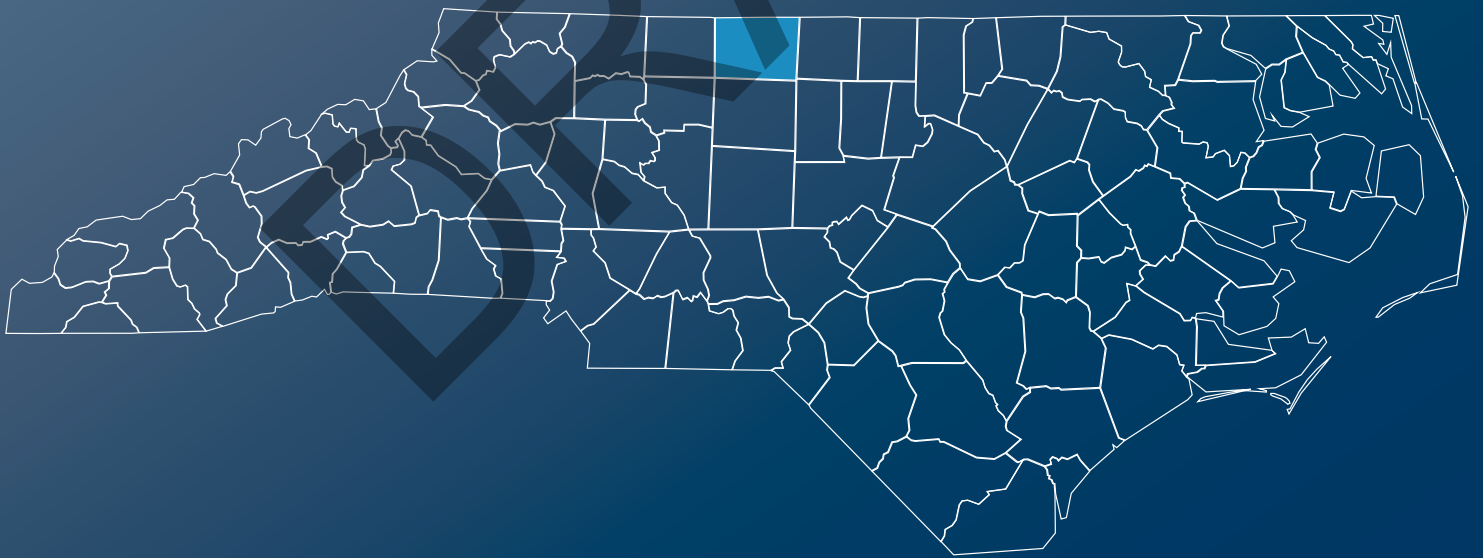


ROCKINGHAM COUNTY

COMPREHENSIVE TRANSPORTATION PLAN



March 2026

ACKNOWLEDGEMENTS

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

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IN COOPERATION WITH

- Rockingham County**
- City of Eden
- Town of Madison
- Town of Mayodan
- City of Reidsville
- Town of Stoneville
- Town of Wentworth
- Piedmont Triad Rural Planning Organization

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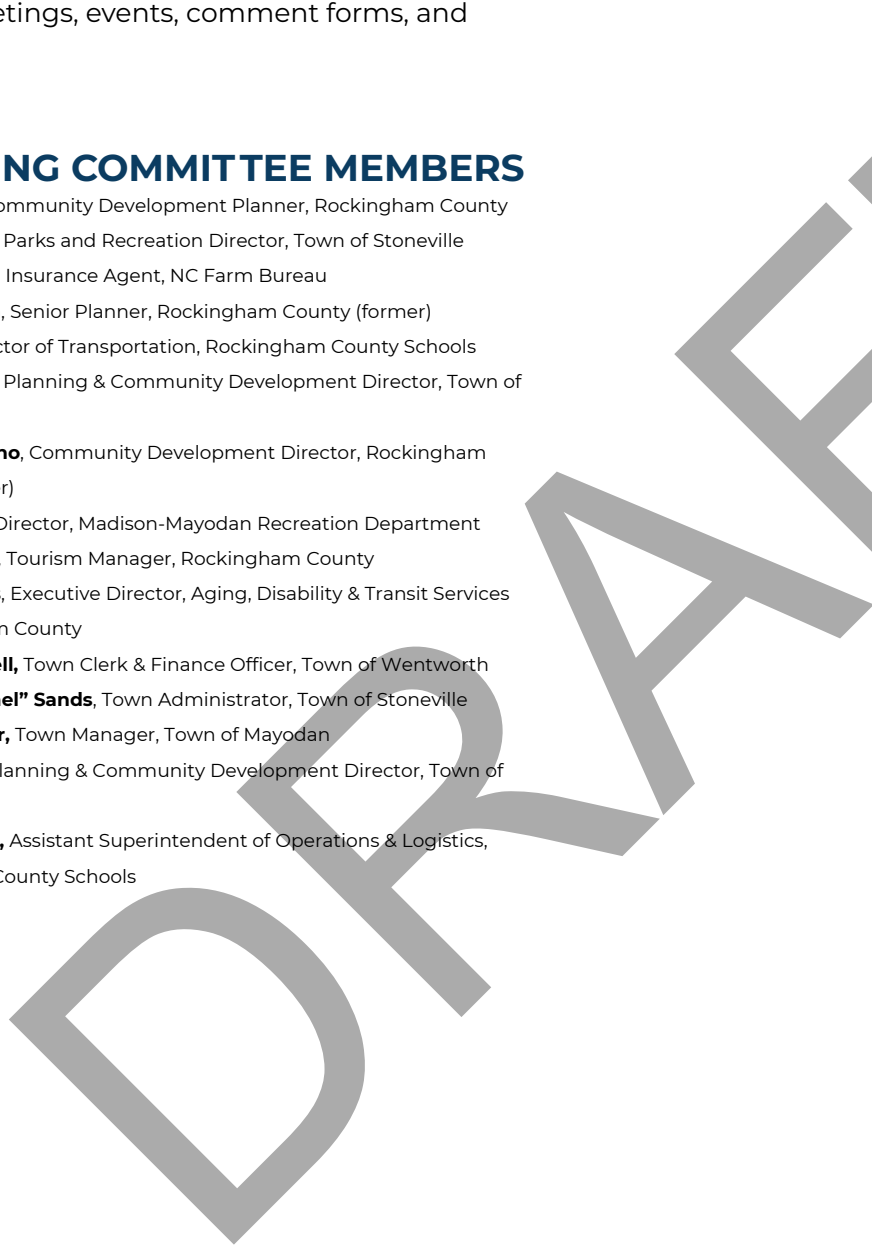


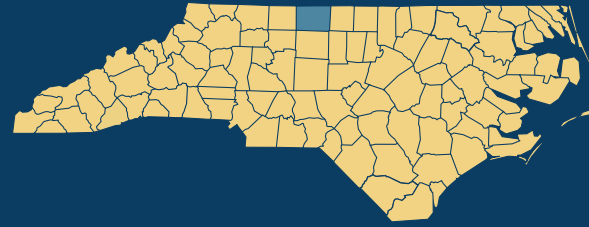
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EXECUTIVE SUMMARY

In 2023 the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Rockingham County, Eden, Madison, Mayodan, Reidsville, Stoneville, Wentworth, and the Piedmont Triad RPO began a Comprehensive Transportation Plan (CTP) study for Rockingham County.



The Rockingham County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development over a 27 year period. Various modes of transportation were evaluated, and recommendations made, including: highway, public transportation, bicycle/pedestrian. Other modes of travel, such as airports, play significant roles in moving people and freight in North Carolina and in the CTP area.

The Rockingham County CTP was adopted locally and by the North Carolina Board of Transportation in MONTH, YEAR.

This plan does not cover routine maintenance or minor operations issues. Refer to the [Contact Information Appendix](#) for contact information on these types of issues.

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 to their destinations within the county and regionally that minimizes impacts to the natural environment and supports economic and community growth.”

- Vision statement from the Rockingham County CTP Steering Committee

PLAN GOALS

- The roads in Rockingham County are well-maintained.
- Traveling to destinations and between destinations in Rockingham County is efficient and convenient.
- Rockingham County has a safe and accessible multi-modal transportation system.
- Protection of existing watersheds is a priority.

STUDY APPROACH

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

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



Participants felt that safety was a top priority, with an average rating of **4.66 out of 5**.

Road Condition and Safety, Accessibility, and Connectivity were ranked the **top 3** priorities.

The expansion of local public transit was supported, with an average rating of **4.24 out of 5**.

See [Chapter 2](#) for more on this topic.

PRINCIPAL RECOMMENDATIONS

These are some of the principal CTP Recommendations of the Rockingham County CTP. They are not listed in any priority order and more information can be found in [Chapter 3](#) and in [CTP Projects Appendix](#).

<p>U.S. 29/Future I-785 </p> <p>Upgrade U.S. 29 to Interstate standards from the Guilford County line to the Caswell County line and improve the interchange at Barnes Street.</p>	<p>U.S. 29 Bus/U.S. 158 </p> <p>Consolidate driveways and improve traffic signal operations along U.S. 29 Business between South Scales Street (SR 2670) and West Harrison Street (SR 2687).</p>
<p>U.S. 220/Future I-73 </p> <p>Upgrade U.S. 220 to Interstate standards from N.C. 68 to the Virginia State Line and construct interchanges at Simpson Road/Carlton Road, Sardis Church Road/Baggage Road, and Martinsville Loop.</p>	<p>U.S. 311 (W Academy St) </p> <p>Widen U.S. 311 (East Academy Street) to four lanes with a raised median from U.S. 220 Business/N.C. 704 to U.S. 220 and improve the intersection of U.S. 311 and U.S. 220 BUS.</p>

PROJECT SHEETS

There are **273** Project Sheets that feature individual project maps, recommendation details, and can be found in [CTP Projects Appendix](#).

APPROVALS

This information will be added after mutual adoption.

Chapter ONE

Introductions and Overview

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

PURPOSE AND OVERVIEW

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

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

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



VISION

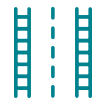
The CTP vision, goals, and objectives are developed based on input of the public involvement process and help identify how residents in an area would like to develop the transportation system.

“Rockingham County has a safe, well-maintained, accessible, efficient, and convenient multimodal 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.”

- *Vision statement from the Rockingham County CTP Steering Committee*

The Vision Statement was developed from the Comprehensive Plans and Land Use plans from each county and municipality. The Vision Statement guided the development of the CTP and was used to establish identified needs, deficiencies, and evaluate the project recommendation.

STUDY GOALS AND OBJECTIVES



THE ROADS IN ROCKINGHAM COUNTY ARE WELL-MAINTAINED.
Encourage state-maintained roads instead of locally-maintained roads.

TRAVELING TO DESTINATIONS AND BETWEEN DESTINATIONS IN ROCKINGHAM COUNTY IS EFFICIENT AND CONVENIENT.

Rockingham County is destination focused, considering development of access to destinations as roads are improved and new development is built. Roads between municipalities, outdoor destinations, and other key destinations are comfortable to drive on, with sufficient lane width and paved shoulders at a minimum. There are designated and marked bike routes with signage. Recreational areas throughout the county are accessible by all modes. There is a signage system that guides residents and visitors to key recreational areas throughout the county. Area maps identify recreational areas. There is improved east-west connectivity through the county.



ROCKINGHAM COUNTY HAS A SAFE AND ACCESSIBLE MULTI-MODAL TRANSPORTATION SYSTEM.

There are safe facilities for vehicles, pedestrians and bicyclists. Residents have access to public transportation. There is an on-demand public transportation system. Facilities support pedestrians and bicyclists. Sidewalks and Greenways meet ADA requirements. There are connected sidewalks and greenways without gaps. Existing connectivity is increased by filling in gaps. Complete streets should be incorporated where possible. Complete streets is a policy and design approach that considers bikes, pedestrians, public transportation and vehicles.



PROTECTION OF EXISTING WATERSHEDS IS A PRIORITY.

Encourage cluster development within the watershed (area of land that drains water into a waterbody). Reduce lot sizes and setbacks to promote conservation of open space. Minimize stream buffer impacts.

CTP PROCESS SUMMARY

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

WINTER 2023

Began data gathering, conducted local staff meetings, established study scope, and prepared for CTP Steering Committee meetings.

SPRING/SUMMER 2024

Held the kick-off CTP Steering Committee meeting; draft the CTP Vision Statement/ Goals & Objectives; Developed, released, and reviewed CTP Public Survey; Reviewed existing conditions.

FALL/WINTER 2024

Developed and endorsed socio-economic projections, reviewed future conditions, began development of CTP recommendations.

SPRING/SUMMER 2025

Finalized draft recommendations with CTP Steering Committee.

FALL/WINTER 2025

Reviewed draft recommendations at Public Involvement meetings.

WINTER/SPRING 2026

Local CTP Adoptions, RPO Endorsement, Board of Transportation Adoption.

STATE AND FEDERAL POLICIES AND PLANS

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

- [Complete Streets](#)
- [Multimodal Statewide Freight Plan](#)
- [N.C. Planning Facility Type](#)
- [N.C. General Statute 136-66.2](#)
- [N.C. Moves 2050 Plan](#)
- [Statewide Logistics Plan](#)
- [Strategic Transportation Corridors](#)
- [Strategic Transportation Investments](#)
- [Title VI in Public Involvement](#)

LOCAL POLICIES AND PLANS

This section outlines some of the important local policies and plans that were considered while developing the Rockingham County CTP. Please click on any item in the following list for more information:

- [Rockingham Vision Plan 2040](#)
- [City of Eden Comprehensive Pedestrian Transportation Plan](#)
- [City of Eden Land Development Plan](#)
- [Town of Madison Land Use Plan](#)
- [Town of Stoneville Comprehensive Land Development Plan](#)
- [Reidsville Blueway and Greenway Plan](#)
- [City of Reidsville Land Development Plan](#)
- [Rockingham County Outdoor Recreation Master Plan](#)
- [Town of Wentworth Land Use Plan](#)

THIS PLAN FEATURES:

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

Chapter TWO

Existing and Future Conditions

This chapter summarizes the current and future conditions of the transportation system in the Rockingham County CTP.

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

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

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

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



Historic Badin

PUBLIC, COMMUNITY, AND STAKEHOLDER INVOLVEMENT SUMMARY

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

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

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

COMMUNITY UNDERSTANDING

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

TYPES OF PUBLIC INVOLVEMENT USED

The project team set a goal to reach as many residents as possible and hear from diverse communities and stakeholders. Equal opportunities regardless of race, color, national origin, limited English proficiency, income, sex, age, or disability were provided during the development of the CTP. More information can be found in the [Community Understanding Appendix](#).

The steering committee was involved during the process using:

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

The public was involved using:

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

More information can be found in the [Public/Community Involvement Appendix](#).

WHAT WE HEARD



Highway

- “Improve to Interstate standards” – about U.S. 220
- “The design of this road is awful” – about U.S. 29 BUS.



Bicycle

- “Not [a] safe place to ride bikes” – about downtown Madison
- “Convert old railroad to walking and biking trails”



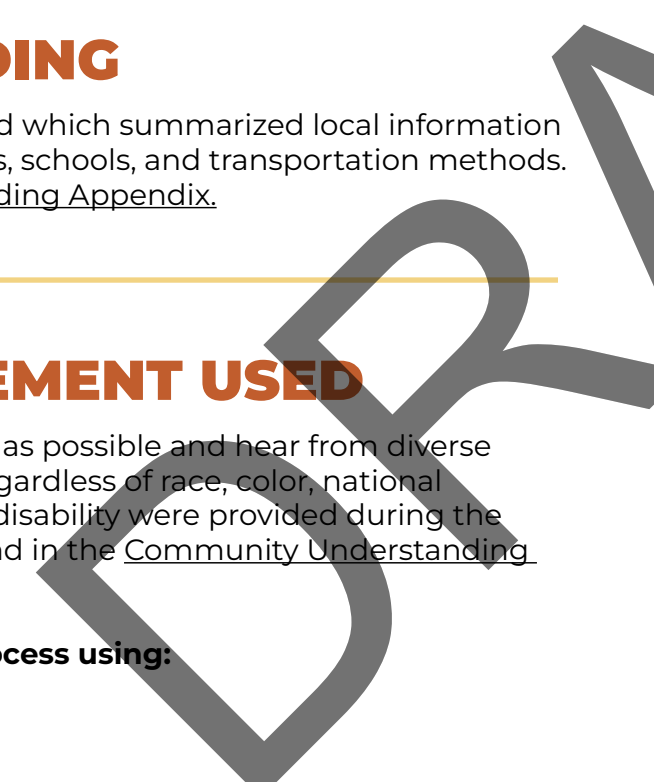
Pedestrian

- “Extend current sidewalk to at least Jaycee Park”
- “Not safe to walk without sidewalks” – about Mayodan



Public Transportation

- “Provide transportation to Greensboro and Winston”
- “More transit and connectors”



COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2022 to 2050. Growth in Rockingham County is expected to occur along U.S. 29/Future I-785 and U.S. 220/Future I-73. U.S. 29 Bus in northern Reidsville and U.S. 220 east of Madison and Mayodan are also areas of anticipated growth.

