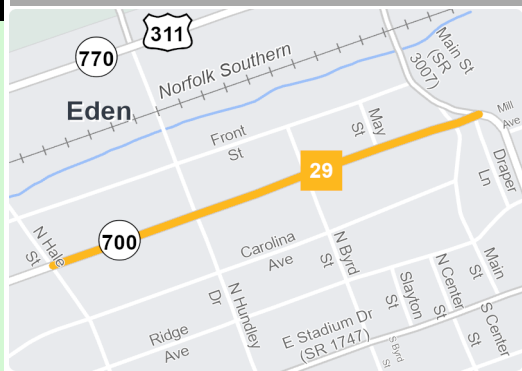
Project History/Linkage to Other Plans

Bicycle facility improvements on Fieldcrest Rd were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK30002-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	10.53
ROW (ft):	60
2017 Volume(vpd):	1500
2045 Volume(vpd):	N/A

NC 770

From S Glenn St (SR 1405) to N Henry St (SR 1603)

Proposal Length: 0.04 miles

Identified Need

There is a lack of multmodal connections between businesses in central Stoneville.

Recommendation

Construct bike lanes and sidewalks from S Glenn St (SR 1405) to N Henry St (SR 1603) to connect businesses in central Stoneville.

Project History/Linkage to Other Plans

Bicycle facility improvements on NC 770 were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Stoneville on a scale of 0 to 100%. With 4 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 91%.

Local ID: ROCK30002-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	3.48
ROW (ft):	150
2017 Volume(vpd):	2200
2045 Volume(vpd):	N/A

NC 700

From Boone Rd (SR 3002) to NC 87

Proposal Length: 1.61 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, a church, and the Smith River Greenway

Recommendation

Construct new sidewalks where needed from Boone Rd (SR 3002) to NC 87 to connect residents, businesses, a church, and the Smith River Greenway.

Project History/Linkage to Other Plans

The construction of new sidewalks on NC 700 was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

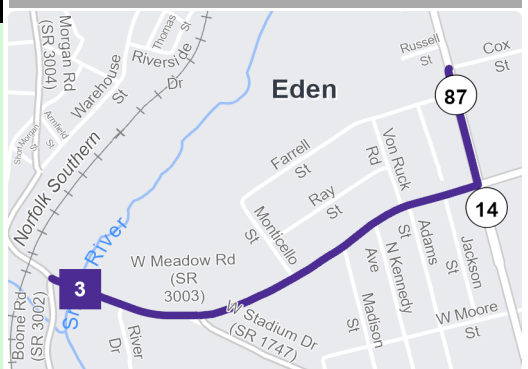
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK30002-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Boulevard
Travel Lanes:	1
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	53-100
2017 Volume(vpd):	8900
2045 Volume(vpd):	N/A

NC 770

From US 220 to S Glenn St (SR 1405)

Proposal Length: 0.38 miles

Identified Need

There is a lack of multmodal connections between businesses and residents in western Stoneville.

Recommendation

Construct bike lanes from West Ridge Apartment to S Glenn St (SR 1405) to connect businesses and residents in western Stoneville.

Project History/Linkage to Other Plans

Bicycle facility improvements on NC 770 were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, 1 comment was left about sidewalks on NC 770. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Stoneville on a scale of 0 to 100%. With 4 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 91%.

Local ID: ROCK30003-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	3.48
ROW (ft):	150
2017 Volume(vpd):	2200
2045 Volume(vpd):	N/A

NC 770

From Priddy Rd to West Ridge Apartment

Proposal Length: 0.4 miles

Identified Need

There is a lack of multmodal connections between residents and the park in western Stoneville.

Recommendation

Construct multimodal facilities from Priddy Rd to West Ridge Apartment to connect residents to the park.

Project History/Linkage to Other Plans

The construction of bike improvements on NC 770 was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During an additional public engagement session in Stoneville, several comments were made supporting bike and pedestrian options along NC 770 near the park.

Local ID: ROCK30003-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	3.48
ROW (ft):	150
2017 Volume(vpd):	2300
2045 Volume(vpd):	N/A

NC 770

From S Henry St (SR 1603) to Dalton Lp (SR 2222)

Proposal Length: 0.6 miles

Identified Need

There is a lack of multmodal connections between various businesses, a library, residents, and a church in central Stoneville.

Recommendation

Construct new sidewalks where needed from S Henry St (SR 1603) to Dalton Lp (SR 2222) to connect various businesses, a library, residents, and a church in central Stoneville.

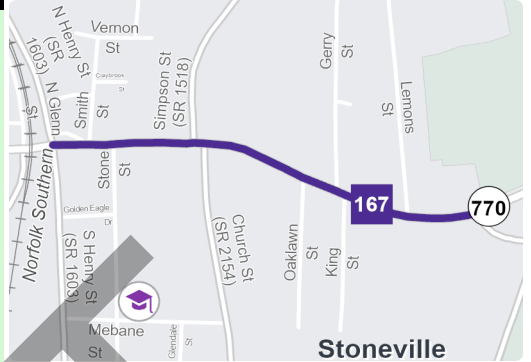
Project History/Linkage to Other Plans

The improvement of sidewalks on NC 770 was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Stoneville on a scale of 0 to 100%. With 4 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 91%.

Local ID: ROCK30003-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	3.52
ROW (ft):	150
2017 Volume(vpd):	4500
2045 Volume(vpd):	N/A

NC 87

From Cool Springs Dr to Ashley Lp (SR 2203)

Proposal Length: 3.06 miles

Identified Need

There is a lack of multmodal connections between residents, a church, and Wentworth Elementary School in northern Wentworth.

Recommendation

Construct bike lanes from Cool Springs Dr to Ashley Lp (SR 2203) to connect residents, a church, and Wentworth Elementary School in northern Wentworth.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Wentworth on a scale of 0 to 100%. With 2 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 81%.

Local ID: ROCK30004-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	50
% Trucks:	2.30
ROW (ft):	100
2017 Volume(vpd):	4400
2045 Volume(vpd):	N/A

NC 87

From Country Home Rd (SR 2371) to NC 87

Proposal Length: 0.4 miles

Identified Need

There is a lack of multmodal connections between various businesses and residents in central Wentworth.

Recommendation

Construct new sidewalks from Country Home Rd (SR 2371) to NC 87 to connect various businesses and residents in central Wentworth.

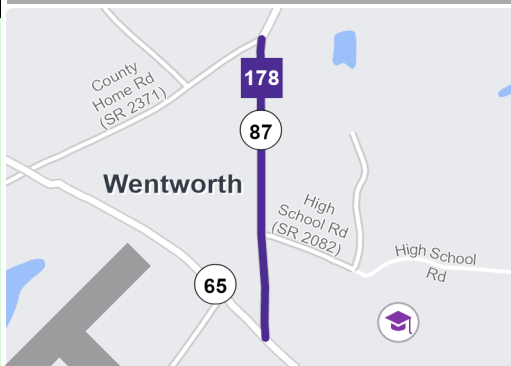
Project History/Linkage to Other Plans

The construction of new sidewalks on NC 87 was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, 3 comments were left on NC 87 about bicycle facilities. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Wentworth on a scale of 0 to 100%. With 2 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 81%.

Local ID: ROCK30004-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	2.33
ROW (ft):	60
2017 Volume(vpd):	4300
2045 Volume(vpd):	N/A

Boone Rd (SR 3002)

From Church St (SR 1785) to Bridge St (SR 1605)

Proposal Length: 0.96 miles

Identified Need

There is a lack of multmodal connections between downtown Eden, various businesses, and residents.

Recommendation

Construct bike lanes from Church St (SR 1785) to Bridge St (SR 1605) to connect downtown Eden, various businesses, and residents.

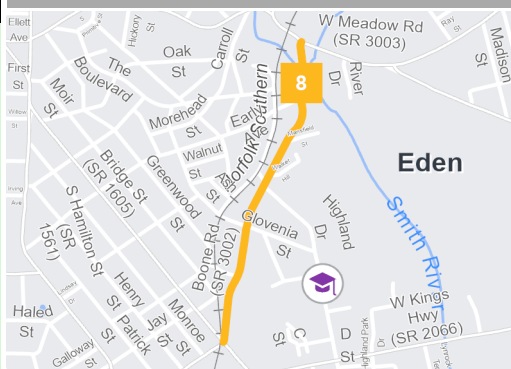
Project History/Linkage to Other Plans

Bicycle facility improvements on Boone Rd (SR 3002) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40001-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	56
2017 Volume(vpd):	5400
2045 Volume(vpd):	N/A

Center Church Rd (SR 1535)

From Eden limits to Coleman St

Proposal Length: 0.51 miles

Identified Need

There is a lack of multmodal connections between residents, churches, Douglass Elementary School, and a greenway.

Recommendation

Construct bike lanes and sidewalks from Eden limits to Coleman St to connect residents, churches, Douglass Elementary School, and a greenway.

Project History/Linkage to Other Plans

Bicycle facility improvements and new sidewalks on Center Church Rd (SR 1535) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

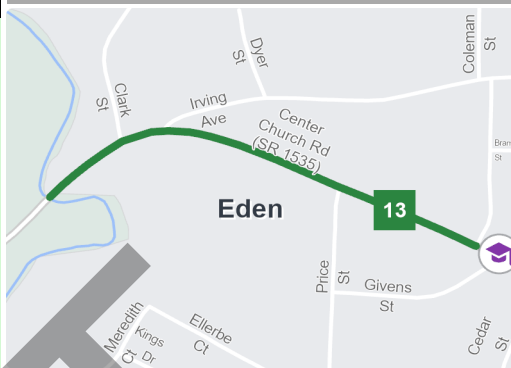
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40001-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	4500
2045 Volume(vpd):	N/A

Vance Street Sidepath

From Daffodil Rd US 29 BUS

Proposal Length: 0.62 miles

Identified Need

There is a lack of multmodal connections between residents and businesses in western Reidsville.

Recommendation

Construct a multiuse path from Daffodil Rd US 29 BUS to connect residents and businesses in western Reidsville.

Project History/Linkage to Other Plans

The Vance Street Sidepath was recommended in the Rockingham Vision Plan 2040.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40001-M

Classification: Multiuse Path

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	70-110
2017 Volume(vpd):	5400
2045 Volume(vpd):	N/A

Church St (SR 1785)

From N Oakland Ave to The Boulevard

Proposal Length: 0.16 miles

Identified Need

There is a lack of multmodal connections between residents and churches in northern Eden.

Recommendation

Construct new sidewalks from N Oakland Ave to The Boulevard to connect residents and churches in northern Eden.

Project History/Linkage to Other Plans

The construction of new sidewalks on Church St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

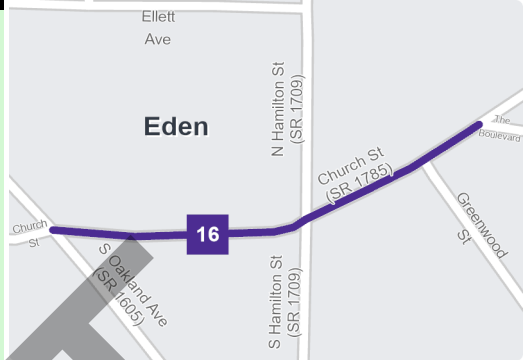
Public Engagement

During the first round of public engagement, two comments highlighted the need for sidewalks on Church St. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40001-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	5200
2045 Volume(vpd):	N/A

Center Church Rd (SR 1535)

From Coleman St to S Hamilton St (SR 1561)

Proposal Length: 0.32 miles

Identified Need

There is a lack of multmodal connections between residents, a church, and Douglass Elementary School.

Recommendation

Construct bike lanes from Coleman St to S Hamilton St (SR 1561) to connect residents, a church, and Douglass Elementary School.

Project History/Linkage to Other Plans

Bicycle facility improvements on Center Church Rd (SR 1535) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

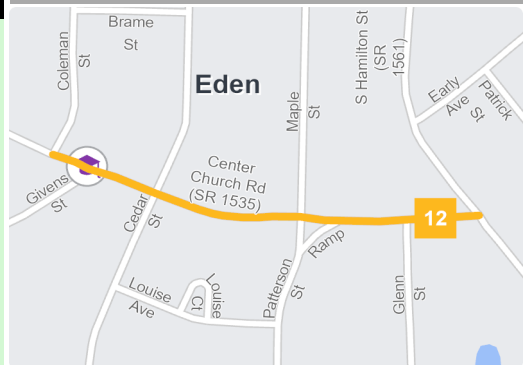
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40002-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	4500
2045 Volume(vpd):	N/A

E Stadium Dr (SR 1747)

From S Kennedy Ave to NC 14

Proposal Length: 0.2 miles

Identified Need

There is a lack of multmodal connections between businesses in western Eden.

Recommendation

Construct bike lanes and sidewalks from S Kennedy Ave to NC 14 to connect businesses in western Eden.

Project History/Linkage to Other Plans

Bicycle facility improvements and new sidewalks on E Stadium Dr (SR 1747) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40002-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	5500
2045 Volume(vpd):	N/A

N Oakland Ave (SR 1605)

From Vintage Rd (SR 1560) to Manley St

Proposal Length: 0.67 miles

Identified Need

There is a lack of multmodal connections between residents, a rehab center, apartments, a church, and local businesses.

Recommendation

Construct new sidewalks from Vintage Rd (SR 1560) to Manley St to connect residents, a rehab center, apartments, a church, and local businesses.

Project History/Linkage to Other Plans

The construction of new sidewalks on N Oakland Ave (SR 1605) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

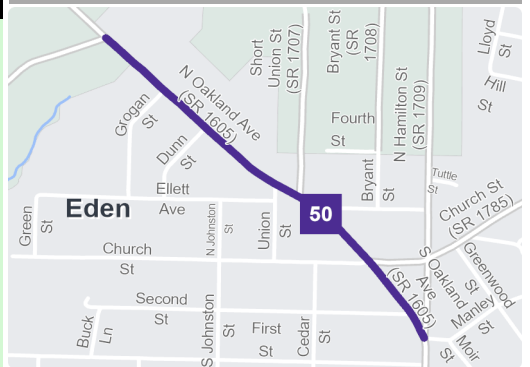
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40002-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	5100
2045 Volume(vpd):	N/A

Church St (SR 1785)

From Church St (SR 1785) to Boone Rd (SR 3002)

Proposal Length: 0.24 miles

Identified Need

There is a lack of multmodal connections between businesses in northern Eden.

Recommendation

Construct bike lanes from Church St (SR 1785) to Boone Rd (SR 3002) to connect businesses in northern Eden.

Project History/Linkage to Other Plans

Bicycle facility improvements on Church St (SR 1785) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40003-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60-100
2017 Volume(vpd):	6000
2045 Volume(vpd):	N/A

E Stadium Dr (SR 1747)

From 175 ft east of French St to N Rickman St

Proposal Length: 0.16 miles

Identified Need

There is a lack of multmodal connections between connect residents and Draper Elementary School.

Recommendation

Construct bike lanes and sidewalks from 175 ft east of French St to N Rickman St to connect residents and Draper Elementary School.

Project History/Linkage to Other Plans

Bicycle facility improvements and new sidewalks on E Stadium Dr (SR 1747) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

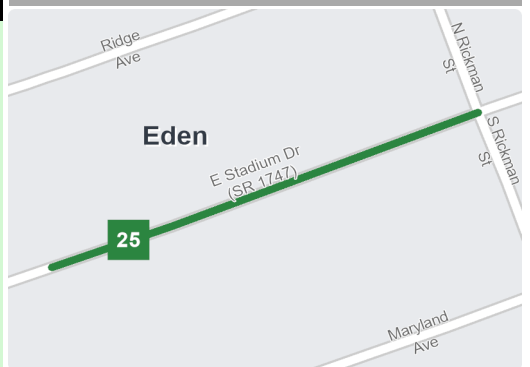
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40003-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	2000
2045 Volume(vpd):	N/A

N Pierce St (SR 1962)

From Cox St to NC 700

Proposal Length: 0.22 miles

Identified Need

There is a lack of multmodal connections between a commercial center, businesses, residents, and Food Lion.

Recommendation

Construct new sidewalks from Cox St to NC 700 to connect a commercial center, businesses, residents, and Food Lion.

Project History/Linkage to Other Plans

The construction of new sidewalks on Pierce St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40003-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Morgan Rd (SR 3004)

From Bryant St (SR 1708) to W Aiken Rd (SR 1714)

Proposal Length: 1.23 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, a cemetery and churches in northwestern Eden.

Recommendation

Construct bike lanes from Bryant St (SR 1708) to W Aiken Rd (SR 1714) to connect residents, businesses, a cemetery and churches in northwestern Eden.

