NCDOT STIP NO. R-5889

PURPOSE AND NEED STATEMENT

US 29, Guilford and Rockingham Counties

SEPTEMBER 2025

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R-5889 Purpose and Need Statement

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1. Proposed Action

The North Carolina Department of Transportation (NCDOT) proposes to upgrade the US 29 corridor to interstate standards from north of I-785 in Guilford County to US 158/NC 14 in Rockingham County. R-5889 is included in the approved 2024-2033 State Transportation Improvement Plan (STIP) (and in the final 2026-2035 STIP) as projects R-5889A and R-5889B. In the 2026-2035 STIP, Section A is funded for both Right of Way (FY 2027) and construction (FY 2030). Section B is funded for Preliminary Engineering (PE) only.

The project location is shown in **Figure 1 – Vicinity Map**.

2. Project Need

The needs for the project are described below. The project data and context to support each of these needs is described in detail in Sections 4.0 – 7.0 of this document.

- Access provisions: The US 29 corridor within the R-5889 study area in Guilford County and southern Rockingham County has experienced increased commercial and residential growth in recent years, as evidenced by the construction of manufacturing and retail facilities along with residential neighborhoods near the corridor. The corresponding increase in vehicle traffic associated with this development has increased the pressure on the existing, mostly uncontrolled, access points, which include unsignalized intersections and private driveways along with several interchanges. Provision of access that is designed for both increasing truck and vehicle traffic is needed to address this growth. Though several miles of the US 29 corridor within Rockingham County have full control of access, the current facility designation as a US route allows for uncontrolled driveway access along the rest of the corridor, increasing the potential for accidents and travel delays.
- State and local plan compliance: NCDOT has designated the US 29 corridor between I-40/I-85BUS and the Virginia State Line as a Strategic Transportation Corridor (Corridor J), and both the Greensboro MPO and Rockingham County have identified the upgrade of US 29 to interstate standards as a regional need. US 29 has been designated as Future I-785, consistent with these state and regional plans.

As a Strategic Transportation Corridor, US 29 (Future I-785) is part of a core network that moves large volumes of people and freight across the state and to key markets outside the state (**Figure 2 – Strategic Transportation Corridors Map**). The at-grade intersections and driveways along existing US 29 within the project study area prohibit signing this portion of the proposed I-785 corridor as interstate and are less desirable from a traffic safety and efficiency perspective than a facility that meets interstate standards.

Upgrading the US 29 facility to current interstate standards would address the growing access needs for current and future traffic, while removing the unsignalized intersections, driveways, and U-turn crossovers that represent potential conflict points for US 29 travelers. These issues impede system connectivity and mobility through the corridor, limiting potential economic prosperity in the region.

3. Project Purpose

The purpose of the project is to enhance regional mobility along US 29 between Greensboro and Reidsville and implement improvements that are consistent with the Strategic Transportation Corridor vision of a full control of access facility.

Improvements to the US 29 roadway would provide a high-speed facility with full control of access, allowing for the roadway facility to meet interstate standards and gain I-785 designation, as well as the goals set forth for Strategic Transportation Corridors, improving roadway network reliability and inter-regional mobility.

An additional desirable outcome of the project is a reduced potential for crashes with the implementation of full control of access. This includes the elimination of unsignalized intersections, private driveways, and U-turn crossovers, which reduces or eliminates exposure to conflicting movements, consistent with the Strategic Transportation Corridor vision. The proposed improvements will provide consistency with state and local plans for the US 29 corridor, in addition to the state's Strategic Transportation Corridor designation of Corridor J of US 29 between I-40/I-85BUS and the Virginia State Line.

The project is not intended to increase capacity on US 29. Proposed improvements may be designed to account for a future widening of US 29, unless doing so involves increasing impacts to jurisdictional resources.

4. Project Setting and Context

4.1 Project Setting

As illustrated in **Figure 1**, the project area begins within the Greensboro urban area and extends northward into rural portions of Guilford and Rockingham Counties in the western Piedmont region of North Carolina. The project study area includes sections that fall within the jurisdictional boundaries of the City of Greensboro and the City of Reidsville, along with unincorporated areas of Guilford and Rockingham Counties.

Land use in the area ranges from dense residential and commercial development in Guilford County to a more rural setting within Rockingham County. Within Guilford County, land use is changing rapidly, driven by notable growth in and around the City of Greensboro; the construction of commercial business parks, manufacturing/distribution facilities, and suburban neighborhoods is replacing previously agricultural or vacant properties adjacent to US 29.

Traffic generators and other community resources along the US 29 corridor include the following:

- Bryan Park – Located west of US 29 near the Summit Avenue/Reedy Fork Parkway interchange. the park provides access to Lake Townsend and includes a public golf course, convention center, children's playground, tennis courts, and a soccer complex that hosts large, national soccer tournaments as well as local team games.
- Procter and Gamble Corporate Park - Located west of US 29 near the Summit Avenue/Reedy Fork Parkway interchange. In addition to a Procter and Gamble facility, businesses in the park include Mohawk Carpet distribution, Fuji Foods, and Southeastern Paper Group. The Reedy Fork logistics center is also located near the Park, north of Summit Avenue.
- Buds and Blooms Nursery and Greensboro Mulch Supply – Located at the NC 150 interchange.
- Haw River State Park – While outside of the project study area, the park is located west of the US 29/US 29BUS interchange. The park provides hiking trails, camping and picnic areas, and the Summit Environmental Education and Conference Center.
- Three schools and sixteen churches are located within or adjacent to the project study area.

In addition, residential development along the corridor has increased, particularly in Guilford County. A residential development located east of US 29 between the Reedy Fork Parkway and NC 150 interchanges includes over 1,700 homes already occupied, with additional mixed-use development in the planning stage as of 2024.

Since 2019, NCDOT has received five requests for access modifications or Traffic Impact Analysis (TIA) reviews that involve direct access to the US 29 corridor between Hicone Road in Guilford County and US 158/NC 14 in Reidsville, indicating continued interest in the future development of the US 29 corridor.

Three requests were associated with proposed commercial or industrial developments, while two requests were associated with proposed residential developments in Guilford County.

Both the Greensboro Urban Area Metropolitan Planning Organization and the Rockingham County Comprehensive Transportation Plan identify the conversion of the US 29 corridor between Greensboro and the Virginia State Line to interstate standards (future I-785). A feasibility study to assess the potential upgrade of US 29 to interstate standards between Greensboro and Reidsville was completed in 2019.