ROCKINGHAM COUNTY	
2022 POPULATION	91,649
2050 PROJECTED POPULATION	91,573
2022 EMPLOYMENT	29,401
2050 PROJECTED EMPLOYMENT	32,632

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

The socioeconomic data was endorsed by the Rockingham County Commissioners on December 2, 2024.

NC State Statute §136-66.2 specifically states that NCDOT may participate in the development and adoption of a CTP when all governments within the area covered by the plan have adopted land development plans adopted within the previous five years. The Rockingham Vision Plan 2040, adopted in 2021 and amended in 2022, meets that requirement.

TRANSPORTATION NETWORK SUMMARY

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.

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

Primary North-South Roadways	U.S. 220/Future I-73, U.S. 29/Future I-785, U.S. 29 Bus, U.S. 220 Bus, U.S. 311, N.C. 14, N.C. 68, N.C. 87, N.C. 150
Primary East-West Roadways	U.S. 158, N.C. 65, N.C. 135, N.C. 700 N.C. 704, N.C. 770
Strategic Transportation Corridors	U.S. 29/Future I-785, U.S. 220/Future I-73
Public Transportation Services (Demand Response)	RCATS
Fixed Route Bus	SKAT Transit; Eden, Reidsville, Western Rockingham, Wentworth Connector
General Aviation Airports	Rockingham County Shiloh Airport
Park and Ride Lots	N/A
Freight Railroads	Norfolk Southern
Passenger Railroads	Amtrak Crescent
Primary Freight Movement	U.S. 29/Future I-785, U.S. 158, U.S. 220/Future I-73, U.S. 311, N.C. 14, N.C. 770
Sidewalks	Most located in or near downtowns.
Bicycle Lanes	N/A
Statewide Bicycle Routes	North Line Trace
Greenways	Dan River Greenway, Smith River Greenway, Sherwood Trail Greenway
Ferries	N/A

Each mode of travel included in this comprehensive transportation plan has been independently analyzed for both current and forecast conditions, as well as for its interactions with other modes

HIGHWAY ANALYSIS SUMMARY

Roadway System Capacity Deficiencies

Comparing roadway demand (vehicle volumes) to roadway supply (carrying capacity) is one of the primary measures of roadway performance. Capacity deficiencies occur when the traffic volume approaches or exceeds the road's capacity.

The analysis assumes that all 2024-2033 State Transportation Improvement Program (STIP) projects in the right-of-way acquisition phase or under construction will be completed and open to traffic.

Key highway capacity deficiencies for the Rockingham County CTP





- U.S. 311 (U.S. 220 Bus/N.C. 704 to U.S. 220)**
 2022 (base year) – Near capacity
 2050 – Over capacity
- U.S. 29 BUS/U.S. 158 (Sunnycrest Dr to N.C. 65/N.C. 87)**
 2022 (base year) – Under capacity
 2050 – Near capacity
- U.S. 311/N.C. 14/N.C. 87/N.C. 770 (U.S. 311 to W Kings Hwy)**
 2022 (base year) – Near capacity
 2050 – Over capacity
- N.C. 65/N.C. 87 (Gibbs Rd to Wilson Way Rd)**
 2022 (base year) – Under capacity
 2050 – Near capacity
- N.C. 14/N.C. 87 (U.S. 311/N.C. 700/N.C. 770 to W Aiken Rd)**
 2022 (base year) – Near capacity
 2050 – Near capacity
- N.C. 135 (U.S. 220 Bus to U.S. 220)**
 2022 (base year) – Over capacity
 2050 – Over capacity


Refer to the [Multimodal Analysis Appendix](#) for existing and future capacity deficiencies .


Planning Level Intersection Assessment


Roadway intersections in Rockingham County were assessed through a high level analysis, including the type of facility and current delay. The recommendations identify a possible solution to a problem or “identified need.” The improvement types can be interchanges, overpasses, limited movement and all movement intersections. Refer to [Definitions and References Appendix](#) for definitions of any terms.


- The major intersections identified for improvement in the CTP are:**
- 


U.S. 29/Future I-785 and Barnes St interchange
 - 


U.S. 220/Future I-73 and Martinsville Loop future interchange
 - 


U.S. 220/Future I-73 and Sardis Church Rd/Baggage Rd Connector future interchange
 - 


U.S. 220/Future I-73 and Simpson Rd/Carlton Rd Connector future interchange
 - 

U.S. 220 Bus and N.C. 135 intersection
 - 

U.S. 220 Bus and N.C. 704 intersection
 - 

U.S. 220 Bus/N.C. 704 and U.S. 311 intersection
 - 

U.S. 311/N.C. 14 -87-770 and W Kings Hwy intersection
 - 

U.S. 311/N.C. 14 -87-770 and Stadium Dr intersection
 - 

N.C. 14-87 and U.S. 311/N.C. 700-770 interchange

Planning Level Traffic Crash Assessment

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

Figure 4 shows bicycle and pedestrian crash locations, also located in the [Transportation Planning Analysis Data Index](#).

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 for review and consideration. The highway project sheets identify crash rates and safety risk scores, and a number of project sheets identify safety as a secondary need.

Bridge Deficiency Assessment

There are 41 structurally deficient and functionally obsolete bridges that were identified. Of these, seven are scheduled for improvements in the 2026-2035 State Transportation Improvement Program. The highway project sheets include bridge data when relevant. Refer to the [Transportation Planning Analysis Data Appendix](#) for more detailed bridge deficiency information.



BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

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

The North Line Trace runs through Rockingham County from Stokes to Caswell County, running through Stoneville and Eden. The Dan River Greenway, Smith River Greenway, Sherwood Trail Greenway, and Matrimony Creek Greenway are important facilities that provide active transportation options to the community such as walking and biking.

In Rockingham County, existing sidewalks are concentrated in the downtown areas. There are some gaps between sidewalk segments and other segments do not extend all the way to desired destinations.

Refer to the [Multimodal Analysis Appendix](#) for more details.

PUBLIC TRANSPORTATION ANALYSIS SUMMARY

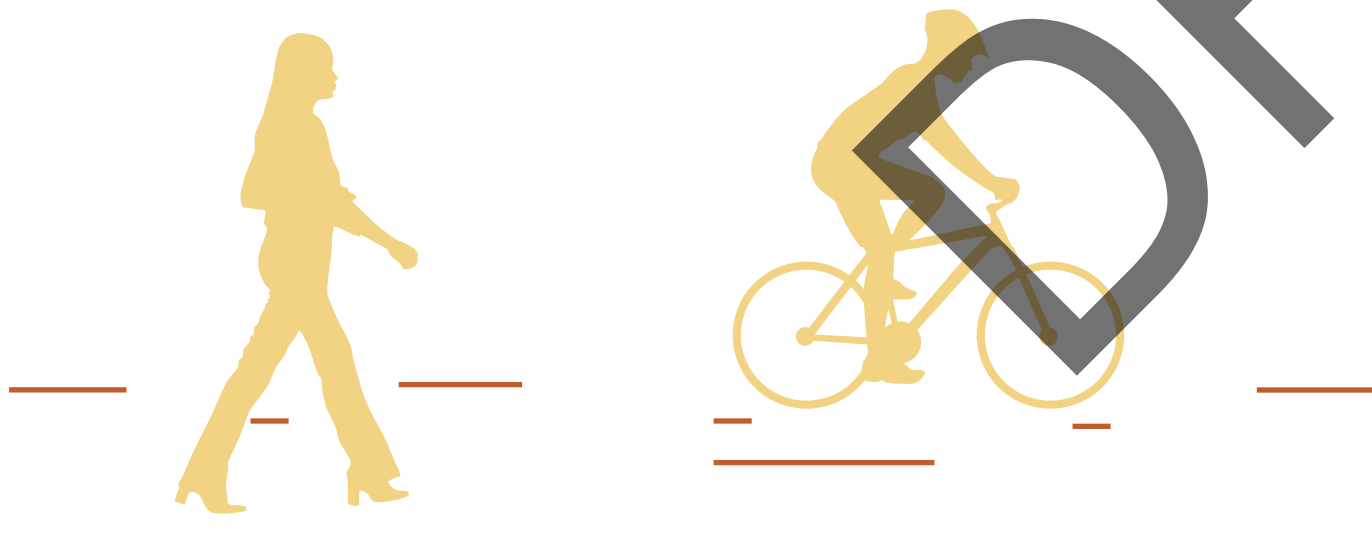


Rockingham County's public transportation system, SKAT, offers a deviated-fixed transit route serving Eden, Reidsville, Wentworth, and Western Rockingham areas. Buses arrive at designated stops every hour and can deviate up to three-quarters of a mile. The routes are available on weekdays from 7:00 a.m. to 4:00 p.m. Monday through Friday.

The Rockingham County Access Transit Services (RCATS) provide public transportation services through scheduled appointments. This service is open to the public and all ages.

Sunway Charters, in collaboration with NCDOT and the Virginia Department of Rail and Public Transportation, operate the Triad-Danville Connector. This regional bus service connects Danville, Virginia with Reidsville (at the Reidsville Wal-Mart), Greensboro, and Winston-Salem.

Refer to the [Multimodal Analysis Appendix](#) for more details.



Urban Transportation (provide both rural and urban transportation)	None
Rural Transportation (provide both local and rural transportation)	Deviated-fixed route; demand response available
Regional Transportation (Operate in multiple areas of the state and connect multiple municipalities and counties)	Sunway Charters
Intercity Transportation (Greyhound and Amtrak)	None



Albemarle, N.C.

AIRPORTS



The Rockingham County Shiloh Airport is a county-owned public airport located 3 miles from Stoneville. It is along Settle Bridge Rd, 3 miles southeast of Stoneville and has a runway (Runway 14-32) which is 5,200 feet long and 100 feet wide with no control tower. It operates from 9 a.m. to 5 p.m. Monday through Friday. The table below shows airports near municipalities in this CTP. There are no project proposals recommended to improve a road directly to an airport.

Type of Airport	Name	Location	Distance
Public General Airport	Rockingham County NC Shiloh Airport	Stoneville, N.C.	3 miles
Closest Passenger Service Airport	Piedmont Triad International Airport	Greensboro, N.C.	22 miles
Closest Passenger and International Service Airport	Raleigh-Durham International Airport	Raleigh, N.C.	65 miles

GOODS/MOVEMENT FREIGHT

Major generators of goods in Rockingham County were identified, along with their proximity to nearby major roadways. Norfolk Southern goes through Rockingham County, but there are no stops within the county.

Based on the data, 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, U.S. 158, U.S. 220/Future I-73, 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 I-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 maps, as well as truck percentage maps, were provided to the Steering Committee for discussion and are included in the [Transportation Planning Analysis Data Appendix](#).

Refer to the [Transportation Planning Analysis Data Appendix](#) for more details.



Chapter THREE

CTP Project Proposals

Each mode of travel included in the Rockingham County Comprehensive Transportation Plan (Highway, Public Transportation, Bicycle / Pedestrian) has been independently analyzed for current and future conditions as well as being considered in relation to each other.



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



NCDOT PROJECT DELIVERY PROCESS

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

Once a project is programmed for funding, NCDOT initiates studies and the project enters into the environmental analysis and development phase. The process includes getting feedback from the public and analyzing how a proposed project might affect people living and working in the area, along with its environmental impact.

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

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



CTP MAPS

The mutually adopted Rockingham County CTP Maps are found in [Figure 1](#).

The maps included for each area are:

- 1 Facility Types and Control of Access
- 2 Highway Recommendations
- 3 Public Transportation Recommendations
- 4 Bicycle and Pedestrian Recommendations

The Facility Type and Control of Access map is important for planning, design, and operations. The various Recommendations Maps show agreement on future transportation proposals to meet identified needs.

For more information, see the [Definition and Resources Appendix](#).

CTP PROJECT RECOMMENDATIONS LIST

The recommendation lists that follow each set of maps contains information about Rockingham County Comprehensive Transportation Plan recommendations. These recommendations represent an agreement (between NCDOT and adopting planning partners) of an identified transportation deficiency and a potential solution.

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

The recommendations shown below are not in any priority order.

NCDOT PROJECT DELIVERY PROCESS



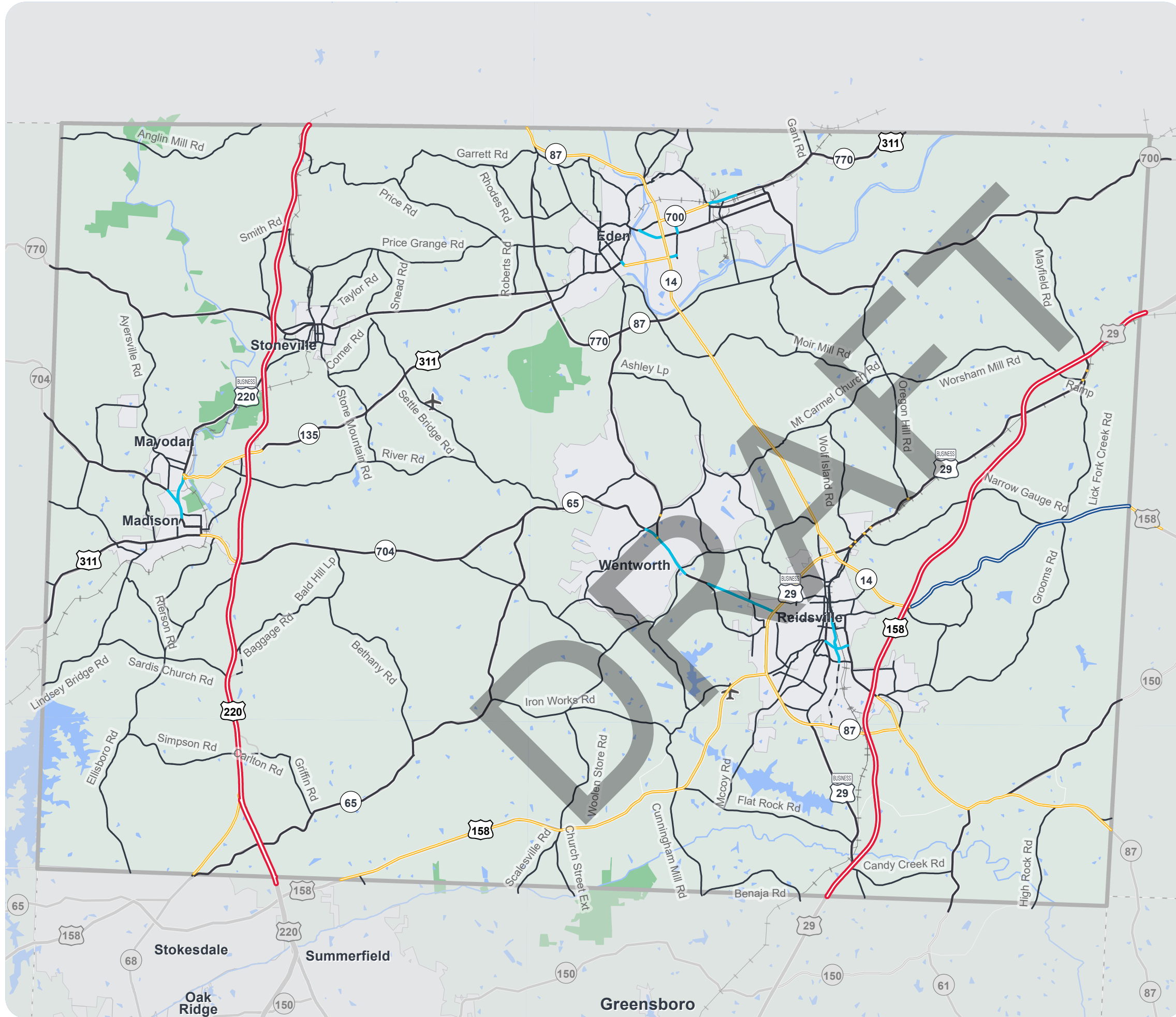
FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



ROCKINGHAM COUNTY Rockingham County Comprehensive Transportation Plan

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



	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

- Other Features
- Studied Roads
 - MPO Boundary
 - Piedmont Triad RPO



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



Sheet 1 of 4

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.