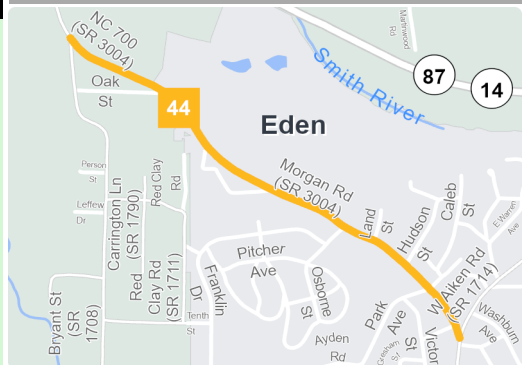
Project History/Linkage to Other Plans

Bicycle facility improvements on Morgan Rd (SR 3004) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40004-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	50
2017 Volume(vpd):	600
2045 Volume(vpd):	N/A

Main St (SR 3007)

From NC 770 to Norfolk Southern Railroad

Proposal Length: 0.12 miles

Identified Need

There is a lack of multmodal connections between businesses in northern Eden.

Recommendation

Construct bike lanes and sidewalks from NC 770 to Norfolk Southern Railroad to connect businesses in northern Eden.

Project History/Linkage to Other Plans

Bicycle facility and sidewalk improvements on Main St (SR 3007) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, a comment was left about improving sidewalks on Main St. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40004-BP
 Classification: Bicycle and Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	50-200
2017 Volume(vpd):	1800
2045 Volume(vpd):	N/A

S Hamilton St (SR 1561)

From Manley St to Early Ave

Proposal Length: 0.91 miles

Identified Need

There is a lack of multmodal connections between a variety of businesses along S Hamilton St in western Eden.

Recommendation

Construct new sidewalks from Manley St to Early Ave to connect a variety of businesses along S Hamilton St in western Eden.

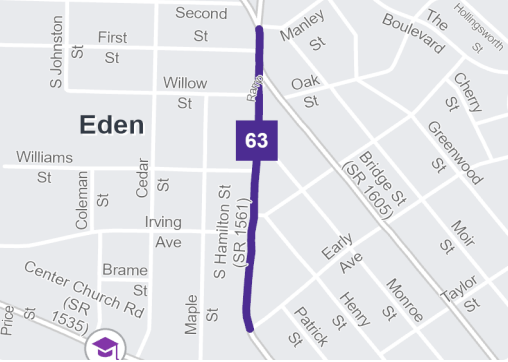
Project History/Linkage to Other Plans

The construction of new sidewalks on S Hamilton St (SR 1561) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, a comment was left about improving the crosswalks near S Hamilton St. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40004-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	8500
2045 Volume(vpd):	N/A

Morgan Rd (SR 3004)

From Grove St to Church St (SR 1785)

Proposal Length: 0.74 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, and the Garden of Eden Senior Center.

Recommendation

Construct bike lanes from Grove St to Church St (SR 1785) to connect residents, businesses, and the Garden of Eden Senior Center.

Project History/Linkage to Other Plans

Bicycle facility improvements on Morgan Rd (SR 3004) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40005-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	3700
2045 Volume(vpd):	N/A

Morgan Rd (SR 3004)

From Grove St to W Aiken Rd (SR 1714)

Proposal Length: 0.49 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, and the Garden of Eden Senior Center.

Recommendation

Construct bike lanes and sidewalks from Grove St to W Aiken Rd (SR 1714) to connect residents, businesses, and the Garden of Eden Senior Center.

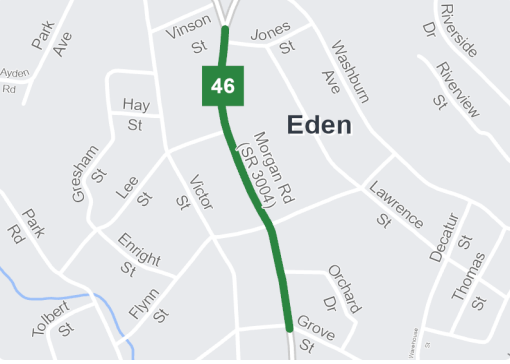
Project History/Linkage to Other Plans

Bicycle facility improvements and new sidewalks on Morgan Rd (SR 3004) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40005-BP
 Classification: Bicycle and Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	3700
2045 Volume(vpd):	N/A

W Kings Hwy (SR 2066)

From Bridge St (SR 2066) to 450 ft east of Bridge St (SR 2066)

Proposal Length: 0.14 miles

Identified Need

There is a lack of multimodal connections between businesses, residents, and a farmer's market in western Eden.

Recommendation

Construct new sidewalks from Bridge St (SR 2066) to 450 ft east of Bridge St (SR 2066) to connect businesses, residents, and a farmer's market in western Eden.

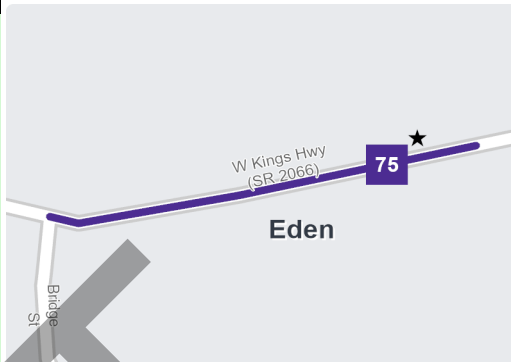
Project History/Linkage to Other Plans

The construction of new sidewalks on W Kings Hwy (SR 2066) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40005-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	45
% Trucks:	0.00
ROW (ft):	60-120
2017 Volume(vpd):	11000
2045 Volume(vpd):	13200

N Pierce St (SR 1962)

From NC 700 to 70 ft south of E Moore St

Proposal Length: 0.52 miles

Identified Need

There is a lack of multimodal connections between residents, businesses, Holmes Middle School, and Morehead High School.

Recommendation

Construct bike lanes from NC 700 to 70 ft south of E Moore St to connect residents, businesses, Holmes Middle School, and Morehead High School.

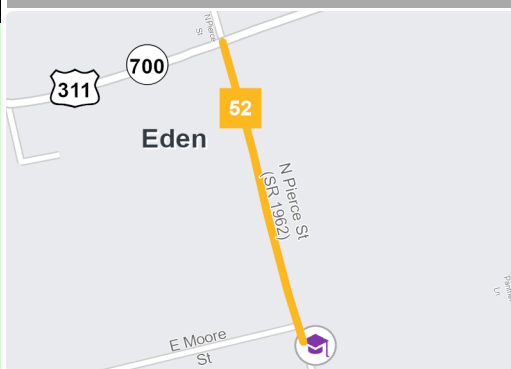
Project History/Linkage to Other Plans

Bicycle facility improvements on N Pierce St (SR 1962) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40006-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	3600
2045 Volume(vpd):	N/A

N Pierce St (SR 1962)

From 70 ft south of E Moore St to E Stadium Dr (SR 1747)

Proposal Length: 0.16 miles

Identified Need

There is a lack of multmodal connections between residents, a church, Holmes Middle School, and Morehead High School.

Recommendation

Construct bike lanes and sidewalks from 70 ft south of E Moore St to E Stadium Dr (SR 1747) to connect schools, residents, and a church.

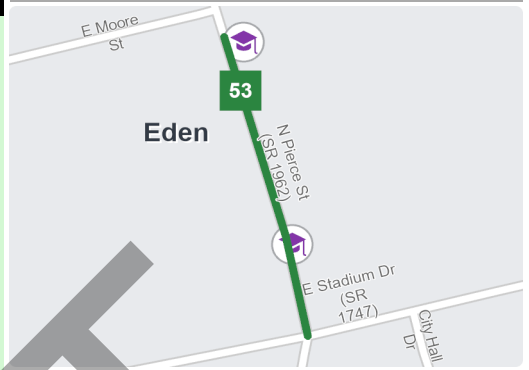
Project History/Linkage to Other Plans

Bicycle facility improvements and new sidewalks on N Pierce St (SR 1962) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40006-BP
 Classification: Bicycle and Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	3400
2045 Volume(vpd):	N/A

W Stadium Dr (SR 1747)

From W Meadow St to N Kennedy Ave

Proposal Length: 0.45 miles

Identified Need

There is a lack of multimodal connections between residents and commercial businesses, as well as to the Smith River Greenway.

Recommendation

Construct new sidewalks from W Meadow St to N Kennedy Ave to connect residents and commercial businesses, as well as to the Smith River Greenway.

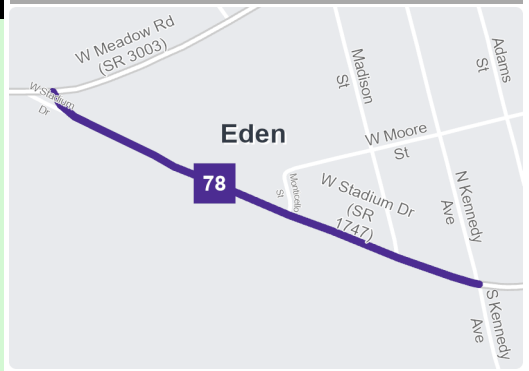
Project History/Linkage to Other Plans

The construction of new sidewalks on W Stadium Dr (SR 1747) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40006-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	5500
2045 Volume(vpd):	N/A

S Hamilton St (SR 1561)

From Early Ave to Washington St (SR 1604)

Proposal Length: 0.64 miles

Identified Need

There is a lack of multmodal connections between businesses and residents in western Eden.

Recommendation

Construct bike lanes from Early Ave to Washington St (SR 1604) to connect businesses and residents in western Eden.

Project History/Linkage to Other Plans

Bicycle facility improvements on S Hamilton St (SR 1561) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

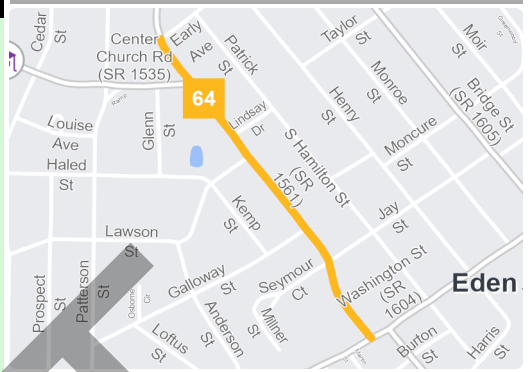
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40007-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	4400
2045 Volume(vpd):	N/A

W Kings St (SR 2066)

From NC 14 to S Pierce St (SR 1962)

Proposal Length: 0.22 miles

Identified Need

There is a lack of multimodal connections between a commercial center, businesses, and a hospital.

Recommendation

Construct bike lanes and sidewalks from NC 14 to S Pierce St (SR 1962) to connect a commercial center, businesses, and a hospital.

Project History/Linkage to Other Plans

Bicycle facility improvements and new sidewalks on W Kings St (SR 2066) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

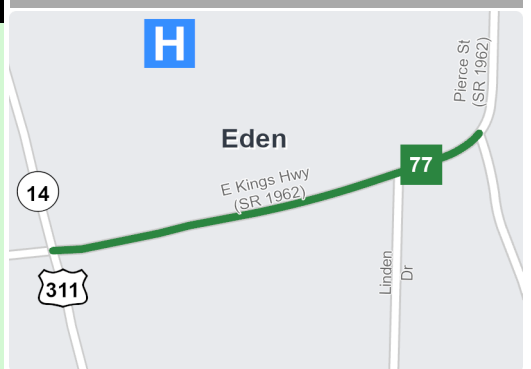
Public Engagement

During the first round of public engagement, 1 comment was left about bike lanes on W Kings St (SR 2066). During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40007-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	120
2017 Volume(vpd):	6800
2045 Volume(vpd):	N/A

Washington St (SR 1604)

From Matrimony Creek to Cedar St

Proposal Length: 0.57 miles

Identified Need

There is a lack of multimodal connections between businesses, churches, and residents, as well as the Matrimony Creek Greenway.

Recommendation

Construct new sidewalks from Matrimony Creek to Cedar St to connect businesses, churches, and residents, as well as the Matrimony Creek Greenway.

Project History/Linkage to Other Plans

The construction and improvement of sidewalks on Washington St (SR 1604) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, a comment was left about bicycles on Washington St (SR 1604). During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40007-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60-150
2017 Volume(vpd):	9100
2045 Volume(vpd):	N/A

S Pierce St (SR 1962)

From W Kings Hwy to City Hall Dr

Proposal Length: 0.44 miles

Identified Need

There is a lack of multimodal connections between businesses, residents, a library, Grogan Park, City Hall, and UNC Health.

Recommendation

Construct bike lanes from W Kings Hwy to City Hall Dr to connect businesses, residents, a library, Grogan Park, City Hall, and UNC Health.

Project History/Linkage to Other Plans

Bicycle facility improvements on S Pierce St (SR 1962) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

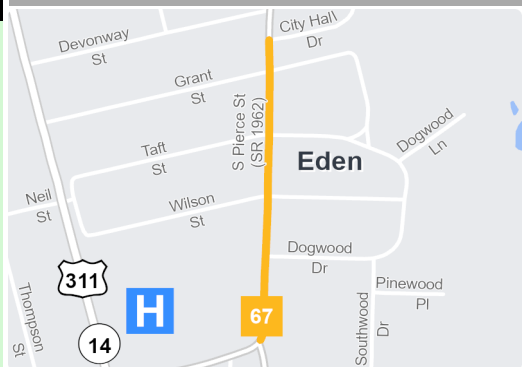
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40008-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	7900
2045 Volume(vpd):	N/A

Ayersville Rd (SR 1300)

From Manuel Rd (SR 1335) to W Main St (SR 1305)

Proposal Length: 2.47 miles

Identified Need

There is a lack of multimodal connections between residents, churches, businesses, and a cemetery in northern Mayodan.

Recommendation

Construct bike lanes and sidewalks from Manuel Rd (SR 1335) to W Main St (SR 1305) to connect residents, churches, businesses, and a cemetery in northern Mayodan.

Project History/Linkage to Other Plans

Bicycle improvements on Ayersville Rd (SR 1300) were recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

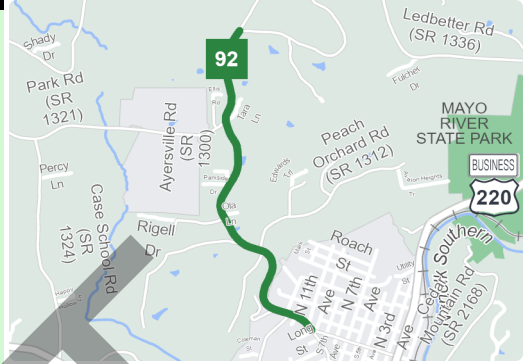
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK40008-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	4600
2045 Volume(vpd):	N/A

E Murphy St (SR 2177)

From N Dalton St to N Water St (SR 2177)

Proposal Length: 0.09 miles

Identified Need

There is a lack of multimodal connections between downtown Madison businesses.

Recommendation

Construct new sidewalks from N Dalton St to N Water St (SR 2177) to connect downtown Madison businesses.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

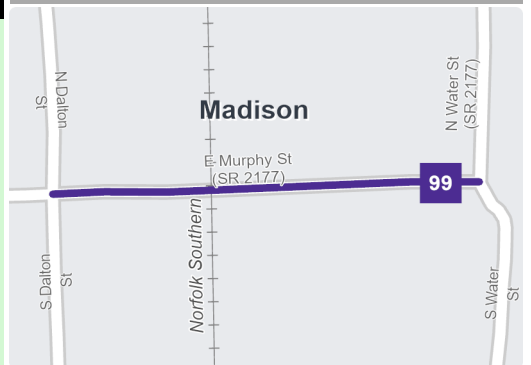
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK40008-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	2000
2045 Volume(vpd):	N/A

Stadium Dr (SR 1747)

From N Bethel St to 200 ft east of French St

Proposal Length: 0.18 miles

Identified Need

There is a lack of multimodal connections between residents and Draper Elementary School in eastern Eden.

Recommendation

Construct bike lanes from N Bethel St to 200 ft east of French St to connect residents and Draper Elementary School in eastern Eden.

Project History/Linkage to Other Plans

Bicycle facility improvements on Stadium Dr (1747) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

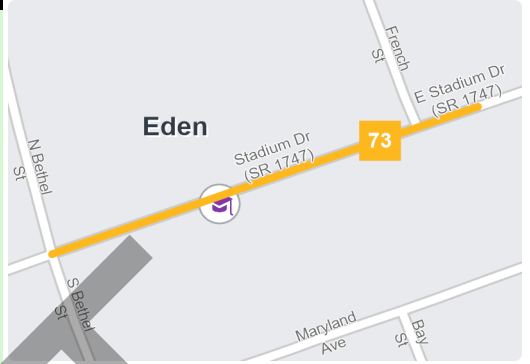
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40009-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	2000
2045 Volume(vpd):	N/A

Dan Valley Rd (SR 2177)

From E Murphy St to Mayo River

Proposal Length: 0.37 miles

Identified Need

There is a lack of multimodal connections between greenways and downtown Madison.

Recommendation

Construct bike lanes and sidewalks from E Murphy St to Mayo River to connect greenways and downtown Madison.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

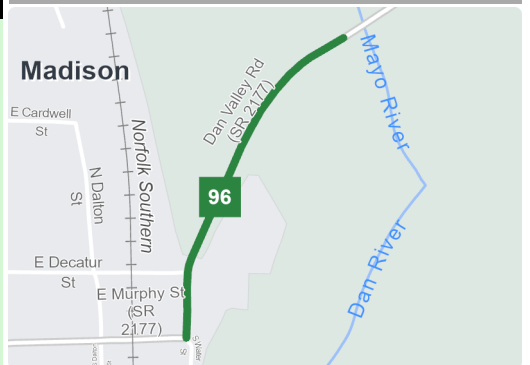
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK40009-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	2000
2045 Volume(vpd):	N/A

N Dalton St

From E Decatur St to E Murphy St (SR 2177)

Proposal Length: 0.07 miles

Identified Need

There is a lack of multimodal connections between downtown Madison businesses.