Other projects in development or under construction within or near the project study area are listed in **Table 1**.

TABLE 1. US 29 CORRIDOR AREA PROJECTS[1]

STIP/PROJECT #	STATUS	DESCRIPTION
R-4707	Under construction	US 29; SR 4771 (Reedy Fork Parkway). Reedy Fork Parkway interchange improvements in Greensboro. Improve roadway, modify interchange, and replace bridge.
BP7.R001	In development	Bridge 780023 Replacement. US 29 Bus over US 29.

[1] Based on Draft 2026-2035 STIP and Division 7 Bridge Program data.

Construction of the Greensboro Outer Loop (I-785/I-840) was recently completed, providing an alternative northern route around Greensboro. The loop crosses over US 29 south of SR 2656 (Hicone Road).

4.2 Demographic Overview

The project's Community Characteristics Report (CCR) (February, 2024) defines a Demographic Study Area (DSA) that is based on the 14 US Census Block Groups that overlap the project study area and summarizes the population change and other demographic characteristics along the US 29 corridor.

The total population within the DSA is 24,246, having grown by approximately 8.4% over the previous ten years, similar to the 11.2% growth in population experienced by Guilford County and the 10.1% growth across North Carolina. The DSA includes a 52.4% minority population. Approximately 12.9% of the population within the DSA lives below the poverty level. The census data indicates a Spanish language-speaking population that meets or exceeds the US Department of Justice Limited English Proficiency (LEP) Safe Harbor threshold within the DSA. The data indicates a notable presence of minority and low-income populations that meet the criteria for vulnerable populations within the DSA.

5. Existing Transportation System

5.1 Regional Network

US 29, in combination with the adjacent Norfolk Southern rail facility, is designated in the North Carolina Transportation Corridor Policy as a Strategic Transportation Corridor (Corridor J) between I-40 in Guilford County to the Virginia State Line. With its connections to I-40 and I-85 in Guilford County, the corridor facilitates the north-south movement of trucks from Greensboro to central Virginia and connects manufacturing in the central Piedmont to Virginia and the northeast United States. US 29 is also one of Virginia's identified strategic corridors, the Seminole Corridor. NCDOT's Transportation Network and Strategic Transportation Corridors Framework (August 2015) notes that "Corridor J, while shorter than most, serves as a critical rail link and an important highway link for NE North Carolina counties to job opportunities in south-central Virginia. Highway improvements should focus on safety and reliability to enhance regional economic potential."

The overarching goals for Strategic Transportation Corridors are:

- ***System Connectivity*** *– Provide essential connections to national transportation networks critical to interstate commerce and national defense;*
- ***Mobility*** *– Facilitate significant high-volume, inter-regional movements of people and goods across the state; and*
- ***Economic Prosperity*** *– Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.*

US 29 intersects the combined I-40/I-85BUS/US 70 corridor in Greensboro as well as the recently constructed I-840/I-785 loop around Greensboro, providing direct access to major east/west and north/south routes running from Wilmington and Raleigh to Winston-Salem, Asheville, and Charlotte.

Within the project study area, US 29 intersects several east-west US and NC routes, including NC 150 in Guilford County, along with NC 87 and US 158/NC 14 in Rockingham County.

5.2 Existing US 29 in the Project Area

US 29 is designated as Principal Arterial; it is currently a four-lane divided facility with a median that varies from approximately 30 feet at the southern project terminus to 46 feet as it approaches the Rockingham County line. Within the project limits, the posted speed limit varies, ranging from 55 mph near Greensboro, 60 mph north of SR 2510 (Benaja Road), to 70 mph near US 158/NC 14 in Rockingham County. A summary of current and proposed posted speed limits is shown in **Table 2**.

TABLE 2. US 29 CURRENT AND PROPOSED POSTED SPEED LIMITS

LOCATION	SPEED LIMIT (2023)
I-840/I-785 to Hicone Rd	55MPH
Hicone Rd to Summit Ave/ Reedy Fork Pkwy	55 MPH
Summit Ave/ Reedy Fork Pkwy to NC 150	60 MPH northbound; 55 MPH southbound
NC 150 to Benaja Rd	60 MPH
Benaja Rd to US 29BUS	60 MPH
US 29BUS to Freeway Dr (NC 87)	70 MPH
Freeway Dr (NC 87) to Barnes St	70 MPH
Barnes St to US 158/NC 14	70 MPH

As shown on **Figure 3 – R-5889 Traffic Volume and Crash Data Map**, US 29 in the project study area contains eight major interchanges at the following locations:

- SR 2565 (Hicone Road)
- SR 2790 (Reedy Fork Parkway)
- NC 150
- SR 2510 (Benaja Road)
- US 29BUS
- NC 87
- Barnes Street
- US 158/NC 14

The US 29/SR 2565 (Hicone Road) interchange was upgraded as part of the Greensboro Outer Loop project. NCDOT is currently reconstructing the US 29/Reedy Fork Parkway/Summit Avenue interchange into a diverging diamond interchange (DDI) as part of STIP project R-4707.

In addition to the interchange access points, there are approximately 39 at-grade intersections, private driveways, and dirt access roads on US 29 between Hicone Road and the US 29/US 29BUS interchange. Uncontrolled access points are shown on **Figure 3** and include the following locations:

- Aldine Road and Milford Road intersection (north of Hicone Road)
- Esterwood Road and April Lane intersection (north of Hicone Road)
- Anita Lane access point (north of Hicone Road)
- SR 2829 and SR 2823 intersection (north of NC 150)
- Old Reidsville Road (north of Benaja Road interchange)
- SR 2430 (Benaja Road) access (north of Benaja Road interchange)
- McWalker Road and Cornelius Road intersection (north of Benaja Road interchange)

This section of US 29 also includes several U-turn median breaks and commercial driveway access points.

North of the US 29/US 29BUS interchange, US 29 is a full control of access facility.

5.3 Bicycle and Pedestrian Facilities

A portion of the North Carolina Mountains to Sea Trail (MST) crosses the project study area. The facility currently utilizes Bryan Park Road, Summit Avenue, and Reedy Fork Parkway, crossing over US 29 at the Reedy Fork Parkway interchange; the trail follows Reedy Fork Parkway until it connects to the greenway adjacent to Reedy Fork Parkway just north of Sycamore Glen Road. Future plans for the MST in this area include utilizing the existing Haw River Trail north to Haw River State Park, then continue in east conjunction with the Haw River Trail to the Shallow Ford Natural Area near Burlington. The MST/Haw River Trail would cross US 29 at the Haw River just north of the US 29/US 29BUS interchange.