Plan Date: July 23, 2025

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



ROCKINGHAM COUNTY Rockingham County

Comprehensive Transportation Plan Highway Features

	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		

Other Features	
	Studied Roads
	MPO Boundary
	Piedmont Triad RPO



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

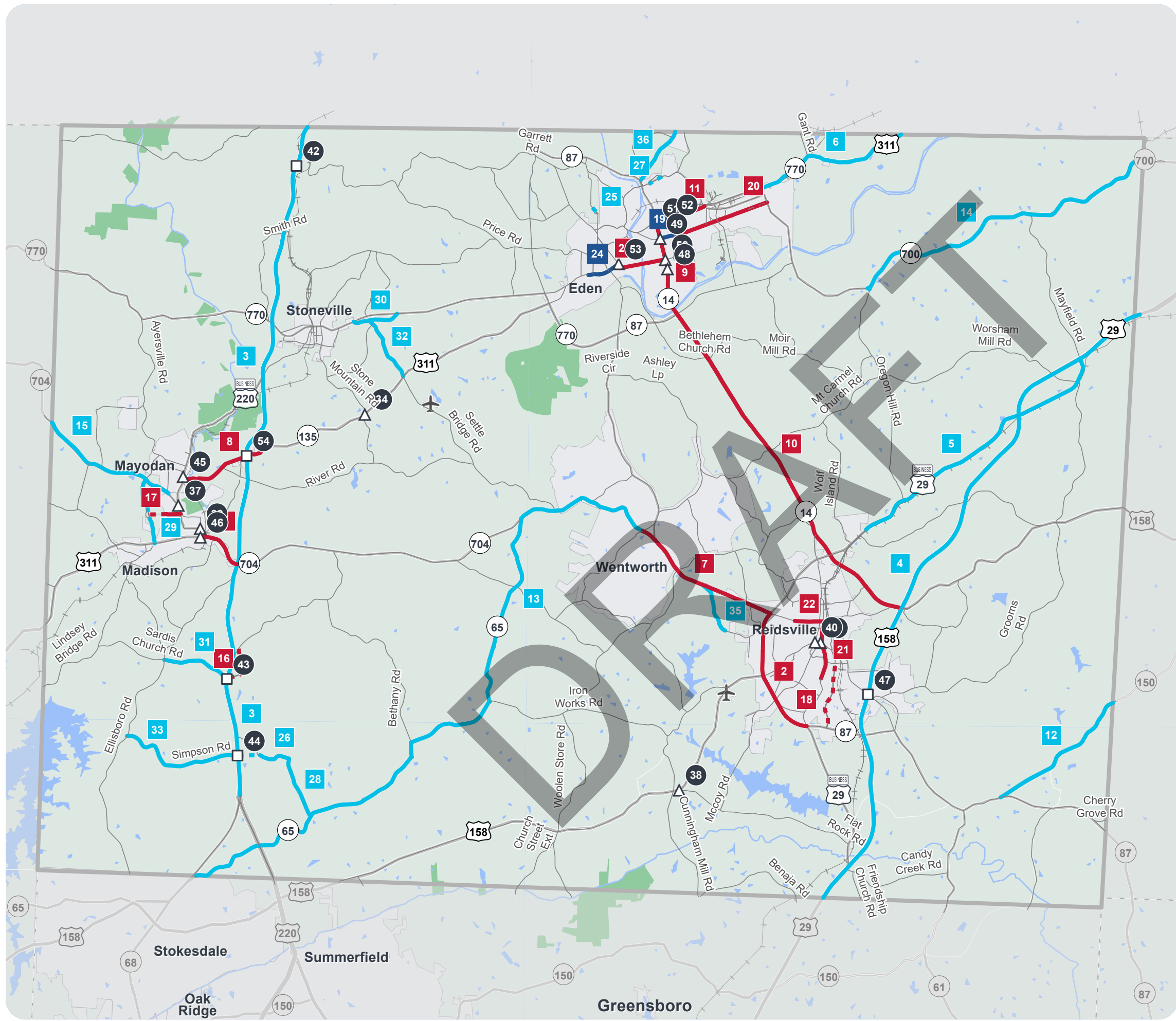


Sheet 2 of 4

Base map date: August 11, 2023

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DRAFT
Plan Date: June 29, 2026

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



ROCKINGHAM COUNTY Inset 1: Eden

Comprehensive Transportation Plan Highway Features

	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		
Other Features			
Studied Roads			
MPO Boundary			
Piedmont Triad RPO			



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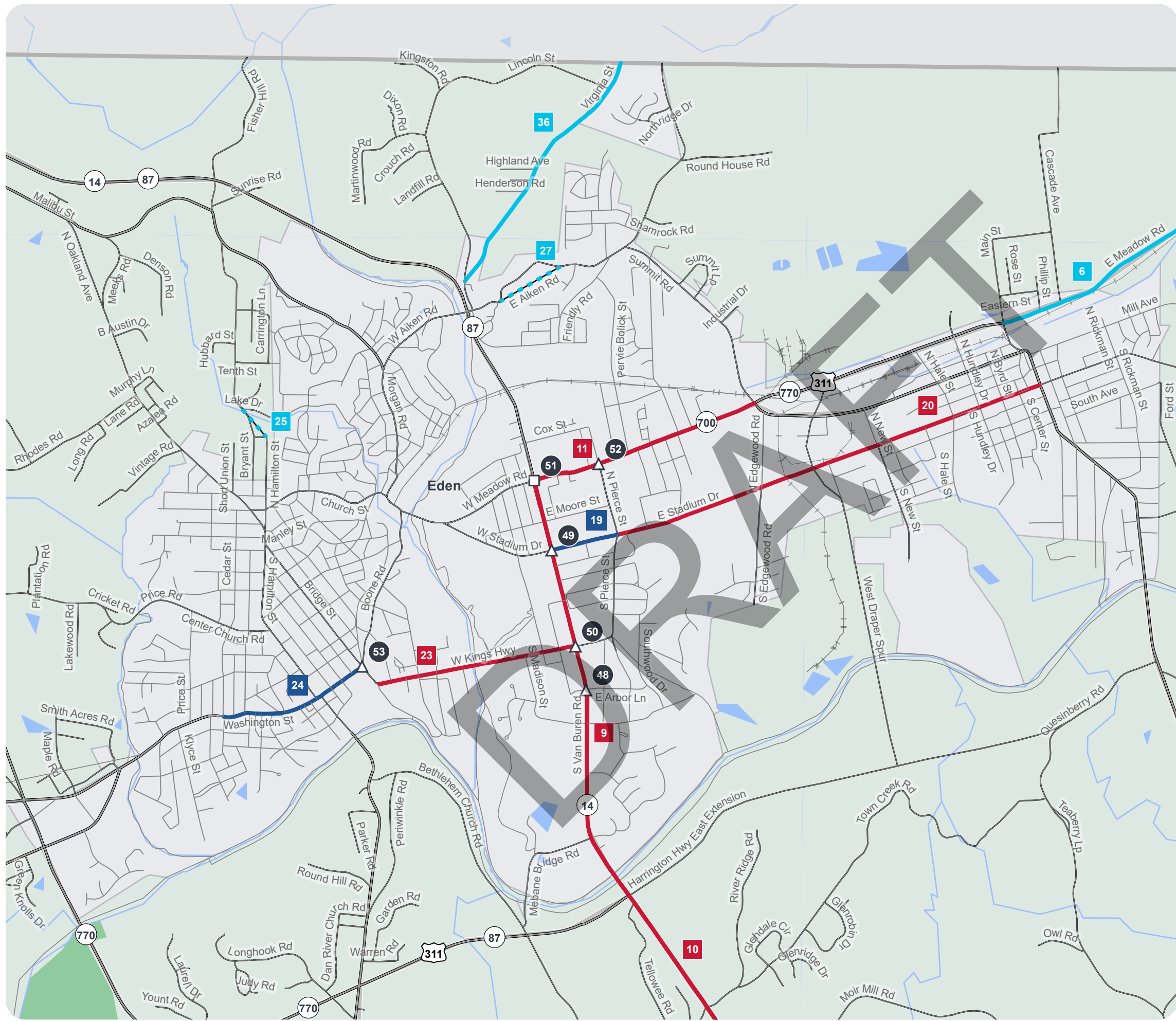
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Plan Date: February 25, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



ROCKINGHAM COUNTY Inset 2: Madison and Mayodan

Comprehensive Transportation Plan Highway Features

	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		

Other Features	
	Studied Roads
	MPO Boundary
	Piedmont Triad RPO



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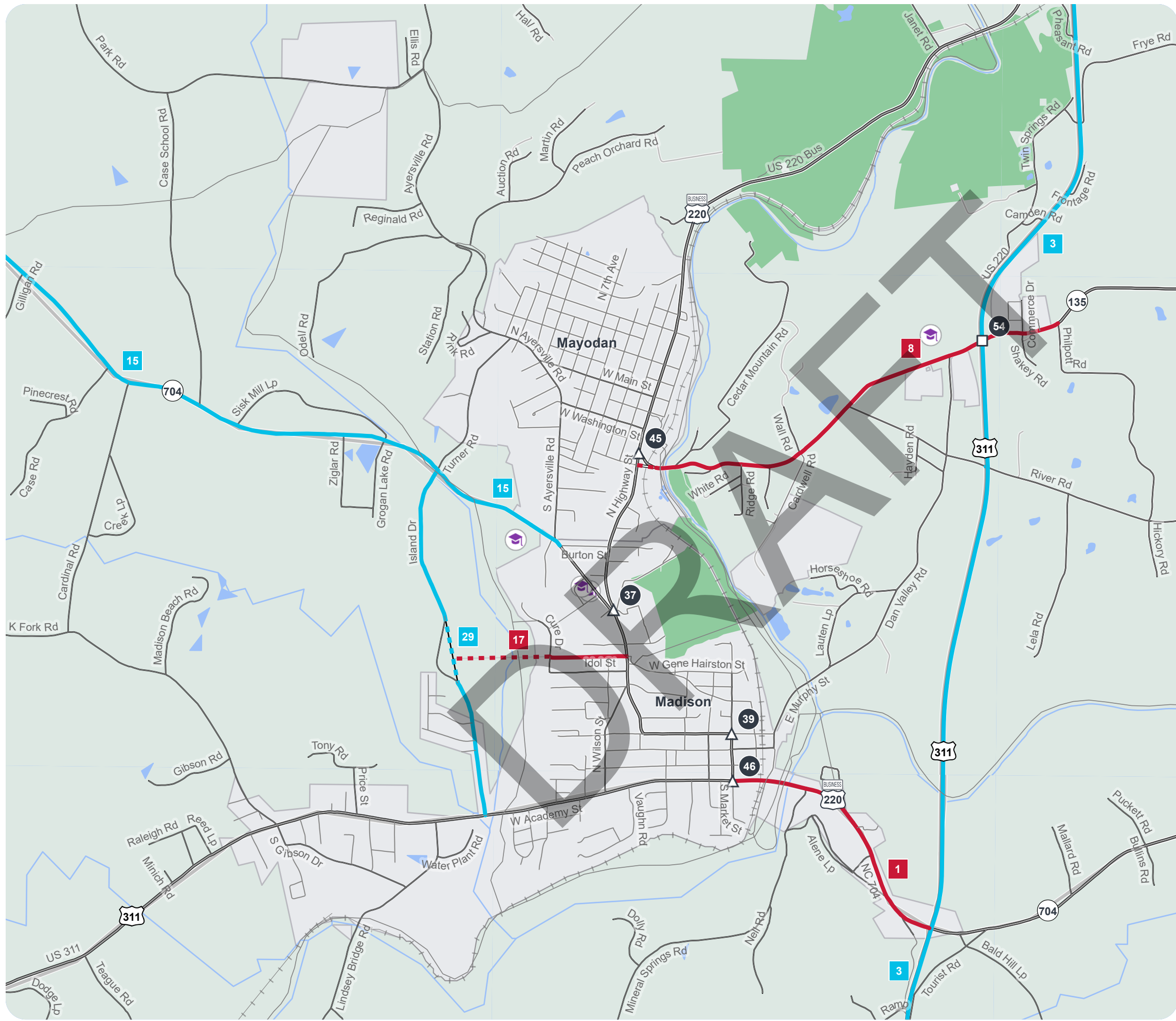
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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



ROCKINGHAM COUNTY Inset 3: Reidsville

Comprehensive Transportation Plan Highway Features

	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		

Other Features	
	Studied Roads
	MPO Boundary
	Piedmont Triad RPO



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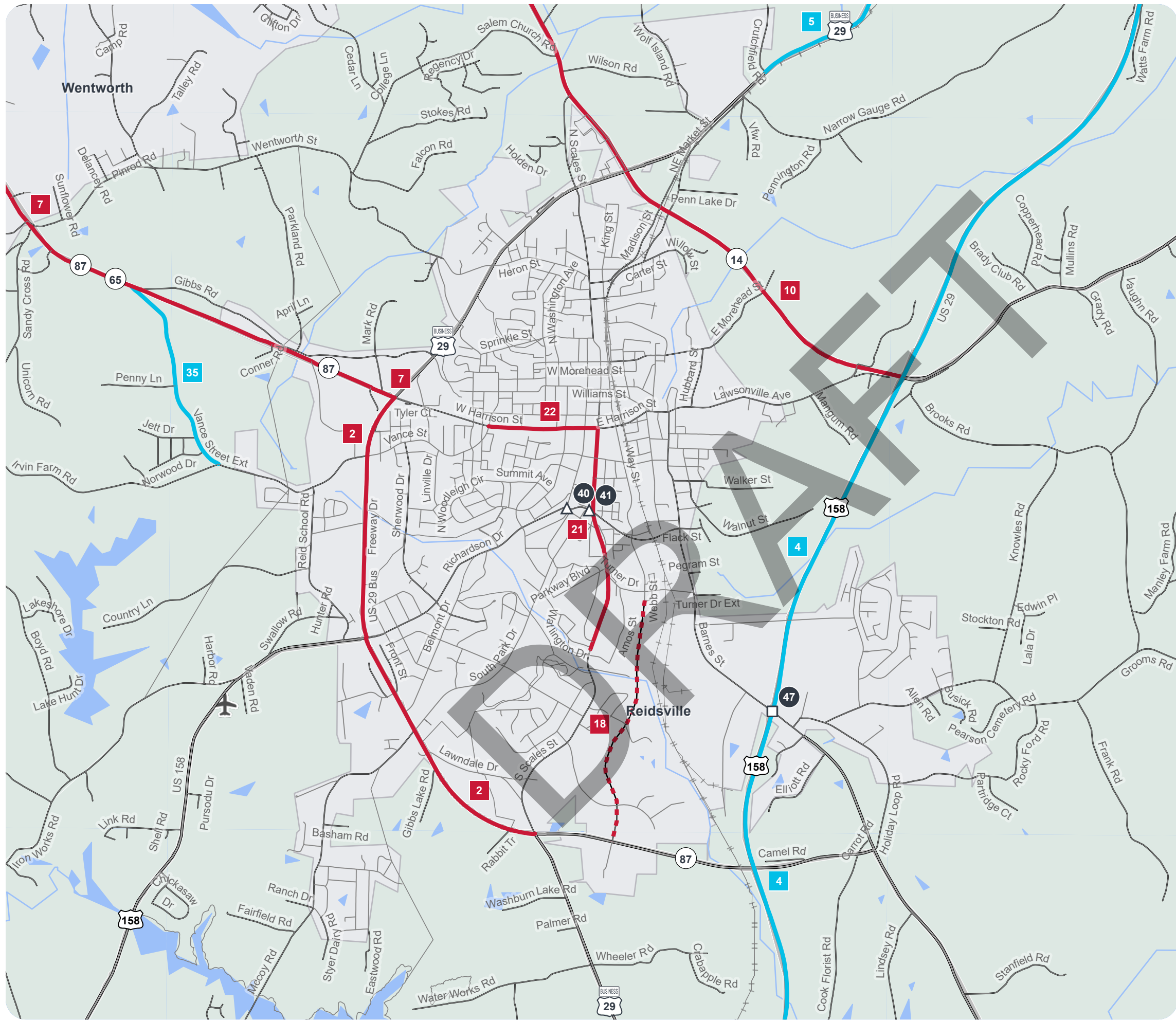
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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