Recommendation

Construct new sidewalks from E Decatur St to E Murphy St (SR 2177) to connect downtown Madison businesses.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

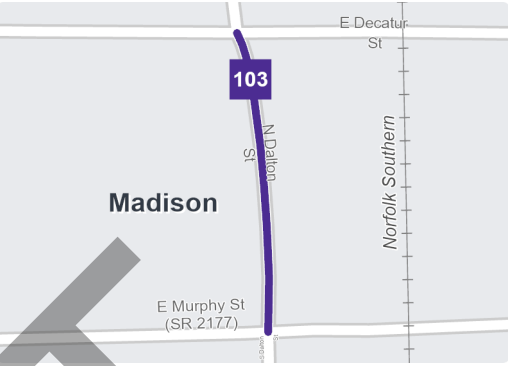
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK40009-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

W Aiken Rd (SR 1714)

From Morgan Rd (SR 3004) to Shamrock Rd (SR 1794)

Proposal Length: 3.61 miles

Identified Need

There is a lack of multimodal connections between businesses, churches, and residents.

Recommendation

Construct bike lanes from Morgan Rd (SR 3004) to Shamrock Rd (SR 1794) to connect businesses, churches, and residents.

Project History/Linkage to Other Plans

Bicycle facility improvements on W Aiken Rd (SR 1714) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

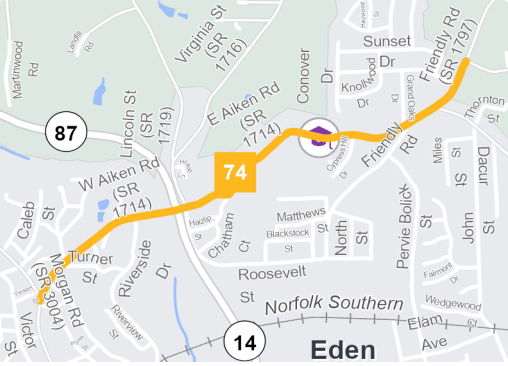
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK40010-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	3300
2045 Volume(vpd):	N/A

Lindsey Bridge Rd (SR 1138)

From Rierson Rd (SR 1143) to US 311

Proposal Length: 1.12 miles

Identified Need

There is a lack of multimodal connections between residents, Madison River Park, a church, and businesses.

Recommendation

Construct bike lanes and sidewalks from Rierson Rd (SR 1143) to US 311 to connect residents, Madison River Park, a church, and businesses.

Project History/Linkage to Other Plans

Bicycle facility improvements on Lindsey Bridge Rd (SR 1138) were recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK40010-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	0.00
ROW (ft):	80
2017 Volume(vpd):	800
2045 Volume(vpd):	N/A

S Ayersville Rd (SR 1300)

From Main St (1305) to US 220 BUS

Proposal Length: 1.34 miles

Identified Need

There is a lack of multimodal connections between residents, the fire department, churches, and industrial sites.

Recommendation

Construct new sidewalks where needed from Main St (1305) to NC 704 to connect residents, the fire department, churches, and industrial sites.

Project History/Linkage to Other Plans

The improvement and construction of sidewalks on S Ayersville Rd (SR 1300) was recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

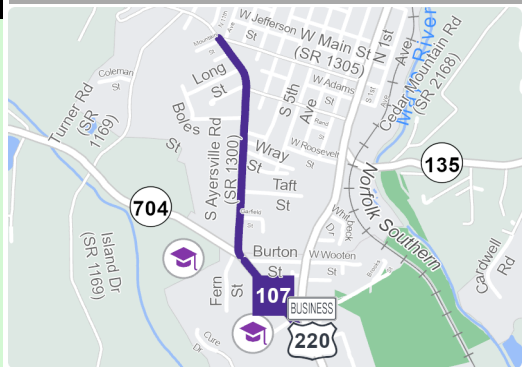
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK40010-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	1.21
ROW (ft):	N/A
2017 Volume(vpd):	4600
2045 Volume(vpd):	N/A

N Market St (SR 1199)

From W Gene Hairston St to E Cardwell St

Proposal Length: 0.14 miles

Identified Need

There is a lack of multimodal connections between residents in eastern Madison.

Recommendation

Construct bike lanes from W Gene Hairston St to E Cardwell St to connect residents in eastern Madison.

Project History/Linkage to Other Plans

Bicycle facility improvements on N Market St (SR 1199) were recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK40011-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	70
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

N Market St (SR 1199)

From E Cardwell St to E Decatur St

Proposal Length: 0.32 miles

Identified Need

There is a lack of multimodal connections between residents, a church, and businesses to downtown Madison.

Recommendation

Construct bike lanes and sidewalks from E Cardwell St to E Decatur St to connect residents, a church, and businesses to downtown Madison.

Project History/Linkage to Other Plans

Bicycle facility improvements on N Market St (SR 1199) were recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

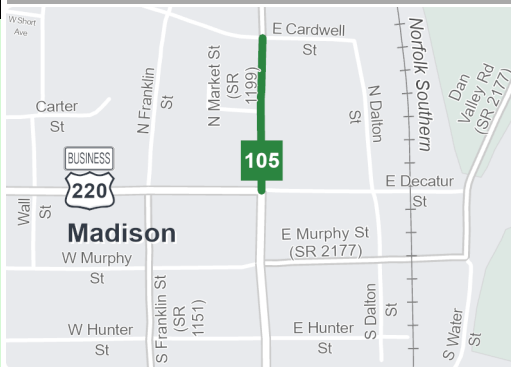
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK40011-BP

Classification: No Selection

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	3200
2045 Volume(vpd):	N/A

W Washington St (SR 1302)

From S Ayersville Rd (SR 1300) to US 220 BUS

Proposal Length: 0.43 miles

Identified Need

There is a lack of multimodal connections between residents in southern Mayodan.

Recommendation

Construct new sidewalks where needed from S Ayersville Rd (SR 1300) to US 220 BUS to better connect residents in southern Mayodan.

Project History/Linkage to Other Plans

The improvement and construction of sidewalks on W Washington St (SR 1302) was recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, a comment was left on W Washington St (SR 1302) indicating it may be unsafe for pedestrians. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK40011-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	2800
2045 Volume(vpd):	N/A

W Main St (SR 1305)

From N Ayersville Rd (SR 1300) to US 220 BUS

Proposal Length: 0.59 miles

Identified Need

There is a lack of multimodal connections between businesses, residents, a church and a park.

Recommendation

Construct bike lanes from N Ayersville Rd (SR 1300) to US 220 BUS to connect businesses, residents, a church and a park.

Project History/Linkage to Other Plans

Bicycle facility improvements on W Main St (SR 1305) were recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, 3 comments were left about biking, and 1 was left about sidewalks on W Main St (1305). During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK40012-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

N Wilson St (SR 1752)

From US 220 BUS to US 311

Proposal Length: 0.56 miles

Identified Need

There is a lack of multimodal connections between residents and businesses in central Madison.

Recommendation

Construct bike lanes and sidewalks from US 220 BUS to US 311 to connect residents and businesses in central Madison.

Project History/Linkage to Other Plans

The construction of sidewalks on N Wilson St (SR 1752) was recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK40012-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	4200
2045 Volume(vpd):	N/A

Barnes St (SR 2877)

From Martin St to Turner Dr

Proposal Length: 0.38 miles

Identified Need

There is a lack of multimodal connections between residents, a cemetery, and a convenience store.

Recommendation

Construct new sidewalks where needed from Martin St to Turner Dr to connect residents, a cemetery, and a convenience store.

Project History/Linkage to Other Plans

The improvement and construction of sidewalks on Barnes St (SR 2877) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40012-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	4.13
ROW (ft):	60-100
2017 Volume(vpd):	7200
2045 Volume(vpd):	N/A

Barnes St (SR 2817)

From Turner Rd to Drum Rd

Proposal Length: 0.22 miles

Identified Need

There is a lack of multimodal connections between an industrial site, residents, and businesses in southern Reidsville.

Recommendation

Construct bike lanes from Turner Rd to Drum Rd to connect an industrial site, residents, and businesses in southern Reidsville.

Project History/Linkage to Other Plans

Bicycle facility improvements on Barnes St (SR 2817) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40013-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	4.19
ROW (ft):	100
2017 Volume(vpd):	10500
2045 Volume(vpd):	N/A

Carter St (SR 2545)

From N Scales St (SR 3130) to NW Market St

Proposal Length: 0.09 miles

Identified Need

There is a lack of multimodal connections between businesses and residents in northern Reidsville.

Recommendation

Improve existing sidewalk from N Scales St (SR 3130) to NW Market St to better connect businesses and residents in northern Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on Carter St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40013-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	1000
2045 Volume(vpd):	N/A

Clovercrest Dr (SR 2001)

From Cox St to Wentworth St

Proposal Length: 0.06 miles

Identified Need

There is a lack of multimodal connections between residents in northwestern Reidsville.

Recommendation

Construct bike lanes from Cox St to Wentworth St to connect residents in northwestern Reidsville.

Project History/Linkage to Other Plans

Bicycle facility improvements on Clovercrest Dr (SR 2001) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40014-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

County Home Rd (SR 2371)

From Folley Rd to Ashley Lp (SR 2203)

Proposal Length: 0.79 miles

Identified Need

There is a lack of multimodal connections between businesses, residents, and Wentworth Elementary School.

Recommendation

Construct bike lanes and sidewalks from Folley Rd to Ashley Lp (SR 2203) to connect businesses, residents, and Wentworth Elementary School.

Project History/Linkage to Other Plans

Bicycle and pedestrian facilities on County Home Rd (SR 2371) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

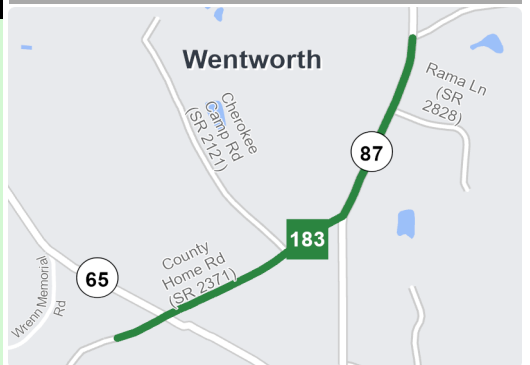
Public Engagement

During the first round of public engagement, 2 comments were left about sidewalks on County Home Rd (SR 2371). During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Wentworth on a scale of 0 to 100%. With 2 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 81%.

Local ID: ROCK40014-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	2.33
ROW (ft):	60-100
2017 Volume(vpd):	4300
2045 Volume(vpd):	N/A

E Harrison St (SR 2687)

From S Scales St (SR 2670) to Lawsonville Ave

Proposal Length: 0.39 miles

Identified Need

There is a lack of multimodal connections between businesses and residents in central Reidsville.

Recommendation

Improve existing sidewalks from S Scales St (SR 2670) to Lawsonville Ave to better connect businesses and residents in central Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on E Harrison St (SR 2687) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40014-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	1.50
ROW (ft):	60
2017 Volume(vpd):	6900
2045 Volume(vpd):	N/A

Grooms Dr (SR 2571)

From Holiday Loop Rd to Knowles Rd (SR 2588)

Proposal Length: 1.21 miles

Identified Need

There is a lack of multimodal connections between businesses, industrial sites, and residents in southeastern Reidsville.

Recommendation

Construct bike lanes from Holiday Loop Rd to Knowles Rd (SR 2588) to connect businesses, industrial sites, and residents in southeastern Reidsville.

Project History/Linkage to Other Plans

Bicycle facility improvements on Grooms Dr (SR 2571) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40015-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	3500
2045 Volume(vpd):	N/A

Lawsonville Ave (SR 2687)

From Barnes St (SR 2877) to Hubbard St (SR 2544)

Proposal Length: 0.16 miles

Identified Need

There is a lack of multmodal connections between residents and businesses in eastern Eden.

Recommendation

Improve existing sidewalks from Barnes St (SR 2877) to Hubbard St (SR 2544) to connect residents and businesses in eastern Eden.

Project History/Linkage to Other Plans

The improvement of sidewalks on Lawsonville Ave (SR 2687) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40015-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	4300
2045 Volume(vpd):	N/A

McCoy Rd (SR 2437)

From US 29 BUS to Ranch Dr (SR 2932)

Proposal Length: 1.55 miles

Identified Need

There is a lack of multmodal connections between businesses, churches, and residents of the community

Recommendation

Construct bike lanes from US 29 BUS to Ranch Dr (SR 2932) to connect businesses, churches, and residents.

Project History/Linkage to Other Plans

Bicycle facility improvements on McCoy Rd (SR 2437) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40016-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	2700
2045 Volume(vpd):	N/A

Madison St (SR 2671)

From N Scales St (SR 3130) to NW Market St

Proposal Length: 0.09 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, and a church in northern Reidsville.

Recommendation

Improve existing sidewalk from N Scales St (SR 3130) to NW Market St to better connect residents, businesses, and a church in northern Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on Madison St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40016-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	2500
2045 Volume(vpd):	N/A

Richardson Dr (SR 2686)

From US 29 BUS to Crescent Dr

Proposal Length: 1.34 miles

Identified Need

There is a lack of multmodal connections between residents, churches, and businesses in western Reidsville.

Recommendation

Construct bike lanes from US 29 BUS to Crescent Dr to connect residents, churches, and businesses in western Reidsville.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, 1 comment was left about bike lanes on Drum Rd. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40017-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60-80
2017 Volume(vpd):	5900
2045 Volume(vpd):	N/A

N Scales St (SR 3130)

From US 29 BUS to Field St

Proposal Length: 0.56 miles

Identified Need

There is a lack of multmodal connections between residents and a church in northern Reidsville.

Recommendation

Improve existing sidewalks from US 29 BUS to Field St to better connect residents and a church in northern Reidsville.

Project History/Linkage to Other Plans

The construction of new sidewalks on N Scales St (SR 3130) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40017-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60-125
2017 Volume(vpd):	6200
2045 Volume(vpd):	N/A

Wentworth St (SR 1998)

From Moss St to 200 ft east of Moss St

Proposal Length: 0.04 miles

Identified Need

There is a lack of multmodal connections between residents in north Reidsville.

Recommendation

Construct bike lanes from Moss St to 200 ft east of Moss St to connect residents in north Reidsville.

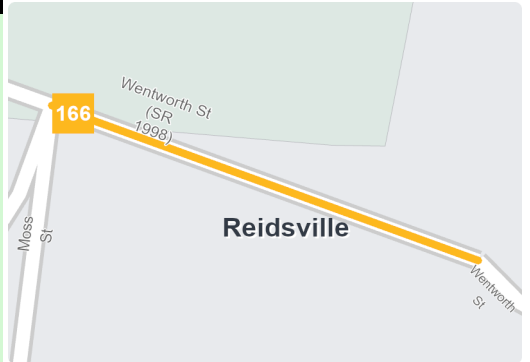
Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40018-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	40
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	1200
2045 Volume(vpd):	N/A

N Scales St (SR 3130)

From Carter St (SR 2545) to Sprinkle St

Proposal Length: 0.27 miles

Identified Need

There is a lack of multmodal connections between businesses and industrial sites in northern Reidsville.

Recommendation

Improve existing sidewalks from Carter St (SR 2545) to Sprinkle St to connect businesses and industrial sites in northern Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on N Scales St (SR 3130) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40018-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	8300
2045 Volume(vpd):	N/A

NE Market St (SR 2545)

From Staples St to Pennsylvania Ave

Proposal Length: 0.5 miles

Identified Need

There is a lack of multmodal connections between residents and industrial sites in northern Reidsville.

Recommendation

Construct new sidewalks where needed from Staples St to Pennsylvania Ave to connect residents and industrial sites in northern Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on NE Market St (SR 2545) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK40019-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	1400
2045 Volume(vpd):	N/A

Ashley Lp (SR 2203)

From NC 87 to Richardson Rd (SR 2028)

Proposal Length: 2.65 miles

Identified Need

There is a lack of multmodal connections between residents, a church, and Wentworth Elementary School in northern Wentworth.

Recommendation

Construct bike lanes from NC 87 to Richardson Rd (SR 2028) to connect residents, a church, and Wentworth Elementary School in northern Wentworth.

Project History/Linkage to Other Plans

Bicycle facility improvements on Ashley Lp (SR 2203) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

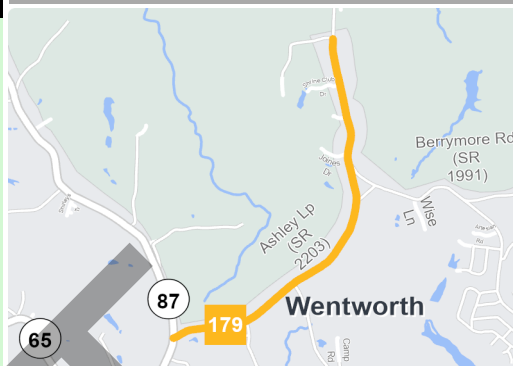
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Wentworth on a scale of 0 to 100%. With 2 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 81%.