Except for the existing sidewalks on Hicone Road, there are no other existing pedestrian facilities within the project study area.

NCDOT Division 7 has begun the process of coordinating with the NCDOT Integrated Mobility Division (IMD) for the evaluation of the necessary bike and pedestrian facilities for R-5889. The project team received the 1IM1CSRA on January 2, 2024. No recommendations were received regarding bike and pedestrian improvements on US 29, as the roadway is being upgraded to a fully controlled highway. Recommendations were made for adjacent roadways only in the case of bridge replacements or upgrades at intersections being needed as part of the project. IMD recommended continued coordination between the project team and Rockingham and Guilford County regarding future greenway trails as well

as coordination with Greensboro Transit Agency regarding transit accommodations within the project study area.

5.4 Other Transportation Modes

The Greensboro Transit Authority currently does not operate any routes within the project study area. The future Long Range Transit Plan proposes a demand response for the Reedy Fork Industrial Area within the study area as part of a planned service expansion. Rockingham County's SKAT bus service operates within the city limits of Reidsville but does not have any existing routes within the project limits.

Norfolk Southern operates a north-south rail line located to the west of US 29, providing regional freight rail service. A short section of track is located within the project study area near the US 29/US 29BUS and the US 29/NC 87 interchanges. Any interchange modifications should be designed to avoid impacting this existing rail corridor.

There are no airports within the project study area. Piedmont International Airport (PTI) is located on the west side of Greensboro, approximately 15 miles west of the project study area. Air Harbor Airport, a privately owned airfield, is located west of Lake Townsend, approximately six miles west of the project study area. Neither facility will be impacted by the project.

6. Project Corridor Conditions

6.1 Roadway Geometry and Condition Deficiencies

Currently, the existing US 29 median varies in width from 30 feet near the southern terminus of the project to approximately 46 feet at the northern terminus in Rockingham County. The 2016 Interstate Design Standards and the 2018 AASHTO Greenbook recommend a minimum width of 50 feet for rural highway facilities, including a six-foot graded median shoulder and three-foot deep ditch with a 6:1 slope. The NCDOT Roadway Design Manual (November 2024, revised) recommends a minimum median width of 51 feet to allow for future lane widening into the median. The additional width would provide 12-foot full-depth median paved shoulders. (An existing 46 foot median is also allowable, as it allows for widening within the median with the use of a concrete barrier.)

Two sections of the corridor have interchanges that are separated by less than one mile: The I-785/I-840 (Greensboro Outer Loop) and SR 2565 (Hicone Road) interchanges in Guilford County and the NC 87 and Barnes Street interchanges in Rockingham County. In urban settings, it is recommended that interchanges be separated by a minimum of one mile, and collector-distributor (CD) lanes should be added between interchanges with less than one mile separation to assist with weaving movements between entering and exiting traffic.

At NC 150, northbound US 29 traffic exits onto a ramp that ends in a T-intersection with McLeansville Road and then must turn left onto McLeansville Road in order to reach NC 150. This ramp configuration does not meet interstate standards as it could allow wrong way traffic to enter the interstate facility.

At US 29/US 29BUS, the exit ramp for northbound US 29 traffic intersects with Candy Creek Road before continuing as US 29BUS over US 29. The existing bridge carries US 29BUS two-way traffic across US 29 to either use the loop to head northbound on US 29 or turn onto Candy Creek Road. This ramp configuration does not meet interstate standards as it could allow wrong way traffic to enter the interstate facility.

The Benaja Road interchange has substandard entrance/exit ramp lengths for both the northbound and southbound US 29 traffic. If US 29 is widened in the future, the existing bridge does not provide enough clearance for the future proposed US 29 typical section.

US 29 between north of the US 29BUS interchange and the US 158/NC 14 interchange presently meet interstate standards; no improvements are anticipated along this section of the project corridor.

6.2 Existing and Projected Traffic Volumes

A traffic forecast for the project was prepared in 2023; the forecast examined both a no-build and build scenario for the current year (2023) and a forecast future year (2045). Included in the forecast was a review of historic traffic volume data along US 29 within the project area between 2004 and 2021 (excluding 2020), which indicated the lowest traffic volumes near the north end of the project (approximately 20,000 vpd) and the highest volumes just north of I-840 (45,500 vpd). The traffic forecast yielded similar trends: as shown in **Table 3** below, current year traffic volumes range between 53,800 vpd between just north of I-840 to 25,000 vpd north of Barnes Street. Future year traffic volumes are projected to range from 71,700 vpd (north of I-840) to 30,500 vpd (north of Barnes Street).

TABLE 3. US 29 CURRENT AND PROJECTED TRAFFIC VOLUMES (NO-BUILD/ BUILD CONDITION)

LOCATION	2023 (VPD)	2045 (VPD)
US 29 South of I-840*	44,900	59,700
US 29 North of I-840	53,800	71,700
US 29 North of Hicone Road (SR 2565)	44,700	54,500
US 29 North of Reedy Fork Parkway (SR 4771)	34,100	41,600
US 29 North of NC 150	32,200	39,300
US 29 North of North Benaja Road (SR 2510)	32,400	39,500
US 29 North of US 29 Business	25,800	31,600
US 29 North of Freeway Drive (NC 87)	25,600	31,200
US 29 North of Barnes Street (SR 2817)	25,000	30,500
US 29 North of US 158*	14,800	18,100
US 29 North of Narrow Gauge Road (SR 2552)*	14,600	17,800

**Location just outside of project study area. Included for reference.*

There is no change in the forecasted traffic volumes between the future year (2045) no-build and build conditions on US 29, as the project does not include adding capacity to the current facility. The build condition analysis did indicate some increases in forecasted traffic on some of the adjacent streets, as the build condition assumes the redirection of traffic to existing interchanges along the corridor. Specific increases in traffic are forecasted on the streets listed in **Table 4.**

TABLE 4. LOCATIONS WITH A FORECAST INCREASE IN TRAFFIC VOLUME		
LOCATION	2045 FYNB TRAFFIC FORECAST SELECTED VALUE (AADT)	2045 FYB TRAFFIC FORECAST SELECTED VALUE (AADT)
North Benaja Road (SR 2510) West of Rambling Meadows Drive / US 29	700	1,700
North Benaja Road (SR 2510) East of Rambling Meadows Drive / West of US 29	900	1,900
North Benaja Road (SR 2510) East of US 29*	700	1,100
US 29 Business West of US 29	9,700	10,300
Candy Creek Road (SR 2627) East of US 29	5,100	5,400
McWalker Road (SR 2846) South of US 29 Business	600	1,200
Friendship Church Road (SR 2629) South of Candy Creek Road (SR 2627)	2,100	2,400

The traffic forecast estimated the total percentages of truck traffic along the US 29 corridor range between 10% and 17%, with the highest truck volumes located between Reedy Fork Parkway and NC 150 in Guilford County. The lowest truck volumes were estimated at the north end of the project corridor in Rockingham County.