ROCKINGHAM COUNTY Inset 4: Stoneville

Comprehensive Transportation Plan Highway Features



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

Other Features	
Studied Roads	—
MPO Boundary	□
Piedmont Triad RPO	□



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Sheet 2 of 4

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DRAFT
Plan Date: June 29, 2026

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



ROCKINGHAM COUNTY Inset 5: Wentworth

Comprehensive Transportation Plan Highway Features

	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		

Other Features	
	Studied Roads
	MPO Boundary
	Piedmont Triad RPO



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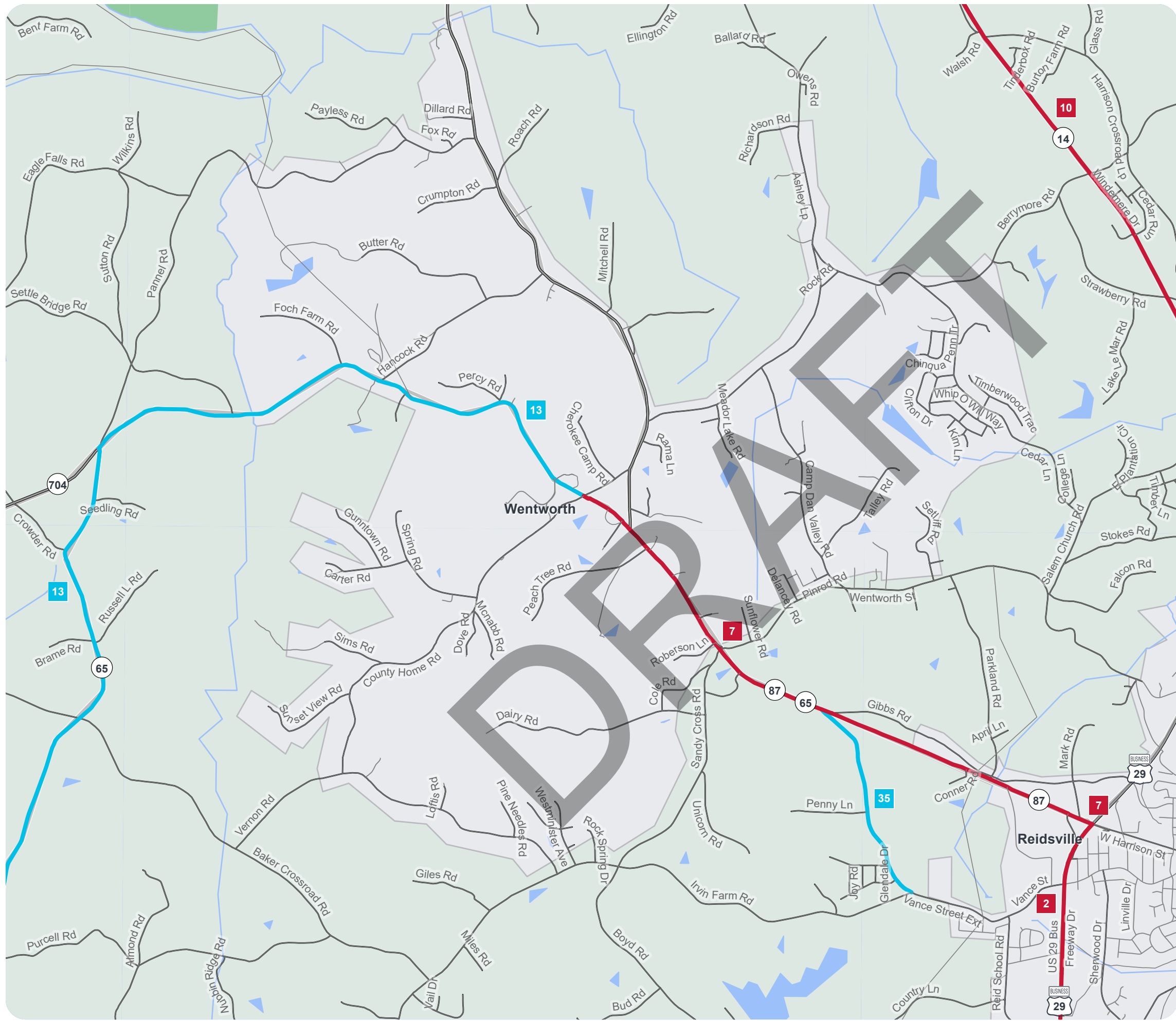
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Rockingham County Highway Recommendations

1

US 311 (W Academy St) :

From US 220 Bus to US 220 | 1.34 miles

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.

2

US 29 BUS:

From W Harrison St to S Scales St (SR 2670) | 3.53 miles

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.

3

US 220 :

From Virginia Stateline to NC 68 Interchange | 18.18 miles

Upgrade US 220 to Interstate standards from NC 68 to Virginia and construct interchanges at Martinsville Loop, Sardis Church Rd, NC 135 and Simpson Rd to improve statewide reliability and connectivity. This project includes transit recommendations.

4

US 29 :

From Caswell County to Guilford County | 18.85 miles

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.

5


US 29 BUS :

From Crutchfield Rd (SR 1941) to US 29 | 7.64 miles

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).



6

US 311 : 

From Main St to Virginia State Line | 4.64 miles

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.

7

NC 87 : 

From County Home Rd (SR 2371) to US 29 BUS | 4.14 miles

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.


8

NC 135 :  

From US 220 BUS to Philpott Rd (SR 2178) | 2.26 miles

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.

9

NC 14: 

From NC 770 to Tellowee Rd (SR 2723) | 3.52 miles

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.

10

NC 14 :

From Tellowee Rd to US 29 | 13.0 miles

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.

11

NC 770 :  

From NC 87 to Summit Ave | 2.21 miles

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.



12

NC 150:

From NC 87 to Caswell County | 4.01 miles

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

13

NC 65 :

From County Home Rd to Guilford County | 18.93 miles

Widen NC 65 to 12-foot lanes with paved shoulder from the Guilford County line to County Home Rd (SR 2371) to improve connectivity. This project also includes a multiuse path recommendation from County Home Rd to Crowder Rd and a rural fixed bus route from Pannel Rd to Settle Bridge Rd.


14

NC 700:

From Oregon Hill Rd to Caswell County | 8.85 miles

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

15

NC 704 : 

From Stokes County to S Ayersville Rd | 3.78 miles

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.

16

Baggage Road Connector :

From Baggage Rd to US 220 | 1.07 miles

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.

17

Chief Martin St :

From Island Dr to US 220 BUS | 0.85 miles

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.





18

Way St Extension:

From Brook Ln to US 158 | 1.72 miles

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.



19

E Stadium Dr (SR 1747) :  

From NC 14 to N Pierce St (SR 1962) | 0.39 miles

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.

20

E Stadium Dr (SR 1747):  

From N Pierce St to NC 700 | 2.59 miles

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.

21

S Scales St (SR 2670) :  

From W Harrison St to Watlington Dr | 1.54 miles

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.

22

W Harrison St (SR 2687):

From Vance St to S Scales St (SR 2670) | 0.74 miles

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.

23



W Kings Hwy (SR 2066) :  

From Bridge St to NC 14 | 1.21 miles

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.



24

Washington St (SR 1604) :  

From Cedar St to Bridge St (SR 1605) | 0.92 miles

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.

25

Bryant St (SR 1708) :

From Lake Dr to N Hamilton St (SR 1709) | 0.22 miles

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

26

Carlton Rd (SR 2337):

From US 220 to Griffin Rd (SR 2336) | 1.41 miles

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.

27

E Aiken Rd (SR 1714):

From Chatham Ct to 0.1 miles west of Cypress Hill Dr | 0.41 miles

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

28

Griffin Rd (SR 2236):

From Carlton Rd (SR 2337) to NC 65 | 1.66 miles

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.

29

Island Dr (SR 1169) :

From NC 704 to US 311 | 1.76 miles

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.

30

Priddy Loop (SR 1594) :

From NC 770 to Settle Bridge Rd | 1.23 miles

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.



31

Sardis Church Rd (SR 1128):

From Ellisboro Rd to US 220 | 1.82 miles

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.

32

Settle Bridge Rd (SR 2145) :

From Priddy Loop to NC 135 | 1.78 miles

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.

33

Simpson Rd (SR 1120):

From Ellisboro Rd to US 220 | 3.42 miles

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.

34

NC 135/Stone Mountain Rd (SR 2154):

0.0 miles

Improve intersection for safety and regional mobility.

35

Vance St Extension (SR 2413) :

From NC 87 to Irvin Farm Rd (SR 2410) | 1.42 miles

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.

36

Virginia St (SR 1716) :

From Virginia State Line to Lincoln St | 1.58 miles

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.

37

US 220 Bus and NC 704 and Ridge St:

0.0 miles

Improve the US 220 Bus, NC 704, and Ridge St intersection for safety, travel-time reliability, and regional mobility on this corridor



38

US 158 and Flat Rock Rd :

0.0 miles

Improve the US 158 and Flat Rock Rd (SR 2432) intersection for safety, travel-time reliability, and regional mobility on this corridor.

39

N Market St and E Decatur St :

0.0 miles

Improve intersection for safety, travel-time reliability, and regional mobility on this corridor.

40

Richardson Dr and S Main St and Northup St:

0.0 miles

Improve intersection for safety, travel-time reliability, and regional mobility on this corridor.

41

Richardson Dr and Boyd St and South Park Dr:

0.0 miles

Improve intersection for safety, travel-time reliability, and regional mobility on this corridor.

42

US 220 and Martinsville Loop:

0.0 miles

Upgrade US 220 to Interstate standards from NC 68 to Virginia and construct interchanges at Martinsville Loop, Sardis Church Rd, and Simpson Rd.

43

US 220 and Sardis Church Rd/Baggage Rd:

0.0 miles

Upgrade US 220 to Interstate standards from NC 68 to Virginia and construct interchanges at Martinsville Loop, Sardis Church Rd, and Simpson Rd.

44

US 220 and Simpson Rd/Carlston Rd:

0.0 miles

Upgrade US 220 to Interstate standards from NC 68 to Virginia and construct interchanges at Martinsville Loop, Sardis Church Rd, and Simpson Rd.

45

US 220 Bus and NC 135 :

0.0 miles

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.

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



47

US 220 Bus and US 311:

0.0 miles

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

48

NC 14 and W Arbor Ln :

0.0 miles

Improve intersection for safety, travel-time reliability, and regional mobility.

49

NC 14 and E Stadium Dr :

0.0 miles

Improve intersection for safety, travel-time reliability, and regional mobility on this corridor.

50

NC 14 and W Kings Hwy :

0.0 miles

Improve intersection for safety, travel-time reliability, and regional mobility on this corridor.

52

NC 770 and N Pierce St :

0.0 miles

Improve intersection for safety, travel-time reliability, and regional mobility on this corridor.

54

US 220 and US 311:

0.0 miles

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.





Rockingham County Public Transportation and Rail Recommendations

1

★ **US 29 :**

From Caswell County to Guilford County | 8.31 miles

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.

2

★ **US 220 :**

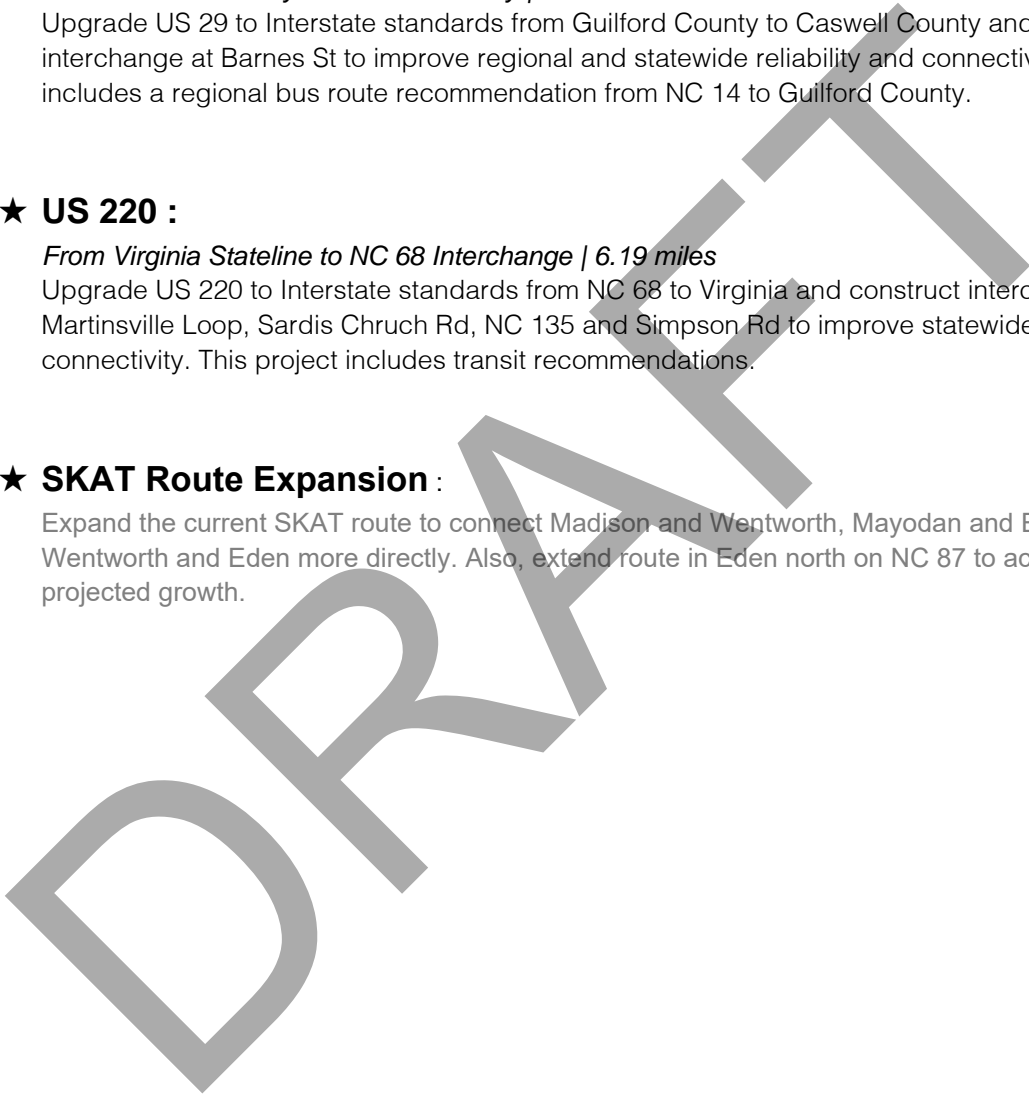
From Virginia Stateline to NC 68 Interchange | 6.19 miles

Upgrade US 220 to Interstate standards from NC 68 to Virginia and construct interchanges at Martinsville Loop, Sardis Church Rd, NC 135 and Simpson Rd to improve statewide reliability and connectivity. This project includes transit recommendations.

3

★ **SKAT Route Expansion :**

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.