Local ID: ROCK40020-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	50
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	2200
2045 Volume(vpd):	N/A

S Glenn St (SR 1405)

From Price St (SR 1369) to 700 ft north of Price St (SR 1369)

Proposal Length: 0.12 miles

Identified Need

There is a lack of multmodal connections between residents and businesses in Stoneville.

Recommendation

Construct new sidewalks from Price St (SR 1369) to 700 ft north of Price St (SR 1369) to connect residents and businesses in Stoneville.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Stoneville on a scale of 0 to 100%. With 4 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 91%.

Local ID: ROCK40020-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	50
2017 Volume(vpd):	600
2045 Volume(vpd):	N/A

Berrymore Rd (SR 1991)

From Ashley Lp (SR 2203) to Hudspeth Park Rd (SR 1992)

Proposal Length: 1.41 miles

Identified Need

There is a lack of multmodal connections between residents in northeastern Wentworth.

Recommendation

Construct bike lanes from Ashley Lp (SR 2203) to Hudspeth Park Rd (SR 1992) to connect residents in northeastern Wentworth.

Project History/Linkage to Other Plans

Bicycle facility improvements on Berrymore Rd (SR 1991) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Wentworth on a scale of 0 to 100%. With 2 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 81%.

Local ID: ROCK40021-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	1500
2045 Volume(vpd):	N/A

S Henry St (SR 1603)

From NC 770 to Shop Rd (SR 1370)

Proposal Length: 0.61 miles

Identified Need

There is a lack of multmodal connections between residents and various businesses in southern Stoneville.

Recommendation

Construct new sidewalks where needed from NC 770 to Shop Rd (SR 1370) to connect residents and various businesses in southern Stoneville.

Project History/Linkage to Other Plans

The improvement of sidewalks on S Henry St (SR 1603) was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

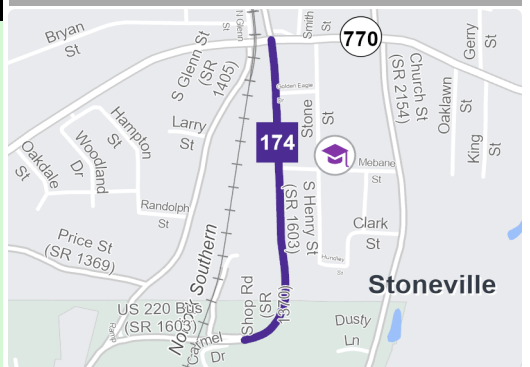
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Stoneville on a scale of 0 to 100%. With 4 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 91%.

Local ID: ROCK40021-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	60-160
2017 Volume(vpd):	2900
2045 Volume(vpd):	N/A

Camp Dan Valley Rd (SR 2009)

From Ashley Lp (SR 2203) to Wentworth St (SR 1998)

Proposal Length: 1.62 miles

Identified Need

There is a lack of multmodal connections between residents in eastern Wentworth.

Recommendation

Construct bike lanes from Ashley Lp (SR 2203) to Wentworth St (SR 1998) to connect residents in eastern Wentworth.

Project History/Linkage to Other Plans

Bicycle facility improvements on Camp Dan Valley Rd (SR 2009) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Wentworth on a scale of 0 to 100%. With 2 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 81%.

Local ID: ROCK40022-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	0.00
ROW (ft):	60
2017 Volume(vpd):	900
2045 Volume(vpd):	N/A

County Home Rd (SR 2371)

From Vernon Rd (2363) to Folley Rd

Proposal Length: 2.64 miles

Identified Need

There is a lack of multmodal connections between residents, a church, businesses, and Rockingham Community College.

Recommendation

Construct bike lanes from Vernon Rd (2363) to Folley Rd to connect residents, a church, businesses, and Rockingham Community College.

Project History/Linkage to Other Plans

Bicycle facility improvements on County Home Rd (SR 2371) were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

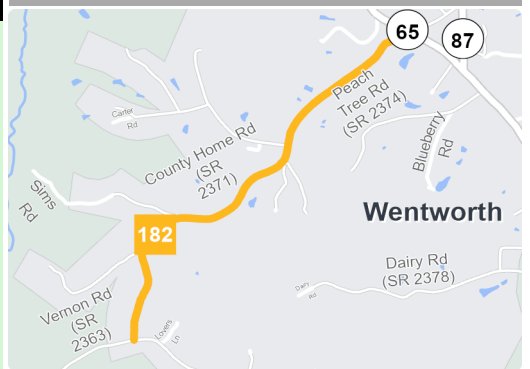
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Wentworth on a scale of 0 to 100%. With 2 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 81%.

Local ID: ROCK40023-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	3300
2045 Volume(vpd):	N/A

Burton St

From West Ave to Dead-End

Proposal Length: 0.2 miles

Identified Need

There is a lack of multmodal connections between connect residents in southeastern Eden.

Recommendation

Construct bike lanes from West Ave to Dead End to connect residents in southeastern Eden.

Project History/Linkage to Other Plans

Bicycle facility improvements on Burton St were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50001-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Chestnut St

From Ash St to The Boulevard

Proposal Length: 0.37 miles

Identified Need

There is a lack of multmodal connections between residents and businesses in central Eden.

Recommendation

Construct bike lanes and sidewalks from Ash St to The Boulevard to connect residents and businesses in central Eden.

Project History/Linkage to Other Plans

A multiuse path and sidewalk improvements on Chestnut St were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

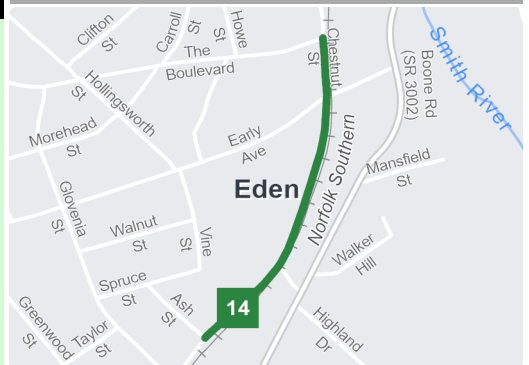
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50001-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

City Hall Sidepath

From E Stadium Dr (SR 1747) to S Pierce St (SR 1962)

Proposal Length: 0.26 miles

Identified Need

There is a lack of multmodal connections between Grogan Park, a church, and Eden's City Hall.

Recommendation

Construct a multiuse path from E Stadium Dr (SR 1747) to S Pierce St (SR 1962) to connect Grogan Park, a church, and Eden's City Hall.

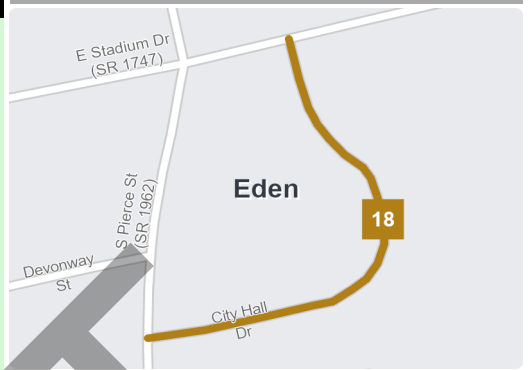
Project History/Linkage to Other Plans

The City Hall Sidepath was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50001-M
 Classification: Multiuse Path
 Location: Within Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Anderson St

From Galloway St to Washington St (SR 1604)

Proposal Length: 0.17 miles

Identified Need

There is a lack of multmodal connections between residents and businesses in western Eden.

Recommendation

Construct new sidewalks from Galloway St to Washington St (SR 1604) to connect residents and businesses in western Eden.

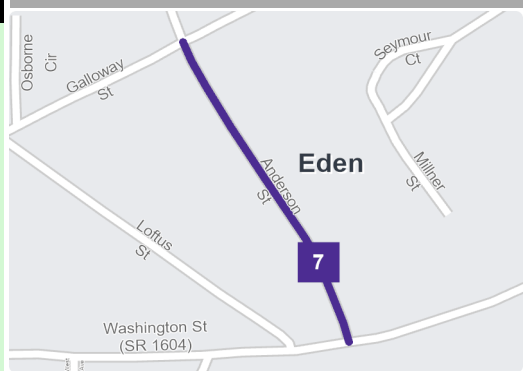
Project History/Linkage to Other Plans

The construction of new sidewalks on Anderson St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50001-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Early Ave

From S Hamilton St (SR 1561) to Greenwood St

Proposal Length: 0.71 miles

Identified Need

There is a lack of multmodal connections between residents, churches, and Bridge Street Recreation Center.

Recommendation

Construct bike lanes from S Hamilton St (SR 1561) to Greenwood St to connect residents, churches, and Bridge Street Recreation Center.

Project History/Linkage to Other Plans

Bicycle facility improvements on Early Ave were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

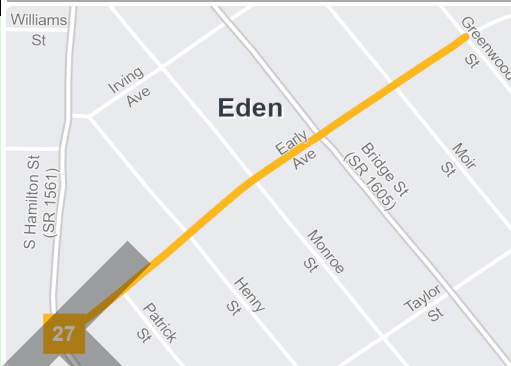
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50002-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

N Bethel St

From Ridge Ave to E Stadium Dr (1747)

Proposal Length: 0.1 miles

Identified Need

There is a lack of multmodal connections between residents and Draper Elementary School in eastern Eden.

Recommendation

Construct bike lanes and sidewalks from Ridge Ave to E Stadium Dr (1747) to connect residents and Draper Elementary School in eastern Eden.

Project History/Linkage to Other Plans

Bicycle facility improvements and new sidewalks on N Bethel St were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

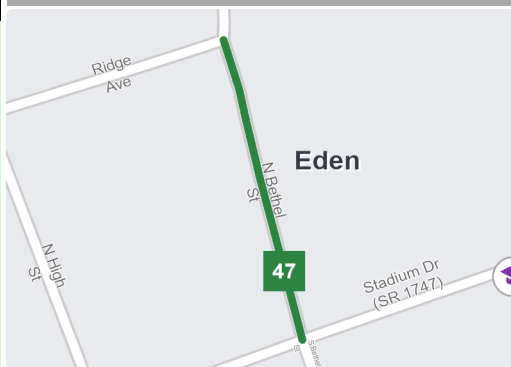
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50002-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Bridge St

From W Kings Hwy (SR 2066) to Lynrock St

Proposal Length: 0.36 miles

Identified Need

There is a lack of multmodal connections between downtown Eden, Clearwater Park, and the Dan River Greenway.

Recommendation

Construct new sidewalks where needed from Kings St to Lynrock St to connect downtown to Clearwater Park and the Dan River Greenway.

Project History/Linkage to Other Plans

The construction of new sidewalks on Bridge St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, a comment was left about improving pedestrian walkways in this area. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50002-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Greenwood St

From Early Ave to Reeves St

Proposal Length: 0.37 miles

Identified Need

There is a lack of multmodal connections between residents and churches in western Eden.

Recommendation

Construct bike lanes from Early Ave to Reeves St to connect residents and churches in western Eden.

Project History/Linkage to Other Plans

Bicycle facility improvements on Greenwood St were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50003-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Ridge Ave

From N High St to N Bethel St

Proposal Length: 0.08 miles

Identified Need

There is a lack of multmodal connections between residents and Draper Elementary School in eastern Eden.

Recommendation

Construct bike lanes and sidewalks from N High St to N Bethel St to connect residents and Draper Elementary School in eastern Eden.

Project History/Linkage to Other Plans

Bicycle facility improvements on Park Rd were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50003-BP
 Classification: Bicycle and Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Cox St

From NC 87 to N Pierce St

Proposal Length: 0.38 miles

Identified Need

There is a lack of multmodal connections between residents, local businesses, commerical shopping, and Food Lion.

Recommendation

Construct new sidewalks from NC 87 to N Pierce St to connect residents, local businesses, commerical shopping and Food Lion.

Project History/Linkage to Other Plans

The construction of new sidewalks on Cox St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50003-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Park Rd

From Ayden Rd to Church St (SR 1785)

Proposal Length: 0.75 miles

Identified Need

There is a lack of multmodal connections between residents, Spray Recreation Park, and a church in northern Eden.

Recommendation

Construct bike lanes from Ayden Rd to Church St (SR 1785) to connect residents, Spray Recreation Park, and a church in northern Eden.

Project History/Linkage to Other Plans

Bicycle facility improvements on Park Rd were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

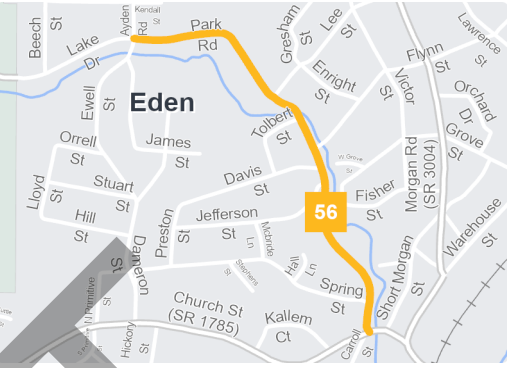
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50004-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

S Kennedy Av

From W Stadium Dr (SR 1747) to Smith River Greenway

Proposal Length: 0.31 miles

Identified Need

There is a lack of multmodal connections between businesses, the Eden Family YMCA, and an existing greenway.

Recommendation

Construct bike lanes and sidewalks from W Stadium Dr (SR 1747) to Smith River Greenway to connect businesses, the Eden Family YMCA, and an existing greenway.

Project History/Linkage to Other Plans

Bicycle facility improvements and new sidewalks on S Kennedy Ave were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

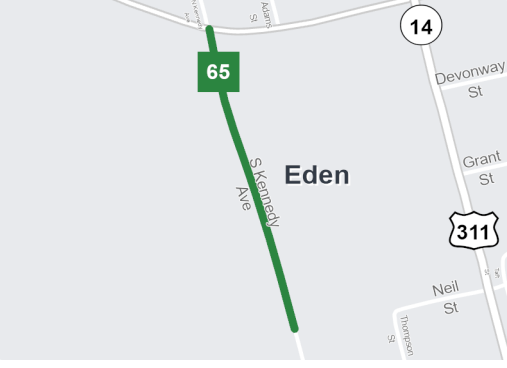
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50004-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

E Arbor Ln

From NC 14 to Southwood Dr

Proposal Length: 0.36 miles

Identified Need

There is a lack of multmodal connections between commerical centers, hotels, local businesses, and Walmart.

Recommendation

Construct new sidewalks from NC 14 to Southwood Dr to connect commerical centers, hotels, local businesses, and Walmart.

Project History/Linkage to Other Plans

The construction of new sidewalks on E Arbor Ln was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

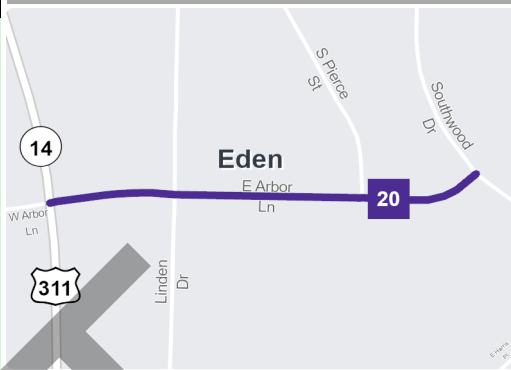
Public Engagement

During the first round of public engagement, a comment was left about improving the crosswalks at the W Arbor/E Arbor Ln intersection. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50004-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	4
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Ridge Ave

From NC 700 to N High St

Proposal Length: 0.07 miles

Identified Need

There is a lack of multmodal connections between businesses and residents in eastern Eden.

Recommendation

Construct bike lanes from NC 700 to N High St to connect businesses and residents in eastern Eden.

Project History/Linkage to Other Plans

Bicycle facility improvements on Park Rd were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

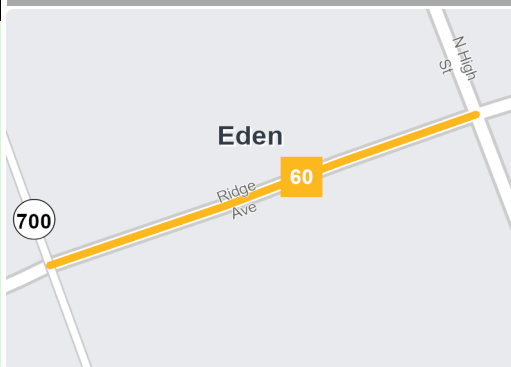
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50005-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

S Rickman St

From N Rickman St to South Ave

Proposal Length: 0.23 miles

Identified Need

There is a lack of multimodal connections between residents in eastern Eden.