6.3 Crash Data

In addition to high traffic volumes, incidents such as vehicle breakdowns or accidents occurring on US 29 can also cause congestion. Accident data collected along the US 29 corridor between May 2018 and April 2023 was reviewed and is summarized below in **Table 5** The project corridor experiences below average rates of crashes, including rates for non-fatal injuries and overall crashes, when compared to similar facilities across the state.

TABLE 5. CRITICAL CRASH RATES				
	R-5889 # OF CRASHES	R-5889 CRASH RATE	STATEWIDE CRASH RATE	CRITICAL CRASH RATE
Fatalities	6	0.65	0.44	0.82
Non-Fatal Injuries	155	16.89	26.62	29.29
Wet Crashes	132	14.39	24.18	26.72
Night Crashes	251	27.35	31.28	34.17
Total Crashes	636	69.31	124.65	130.36

(Crashes per 100 million vehicle miles)

Although the critical crash rates for the project corridor are lower than the statewide average for US routes, there are several sections along the project corridor that experience higher numbers of crashes and/or clusters of smaller crashes. **Table 6** below discusses the six locations in the project study area in which the highest number of crashes or groups of crashes have been documented.

TABLE 6. NOTABLE CRASH LOCATIONS			
LOCATION	SEGMENT LENGTH	DESCRIPTION	NUMBER OF CRASHES
Hicone Road	0.39 miles	Multiple smaller clusters (highest being two clusters of 6 crashes and one cluster of 5 crashes)	39
Anita Lane	0.17 miles	Multiple smaller clusters with one large outlier (20 crashes) on the exit of US 29 to Anita Lane	38
Benaja Road	0.43 miles	Multiple smaller clusters (highest being two clusters of 5 crashes and one cluster of 4 crashes)	27
McWalker Road	0.35 miles	Multiple smaller clusters (highest being one cluster of 4 crashes)	22
Barnes St	0.42 miles	Multiple smaller clusters with one large outlier (15 crashes)	35
NC 150	0.6 miles	Multiple smaller clusters (highest being one cluster of 9 crashes and one cluster of 6 crashes)	34

7. Project Corridor Conditions

The transportation and land use plans that either reference the R-5889 project or the US 29 corridor within the project area are summarized in **Table 7**.

TABLE 7. TRANSPORTATION AND LAND USE PLANS		
DOCUMENT	**DATE ISSUED**	**RELEVANT DATA**
Draft 2026 – 2035 State Transportation Improvement Program, NCDOT	February 2025	R-5889 entries: (1) North of I-785 in Greensboro to US 158 / NC 14 in Reidsville, upgrade corridor to interstate standards (R-5889) (2) North of I-785 to NC 150, upgrade corridor to interstate standards (R-5889A) (3) NC 150 to US 158 / NC 14 in Reidsville, upgrade to interstate standards (R-5889B)
Rockingham County Comprehensive Transportation Plan, Rockingham County	October 2010	The County's major transportation corridors are Highways US 220 / I-73 / I-73, US 158, US 29 / I-785, and US 311. Improvements to Highways 220 and 29 will support an advanced interstate network in the region, and Piedmont Triad International Airport, located to the south in Guilford County provides commercial airline service. Future I-785: Goal to advocate for the remainder of Highway 29 to be upgraded to I-785 to the Virginia line and included as part of Rockingham County's future STIP
Comprehensive Transportation Plan, Greensboro Urban Area MPO	October 2020	Highway Recommendations: Congestion / Mobility (e.g., add lanes) and Modernization (e.g., widen lanes, add turn lanes) • McConnell Road Widening, US 29 to I-40 (P 6.0) • Upgrade to Interstate Standards from Hicone Road to US 158/ NC 14 (R-5889) • Improvements to Reedy Fork Parkway / US 29 Interchange (R-4707) There are additional projects south of the project corridor along US 29.
2045 Metropolitan Transportation Plan, Greensboro Urban Area MPO	December 2020	Includes a chart listing bottleneck locations (areas that impose delays and restrictions in the normal flow of transportation) ranked 1-20, 20 being the highest priority. Bottleneck Locations (2015-2018): Rank 1: US 29 S @ I-40 / I-85-Br / US 421 Rank 3: I-85 N @ I-85-B1 / Exit 206 Rank 5: I-40 E @ Elm-Eugene St / Exit 125
2024-2033 Metropolitan Transportation Improvement Program Greensboro Urban Area	September 2023	Prioritization 6.0 TIP Projects: (1) Upgrade US 29 corridor that is designated as a freeway with full and partial control of access to interstate standards with full control of access from Hicone Road in Greensboro to north of the US 158 / NC 14 interchange near Reidsville (R-5889) 2024-2033 MTIP Major Project Summary:

TABLE 7. TRANSPORTATION AND LAND USE PLANS		
DOCUMENT	**DATE ISSUED**	**RELEVANT DATA**
		(1) Reedy Fork Parkway / US 29 Interchange Improvements (R-4707) (2) Cone Boulevard Sidewalk, US 29 to St. Regis Road (EB-5985) Priority Needs 2024-2033: (1) US 29, I-785: Upgrade to freeway, install service roads, and close driveways to upgrade to Interstate standards, Statewide Tier (TBD) (2) US 29: Reconfigure interchange at Phillips Avenue and Summit Avenue, Regional Tier (TBD)
Mountains-to-Sea North Carolina State Trail Master Plan, NC Division of Parks and Recreation	Fall 2015	The designated Mountains to Sea Trail crosses US 29 within the existing right-of-way of Summit Avenue and Reedy Fork Parkway. The planned future route will cross US 29 at the Haw River.
Rockingham County Pathways: A Trail Plan for Rockingham County Reidsville Area Foundation	March 2013	Jaycee Park Trail to Reidsville Lake is the closest proposed trail to US 29. This trail runs near US 29, but it does not cross.
GoBORO - Transit Plan City of Greensboro	January 2025	Greensboro's Long Range Transit Plan coverage concept is intended to provide service in neighborhoods along US 29 through route 15A, 15B, 6A and 6B. Demand response services is planned for the Reedy Fork and Industrial area as part of a planned service expansion.