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



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



ROCKINGHAM COUNTY Rockingham County Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		

Denotes Highway Incidental ★

Other Features

- Studied Roads
- MPO Boundary
- Piedmont Triad RPO



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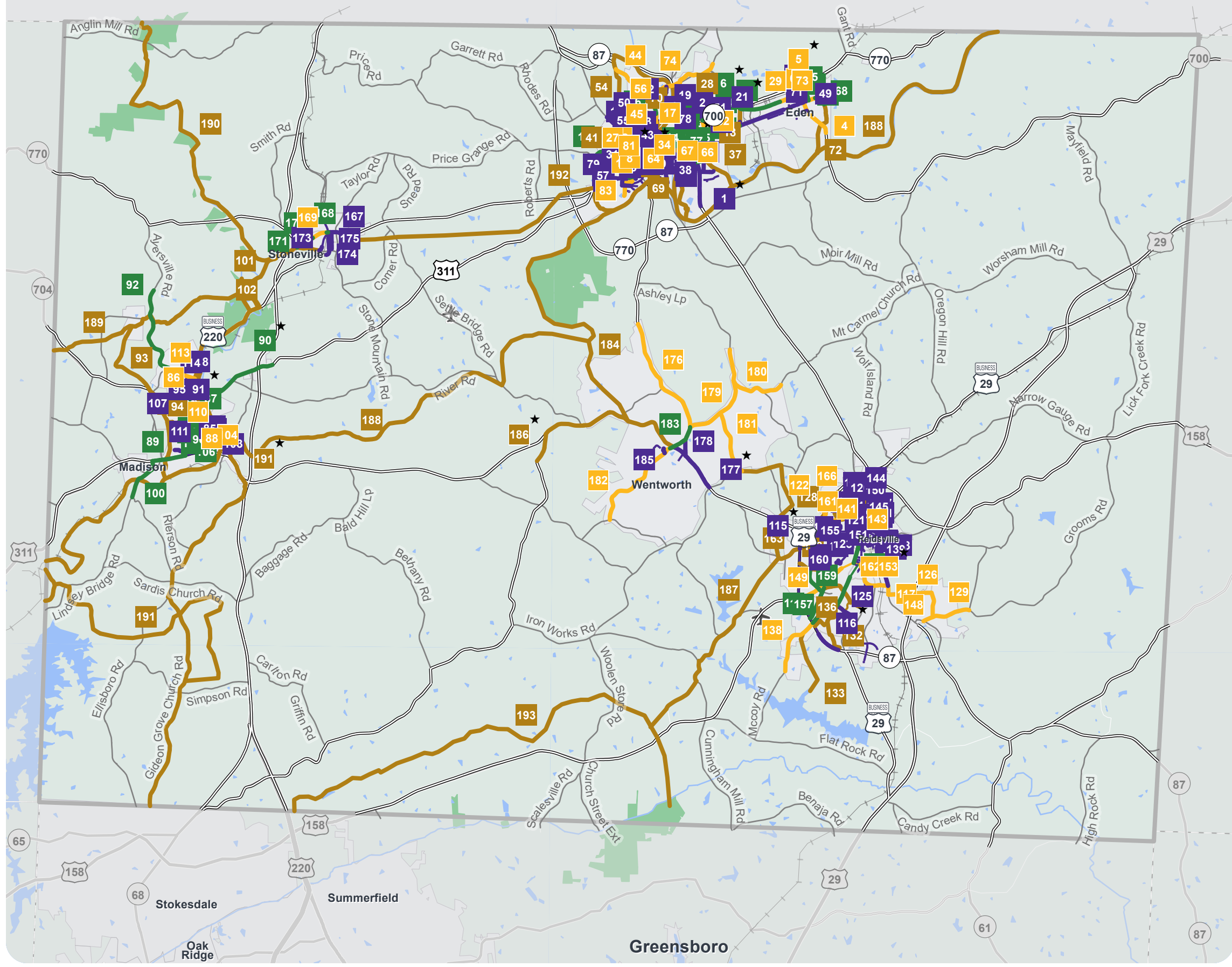
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Plan Date: June 29, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



ROCKINGHAM COUNTY Inset 1: Eden Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		

Denotes Highway Incidental

Other Features

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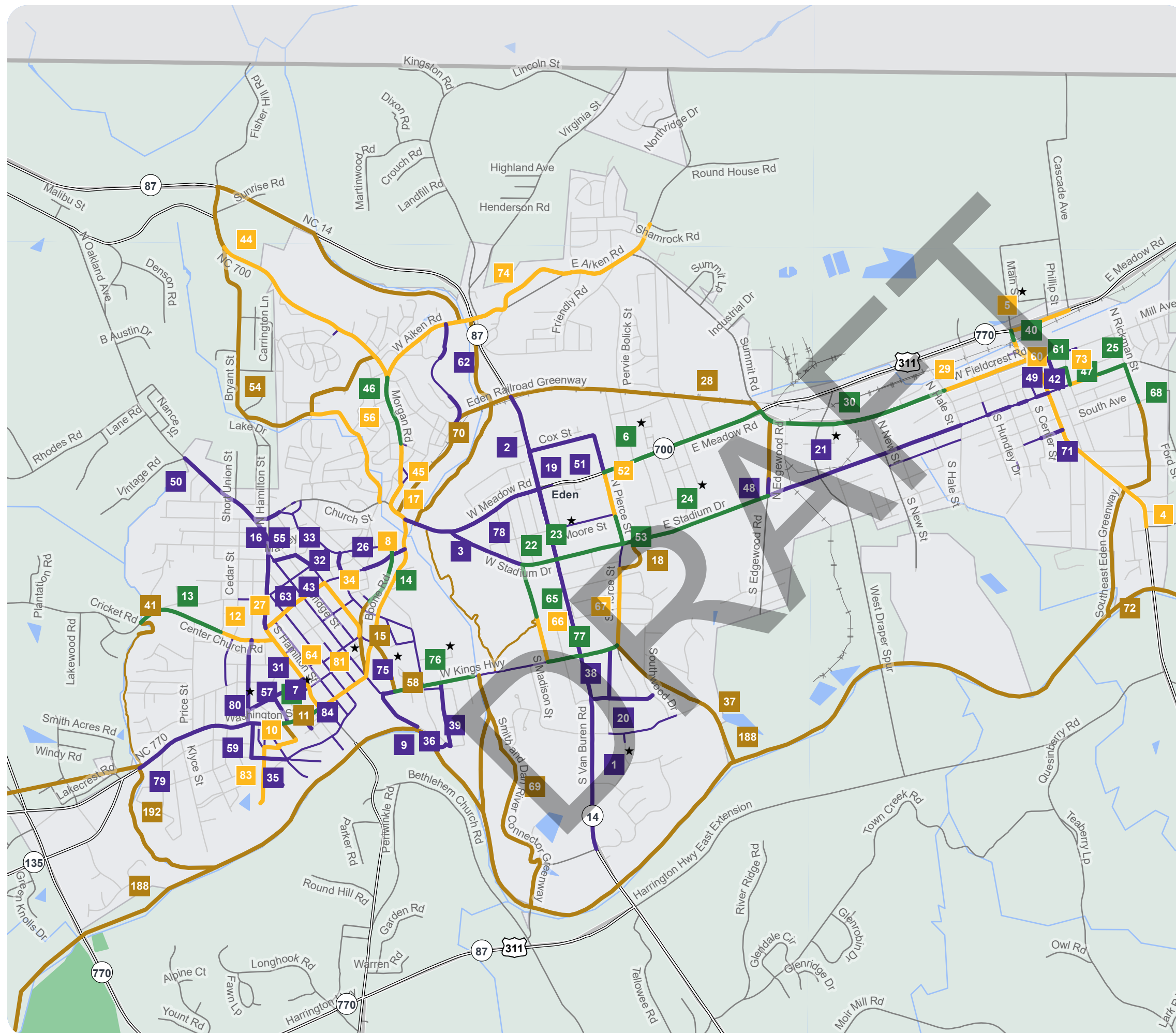
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BICYCLE / PEDESTRIAN RECOMMENDATIONS

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ROCKINGHAM COUNTY Inset 2: Madison and Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		

Denotes Highway Incidental ★

Other Features

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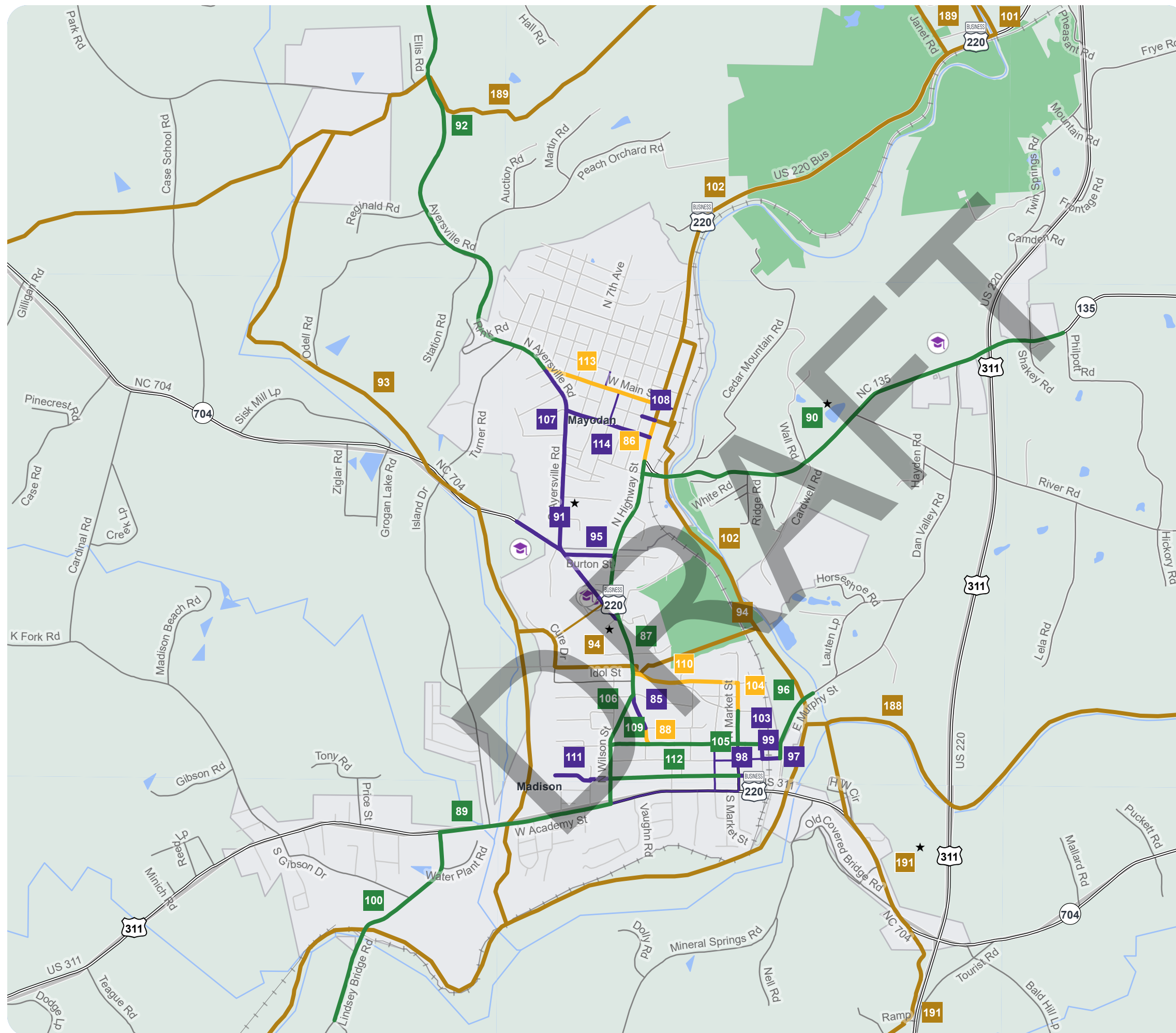
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BICYCLE / PEDESTRIAN RECOMMENDATIONS

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ROCKINGHAM COUNTY Inset 3: Reidsville Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		

Denotes Highway Incidental

Other Features

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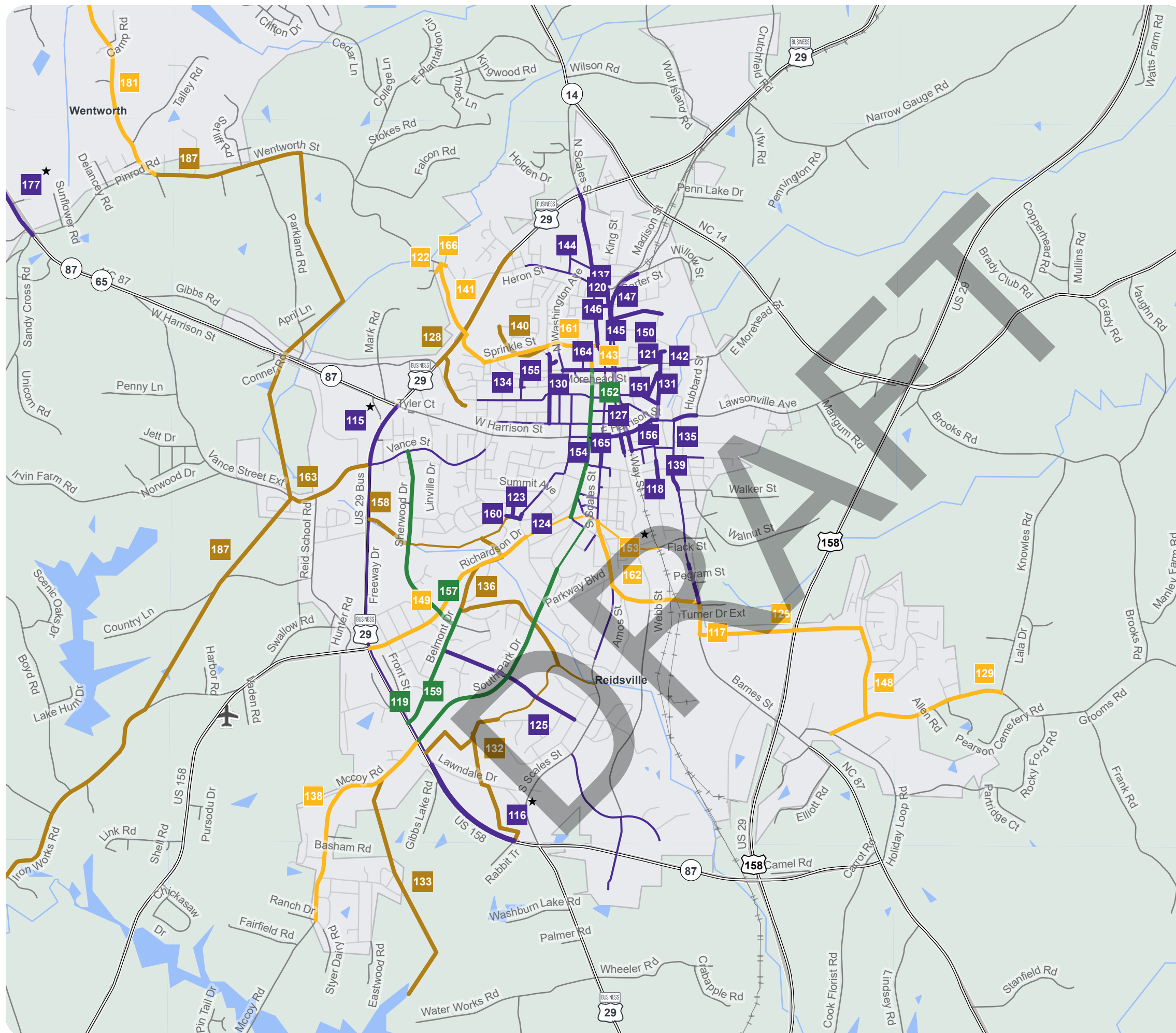
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BICYCLE / PEDESTRIAN RECOMMENDATIONS

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ROCKINGHAM COUNTY Inset 4: Stoneville Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		