Recommendation

Construct bike lanes and sidewalks from N Rickman St to South Ave to connect residents in eastern Eden.

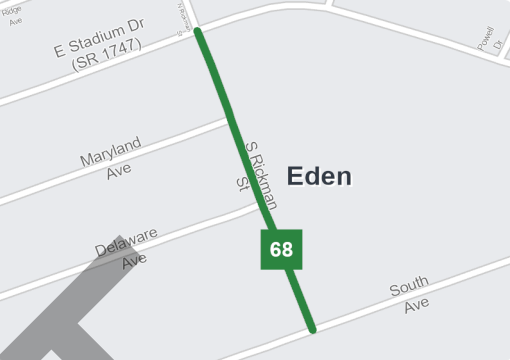
Project History/Linkage to Other Plans

Bicycle facility improvements and new sidewalks on S Rickman St were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50005-BP
 Classification: Bicycle and Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Early Ave

From Vine St to Boone Rd (SR 3002)

Proposal Length: 0.26 miles

Identified Need

There is a lack of multimodal connections between residents and businesses in central Eden.

Recommendation

Construct new sidewalks from Vine St to Boone Rd (SR 3002) to connect residents and businesses in central Eden.

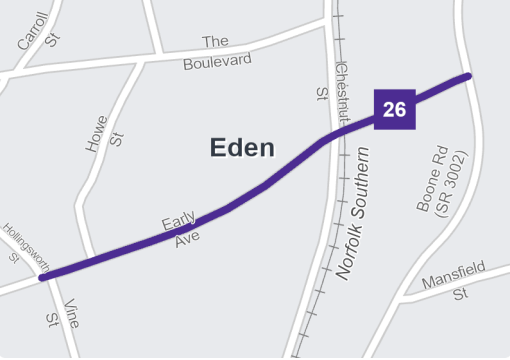
Project History/Linkage to Other Plans

The construction of new sidewalks on Early Ave was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50005-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

S Kennedy Ave

From W Kings Hwy to Smith River Greenway

Proposal Length: 0.27 miles

Identified Need

There is a lack of multmodal connections between businesses, the Eden Family YMCA, and an existing greenway.

Recommendation

Construct bike lanes from W Kings Hwy to Smith River Greenway to connect businesses, the Eden Family YMCA, and an existing greenway.

Project History/Linkage to Other Plans

Bicycle facility improvements on S Kennedy Ave were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

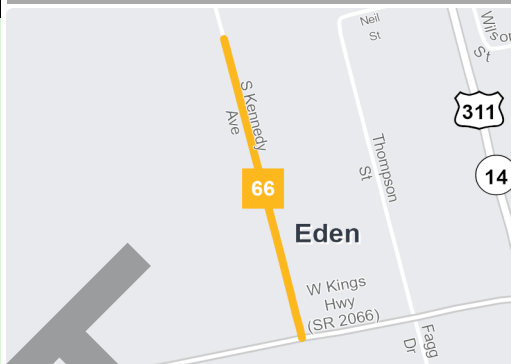
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50006-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

W Decatur St

From N Wilson St (SR 1752) to N Dalton St

Proposal Length: 0.74 miles

Identified Need

There is a lack of multimodal connections between churches, businesses, and residents in central Madison.

Recommendation

Construct bike lanes and sidewalks where needed from N Wilson St (SR 1752) to N Dalton St to connect churches, businesses, and residents in central Madison.

Project History/Linkage to Other Plans

The construction of sidewalks on W Decatur St was recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK50006-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	1.92
ROW (ft):	60
2017 Volume(vpd):	6700
2045 Volume(vpd):	N/A

Galloway St

From Patterson St to S Hamilton St (SR 2282)

Proposal Length: 0.36 miles

Identified Need

There is a lack of multmodal connections between residents and downtown in western Eden.

Recommendation

Construct new sidewalks from Patterson St to S Hamilton St (SR 2282) to better connect residents to downtown.

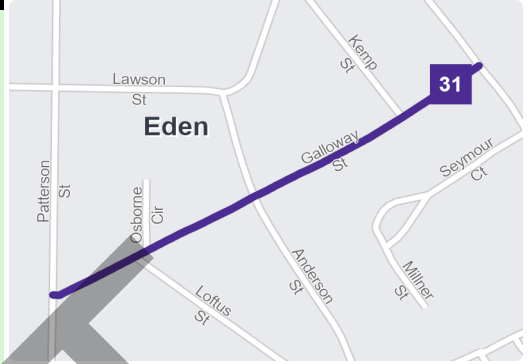
Project History/Linkage to Other Plans

The construction of new sidewalks on Galloway St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50006-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

West Ave

From Burton St to Dead-End

Proposal Length: 0.33 miles

Identified Need

There is a lack of multimodal connections between residents, businesses, a church and the Boys and Girls Club of Eden.

Recommendation

Construct bike lanes from Burton St to Dead End to connect residents, businesses, a church and the Boys and Girls Club of Eden.

Project History/Linkage to Other Plans

Bicycle facility improvements on West Ave were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50007-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

W Hunter St

From S Wilson St (SR 1752) to N Market St (SR 1199)

Proposal Length: 0.62 miles

Identified Need

There is a lack of multimodal connections between residents, businesses, and a church.

Recommendation

Construct bike lanes and sidewalks where needed from S Wilson St (SR 1752) to N Market St (SR 1199) to connect residents, businesses, and a church.

Project History/Linkage to Other Plans

Bicycle facility improvements, as well as sidewalk construction and improvements on W Hunter St were recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK50007-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Madison

Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Glovenia St

From The Boulevard to Early Ave

Proposal Length: 0.14 miles

Identified Need

There is a lack of multimodal connections between residents in northwestern Eden.

Recommendation

Improve existing sidewalks from The Boulevard to Early Ave to better connect residents in northwestern Eden.

Project History/Linkage to Other Plans

The improvement of sidewalks on Glovenia St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

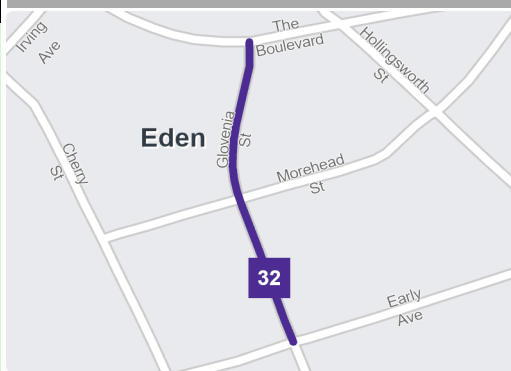
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50007-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

W Gene Hairston St

From US 220 BUS to N Market St (SR 1199)

Proposal Length: 0.52 miles

Identified Need

There is a lack of multimodal connections between residents, industrial sites, businesses, and a Nat Wall Park.

Recommendation

Construct bike lanes from US 220 BUS to N Market St (SR 1199) to connect residents, industrial sites, businesses, and a Nat Wall Park.

Project History/Linkage to Other Plans

Bicycle facility improvements on W Gene Hairston St were recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK50008-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Belmont Dr

From US 29 BUS to Oakcrest Dr

Proposal Length: 0.85 miles

Identified Need

There is a lack of multimodal connections between businesses, residents, and a church in western Reidsville.

Recommendation

Construct bike lanes and sidewalks from US 29 BUS to Oakcrest Dr to connect businesses, residents, and a church in western Reidsville.

Project History/Linkage to Other Plans

Bicycle facilities and sidewalks on Belmont Dr were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

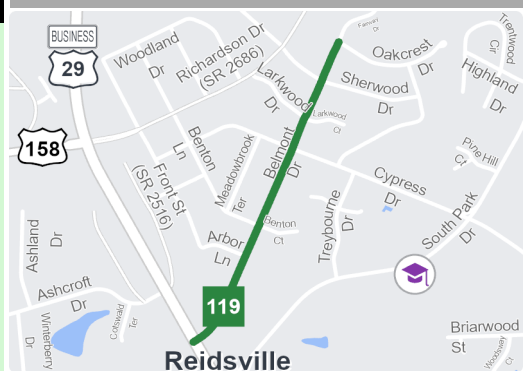
Public Engagement

During the first round of public engagement, 1 comment was left about sidewalks on Belmont Dr. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50008-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Greenwood St

From Oak St to Irving Ave

Proposal Length: 0.11 miles

Identified Need

There is a lack of multmodal connections between residents and a church in northwestern Eden.

Recommendation

Construct new sidewalks from Oak St to Irving Ave to better connect residents and a church in northwestern Eden.

Project History/Linkage to Other Plans

The construction of new sidewalks on Greenwood St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50008-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Drum Rd

From Barnes St (SR 2817) to Prickrell Rd

Proposal Length: 1.09 miles

Identified Need

There is a lack of multimodal connections between residents in eastern Reidsville.

Recommendation

Construct bike lanes from Barnes St (SR 2817) to Prickrell Rd to connect residents in eastern Reidsville.

Project History/Linkage to Other Plans

Bicycle facility improvements on Drum Rd were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, 1 comment was left about sidewalks on Drum Rd. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50009-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Moss St

From Wentworth St to Sprinkle St

Proposal Length: 0.78 miles

Identified Need

There is a lack of multmodal connections between residents, a church, and Moss Street Elementary in northwestern Reidsville.

Recommendation

Construct bike lanes from Wentworth St to Sprinkle St to connect residents, a church, and Moss Street Elementary in northwestern Reidsville.

Project History/Linkage to Other Plans

Bicycle facility improvements on Moss St were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50010-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Sherwood Dr

From Vance St to Belmont Dr

Proposal Length: 1.31 miles

Identified Need

There is a lack of multmodal connections between residents, businesses, a church, and a greenway in western Reidsville.

Recommendation

Construct bike lanes and sidewalks from Vance St to Belmont Dr to connect residents, businesses, a church, and a greenway in western Reidsville.

Project History/Linkage to Other Plans

Bicycle and pedestrian facilities on Sherwood Dr were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

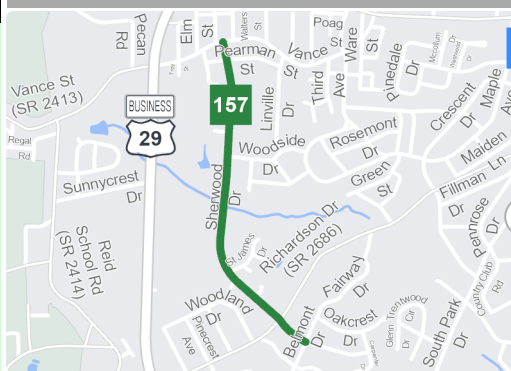
Public Engagement

During the first round of public engagement, 1 comment was left about sidewalks and 1 comment about multiuse paths on Sherwood Dr. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50010-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Highland Park Dr

From W Kings Hwy (SR 2066) to Lynrock St

Proposal Length: 0.37 miles

Identified Need

There is a lack of multmodal connections between residents and Clearwater Park in southern Eden.

Recommendation

Construct new sidewalks where needed from W Kings Hwy (SR 2066) to Lynrock St to connect residents and Clearwater Park in southern Eden.

Project History/Linkage to Other Plans

The construction of new sidewalks on Highland Park Dr was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50010-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

N Main St

From Sprinkle St to W Morehead St

Proposal Length: 0.16 miles

Identified Need

There is a lack of multmodal connections between businesses, residents, a church and government offices.

Recommendation

Construct bike lanes from Sprinkle St to W Morehead St to connect businesses, residents, a church and government offices.

Project History/Linkage to Other Plans

Bicycle facility improvements on N Main St were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50011-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

South Park Dr

From US 29 BUS to Pennrose Dr

Proposal Length: 1.57 miles

Identified Need

There is a lack of multmodal connections between churches, businesses, a shopping center, Food Lion, and Reidsville Middle and High School.

Recommendation

Construct bike lanes and sidewalks where needed from US 29 BUS to Pennrose Dr to connect churches, businesses, a shopping center, Food Lion, and Reidsville Middle and High School.

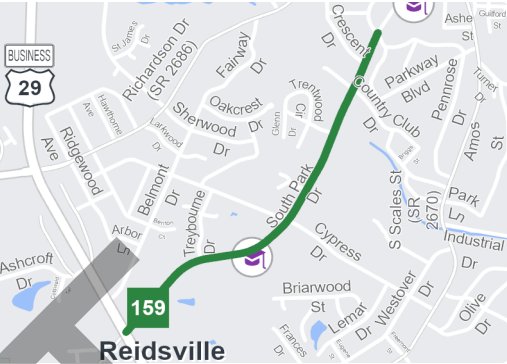
Project History/Linkage to Other Plans

Bicycle and pedestrian facilities on South Park Dr were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, 4 comments were left about sidewalks and 4 comments about sidewalks on S Park Dr. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50011-BP
 Classification: Bicycle and Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	2000
2045 Volume(vpd):	N/A

Linden Dr

From E Kings Hwy (SR 1962) to E Arbor Ln

Proposal Length: 0.28 miles

Identified Need

There is a lack of multmodal connections between commercial areas, hotels, local businesses, and Walmart.

Recommendation

Construct new sidewalks from E Kings Hwy (SR 1962) to E Arbor Ln to connect commercial areas, hotels, local businesses, and Walmart.

Project History/Linkage to Other Plans

The construction of new sidewalks on Linden Dr was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50011-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Prickrell Rd

From Drum Rd to Grooms Dr (SR 2571)

Proposal Length: 0.62 miles

Identified Need

There is a lack of multmodal connections between residents in southeastern Reidsville.

Recommendation

Construct bike lanes from Drum Rd to Grooms Dr (SR 2571) to connect residents in southeastern Reidsville.

Project History/Linkage to Other Plans

Bicycle facility improvements on Prickrell Rd were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50012-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Priddy Rd

From Price St to NC 770

Proposal Length: 0.16 miles

Identified Need

There is a lack of multmodal connections between residents and the park in western Stoneville.

Recommendation

Construct multimodal facilities from Price St to NC 770 to connect residents to the park.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

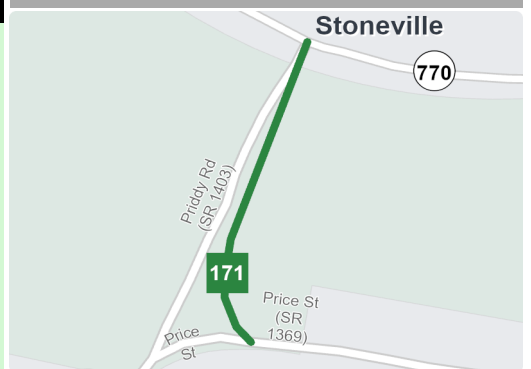
Public Engagement

During an additional public engagement session in Stoneville, several comments were made supporting bike and pedestrian options along Priddy Rd near the park.

Local ID: ROCK50012-BP

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Lynnrock St

From Highland Dr to Highland Park Dr

Proposal Length: 0.03 miles

Identified Need

There is a lack of multmodal connections between residents and Clearwater Park in southern Eden.

Recommendation

Construct new sidewalks from Highland Dr to Highland Park Dr to connect residents and Clearwater Park in southern Eden.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50012-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Sprinkle St

From Moss St to N Scales St

Proposal Length: 0.79 miles

Identified Need

There is a lack of multmodal connections between residents, churches, businesses, the Reidsville Recreation Department, and Booker T Washington Learning Center.

Recommendation

Construct bike lanes from Moss St to N Scales St to connect residents, churches, businesses, the Reidsville Recreation Department, and Booker T Washington Learning Center.

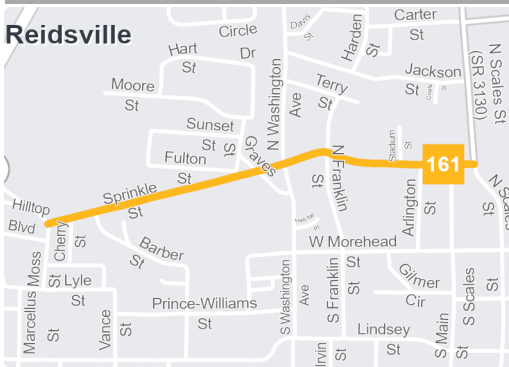
Project History/Linkage to Other Plans

Bicycle facility improvements on Sprinkle St were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, 1 comment was left about sidewalks on Sprinkle St. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50013-B
 Classification: Bicycle
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Mill Ave

From NC 700 to N High St

Proposal Length: 0.06 miles

Identified Need

There is a lack of multmodal connections between residents and businesses in northern Eden.

Recommendation

Improve existing sidewalk from NC 700 to N High St to better connect residents and businesses in northern Eden.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50013-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Turner Rd

From S Scale St (SR 2670) to Barnes St (SR 2817)

Proposal Length: 0.62 miles

Identified Need

There is a lack of multmodal connections between businesses, residents, and Food Lion.

Recommendation

Construct bike lanes from S Scale St (SR 2670) to Barnes St (SR 2817) to connect businesses, residents, and Food Lion.