A feasibility study to assess the potential upgrade of US 29 to interstate standards between Greensboro and Reidsville was completed in 2019.

8. References/Supporting Documentation

Atkins, **North Carolina Transportation Network and Strategic Transportation Corridors Framework**. August 2015.

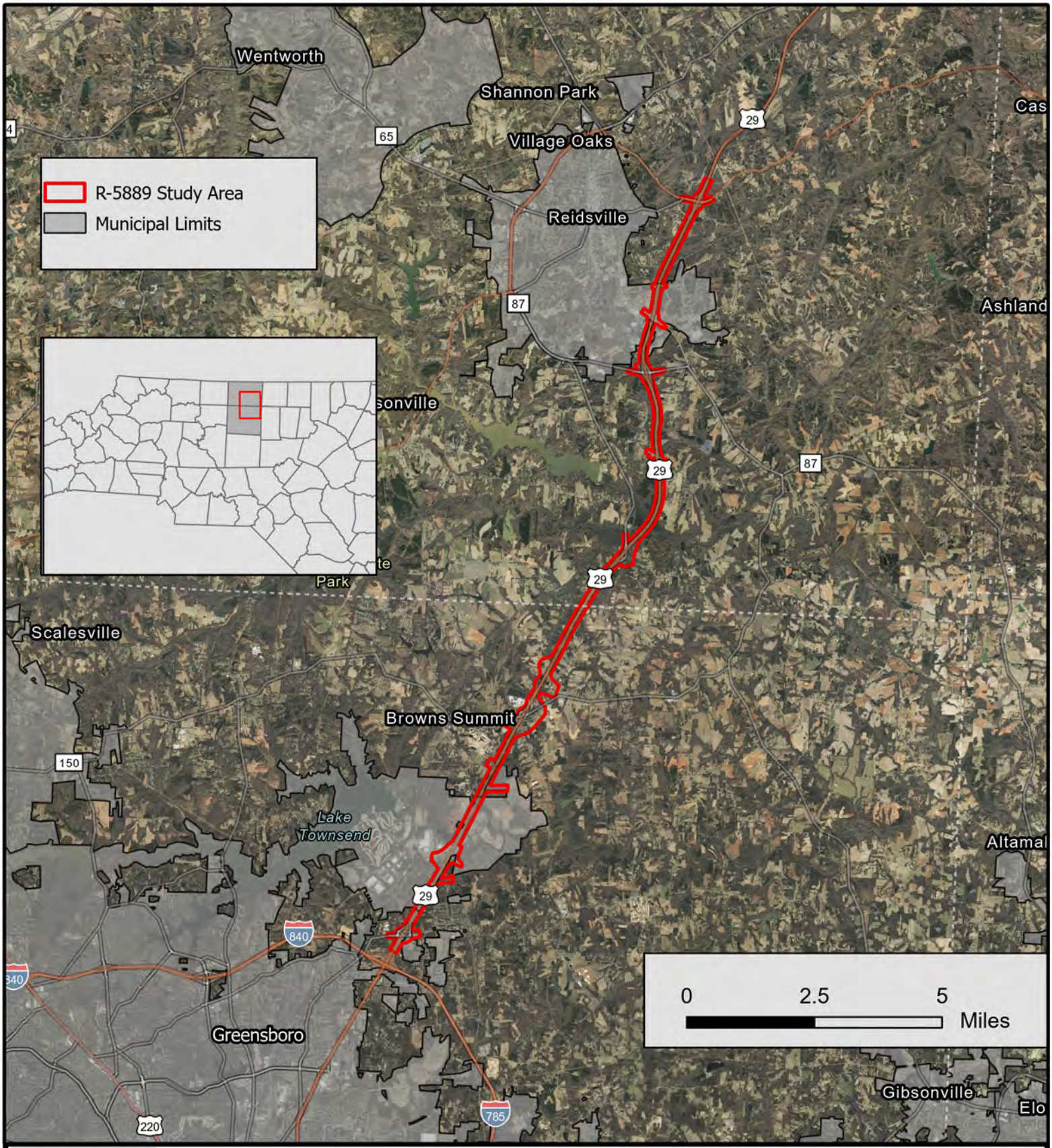
Dewberry, **R-5889 Community Characteristics Report**. February 2024.

NCDOT, **Draft 2026-2035 STIP Resources**. https://www.ncdot.gov/initiatives-policies/Transportation/stip/development/Pages/resources.aspx