Denotes Highway Incidental ★

Other Features

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



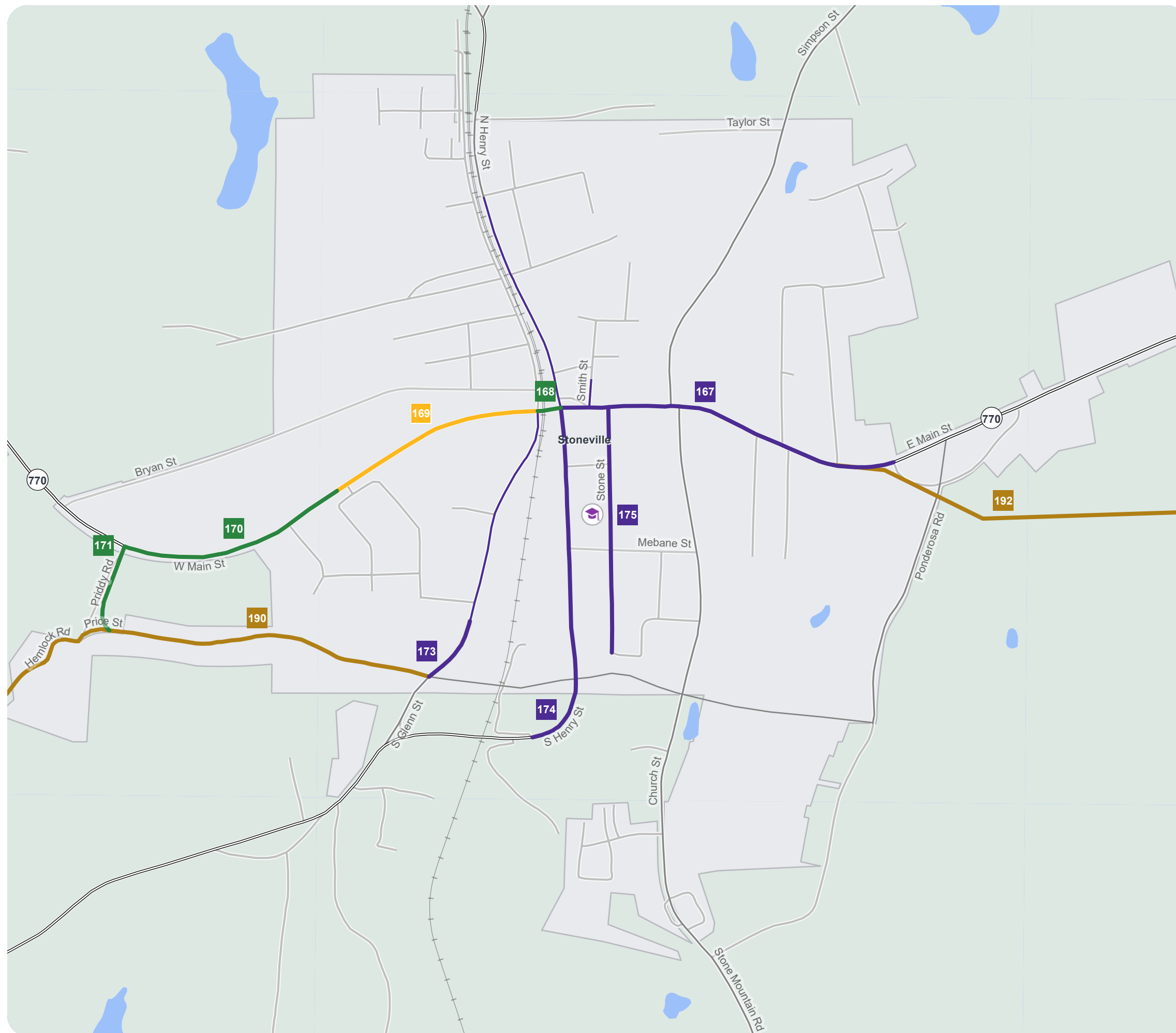
Sheet 4 of 4

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.

DRAFT
Plan Date: June 29, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



ROCKINGHAM COUNTY Inset 5: Wentworth Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		

Denotes Highway Incidental

Other Features

- Studied Roads
- MPO Boundary
- Piedmont Triad RPO



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



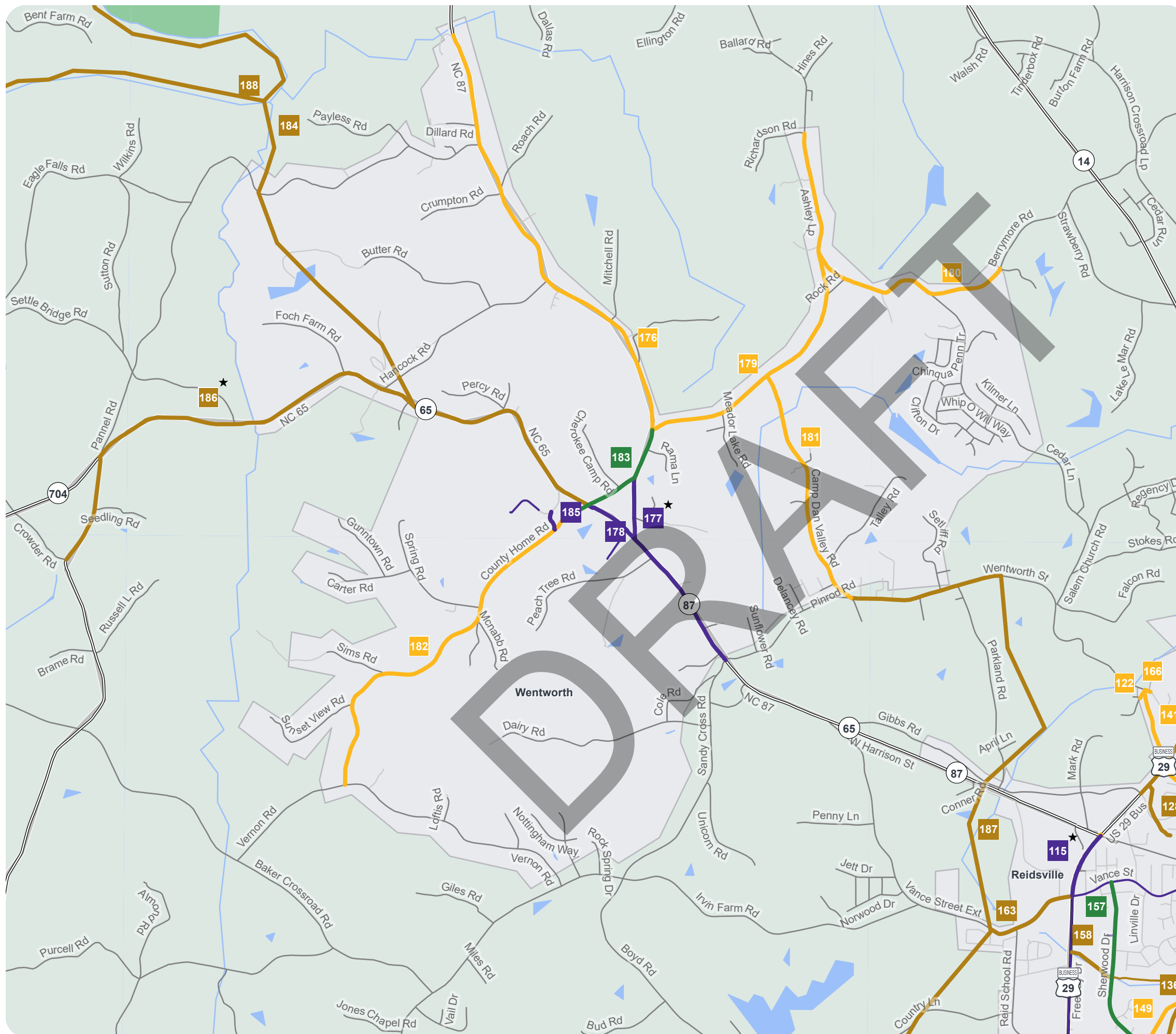
Sheet 4 of 4

Base map date: August 11, 2023

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WORKING COPY
Plan Date: February 25, 2026





Rockingham County Bicycle and Pedestrian Recommendations

1

NC 14:

From NC 770 to Tellowee Rd (SR 2723) | 5.34 miles

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.

2

NC 14:

From Norfolk Southern Railroad to NC 700 | 0.56 miles

Construct new sidewalks from Norfolk Southern Railroad to NC 700 to connect a variety of different businesses along NC 14 in Eden.

3

NC 700:

From Boone Rd (SR 3002) to NC 87 | 1.61 miles

Construct new sidewalks where needed from Boone Rd (SR 3002) to NC 87 to connect residents, businesses, a church, and the Smith River Greenway.

4

NC 700:

From Norfolk Southern Railroad to Third St (SR 1751) | 1.78 miles

Construct bike lanes from Norfolk Southern Railroad to Third St (SR 1751) to connect businesses, residents, and churches in eastern Eden.

5


US 311 :

From Main St to Virginia State Line | 0.7 miles

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.



6

NC 770 : 

From NC 87 to Summit Ave | 4.29 miles

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.

7

Anderson St: 

From Galloway St to Washington St (SR 1604) | 0.17 miles

Construct new sidewalks from Galloway St to Washington St (SR 1604) to connect residents and businesses in western Eden.

8

Boone Rd (SR 3002): 

From Church St (SR 1785) to Bridge St (SR 1605) | 0.96 miles

Construct bike lanes from Church St (SR 1785) to Bridge St (SR 1605) to connect downtown Eden, various businesses, and residents.

9

Bridge St: 

From W Kings Hwy (SR 2066) to Lynrock St | 0.36 miles

Construct new sidewalks where needed from Kings St to Lynrock St to connect downtown to Clearwater Park and the Dan River Greenway.

10

Burton St: 

From West Ave to Dead-End | 0.2 miles

Construct bike lanes from West Ave to Dead End to connect residents in southeastern Eden.

11

Burton St Sidepath: 

From Washington St (SR 1604) to Burton St | 0.12 miles

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

12

Center Church Rd (SR 1535): 

From Coleman St to S Hamilton St (SR 1561) | 0.32 miles

Construct bike lanes from Coleman St to S Hamilton St (SR 1561) to connect residents, a church, and Douglass Elementary School.



13

Center Church Rd (SR 1535): 

From Eden limits to Coleman St | 1.02 miles

Construct bike lanes and sidewalks from Eden limits to Coleman St to connect residents, churches, Douglass Elementary School, and a greenway.

14

Chestnut St: 

From Ash St to The Boulevard | 0.74 miles

Construct bike lanes and sidewalks from Ash St to The Boulevard to connect residents and businesses in central Eden.


15

Chestnut St Greenway: 

From Ash St to Bridge St (SR 2066) | 0.45 miles

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

16

Church St (SR 1785): 

From N Oakland Ave to The Boulevard | 0.16 miles

Construct new sidewalks from N Oakland Ave to The Boulevard to connect residents and churches in northern Eden.

17

Church St (SR 1785): 

From Church St (SR 1785) to Boone Rd (SR 3002) | 0.24 miles

Construct bike lanes from Church St (SR 1785) to Boone Rd (SR 3002) to connect businesses in northern Eden.

18

City Hall Sidepath: 

From E Stadium Dr (SR 1747) to S Pierce St (SR 1962) | 0.26 miles

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.

19

Cox St: 

From NC 87 to N Pierce St | 0.38 miles

Construct new sidewalks from NC 87 to N Pierce St to connect residents, local businesses, commercial shopping and Food Lion.





20

E Arbor Ln: 

From NC 14 to Southwood Dr | 0.36 miles

Construct new sidewalks from NC 14 to Southwood Dr to connect commercial centers, hotels, local businesses, and Walmart.



21

E Stadium Dr (SR 1747):  

From N Pierce St to NC 700 | 6.06 miles

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.



22

E Stadium Dr (SR 1747):  

From S Kennedy Ave to NC 14 | 0.4 miles

Construct bike lanes and sidewalks from S Kennedy Ave to NC 14 to connect businesses in western Eden.

23

E Stadium Dr (SR 1747) :  

From NC 14 to N Pierce St (SR 1962) | 0.78 miles

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.

24

E Stadium Dr (SR 1747):  

From N Pierce St to NC 700 | 6.06 miles

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.

25

E Stadium Dr (SR 1747):  

From 175 ft east of French St to N Rickman St | 0.32 miles

Construct bike lanes and sidewalks from 175 ft east of French St to N Rickman St to connect residents and Draper Elementary School.



26

Early Ave: 

From Vine St to Boone Rd (SR 3002) | 0.26 miles

Construct new sidewalks from Vine St to Boone Rd (SR 3002) to connect residents and businesses in central Eden.

27

Early Ave: 

From S Hamilton St (SR 1561) to Greenwood St | 0.71 miles

Construct bike lanes from S Hamilton St (SR 1561) to Greenwood St to connect residents, churches, and Bridge Street Recreation Center.

28

Eden Railroad Greenway:  

From W Meadow Rd (SR 3003) to E Stadium Dr (SR 1747) | 3.27 miles

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

29

Fieldcrest Rd: 

From N Hale St to NC 700 | 1.08 miles

Construct bike lanes from N Hale St to NC 700 to connect residents and businesses in eastern Eden.

30

Fieldcrest Rd (SR 1714):  

From NC 770 to N Hale St | 2.22 miles

Construct bike lanes and sidewalks from NC 770 to N Hale St to connect churches, residents, and businesses in eastern Eden.

31

Galloway St: 

From Patterson St to S Hamilton St (SR 2282) | 0.36 miles



Construct new sidewalks from Patterson St to S Hamilton St (SR 2282) to better connect residents to downtown.

32

Glovenia St: 

From The Boulevard to Early Ave | 0.14 miles

Improve existing sidewalks from The Boulevard to Early Ave to better connect residents in northwestern Eden.

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



33

Greenwood St: 

From Oak St to Irving Ave | 0.11 miles

Construct new sidewalks from Oak St to Irving Ave to better connect residents and a church in northwestern Eden.

34

Greenwood St: 

From Early Ave to Reeves St | 0.37 miles

Construct bike lanes from Early Ave to Reeves St to connect residents and churches in western Eden.

35

Harris St: 

From Reynolds St to McConnell Ave | 0.2 miles

Construct new sidewalks where needed from Reynolds St to McConnell Ave to connect residents, the Boys and Girls Club of Eden, and a church.

36

Highland Park Dr: 

From W Kings Hwy (SR 2066) to Lynrock St | 0.37 miles

Construct new sidewalks where needed from W Kings Hwy (SR 2066) to Lynrock St to connect residents and Clearwater Park in southern Eden.

37

Kings Hwy to Dan River Connector Greenway:  

From W Kings Hwy (SR 2066) to Dan River Greenway | 0.99 miles

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

38

Linden Dr: 

From E Kings Hwy (SR 1962) to E Arbor Ln | 0.28 miles

Construct new sidewalks from E Kings Hwy (SR 1962) to E Arbor Ln to connect commercial areas, hotels, local businesses, and Walmart.

39

Lynnrock St: 

From Highland Dr to Highland Park Dr | 0.03 miles

Construct new sidewalks from Highland Dr to Highland Park Dr to connect residents and Clearwater Park in southern Eden.

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



40

Main St (SR 3007): 

From NC 770 to Norfolk Southern Railroad | 0.24 miles

Construct bike lanes and sidewalks from NC 770 to Norfolk Southern Railroad to connect businesses in northern Eden.

41

Matrimony Creek Greenway Extension: 

From Center Church Rd to Matrimony Creek Greenway | 0.19 miles

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

42

Mill Ave: 

From NC 700 to N High St | 0.06 miles

Improve existing sidewalk from NC 700 to N High St to better connect residents and businesses in northern Eden.

43

Monroe St: 

From Irving Ave to Early Ave | 0.12 miles

Construct new sidewalks from Irving Ave to Early Ave to connect residents to the Bridge Street Recreation Center.

44

Morgan Rd (SR 3004): 

From Bryant St (SR 1708) to W Aiken Rd (SR 1714) | 1.23 miles

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.

45

Morgan Rd (SR 3004): 

From Grove St to Church St (SR 1785) | 0.74 miles


Construct bike lanes from Grove St to Church St (SR 1785) to connect residents, businesses, and the Garden of Eden Senior Center.

46

Morgan Rd (SR 3004): 

From Grove St to W Aiken Rd (SR 1714) | 0.98 miles

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.

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



47

N Bethel St:  

From Ridge Ave to E Stadium Dr (1747) | 0.2 miles

Construct bike lanes and sidewalks from Ridge Ave to E Stadium Dr (1747) to connect residents and Draper Elementary School in eastern Eden.

48

N Edgewood Rd: 

From E Stadium Dr to 700 ft north of E Stadium Dr | 0.1 miles

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.