Project History/Linkage to Other Plans

Bicycle facility improvements on Turner Rd were recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

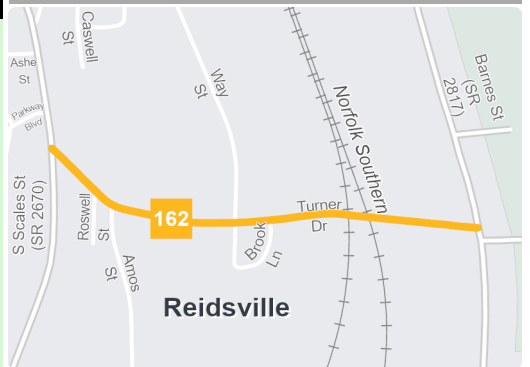
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50014-B

Classification: Bicycle

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Monroe St

From Irving Ave to Early Ave

Proposal Length: 0.12 miles

Identified Need

There is a lack of multmodal connections between residents and the Bridge Street Recreation Center.

Recommendation

Construct new sidewalks from Irving Ave to Early Ave to connect residents to the Bridge Street Recreation Center.

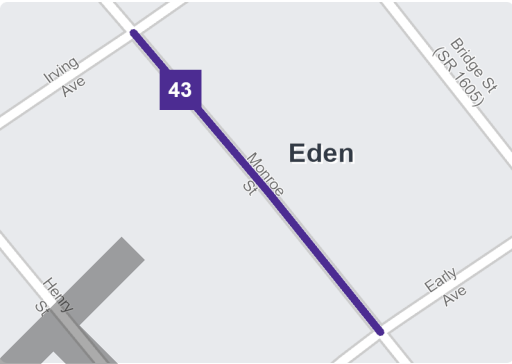
Project History/Linkage to Other Plans

The construction of new sidewalks on Monroe St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50014-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

N Edgewood Rd

From E Stadium Dr to 700 ft north of E Stadium Dr

Proposal Length: 0.1 miles

Identified Need

There is a lack of multmodal connections between residents to Freedom Park and Eden City Park in central Eden.

Recommendation

Construct new sidewalks from E Stadium Dr to 700 ft north of E Stadium Dr to connect residents to Freedom Park and Eden City Park in central Eden.

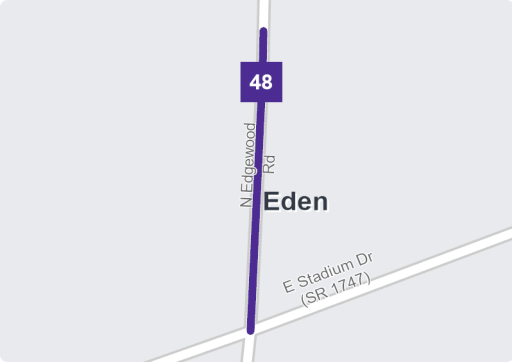
Project History/Linkage to Other Plans

The construction of a multiuse path on Edgewood Rd was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50015-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

N High St

From Mill Ave to E Stadium Dr (SR 1747)

Proposal Length: 0.19 miles

Identified Need

There is a lack of multmodal connections between residents and Draper Elementary School in eastern Eden.

Recommendation

Improve existing sidewalk from Mill Ave to E Stadium Dr (SR 1747) to better connect residents and Draper Elementary School in eastern Eden.

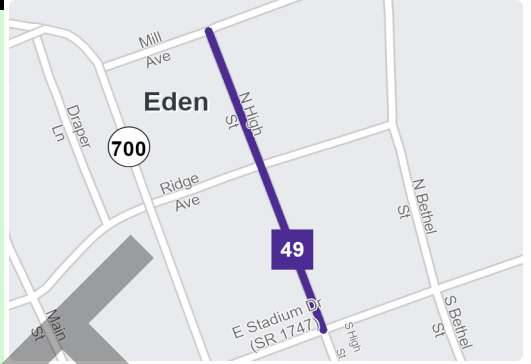
Project History/Linkage to Other Plans

The improvement of sidewalks on N High St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50016-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Oak St

From Bridge St (SR 1605) to Greenwood St

Proposal Length: 0.09 miles

Identified Need

There is a lack of multmodal connections between residents and a church in Eden.

Recommendation

Construct new sidewalks from Bridge St (SR 1605) to Greenwood St to connect residents and a church in Eden.

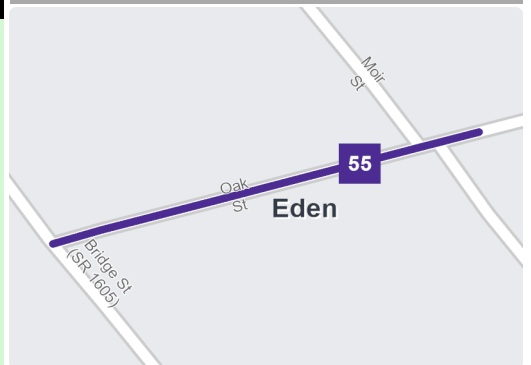
Project History/Linkage to Other Plans

The construction of new sidewalks on Oak St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, a comment was left about improving the crosswalks near Oak St. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50017-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Patterson St

From Center Church Rd to Washington St (SR 1604)

Proposal Length: 0.96 miles

Identified Need

There is a lack of multmodal connections between residents in southwestern Eden.

Recommendation

Construct new sidewalks from Center Church Rd to Washington St (SR 1604) to connect residents in southwestern Eden.

Project History/Linkage to Other Plans

The construction of new sidewalks on Patterson St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

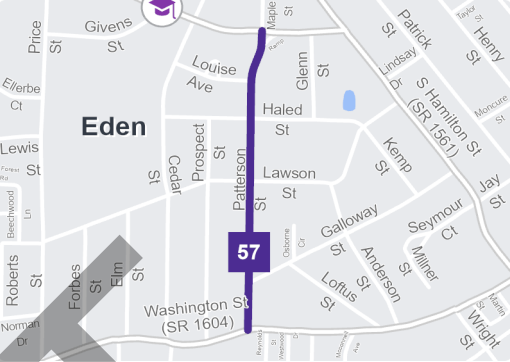
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50018-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Reynolds St

From Washington St (SR 1604) to Harris St

Proposal Length: 0.2 miles

Identified Need

There is a lack of multmodal connections between residents and the Boys and Girls Club of Eden in southwestern Eden.

Recommendation

Construct new sidewalks from Washington St (SR 1604) to Harris St to connect residents and the Boys and Girls Club of Eden in southwestern Eden.

Project History/Linkage to Other Plans

The construction of new sidewalks on Reynolds St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50019-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Riverside Dr

From W Aiken (SR 1714) to 50 ft north of Washburn Ave

Proposal Length: 0.39 miles

Identified Need

There is a lack of multmodal connections between residents, an apartment complex, and an large industrial site.

Recommendation

Construct new sidewalks where needed from W Aiken (SR 1714) to 50 ft north of Washburn Ave to connect residents, an apartment complex, and an large industrial site.

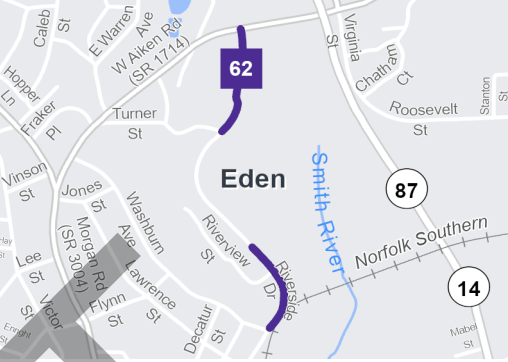
Project History/Linkage to Other Plans

The construction of new sidewalks on Riverside Dr was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50020-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

South Ave

From S Center St to NC 700

Proposal Length: 0.13 miles

Identified Need

There is a lack of multimodal connections between residents in eastern Eden.

Recommendation

Improve sidewalk from S Center St to NC 700 to better connect residents in eastern Eden.

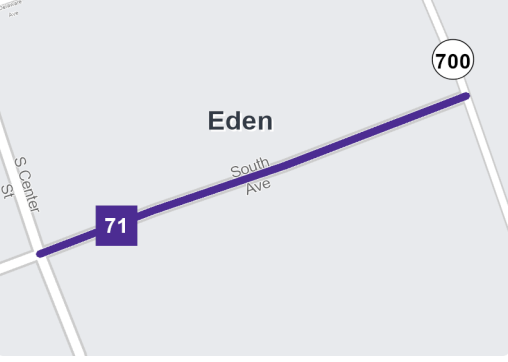
Project History/Linkage to Other Plans

The improvement of sidewalks on South Ave was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50021-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Wright St

From Washington St (SR 1604) to Burton St

Proposal Length: 0.08 miles

Identified Need

There is a lack of multimodal connections between residents and businesses in southwestern Eden.

Recommendation

Improve existing sidewalk from Washington St (SR 1604) to Burton St to better connect residents and businesses in southwestern Eden.

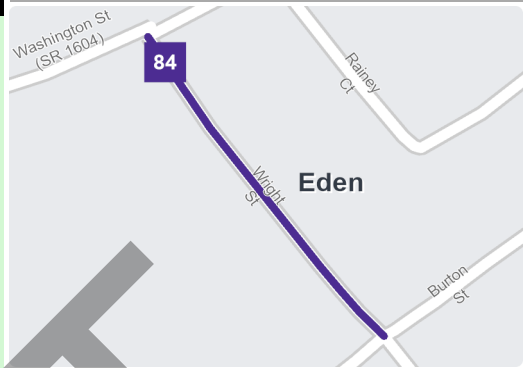
Project History/Linkage to Other Plans

The improvement of sidewalks on Wright St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Eden on a scale of 0 to 100%. With 6 responses, the average score for Eden's bicycle and pedestrian recommendations was 74%.

Local ID: ROCK50022-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Burton St

From NC 704 to Hwy St

Proposal Length: 0.24 miles

Identified Need

There is a lack of multimodal connections between a library, residents, and several businesses, including including Food Lion.

Recommendation

Construct new sidewalks from NC 704 to Hwy St to connect a library, residents, and several businesses, including including Food Lion.

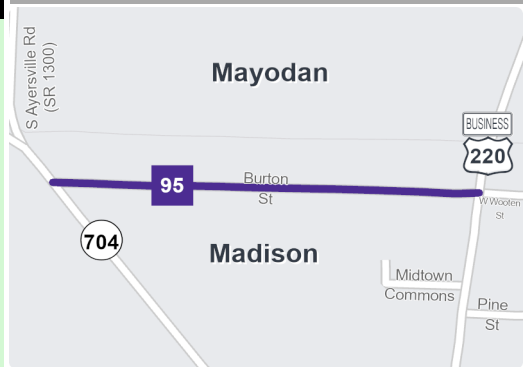
Project History/Linkage to Other Plans

The improvement of sidewalks on Burton St was recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK50023-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

E Dectaur St

From N Dalton St to Norfolk Southern Railroad

Proposal Length: 0.03 miles

Identified Need

There is a lack of multimodal connections between downtown Madison.

Recommendation

Construct new sidewalks from N Dalton St to Norfolk Southern Railroad to better connect downtown Madison.

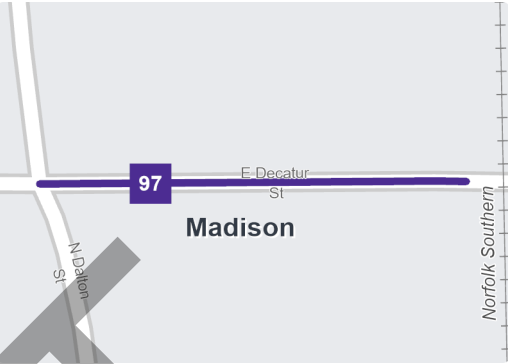
Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK50024-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

E Hunter St

From US 220 BUS to S Dalton St

Proposal Length: 0.12 miles

Identified Need

There is a lack of multimodal connections between downtown Madison and residents.

Recommendation

Construct sidewalks where needed from US 220 BUS to S Dalton St to better connect downtown Madison and residents.

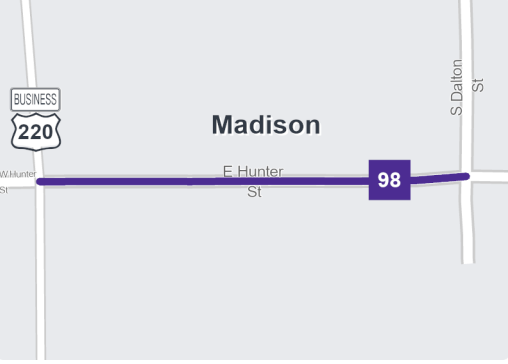
Project History/Linkage to Other Plans

The improvement of sidewalks on Hunter St was recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK50025-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

W Adams St

From S 3rd Ave to US 220 BUS

Proposal Length: 0.07 miles

Identified Need

There is a lack of multimodal connections between residents and several churches in eastern Mayodan.

Recommendation

Construct new sidewalks where needed from S 3rd Ave to US 220 BUS to connect residents and several churches in eastern Mayodan.

Project History/Linkage to Other Plans

The improvement of sidewalks on W Adams St was recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK50026-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

W Hunter St

From Dead-End to S Wilson St (SR 1152)

Proposal Length: 0.28 miles

Identified Need

There is a lack of multimodal connections between residents in western Madison.

Recommendation

Improve existing sidewalk and construct new sidewalks where needed from Dead End to S Wilson St (SR 1152) to better connect residents in western Madison.

Project History/Linkage to Other Plans

The construction of new sidewalks on W Hunter St was recommended in the 2014 Western Rockingham Comprehensive Transportation Plan.

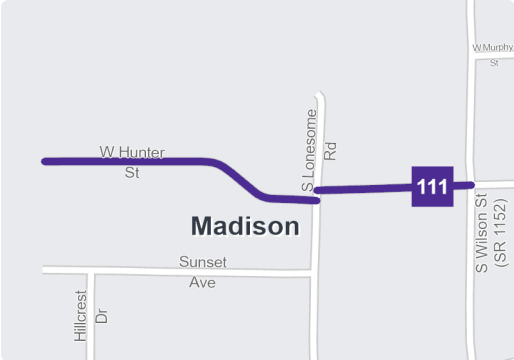
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Madison and Mayodan on a scale of 0 to 100%. With 5 responses, the average score for Madison and Mayodan's bicycle and pedestrian recommendations was 84%.

Local ID: ROCK50027-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Church St

From S Branch St to Holderby St

Proposal Length: 0.2 miles

Identified Need

There is a lack of multimodal connections between residents in Reidsville.

Recommendation

Improve existing sidewalks from S Branch St to Holderby St to better connect residents in Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on Church St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50028-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Courtland Ave

From Green St to Crescent Dr

Proposal Length: 0.1 miles

Identified Need

There is a lack of multimodal connections between residents and Courtland Park in central Reidsville.

Recommendation

Construct new sidewalks from Green St to Crescent Dr to connect residents and Courtland Park in central Reidsville.

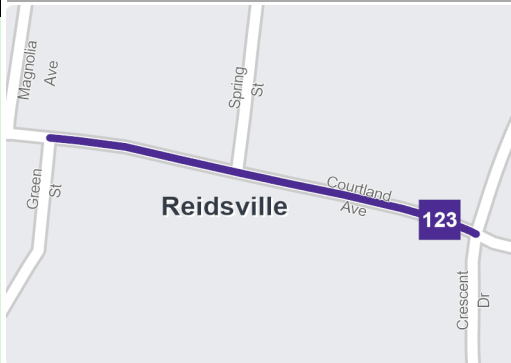
Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50029-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Crescent Dr

From Courtland Ave to 300 ft north of Courtland Ave

Proposal Length: 0.04 miles

Identified Need

There is a lack of multimodal connections between residents in central Reidsville.

Recommendation

Construct new sidewalks from Courtland Ave to 300 ft north of Courtland Ave to connect residents in central Reidsville.

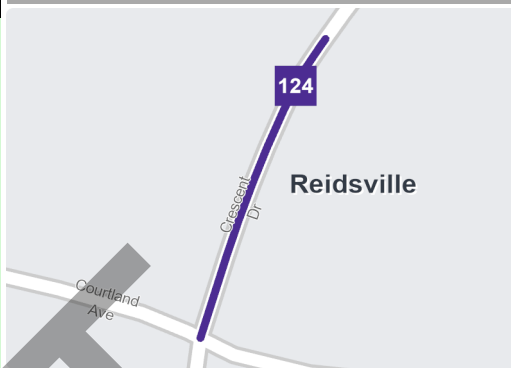
Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50030-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Cypress Dr

From Belmont Dr to Westover Dr

Proposal Length: 1.01 miles

Identified Need

There is a lack of multimodal connections between residents, the Reidsville Swim Club, the Reidsville Senior High School, and Jaycee Park.

Recommendation

Construct new sidewalks from Belmont Dr to Westover Dr to connect residents, the Reidsville Swim Club, the Reidsville Senior High School, and Jaycee Park.