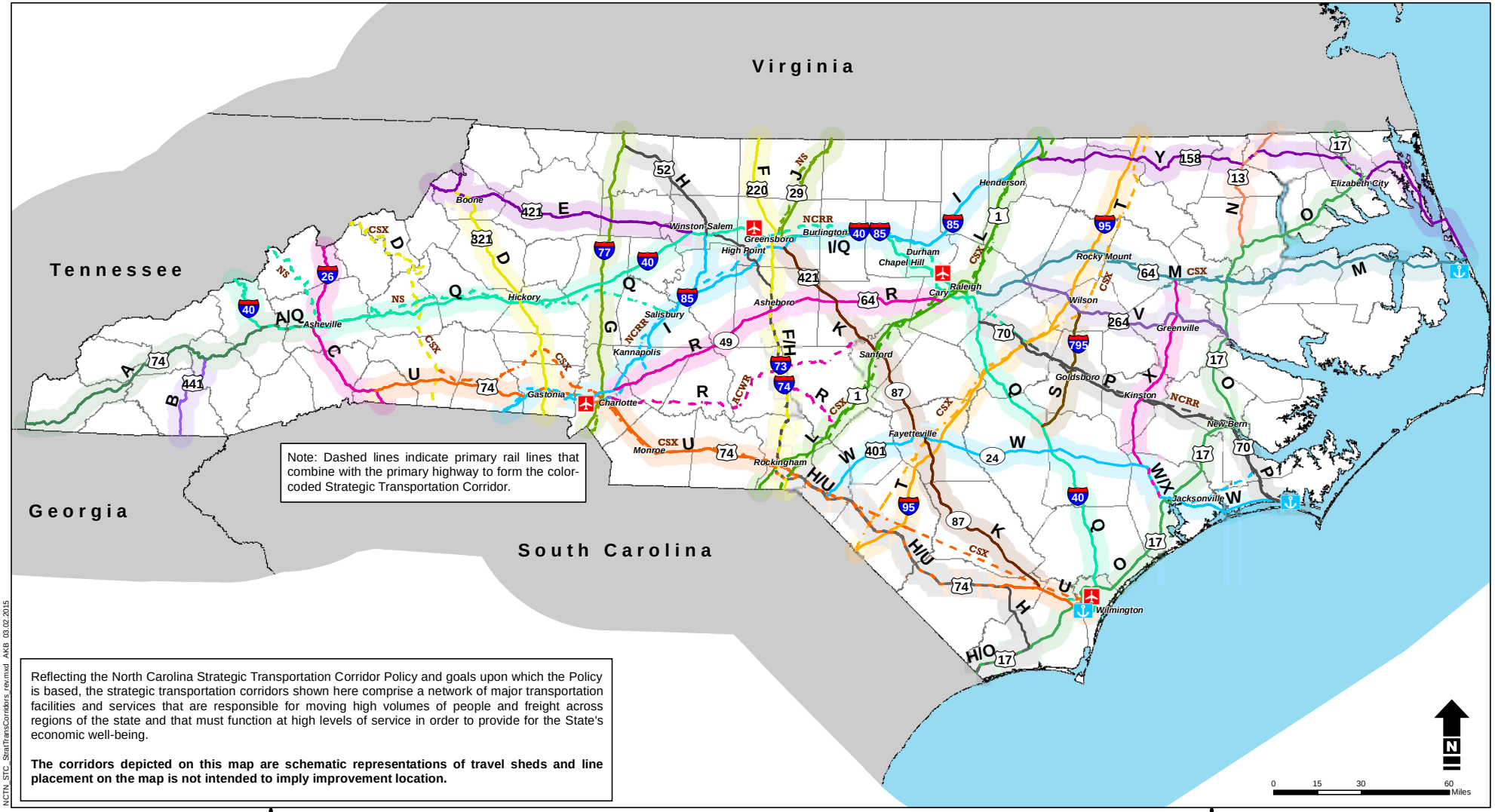
NCDOT, **State Transportation Improvement Program** (2024-2033). https://connect.ncdot.gov/projects/planning/Pages/State-Transportation-Improvement-Program.aspx

NCDOT, **NCDOT's Transportation Network and Strategic Transportation Corridors Framework**. August 2015.

RS&H, **R-5889 Upgrade US 29 (Future I-785) to Interstate Standards Traffic Forecast Report**. June 2023.



Prepared by **Dewberry** Prepared for	Sources: ESRI Basemap, Project Study Area created by Dewberry.	**Vicinity Map** **R-5889** **US-29 (Future I-785)** **Guilford and Rockingham County, NC**	N	WBS No. 48394.1.1 Date: 7/31/2025 Drwn/Chkd: ZCL/ES Figure: 1



NORTH CAROLINA TRANSPORTATION NETWORK

MARCH 2015

Source: NCOneMap, NCDOT GIS, ESRI

Legend

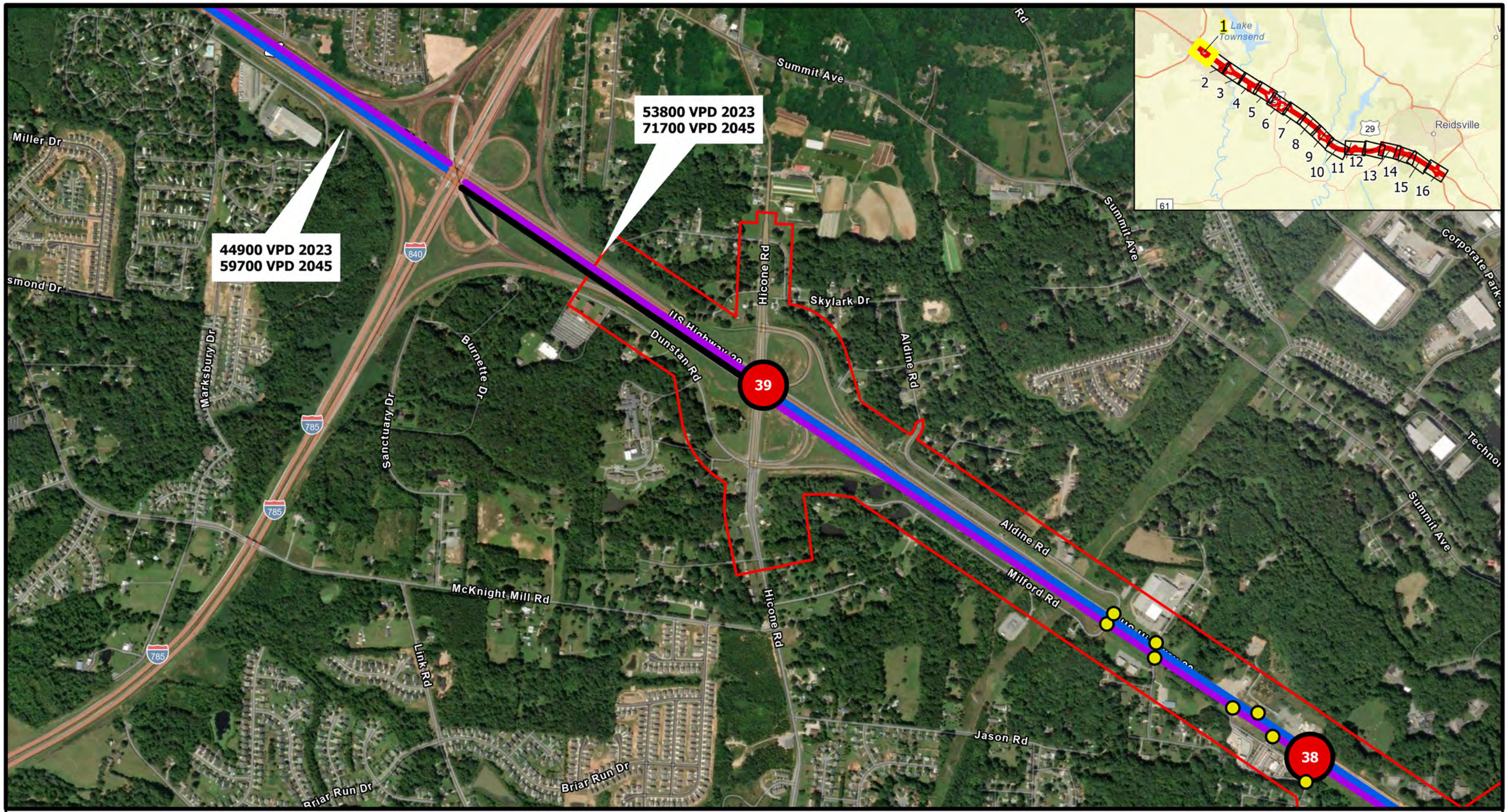
Strategic Transportation Corridors (solid = highway; dashed = rail)