49

N High St: 

From Mill Ave to E Stadium Dr (SR 1747) | 0.19 miles

Improve existing sidewalk from Mill Ave to E Stadium Dr (SR 1747) to better connect residents and Draper Elementary School in eastern Eden.

50

N Oakland Ave (SR 1605): 

From Vintage Rd (SR 1560) to Manley St | 0.67 miles

Construct new sidewalks from Vintage Rd (SR 1560) to Manley St to connect residents, a rehab center, apartments, a church, and local businesses.

51

N Pierce St (SR 1962): 

From Cox St to NC 700 | 0.22 miles

Construct new sidewalks from Cox St to NC 700 to connect a commercial center, businesses, residents, and Food Lion.

52

N Pierce St (SR 1962): 

From NC 700 to 70 ft south of E Moore St | 0.52 miles

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.

53

N Pierce St (SR 1962):  

From 70 ft south of E Moore St to E Stadium Dr (SR 1747) | 0.32 miles

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.



54

Northwest Eden Greenway: 

From Morgan Rd (SR 3004) to W Aiken Rd (SR 1714) | 4.55 miles

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

55

Oak St: 

From Bridge St (SR 1605) to Greenwood St | 0.09 miles

Construct new sidewalks from Bridge St (SR 1605) to Greenwood St to connect residents and a church in Eden.

No record found in the ProjectProposal table:

0 miles

No Proposal Description entered in the ProjectSheetLongText table.

56

Park Rd: 

From Ayden Rd to Church St (SR 1785) | 0.75 miles

Construct bike lanes from Ayden Rd to Church St (SR 1785) to connect residents, Spray Recreation Park, and a church in northern Eden.

57

Patterson St: 

From Center Church Rd to Washington St (SR 1604) | 0.96 miles

Construct new sidewalks from Center Church Rd to Washington St (SR 1604) to connect residents in southwestern Eden.

58

Reeves St Greenway: 

From Reeves St to Bridge St (SR 2066) | 0.32 miles

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.

59

Reynolds St: 

From Washington St (SR 1604) to Harris St | 0.2 miles

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.



60

Ridge Ave: 

From NC 700 to N High St | 0.07 miles

Construct bike lanes from NC 700 to N High St to connect businesses and residents in eastern Eden.

61

Ridge Ave:  

From N High St to N Bethel St | 0.16 miles

Construct bike lanes and sidewalks from N High St to N Bethel St to connect residents and Draper Elementary School in eastern Eden.

62

Riverside Dr: 

From W Aiken (SR 1714) to 50 ft north of Washburn Ave | 0.39 miles

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.

63

S Hamilton St (SR 1561): 

From Manley St to Early Ave | 0.91 miles

Construct new sidewalks from Manley St to Early Ave to connect a variety of businesses along S Hamilton St in western Eden.

64

S Hamilton St (SR 1561): 

From Early Ave to Washington St (SR 1604) | 0.64 miles

Construct bike lanes from Early Ave to Washington St (SR 1604) to connect businesses and residents in western Eden.

65

S Kennedy Av:  

From W Stadium Dr (SR 1747) to Smith River Greenway | 0.62 miles


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.

66

S Kennedy Ave: 


From W Kings Hwy to Smith River Greenway | 0.27 miles

Construct bike lanes from W Kings Hwy to Smith River Greenway to connect businesses, the Eden Family YMCA, and an existing greenway.

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



67

S Pierce St (SR 1962): 

From W Kings Hwy to City Hall Dr | 0.44 miles

Construct bike lanes from W Kings Hwy to City Hall Dr to connect businesses, residents, a library, Grogan Park, City Hall, and UNC Health.

68

S Rickman St:  

From N Rickman St to South Ave | 0.46 miles

Construct bike lanes and sidewalks from N Rickman St to South Ave to connect residents in eastern Eden.

69

Smith and Dan River Connector Greenway:  

From Smith River Greenway to Dan River Greenway | 1.34 miles

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

70

Smith River Greenway:  

From E Aiken Rd (SR 1714) to W Meadow Rd (SR 3003) | 1.37 miles

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

71

South Ave: 

From S Center St to NC 700 | 0.13 miles

Improve sidewalk from S Center St to NC 700 to better connect residents in eastern Eden.


72

Southeast Eden Greenway:  

From South Ave to Dan River Greenway | 1.36 miles

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

73


Stadium Dr (SR 1747): 

From N Bethel St to 200 ft east of French St | 0.18 miles

Construct bike lanes from N Bethel St to 200 ft east of French St to connect residents and Draper Elementary School in eastern Eden.



74

W Aiken Rd (SR 1714): 

From Morgan Rd (SR 3004) to Shamrock Rd (SR 1794) | 3.61 miles

Construct bike lanes from Morgan Rd (SR 3004) to Shamrock Rd (SR 1794) to connect businesses, churches, and residents.



75

W Kings Hwy (SR 2066): 

From Bridge St (SR 2066) to 450 ft east of Bridge St (SR 2066) | 0.14 miles

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.

76

W Kings Hwy (SR 2066) :  

From Bridge St to NC 14 | 2.06 miles

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.

77

W Kings St (SR 2066):  

From NC 14 to S Pierce St (SR 1962) | 0.44 miles

Construct bike lanes and sidewalks from NC 14 to S Pierce St (SR 1962) to connect a commercial center, businesses, and a hospital.

78

W Stadium Dr (SR 1747): 

From W Meadow St to N Kennedy Ave | 0.45 miles

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.

79



Washington St (SR 1604): 

From Matrimony Creek to Cedar St | 0.57 miles

Construct new sidewalks from Matrimony Creek to Cedar St to connect businesses, churches, and residents, as well as the Matrimony Creek Greenway.





80

Washington St (SR 1604) :  

From Cedar St to Bridge St (SR 1605) | 2.1 miles

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.



81

Washington St (SR 1604) :  

From Cedar St to Bridge St (SR 1605) | 2.1 miles

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.

82

Washington St (SR 1604) :  

From Cedar St to Bridge St (SR 1605) | 2.1 miles

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.

83

West Ave: 

From Burton St to Dead-End | 0.33 miles

Construct bike lanes from Burton St to Dead End to connect residents, businesses, a church and the Boys and Girls Club of Eden.

84

Wright St: 

From Washington St (SR 1604) to Burton St | 0.08 miles

Improve existing sidewalk from Washington St (SR 1604) to Burton St to better connect residents and businesses in southwestern Eden.

85

US 220 BUS: 

From W Short Ave to Carter St | 0.17 miles

Construct sidewalk where needed from W Short Ave to Carter St to better connect businesses and residents in central Madison.



86

US 220 BUS: 

From E Adams St to NC 135 | 0.21 miles

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.

87

US 220 BUS:  

From NC 135 to N Wilson St (SR 1752) | 2.38 miles

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.



88

US 220 BUS: 

From Carter St to W Decatur St | 0.08 miles

Construct bike lanes from Carter St to W Decatur St to connect residents in central Madison.

89

US 311 :  

From Lindsey Bridge Rd (SR 1138) to S Wilson St (SR 1752) | 1.68 miles

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.


90

NC 135 :  

From US 220 BUS to Philpott Rd (SR 2178) | 6.72 miles

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.



91

NC 704 : 

From Stokes County to S Ayersville Rd | 0.58 miles


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.

92

Ayersville Rd (SR 1300):  

From Manuel Rd (SR 1335) to W Main St (SR 1305) | 4.94 miles

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.

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



93

Big Beaver Island Creek Greenway: 

From Dan River Greenway to Farris Park | 4.64 miles

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

94

Big Beaver to Mayo River Sidepath: 

From Big Beaver Island Creek Greenway to Mayodan Connector | 1.4 miles

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


95

Burton St: 

From NC 704 to Hwy St | 0.24 miles

Construct new sidewalks from NC 704 to Hwy St to connect a library, residents, and several businesses, including including Food Lion.

96

Dan Valley Rd (SR 2177): 

From E Murphy St to Mayo River | 0.74 miles

Construct bike lanes and sidewalks from E Murphy St to Mayo River to connect greenways and downtown Madison.

97

E Dectaur St: 

From N Dalton St to Norfolk Southern Railroad | 0.03 miles

Construct new sidewalks from N Dalton St to Norfolk Southern Railroad to better connect downtown Madison.


98

E Hunter St: 

From US 220 BUS to S Dalton St | 0.12 miles

Construct sidewalks where needed from US 220 BUS to S Dalton St to better connect downtown Madison and residents.

99

E Murphy St (SR 2177): 

From N Dalton St to N Water St (SR 2177) | 0.09 miles

Construct new sidewalks from N Dalton St to N Water St (SR 2177) to connect downtown Madison businesses.

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



100

Lindsey Bridge Rd (SR 1138): 

From Rierson Rd (SR 1143) to US 311 | 2.24 miles

Construct bike lanes and sidewalks from Rierson Rd (SR 1143) to US 311 to connect residents, Madison River Park, a church, and businesses.

101

Mayo River Connector: 

From US 220 Bus to Northwest Rockingham Greenway | 2.51 miles

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

102

Mayodan Connector: 

From Dan River Greeway to Farris Park to State Park Connector | 5.06 miles

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

103

N Dalton St: 

From E Decatur St to E Murphy St (SR 2177) | 0.07 miles

Construct new sidewalks from E Decatur St to E Murphy St (SR 2177) to connect downtown Madison businesses.

104

N Market St (SR 1199): 

From W Gene Hairston St to E Cardwell St | 0.14 miles

Construct bike lanes from W Gene Hairston St to E Cardwell St to connect residents in eastern Madison.


105

N Market St (SR 1199): 

From E Cardwell St to E Decatur St | 0.64 miles

Construct bike lanes and sidewalks from E Cardwell St to E Decatur St to connect residents, a church, and businesses to downtown Madison.

106

N Wilson St (SR 1752): 

From US 220 BUS to US 311 | 1.12 miles

Construct bike lanes and sidewalks from US 220 BUS to US 311 to connect residents and businesses in central Madison.

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



107

S Ayersville Rd (SR 1300): 

From Main St (1305) to US 220 BUS | 1.34 miles

Construct new sidewalks where needed from Main St (1305) to NC 704 to connect residents, the fire department, churches, and industrial sites.

108

W Adams St: 

From S 3rd Ave to US 220 BUS | 0.07 miles

Construct new sidewalks where needed from S 3rd Ave to US 220 BUS to connect residents and several churches in eastern Mayodan.

109

W Decatur St:  

From N Wilson St (SR 1752) to N Dalton St | 1.48 miles

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.

110

W Gene Hairston St: 

From US 220 BUS to N Market St (SR 1199) | 0.52 miles

Construct bike lanes from US 220 BUS to N Market St (SR 1199) to connect residents, industrial sites, businesses, and a Nat Wall Park.

111

W Hunter St: 

From Dead-End to S Wilson St (SR 1152) | 0.28 miles

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.


112

W Hunter St:  

From S Wilson St (SR 1752) to N Market St (SR 1199) | 1.24 miles

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.

113

W Main St (SR 1305): 

From N Ayersville Rd (SR 1300) to US 220 BUS | 0.59 miles

Construct bike lanes from N Ayersville Rd (SR 1300) to US 220 BUS to connect businesses, residents, a church and a park.

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



114 W Washington St (SR 1302): 

From S Ayersville Rd (SR 1300) to US 220 BUS | 0.43 miles

Construct new sidewalks where needed from S Ayersville Rd (SR 1300) to US 220 BUS to better connect residents in southern Mayodan.

115 US 29 BUS: 

From W Harrison St to S Scales St (SR 2670) | 2.24 miles

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.

116 US 29 BUS: 

From W Harrison St to S Scales St (SR 2670) | 2.24 miles

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.

117 Barnes St (SR 2817): 

From Turner Rd to Drum Rd | 0.22 miles

Construct bike lanes from Turner Rd to Drum Rd to connect an industrial site, residents, and businesses in southern Reidsville.

118 Barnes St (SR 2877): 

From Martin St to Turner Dr | 0.38 miles

Construct new sidewalks where needed from Martin St to Turner Dr to connect residents, a cemetery, and a convenience store.


119 Belmont Dr:  

From US 29 BUS to Oakcrest Dr | 1.7 miles

Construct bike lanes and sidewalks from US 29 BUS to Oakcrest Dr to connect businesses, residents, and a church in western Reidsville.



120

Carter St (SR 2545): 

From N Scales St (SR 3130) to NW Market St | 0.09 miles

Improve existing sidewalk from N Scales St (SR 3130) to NW Market St to better connect businesses and residents in northern Reidsville.

121

Church St: 

From S Branch St to Holderby St | 0.2 miles

Improve existing sidewalks from S Branch St to Holderby St to better connect residents in Reidsville.

122

Clovercrest Dr (SR 2001): 

From Cox St to Wentworth St | 0.06 miles

Construct bike lanes from Cox St to Wentworth St to connect residents in northwestern Reidsville.

123

Courtland Ave: 

From Green St to Crescent Dr | 0.1 miles

Construct new sidewalks from Green St to Crescent Dr to connect residents and Courtland Park in central Reidsville.

124

Crescent Dr: 

From Courtland Ave to 300 ft north of Courtland Ave | 0.04 miles

Construct new sidewalks from Courtland Ave to 300 ft north of Courtland Ave to connect residents in central Reidsville.

125

Cypress Dr: 

From Belmont Dr to Westover Dr | 1.01 miles

Construct new sidewalks from Belmont Dr to Westover Dr to connect residents, the Reidsville Swim Club, the Reidsville Senior High School, and Jaycee Park.

126


Drum Rd: 

From Barnes St (SR 2817) to Prickrell Rd | 1.09 miles

Construct bike lanes from Barnes St (SR 2817) to Prickrell Rd to connect residents in eastern Reidsville.



127

E Harrison St (SR 2687): 

From S Scales St (SR 2670) to Lawsonville Ave | 0.39 miles

Improve existing sidewalks from S Scales St (SR 2670) to Lawsonville Ave to better connect businesses and residents in central Reidsville.


128

Freeway Gibbs Sidepath:  

From Deerfield Dr to HK Gibbs Park | 1.3 miles

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.

129

Grooms Dr (SR 2571): 

From Holiday Loop Rd to Knowles Rd (SR 2588) | 1.21 miles

Construct bike lanes from Holiday Loop Rd to Knowles Rd (SR 2588) to connect businesses, industrial sites, and residents in southeastern Reidsville.

130

Habitat Pl: 

From N Washington Ave to Dead-End | 0.05 miles

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.

131

Holderby St: 

From S Harris St to S Branch St | 0.19 miles

Improve existing sidewalks from S Harris St to S Branch St to connect residents, churches, and Lawonsville Avenue Elementary School in central Reidsville.

132

Jaycee Park Trail Extensions:  

From US 29 BUS to Reidsville Senior High School | 1.58 miles

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.

133

Lake Reidsville Greenway:  

From McCoy Rd (SR 2431) to Lake Reidsville | 1.61 miles

Construct a multiuse path from McCoy Rd (SR 2431) to Lake Reidsvill to connect residents, Lake Reidsville, businesses, and a shopping center with a Food Lion in western Reidsville.



134

Lamberth St: 

From Edwards St to Prince Williams St | 0.06 miles

Improve existing sidewalks from Edwards St to Prince Williams St to connect residents in central Reidsville.

135

Lawsonville Ave (SR 2687): 

From Barnes St (SR 2877) to Hubbard St (SR 2544) | 0.16 miles

Improve existing sidewalks from Barnes St (SR 2877) to Hubbard St (SR 2544) to connect residents and businesses in eastern Eden.


136

Little Troublesome Creek Greenway:  

From Green St to Jaycee Park | 1.6 miles

Construct a multiuse path from Green St to Jaycee Park to connect residents, an existing greenway, and Jaycee Park.

137

Madison St (SR 2671): 

From N Scales St (SR 3130) to NW Market St | 0.09 miles

Improve existing sidewalk from N Scales St (SR 3130) to NW Market St to better connect residents, businesses, and a church in northern Reidsville.

138

McCoy Rd (SR 2437): 

From US 29 BUS to Ranch Dr (SR 2932) | 1.55 miles

Construct bike lanes from US 29 BUS to Ranch Dr (SR 2932) to connect businesses, churches, and residents.