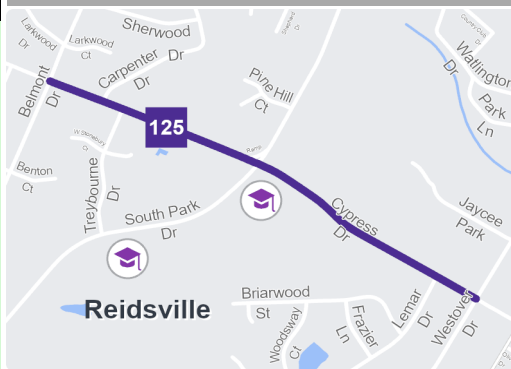
Project History/Linkage to Other Plans

The construction of new sidewalks on Cypress Dr was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, a comment was left on Cypress Dr indicating the need for sidewalks. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50031-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Habitat Pl

From N Washington Ave to Dead-End

Proposal Length: 0.05 miles

Identified Need

There is a lack of multimodal connections between the Reidsville Senior Citizens Center, an apartment complex and a bus stop.

Recommendation

Improve existing sidewalks from N Washington Ave to Dead End to better connect the Reidsville Senior Citizens Center, an apartment complex and a bus stop.

Project History/Linkage to Other Plans

There is no project history associated with this recommendation.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50032-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Holderby St

From S Harris St to S Branch St

Proposal Length: 0.19 miles

Identified Need

There is a lack of multimodal connections between residents, churches, and Lawonsville Avenue Elementary School in central Reidsville.

Recommendation

Improve existing sidewalks from S Harris St to S Branch St to connect residents, churches, and Lawonsville Avenue Elementary School in central Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on Holderby St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

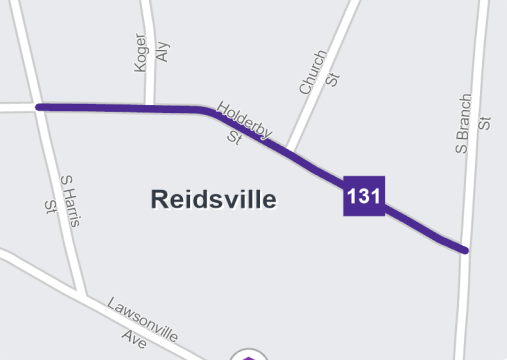
Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50033-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Lamberth St

From Edwards St to Prince Williams St

Proposal Length: 0.06 miles

Identified Need

There is a lack of multmodal connections between residents in central Reidsville.

Recommendation

Improve existing sidewalks from Edwards St to Prince Williams St to connect residents in central Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on Lamberth St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50034-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Montgomery St

From Neal St to E Ransom St

Proposal Length: 0.17 miles

Identified Need

There is a lack of multmodal connections between residents in central Reidsville.

Recommendation

Improve existing sidewalks from Neal St to E Ransom St to better connect residents in central Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on Montgomery St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50035-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

N Branch St

From E Morehead St to Dead-End

Proposal Length: 0.11 miles

Identified Need

There is a lack of multmodal connections between residents in northeastern Reidsville.

Recommendation

Improve sidewalks from E Morehead St to Dead End to connect residents in northeastern Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on N Branch St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50036-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

NW Market St

From Madison St (SR 2671) to Carter St (SR 2545)

Proposal Length: 0.11 miles

Identified Need

There is a lack of multmodal connections between businesses, residents, and industrial sites in northern Reidsville.

Recommendation

Improve existing sidewalks from Carter St (SR 2545) to Sprinkle St to connect businesses, residents, and industrial sites in northern Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on NW Market St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50037-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Ridge St

From NE Market St (SR 2545) to Dead-End

Proposal Length: 0.35 miles

Identified Need

There is a lack of multmodal connections between residents in northern Reidsville.

Recommendation

Improve existing sidewalks from NE Market St (SR 2545) to Dead End to connect residents in northern Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on Ridge St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50038-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

S Branch St

From Lawsonville Ave (SR 2687) to E Morehead St

Proposal Length: 0.38 miles

Identified Need

There is a lack of multmodal connections between residents in northwestern Reidsville.

Recommendation

Improve existing sidewalks from Lawsonville Ave (SR 2687) to E Morehead St to connect residents in northwestern Reidsville.

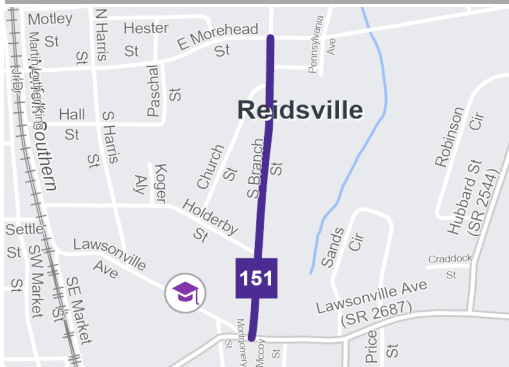
Project History/Linkage to Other Plans

The improvement of sidewalks on S Branch St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50039-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

S Washington Ave

From Graves St to Piedmont St

Proposal Length: 0.47 miles

Identified Need

There is a lack of multmodal connections between Reidsville Recreation Department, apartments, the Reidsville Senior Citizens Center, residents, and a church.

Recommendation

Improve existing sidewalks from Graves St to Piedmont St to connect Reidsville Recreation Department, apartments, the Reidsville Senior Citizens Center, residents, and a church.

Project History/Linkage to Other Plans

The improvement of sidewalks on S Washington Ave was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50040-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

SE Market St

From E Harrison St (SR 2687) to Burton St

Proposal Length: 0.13 miles

Identified Need

There is a lack of multmodal connections between residents and industrial sites in central Reidsville.

Recommendation

Construct new sidewalks where needed from E Harrison St (SR 2687) to Burton St to connect residents and industrial sites in central Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on SE Market St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50041-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Way St

From E Harrison St (SR 2687) to 650 ft south of E Harrison St (SR 2687)

Proposal Length: 0.12 miles

Identified Need

There is a lack of multmodal connections between residents and businesses in central Reidsville.

Recommendation

Improve existing sidewalks from E Harrison St (SR 2687) to 650 ft south of E Harrison St (SR 2687) to connect residents and businesses in central Reidsville.

Project History/Linkage to Other Plans

The improvement of sidewalks on Way St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Reidsville on a scale of 0 to 100%. With 11 responses, the average score for Reidsville's bicycle and pedestrian recommendations was 79%.

Local ID: ROCK50044-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Stone St

From NC 700 to Hundley St

Proposal Length: 0.42 miles

Identified Need

There is a lack of multmodal connections between various businesses, residents, and Stoneville Elementary School.

Recommendation

Construct new sidewalks where needed from NC 700 to Hundley St to connect various businesses, residents, and Stoneville Elementary School.

Project History/Linkage to Other Plans

The improvement of sidewalks on Stone St was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Stoneville on a scale of 0 to 100%. With 4 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 91%.

Local ID: ROCK50045-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	0.00
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Wrenn Memorial Rd

From Country Home Rd (SR 2371) to Wrenn Memorial Rd

Proposal Length: 0.18 miles

Local ID: ROCK50046-P

Classification: Pedestrian

Location: Within Right of Way

Identified Need

There is a lack of multmodal connections between Rockingham County Community College and government services.

Recommendation

Construct new sidewalks from Country Home Rd (SR 2371) to Wrenn Memorial Rd to connect Rockingham County Community College and government services.

Project History/Linkage to Other Plans

The construction of new sidewalks on Wrenn Memorial Rd was recommended in the 2010 Rockingham County Comprehensive Transportation Plan.

Public Engagement

During the first round of public engagement, no comments were left about this recommendation. During the draft recommendation survey, participants were asked to score bicycle and pedestrian projects in Wentworth on a scale of 0 to 100%. With 2 responses, the average score for Stoneville's bicycle and pedestrian recommendations was 81%.



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

DRAFT

INVENTORY TABLE

The inventory table provides information on the segments studied roads and recommendations.

Assumptions/ Notes:

- **Local ID:** If a TIP project number exists, it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first four letters of the county name is combined with a four-digit unique numerical code followed by -H' for highway, -T' for public transportation, -R' for rail, -B' for bicycle, -M' for multi-use paths, or -P' for pedestrian modes. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. A', B', or C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
 - **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
 - **Existing Cross-Section:** Listed under 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
 - **Existing ROW:** The estimated existing right-of-way is based on GIS estimates. These right-of-way amounts are approximate and may vary.
 - **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed based on the 2016 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning.
 - **Existing and Proposed Volumes:** given in vehicles per day (vpd), are estimates only based on a systems level analysis. The '2050 Volume E C' is an estimate of the volume in 2050 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2026 – 2035 Transportation Improvement Program (TIP). The '2050 Volume with CTP' is an estimate of the volume in 2050 with all proposed CTP improvements assumed to be in place. The '2050 Volume with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For more information about the assumptions and techniques used to develop the AADT volume estimates, refer to the Multimodal Analysis Appendix.
 - **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section. An entry of 'AD' indicates the existing facility is adequate and there are no improvements recommended for the given mode as part of the CTP.
- *Proposed System Cross-Section column indicates that a capacity deficiency has been identified, but no future proposal or improvement to the cross-section has been recommended for the roadway segment. See the Unaddressed Deficiencies for more information.
- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps. Abbreviations are F= freeway, E= expressway, B=boulevard, MJM= multi-lane major thoroughfare, MJ2= Two-lane major thoroughfare, MN=minor thoroughfare.
 - **Proposals for Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H= highway, T= public transportation, R= rail, B= bicycle, P= pedestrian, and M= multi-use path).

APPROVALS/RESOLUTIONS

The following pages contain copies of adoption resolutions of the **Rockingham County** CTP.

NC State Statute 136-66.2 requires that After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO .

Rockingham County, its municipalities, the Piedmont Triad Rural Planning Organization, and the NCDOT Board of Transportation approved the Anson County CTP on the following dates:

Municipal Adoptions					
Eden	Madison	Mayodan	Reidsville	Stoneville	Wentworth
DATE	DATE	DATE	DATE	DATE	DATE

County Adoption
Rockingham County Board
DATE

Planning Organization Adoption
Piedmont Triad Rural Planning Organization
DATE

State Adoption
North Carolina Department of Transportation
DATE

[Insert Resolutions received (At least the county resolution, would like the municipal ones too, if possible)]

CONTACT INFORMATION

North Carolina Department of Transportation

Customer Service Office

Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT homepage:

1-877-DOT-4YOU (1-877-368-4968)

<https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx>

Secretary of Transportation

1501 Mail Service Center

(919) 707-2800 Raleigh, NC 27699-1501

Board of Transportation Member

1578 Mail Service Center

(828)735-1428Raleigh, NC 27699-1578

ascody@ncdot.gov

Highway Division Engineer

Contact the Division Engineer with general questions concerning NCDOT activities within each Division and for information on Small Urban Funds.

1584 Yanceyville Street

Greensboro, 27405

(336) 487-0000

Division Construction Engineer

Contact the Division Construction Engineer for information concerning major roadway improvements under construction.

1584 Yanceyville Street

Greensboro, 27405

(336) 487-0000

Division Traffic Engineer

Contact the Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings and crash history.

1584 Yanceyville Street

Greensboro, 27405

(336) 487-0175

Division Maintenance Engineer

Contact the Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit, and the Equipment Unit.

1584 Yanceyville Street

Greensboro, 27405

(336) 487-0000

District Engineer

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt-A-Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

1226 N. Scales Street
Reidsville NC 27320
(336) 520-6060

Transportation Planning Division (TPD)

Contact the Transportation Planning Division for information on long-range multi-modal planning services.

1554 Mail Service Center (919) 707-0900
Raleigh, NC 27699-1554 [Transportation Planning Program and Services \(ncdot.gov\)](#)

Piedmont Triad Rural Planning Organization (RPO)

Contact the RPO for information on long-range multi-modal planning services.

398 Carrollton Crossing Drive
Kernersville, NC 27284
Phone: 336-904-0300
Email: ptrpo@ptrc.org [Piedmont Triad RPO | Piedmont Triad Regional Council, NC \(ptrc.org\)](#)

SPOT

Contact the SPOT Office for information concerning prioritization of transportation projects.

1534 Mail Service Center
(919) 707-4657 Raleigh, NC 27699-1501 [Prioritization Resources \(ncdot.gov\)](#)

Environmental Analysis Unit (EAU)

Contact EAU for information on environmental studies for projects that are included in the TIP.

1598 Mail Service Center Raleigh, NC 27699-1548

Division of Planning and Programming

Contact the Division of Planning and Programming for information concerning Roadway Official Corridor Maps, Feasibility Studies, and the Transportation Improvement Program (TIP).

1534 Mail Service Center Raleigh, NC 27699-1534
(919) 707-4639 [Unit Page \(ncdot.gov\)](#)

Integrated Mobility Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center Raleigh, NC 27699-1550
(919) 707-2600 [NCDOT: Integrated Mobility Division](#)

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center Raleigh, NC 27699-1553
(919) 707-4700 <http://www.ncbytrain.org/>

Highway Technical Services

Highway Technical Services consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact for information regarding design plans and proposals for road and bridge projects throughout the state.

1516 Mail Service Center Raleigh, NC 27699-1584

(919) 707-2540 <http://www.ncdot.gov/doh/preconstruct/highway/>

Other State Government Offices

Department of Commerce – Division of Community Assistance

Contact the Department of Commerce for resources and services to help realize economic prosperity, plan for new growth and address community needs.

<http://www.nccommerce.com/en/CommunityServices/>

DRAFT

DEFINITIONS AND RESOURCES

This appendix provides definitions and resources used in the Comprehensive Transportation Plan and other parts of its appendix.

Resources covered in this section include:

- [Acronyms and Definitions](#)
- [Additional Plans and Studies](#)
- [Facility Types and Level of Service](#)
- [Typical Sections](#)

DRAFT

ACRONYMS

AADT - Average Annual Daily Traffic	L RTP - Long-Range Transportation Plan
AADTT - Average Annual Daily Truck Traffic	MPO - Metropolitan Planning Organization
ACS - American Community Survey	MSTA - Municipal School Transportation Assistance
ADT - Average Daily Traffic	NCDOT - North Carolina Department of Transportation
AGR - Annual Growth Rate	NEPA - National Environmental Policy Act
BLS - Bureau of Labor Statistics	OSBM - Office of State Budget and Management
BOT - Board of Transportation	PAB - Planning Area Boundary
CIA - Community Impact Assessment	PDE - Project Development Engineer
CMAQ - Congestion Mitigation & Air Quality	PDEA - Project Development and Environmental Analysis
COE - Army Corps of Engineers	PE - Project Engineer
COG - Council of Government	PHFS - Primary Highway Freight System
CUR - Community Understanding Report	PI - Public Involvement
DAQ - Division of Air Quality	PIP - Public Involvement Plan
DOT - Department of Transportation	RPO - Rural Planning Organization
DWQ - Division of Water Quality	ROW - Right of Way
FHWA - Federal Highway Administration	SEPA - State Environmental Policy Act for North Carolina
FY - Fiscal Year begins July 1st	STC - Strategic Transportation Corridors
GIS - Global Positioning System	STIP - Statewide Transportation Improvement Program
G&O - Goals and Objectives	TAZ - Transportation Analysis Zone
HOV - High Occupancy Vehicle	TDM - Travel Demand Model
IAG - Interagency Agreement	TIP - Transportation Improvement Program
IMD - Integrated Mobility Division	TPD - Transportation Planning Division
IPD - Integrated Project Delivery	VPD - Vehicles Per Day
LEP - Limited English Proficiency	
LOS - Level of Service	
LPA - Lead Planning Agency	
LPO - Local Planning Organization	
LEDPA - Least Environmentally Damaging Practical Alternative	

For additional Acronyms please refer to the links section of the CTP planning website:

https://connect.ncdot.gov/projects/planning/TransPlanManuals/acronyms_glossary.pdf

GENERAL DEFINITIONS

CTP Recommendation Maps	
Existing	Facilities that are not recommended to be improved.
Improve	Facilities that need to be improved for capacity, safety, operations, or system continuity. These facilities have a project recommendation in the CTP.
New Location	Facilities on new locations that are needed in the future. These facilities have project recommendations in the CTP.
Highway Incidentals	Highway Incidentals are highway proposals that include a bicycle, pedestrian, or public transit recommendations within its project proposalscope. It is denoted on non-highway recommendation maps with a "star" ★ icon.

CTP Project Sheet	
Local ID	A project ID to help identify each proposal. If a TIP project number exists, it is listed as the ID. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
Identified Need	Need describes the key problem(s) to be addressed and explains the underlying causes of those problems.
Purpose	Purpose states why the project is being proposed and articulates the positive outcomes that are intended.
Typical Section Options	Typical Sections are the selected "cross-sections" in long range planning that satisfy the purpose and "Identified need" for the project.
ROW	The real property (land and improvements) and rights therein acquired for public use to construct highways for the betterment and safety of the public.
Estimated Cost	A planning level estimate of the cost of the given project.
Safety Risk Score	Planning level safety value based on three components: 1) Class Density Ratio – The crash density of the study area versus the average crash density of similar facilities; 2) Severity Index; and 3) Critical Crash Rate Ratio – The actual crash rate for the study area versus the critical crash rate. Areas with the higher scores are considered to have the poorer highway safety performance.
Travel Lanes	Lanes that facilitate through movements.
Volume (AADT)	Annual Average Daily Traffic is an estimate of the average daily volume for all days of the year for all lanes of travel at a location.