- A (US74W)
- B (US441)
- C (I26/US23)
- D (US321/CSX)
- E (US421W)
- F (I73/Future I73)
- G (I77)
- H (I74/Future I74)
- I (I85)
- J (US29N/NS)
- K (US421/NC87)
- L (US1)
- M (I495/US64E)
- N (US13)
- O (US17)
- P (US70E/NCRR)
- Q (I40)
- R (US64W/NC49)
- S (I795/US117)
- T (I95/CSX)
- U (US74W/US74E)
- V (US264E)
- W (US401/NC24/US258)
- X (US258/NC11/US13)
- Y (US158)

- NC Seaports
- NC Int'l or Major Freight Airports

NORTH CAROLINA STRATEGIC TRANSPORTATION CORRIDORS NETWORK

Figure: 2



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

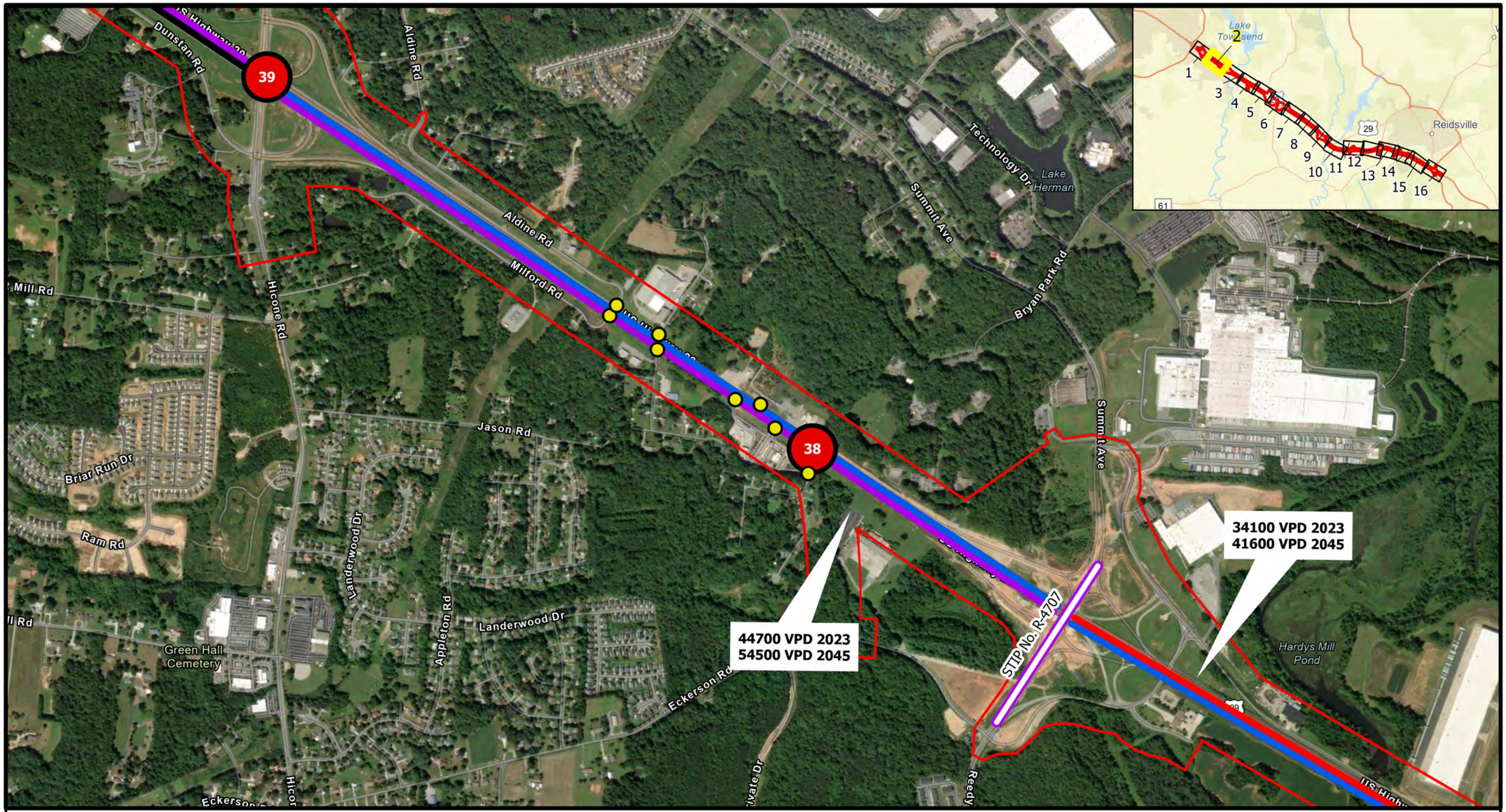
WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