139

Montgomery St: 

From Neal St to E Ransom St | 0.17 miles

Improve existing sidewalks from Neal St to E Ransom St to better connect residents in central Reidsville.

140

Moore Street Connector:  

From Moore St to Sprinkle St | 0.45 miles

Construct a multiuse path from Moore St to Sprinkle St to connect residents, Moss Street Elementary, Booker T Washington Learning Center, and a church.



141

Moss St: 

From Wentworth St to Sprinkle St | 0.78 miles

Construct bike lanes from Wentworth St to Sprinkle St to connect residents, a church, and Moss Street Elementary in northwestern Reidsville.

142

N Branch St: 

From E Morehead St to Dead-End | 0.11 miles

Improve sidewalks from E Morehead St to Dead End to connect residents in northeastern Reidsville.


143

N Main St: 

From Sprinkle St to W Morehead St | 0.16 miles

Construct bike lanes from Sprinkle St to W Morehead St to connect businesses, residents, a church and government offices.

144

N Scales St (SR 3130): 

From US 29 BUS to Field St | 0.56 miles

Improve existing sidewalks from US 29 BUS to Field St to better connect residents and a church in northern Reidsville.

145

N Scales St (SR 3130): 

From Carter St (SR 2545) to Sprinkle St | 0.27 miles

Improve existing sidewalks from Carter St (SR 2545) to Sprinkle St to connect businesses and industrial sites in northern Reidsville.

146

NE Market St (SR 2545): 

From Staples St to Pennsylvania Ave | 0.5 miles

Construct new sidewalks where needed from Staples St to Pennsylvania Ave to connect residents and industrial sites in northern Reidsville.

147

NW Market St: 

From Madison St (SR 2671) to Carter St (SR 2545) | 0.11 miles

Improve existing sidewalks from Carter St (SR 2545) to Sprinkle St to connect businesses, residents, and industrial sites in northern Reidsville.



148

Prickrell Rd: 

From Drum Rd to Grooms Dr (SR 2571) | 0.62 miles

Construct bike lanes from Drum Rd to Grooms Dr (SR 2571) to connect residents in southeastern Reidsville.

149

Richardson Dr (SR 2686): 

From US 29 BUS to Crescent Dr | 1.34 miles

Construct bike lanes from US 29 BUS to Crescent Dr to connect residents, churches, and businesses in western Reidsville.

150

Ridge St: 

From NE Market St (SR 2545) to Dead-End | 0.35 miles

Improve existing sidewalks from NE Market St (SR 2545) to Dead End to connect residents in northern Reidsville.

151

S Branch St: 

From Lawsonville Ave (SR 2687) to E Morehead St | 0.38 miles

Improve existing sidewalks from Lawsonville Ave (SR 2687) to E Morehead St to connect residents in northwestern Reidsville.

152

S Main St:  

From Richardson Dr (SR 2686) to W Morehead St | 2.02 miles

Construct bike lanes and improve sidewalks from Richardson Dr (SR 2686) to W Morehead St to connect residents, businesses, churches, Cone Health, and the Reidsville Family YMCA.

153

S Scales St (SR 2670) :  

From W Harrison St to Watlington Dr | 1.32 miles

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.



154

S Scales St (SR 2670) : 

From W Harrison St to Watlington Dr | 1.32 miles

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.

155

S Washington Ave: 

From Graves St to Piedmont St | 0.47 miles

Improve existing sidewalks from Graves St to Piedmont St to connect Reidsville Recreation Department, apartments, the Reidsville Senior Citizens Center, residents, and a church.

156

SE Market St: 

From E Harrison St (SR 2687) to Burton St | 0.13 miles

Construct new sidewalks where needed from E Harrison St (SR 2687) to Burton St to connect residents and industrial sites in central Reidsville.

157

Sherwood Dr : 

From Vance St to Belmont Dr | 2.62 miles

Construct bike lanes and sidewalks from Vance St to Belmont Dr to connect residents, businesses, a church, and a greenway in western Reidsville.

158

Sherwood Trail Spurs: 

From Sherwood Dr to US 29 BUS | 0.32 miles

Construct a multiuse path from Sherwood Dr to US 29 BUS to connect residents, businesses, and an existing greenway in western Reidsville.

159

South Park Dr: 

From US 29 BUS to Pennrose Dr | 3.14 miles

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.

160

Spring St: 

From Courtland Ave to 340 ft north of Courtland Ave | 0.06 miles

Construct new sidewalks from Courtland Ave to 340 ft north of Courtland Ave to connect residents and Courtland Park in central Reidsville.



161

Sprinkle St: 

From Moss St to N Scales St | 0.79 miles

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.

162

Turner Rd: 

From S Scale St (SR 2670) to Barnes St (SR 2817) | 0.62 miles

Construct bike lanes from S Scale St (SR 2670) to Barnes St (SR 2817) to connect businesses, residents, and Food Lion.

163

Vance Street Sidepath:  

From Daffodil Rd US 29 BUS | 0.62 miles

Construct a multiuse path from Daffodil Rd US 29 BUS to connect residents and businesses in western Reidsville.

164

W Morehead St: 

From N Franklin St to Paschal St | 0.53 miles

Construct sidewalks where needed from N Franklin St to Paschal St to connect residents and businesses in downtown Reidsville.

165

Way St: 

From E Harrison St (SR 2687) to 650 ft south of E Harrison St (SR 2687) | 0.12 miles

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.

166

Wentworth St (SR 1998): 

From Moss St to 200 ft east of Moss St | 0.04 miles

Construct bike lanes from Moss St to 200 ft east of Moss St to connect residents in north Reidsville.

167

NC 770: 

From S Henry St (SR 1603) to Dalton Lp (SR 2222) | 0.6 miles

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.




168

NC 770: 

From S Glenn St (SR 1405) to N Henry St (SR 1603) | 0.08 miles

Construct bike lanes and sidewalks from S Glenn St (SR 1405) to N Henry St (SR 1603) to connect businesses in central Stoneville.


169

NC 770: 

From US 220 to S Glenn St (SR 1405) | 0.38 miles

Construct bike lanes from West Ridge Apartment to S Glenn St (SR 1405) to connect businesses and residents in western Stoneville.

170

NC 770: 

From to Priddy Rd to West Ridge Apartment | 0.8 miles

Construct multimodal facilities from Priddy Rd to West Ridge Apartment to connect residents to the park.


171

Priddy Rd: 

From Price St to NC 770 | 0.32 miles

Construct multimodal facilities from Price St to NC 770 to connect residents to the park.

173

S Glenn St (SR 1405): 

From Price St (SR 1369) to 700 ft north of Price St (SR 1369) | 0.12 miles

Construct new sidewalks from Price St (SR 1369) to 700 ft north of Price St (SR 1369) to connect residents and businesses in Stoneville.

174

S Henry St (SR 1603): 

From NC 770 to Shop Rd (SR 1370) | 0.61 miles

Construct new sidewalks where needed from NC 770 to Shop Rd (SR 1370) to connect residents and various businesses in southern Stoneville.

175

Stone St: 

From NC 700 to Hundley St | 0.42 miles

Construct new sidewalks where needed from NC 700 to Hundley St to connect various businesses, residents, and Stoneville Elementary School.



176

NC 87 : 

From Cool Springs Dr to Ashley Lp (SR 2203) | 3.06 miles

Construct bike lanes from Cool Springs Dr to Ashley Lp (SR 2203) to connect residents, a church, and Wentworth Elementary School in northern Wentworth.

177

NC 87 : 

From County Home Rd (SR 2371) to US 29 BUS | 2.78 miles

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.


178

NC 87: 

From Country Home Rd (SR 2371) to NC 87 | 0.4 miles

Construct new sidewalks from Country Home Rd (SR 2371) to NC 87 to connect various businesses and residents in central Wentworth.

179

Ashley Lp (SR 2203): 

From NC 87 to Richardson Rd (SR 2028) | 2.65 miles

Construct bike lanes from NC 87 to Richardson Rd (SR 2028) to connect residents, a church, and Wentworth Elementary School in northern Wentworth.

180

Berrymore Rd (SR 1991): 

From Ashley Lp (SR 2203) to Hudspeth Park Rd (SR 1992) | 1.41 miles

Construct bike lanes from Ashley Lp (SR 2203) to Hudspeth Park Rd (SR 1992) to connect residents in northeastern Wentworth.

181

Camp Dan Valley Rd (SR 2009): 

From Ashley Lp (SR 2203) to Wentworth St (SR 1998) | 1.62 miles

Construct bike lanes from Ashley Lp (SR 2203) to Wentworth St (SR 1998) to connect residents in eastern Wentworth.

182

County Home Rd (SR 2371): 

From Vernon Rd (2363) to Folley Rd | 2.64 miles

Construct bike lanes from Vernon Rd (2363) to Folley Rd to connect residents, a church, businesses, and Rockingham Community College.



183

County Home Rd (SR 2371): 

From Folley Rd to Ashley Lp (SR 2203) | 1.58 miles

Construct bike lanes and sidewalks from Folley Rd to Ashley Lp (SR 2203) to connect businesses, residents, and Wentworth Elementary School.

184

Northern Wentworth Greenway: 

From Dan River Greenway to NC 65 | 2.41 miles

Construct a multiuse path from Dan River Greenway to NC 65 to connect residents in northwestern Wentworth.

185

Wrenn Memorial Rd: 

From Country Home Rd (SR 2371) to Wrenn Memorial Rd | 0.18 miles

Construct new sidewalks from Country Home Rd (SR 2371) to Wrenn Memorial Rd to connect Rockingham County Community College and government services.

186

NC 65 Sidepath: 

From Crowder Rd (SR 2259) to County Home Rd (SR 2371) | 4.52 miles

Construct a multiuse path from Crowder Rd (SR 2259) to County Home Rd (SR 2371) to connect residents, businesses, churches, and downtown Wentworth.

187

Colonial Heritage Sidepath: 

From Trouble Creek Greenway to Camp Dan Valley Rd (SR 2009) | 9.23 miles

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.

188

Dan River Greenway: 

From Caswell County to Stokes County | 39.38 miles

Construct a multiuse path from Caswell County to Stokes County to connect Madison, Wentworth, and Eden.

189

Farris Park to State Park Connector: 

From Stokes County to Mayodan Connector | 5.95 miles

Construct a multiuse path from Stokes County to Mayodan Connector to connect residents, Farris Park and Mayo River State Park.



190

Northwest Rockingham Greenway: 

From Virginia State Line to S Glenn St (SR 1405) | 10.3 miles

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.

191

Southern Rockingham Connectors: 

From Stokes and Guilford Counties to Dan River Greenway | 20.25 miles

Construct a multiuse path from Stokes and Guilford Counties to Dan River Greenway to connect residents, businesses, and the town of Madison.

192

Stoneville to Eden Connector Greenway: 

From NC 770 to Dan River Greenway | 7.66 miles

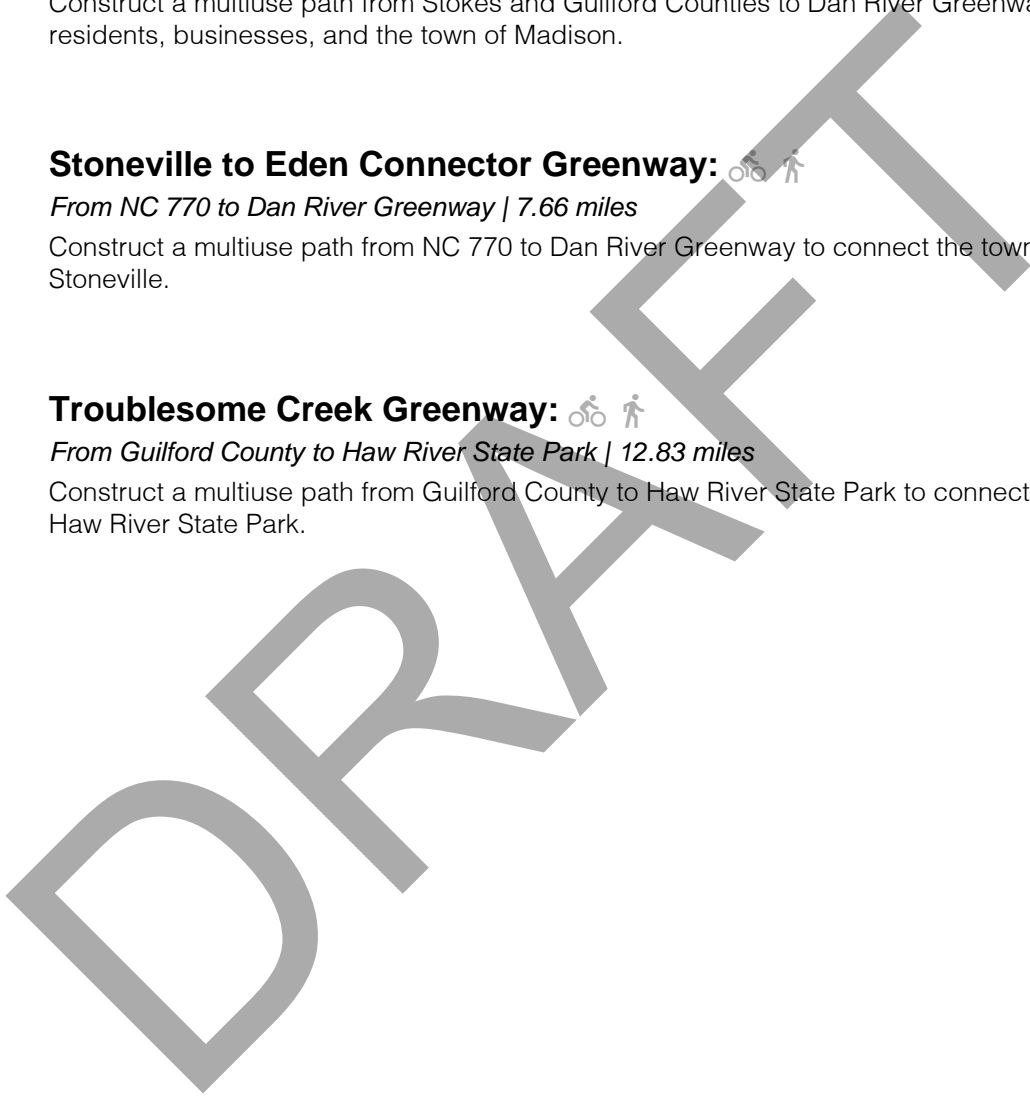
Construct a multiuse path from NC 770 to Dan River Greenway to connect the towns of Eden and Stoneville.

193

Troublesome Creek Greenway: 

From Guilford County to Haw River State Park | 12.83 miles

Construct a multiuse path from Guilford County to Haw River State Park to connect residents and Haw River State Park.



CTP MAPS AND RECOMMENDATIONS FILES

- FACILITY TYPES MAP: **RockinghamCountyFacilityType.pdf**
- HIGHWAY MAP: **Draft Recommendation Maps - Highway.pdf**
- HIGHWAY RECOMMENDATIONS: **Draft Recommendation List - Highway.pdf**
- PUBLIC TRANSPORTATION MAP: **Draft Recommendation Maps - Public Transit.pdf**
- PUBLIC TRANSPORTATION RECOMMENDATIONS: **Draft Recommendation List - Public Transit.pdf**
- BIKE/PED MAP: **Draft Recommendation Maps - Bicycle and Pedestrian.pdf**
- BIKE/PED RECOMMENDATIONS: **Draft Recommendation List - Bicycle and Pedestrian.pdf**

CTP APPROVALS

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

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

Area	Dates	Type
Eden Madison Mayodan Reidsville Stoneville Wentworth	(Will be filled in after mutual adoption)	Adoption
Rockingham County		Adoption
Piedmont Triad Rural Planning Organization		Endorsement
N.C. Board of Transportation		Adoption

Adoption and endorsement resolutions are available in [Approvals/Resolutions Appendix](#).

DISCLAIMER

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

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

- 1 Shall not be held liable for any errors in the data in this report or any accompanying documentation. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data.
- 2 Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.
- 3 Will not be held liable in respect to any losses, including without limitation: loss of profits or income, revenue, use, production, anticipated savings, business, contracts, commercial opportunities, or goodwill based on the information in this report or other supporting documentation.

Primary sources from which this data was compiled must be consulted for verification of information contained in this report.

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