Capacity	The number of vehicles that can pass a given point per day during ideal traffic conditions that can be attained. These are dependent on the target level of service.
----------	--

Highway	
Facility Types	Facility types are a way to categorize the roadway. The definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians. For a more detailed explanation of each facility type, see the Facility Types & Control Access Definitions section.
Freeways	A facility with high mobility and low access. It is designated as either an Interstate or a Freeway. Freeways typically has a minimum of four lanes with a continuous median and no driveway connections.
Expressways	A facility with high mobility and low to moderate access. It is designated as an arterial and typically has a minimum of four lanes with a median.
Boulevards (Multilane Divided)	A facility with moderate mobility and low to moderate access. It is designated as either an arterial or a collector. Boulevards typically have a minimum of four lanes with a median.
Multilane Major (Undivided)	A facility with moderate to low mobility and high access. It is designated as either an arterial or a collector. Multilane Major Thoroughfares typically have a minimum of four lanes with no median. Some of them have two way left turn lanes.
Two Lane Major Thoroughfares	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Two Lane Major Thoroughfares typically have two to three lanes, with or without a median. Some of them have two way left turn lanes.
Minor Thoroughfare	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Minor Thoroughfares typically have a minimum of two lanes without a median. Some of them have two way left turn lanes.
Interchange	Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
Bridge/Overpass	A grade separation between two facilities. Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
Intersection	A point of where two roads intersect. Intersection improvements improve traffic flow by modifying the existing intersection.
Congestion & Mobility	Congestion relates to an excess of vehicles on a portion of roadway at a particular time resulting in speeds that are slower than normal or "free flow" speeds; defined as the existing annual average daily traffic (AADT) divided by the capacity of the roadway. Mobility is the ability of people and goods to move freely and easily. Improvements include but are not limited to adding lanes, convert roadway to superstreet or identifying an alternative roadway on an existing or new location route.

Access Management & Operations	Enhancing capacity and safety through the regulation of interchanges, intersections, driveways, and median openings in a roadway. Operations include management of systems (roadways, transit, rail, etc.), daily use, safety, and maintenance.
Modernization	Improving a roadway to current design standards considered up to 12' wide lanes and 2' shoulders. Wider pay shoulders may be utilized for bicycle improvements.
Other Highway Improvements	Improving a roadway to provide a benefit not limited to, safety and/or economic development, etc.

Public Transportation and Rail	
Urban Fixed Bus Corridors	<p>Transit services in urban areas that can provide local service.</p> <ul style="list-style-type: none"> • Fixed Routes – Local: provides service to every stop along the route. • Fixed Routes – Express: Does not provide service every stop along the route. • Bus on Shoulder (BOSS): Specific routes designated to bypass congested traffic areas. • Bus Rapid Transit Busways that operate in rapid transit highway corridors
Rural Fixed Bus Corridors	<p>Transit services in rural areas that can provide local service.</p> <ul style="list-style-type: none"> • Deviated Fixed Routes – A hybrid between a fixed route and demand response. Bus stops at fixed points on a schedule but can deviate between spots to go to specific locations on request.
Regional Fixed Bus Corridors	Regional services between Local and regional providers and transportation authorities.
Fixed Guideway	Any transit service that uses exclusive or controlled right-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway, transit, and ferry boats.
Amtrak/Freight Route	A combined route that is used by passenger train traffic and freight train traffic.
Current railroad	<p>Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.</p> <ul style="list-style-type: none"> • Active – rail service is currently provided in the corridor; may include freight and/or passenger service. • Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist. • Recommended – It is desirable for future rail to be considered to serve an area.
Transit Facility	A facility that denotes a junction utilized for transit services. This covers multi-modal passenger facilities as well as administrative/maintenance facilities.

Amtrak Station	A station for Amtrack passenger rail service.
Park and Ride Lot	A strategically located parking lot that provides commuters connections to transit or carpools.
Intermodal Terminal	A facility that allows more than one mode of transportation meet such as where light rail and a bus route come together in one location. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit-like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station).

Bicycle and Pedestrian	
Bicycle Lane or Buffered Lane Facility (On-road)	A Bicycle Lane or Buffered Lane is the portion of the roadway designated for preferential or exclusive use by bicyclists. Bicycle lanes are one-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle travel. Bicycle lanes may be enhanced with a longitudinal marked buffer area for more separation distance and are typically located in lower speed areas and/or within municipalities.
Separated Bicycle Facility (Off-road)	A facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element. Separated bicycle facilities are typically in higher speed or rural areas both inside and outside of city and town municipal limits).
Shared Lane Marking (On-road)	Pavement marking symbol used to provide a higher level of guidance to bicyclists and alert motorists of the presence of bicyclists in the roadway. A shared lane marking is a bicycle accommodation and not a dedicated bicycle facility, typically within city and town municipal limits).
Paved Shoulders - for bicycles use (On-road)	Extension of pavement adjacent to the roadway. Paved shoulders are most often used on rural roadways. In addition to being used by bicyclists, paved shoulders provide temporary space for disabled vehicles. A paved shoulder is a bicycle accommodation and not a dedicated bicycle facility.
Multi-Use Path	A multi-use path is a multi-modal facility that can be used by bicyclists and pedestrians, located anywhere, functions independent of a roadway improvement, and physically separated from motorized vehicular traffic by an open space or barrier outside the roadway Right-of-way, but inside independent Rights-of-Way.
Side-Path	A side path is-modal facility that can be used by bicyclists and pedestrians constructed along a roadway, within the roadway right of way.
Sidewalk	A Sidewalk is a paved portion of the street between the curb lines or lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

ADDITIONAL PLANS AND STUDIES

Existing Transportation Plans

The following plans for areas within the county that were incorporated as a part of this plan is listed below and may be viewed on the web. Refer to them for detailed descriptions of recommendations that were not documented as a part of this report.

2010 Rockingham County Comprehensive Transportation Plan

The previous Rockingham County CTP was used to help inform projects and how conditions have changed. Recommendations made in the previous CTP were revisited as a part of the current one. (Rockingham CTP Report.pdf (ncdot.gov))

2014 Western Rockingham County Comprehensive Transportation Plan

The Western Rockingham County CTP was used to help inform projects and how conditions have changed. Recommendations made in the previous CTP were revisited as a part of the current one. (Rockingham CTP Report.pdf (ncdot.gov))

Rockingham Vision Plan 2040

The 2021 Rockingham Vision Plan 2040 was used to help inform the CTP of land use trends within the study area.

2040VisionPlan1402013638032222PM.pdf (rockinghamcountync.gov)

Reidsville Blueway and Greenway Plan

Adopted in 2019, The Reidsville Blueway and Greenway Plan is an update of the 1997 Greenway Plan. The plan provides information on complete trails and future plans of new Greenway and Blueway trails.

Reidsville Blueway and Greenway (rebootreidsville.com)

City of Reidsville Land Development Plan

The City of Reidsville Land Development Plan aims to guide land uses towards a common vision for Reidsville's future.

Reidsville Land Development Plan (rebootreidsville.com)

Outdoor Recreation Master Plan

The Outdoor Recreation Master Plan is a citizen-envisioned plan for a network of trails and river access points on the Smith, Dan, and Mayo Rivers, along with nearby lakes.

FINAL Outdoor Rec Master Plan (danriver.org)

City of Eden Comprehensive Pedestrian Transportation Plan

The Comprehensive Pedestrian Transportation Plan establishes a pedestrian transportation vision and specific set of goals and strategies to improve the City of Eden's sidewalk, multi-use path and road system for pedestrians.

Microsoft Word - EdenPedPlanReportDraft1 26 10.doc (ncdot.gov)

Town of Stoneville Comprehensive Land Development Plan

The Stoneville Comprehensive Land Development Plan is a guide for making strategic decisions about the orderly growth and development of the community.

showdocument (ptrc.org)

Town of Wentworth Land Use Plan

Adopted in 2006, the primary purpose of this plan is to provide guidance for making strategic decisions about future growth and development in Wentworth.

FACILITY TYPES AND LEVEL OF SERVICE

The NCDOT Facility Types, Control of Access, and Level of Service definitions provide descriptions for different types of roadways and how they can be categorized for ease of understanding.

Facility types and control of access definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians.

Level of Service represents operating conditions and identifies desired design requirements for roadways to obtain practical capacity.

The following resources are available in this section:

- **Facility Types**
- **Control of Access**
- **Level of Service**

DRAFT

Summary of Facilities



- Full Access Control (A.C.)
- No driveways
- No signals
- No U-turn/left turn
- 4+ lanes w/ median
- 55+ mph

- Limited/Partial Access Control
- If Partial A.C.: Driveways must be limited and right in/out
- Signals OK if very rare (mostly rural areas)
- U-turn/Left turns limited
- 4+ lanes w/ median
- 45~60 mph



- Limited/Partial/No Access Control
- If Partial A.C.: Driveways are right-in/right-out, limited curb cuts
- Signals OK
- U-turn/left turns limited
- 4+ lanes w/ median
- 30~55 mph

- Partial/No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turn/U-turn freely, but can be limited
- No Median
- Center Turn Lane (CTL) OK
- 25~55 mph



- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25~55 mph

- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25~55 mph



NORTH CAROLINA PLANNING FACILITY TYPES COMPARISON CHART

Class Criteria	Freeways	Expressways (Multilane Divided)	Boulevards (Multilane Divided)	Multilane Major (Undivided)	Major (2 Lanes)	Minor Thoroughfares
Functional Purpose	High Mobility, Low Access	High Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate to Low Mobility, Low/Moderate to High Access	Moderate to Low Mobility, Low/Moderate to High Access
AASHTO Design Classification	Interstate or Freeway	Arterial	Arterial or Collector	Arterial or Collector	Collector or Local	Collector or Local
Posted Speed Limit	55 mph or greater	45 mph to 60 mph	30 mph to 55 mph	30 mph to 55 mph	25 mph to 55 mph	25 mph to 55 mph
Control of Access	Full	Limited	Limited or Partial	Partial	None	None
Traffic Signals	Not Allowed	Limited or Not Allowed	Limited	Allowed	Allowed	Allowed
Driveways	Not Allowed	Two Options: <ul style="list-style-type: none"> ○ <u>Limited Control of Access</u> - Not Allowed ○ <u>Partial Control of Access</u> - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out 	Two Options: <ul style="list-style-type: none"> ○ <u>Limited Control of Access</u> - Not Allowed ○ <u>Partial Control of Access</u> - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out 	Two Options: <ul style="list-style-type: none"> ○ <u>Limited Control of Access</u> - Not Allowed ○ <u>Partial Control of Access</u> - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out 	<u>Allowed with Full Movements;</u> Consolidate or Share Connections, if possible	<u>Allowed with Full Movements;</u> Consolidate or Share Connections, if possible
Cross-Section	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes; No Median	Minimum 2 Lanes; With or without Median; Includes Facilities with Two Way Left Turn Lane	Minimum 2 Lanes; No Median; Includes Facilities with Two Way Left Turn Lane
Connections	Provided only at Interchanges; All Cross Streets are Grade-Separated	Provided only at Interchanges for Major Cross Streets and At-Grade Intersections for Minor Cross Streets;	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing);	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing);	Primarily At-Grade Intersections	Primarily At-Grade Intersections

Listed in Order of Mobility Function

Full Control of Access

Connections to a facility provided only via ramps at interchanges. All cross-streets are grade-separated. No private driveway connections allowed. A control of access fence is placed along the entire length of the facility and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

Limited Control of Access

Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed. A control of access fence is placed along the entire length of the facility, except at intersections, and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

Partial Control of Access

Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections are normally defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. The use of shared or consolidated connections is highly encouraged. Connections may be restricted or prohibited if alternate access is available through other adjacent public facilities. A control of access fence is placed along the entire length of the facility, except at intersections and driveways, and at a minimum of 1000 feet beyond the ramp terminals on the minor facility at interchanges (if possible).

No Control of Access

Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. No physical restrictions, i.e., a control of access fence, exist. Normally, private driveway connections are defined as one connection per parcel. Additional connections may be considered if they are justified and if such connections do not negatively impact traffic operations and public safety.

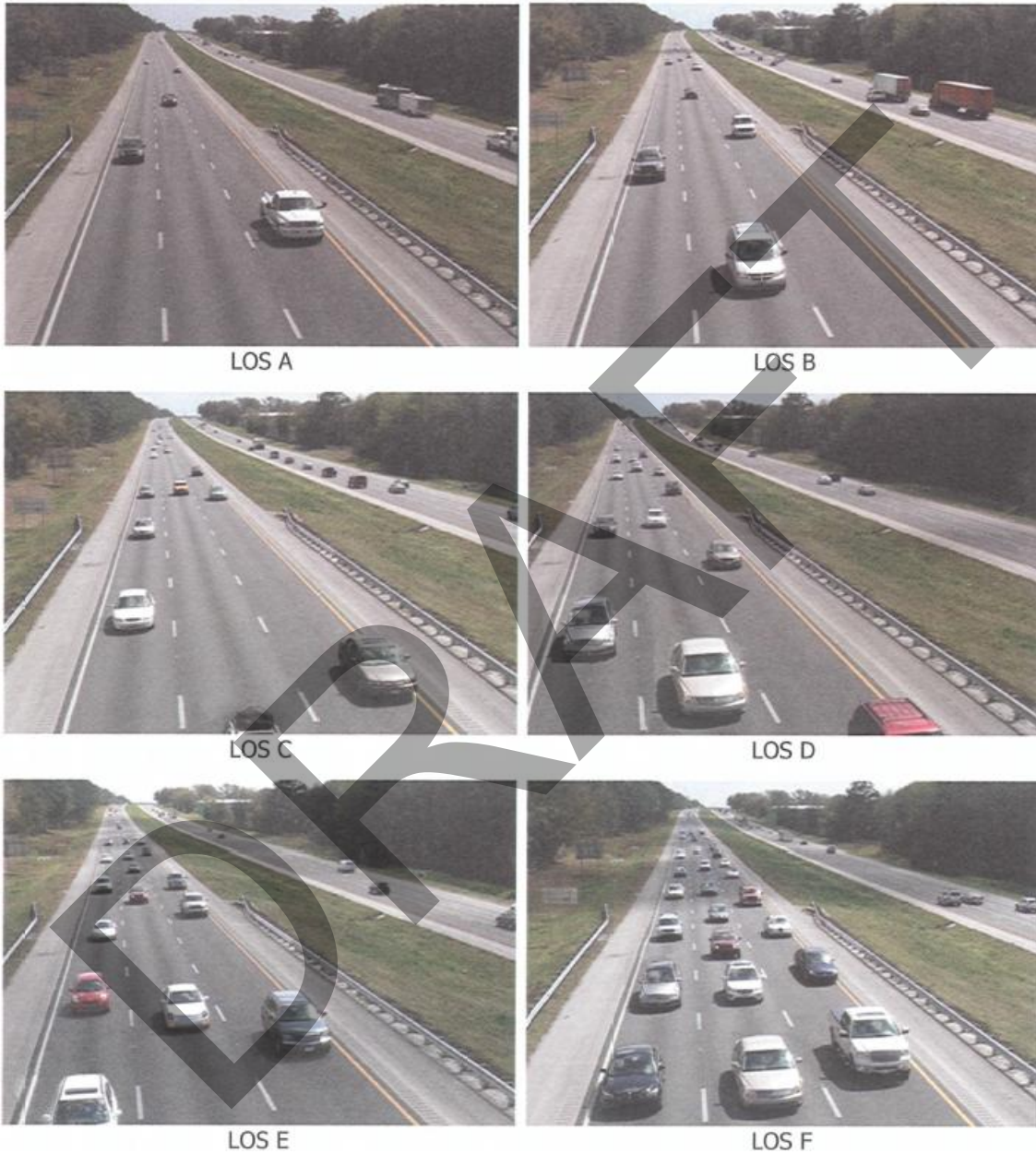
Level of Service

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in the figures in this section.

- ❖ **LOS A:** Describes free-flow operations. Free Flow Speed (FFS) prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
- ❖ **LOS B:** Represents reasonably free-flow operations, and FFS is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
- ❖ **LOS C:** Provides for flow with speeds near the FFS. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
- ❖ **LOS D:** The level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
- ❖ **LOS E:** Describes operation at capacity. Operations at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.

- ❖ **LOS F:** Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks.



Source: 2010 Highway Capacity Manual, Exhibit 11-4

TYPICAL SECTIONS

Each typical section includes several data elements, such as the number of lanes, median type, and amount of right-of-way needed. The typical sections were developed by a team from the Strategic Prioritization Office (SPOT), Roadway Design Unit, Preliminary Estimates Section, Transportation Planning Branch, Program Development Branch, and the Enterprise Visualization Section. Please contact the Strategic Prioritization Office with any questions.

For a full list of typical sections, go to the link below:

<https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/Highway%20Typical%20Sections%20for%20SPOT%20Online.pdf>

DRAFT

DRAFT