Page: 1

Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

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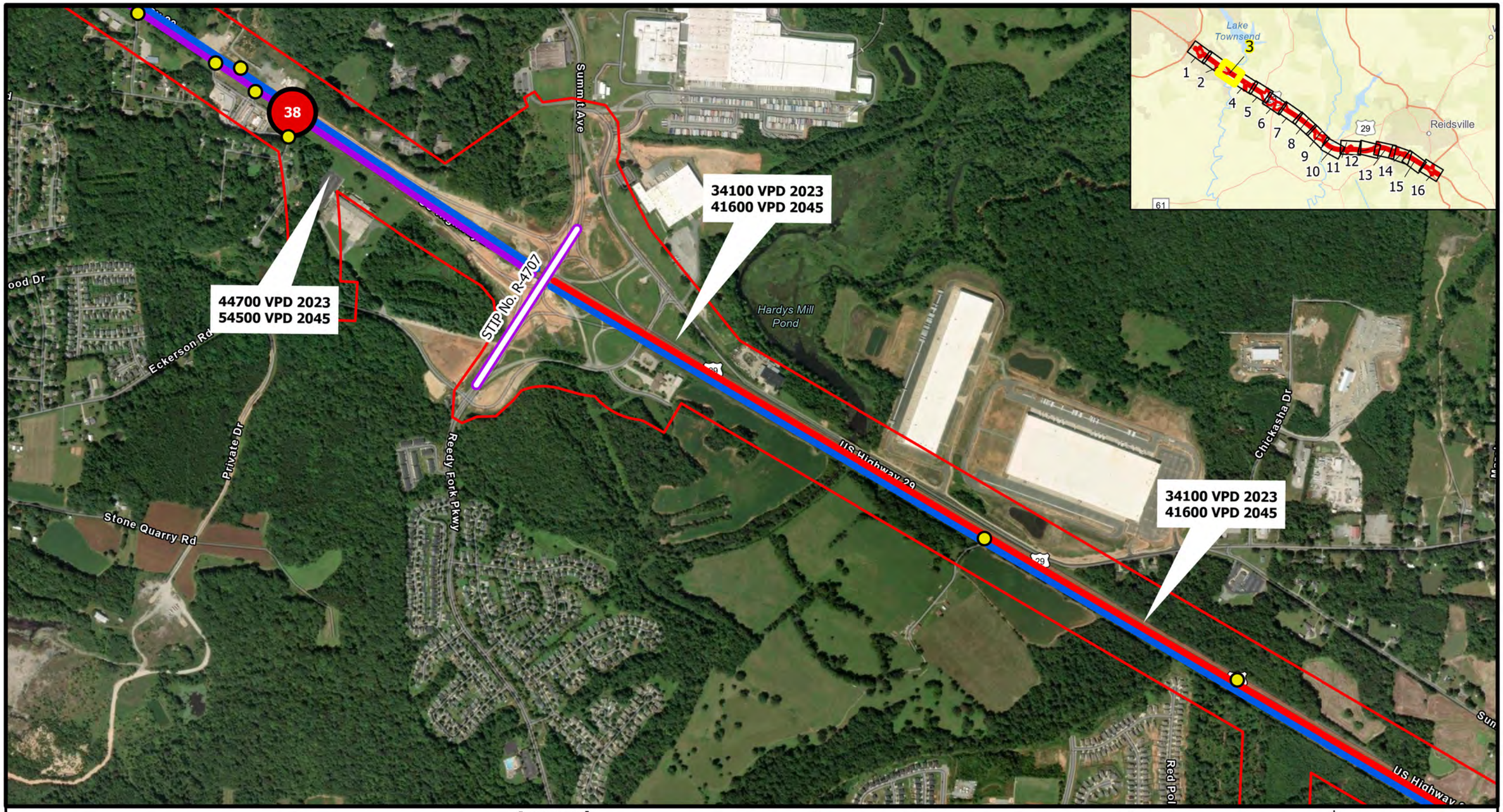
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

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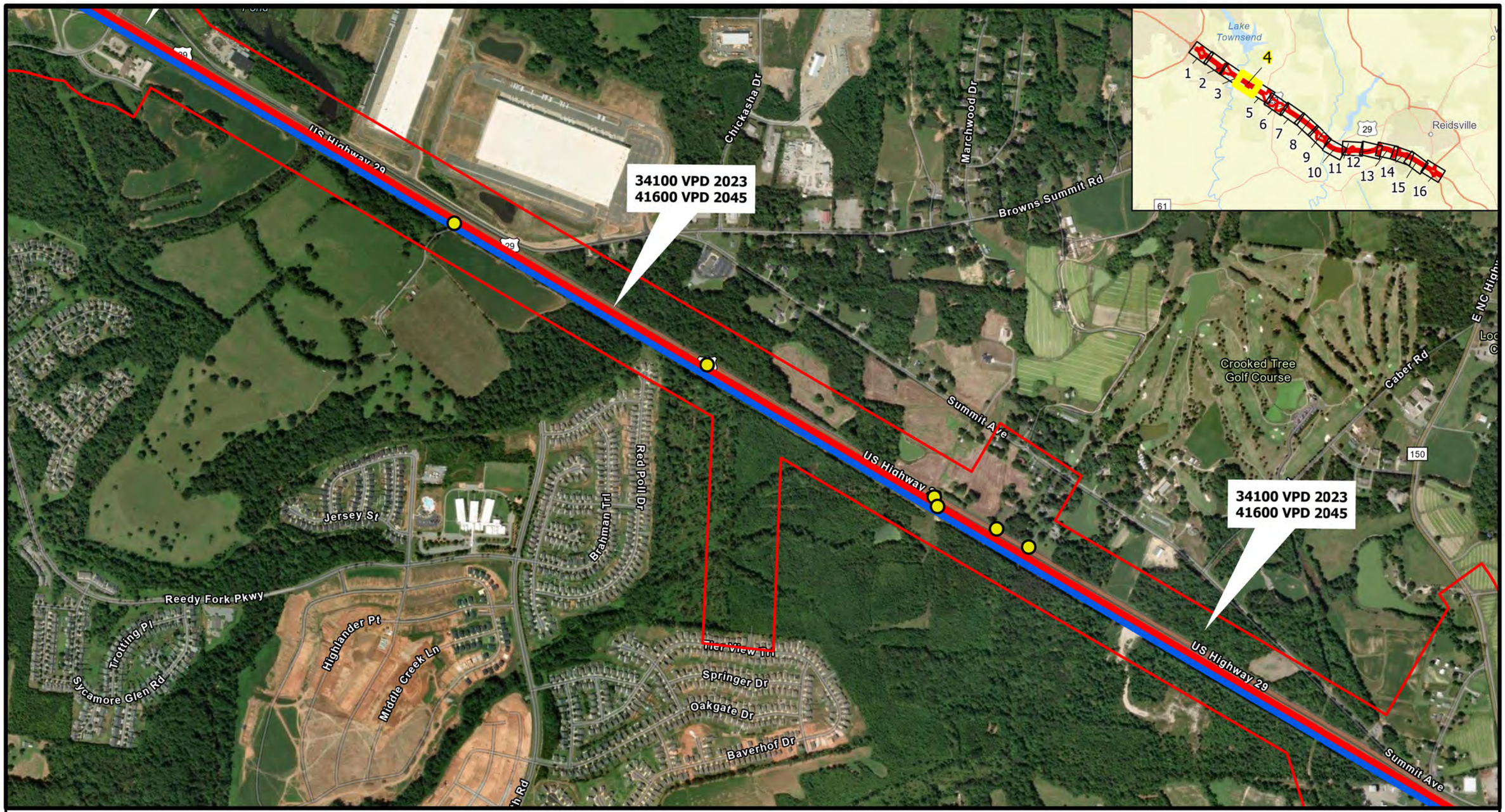
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

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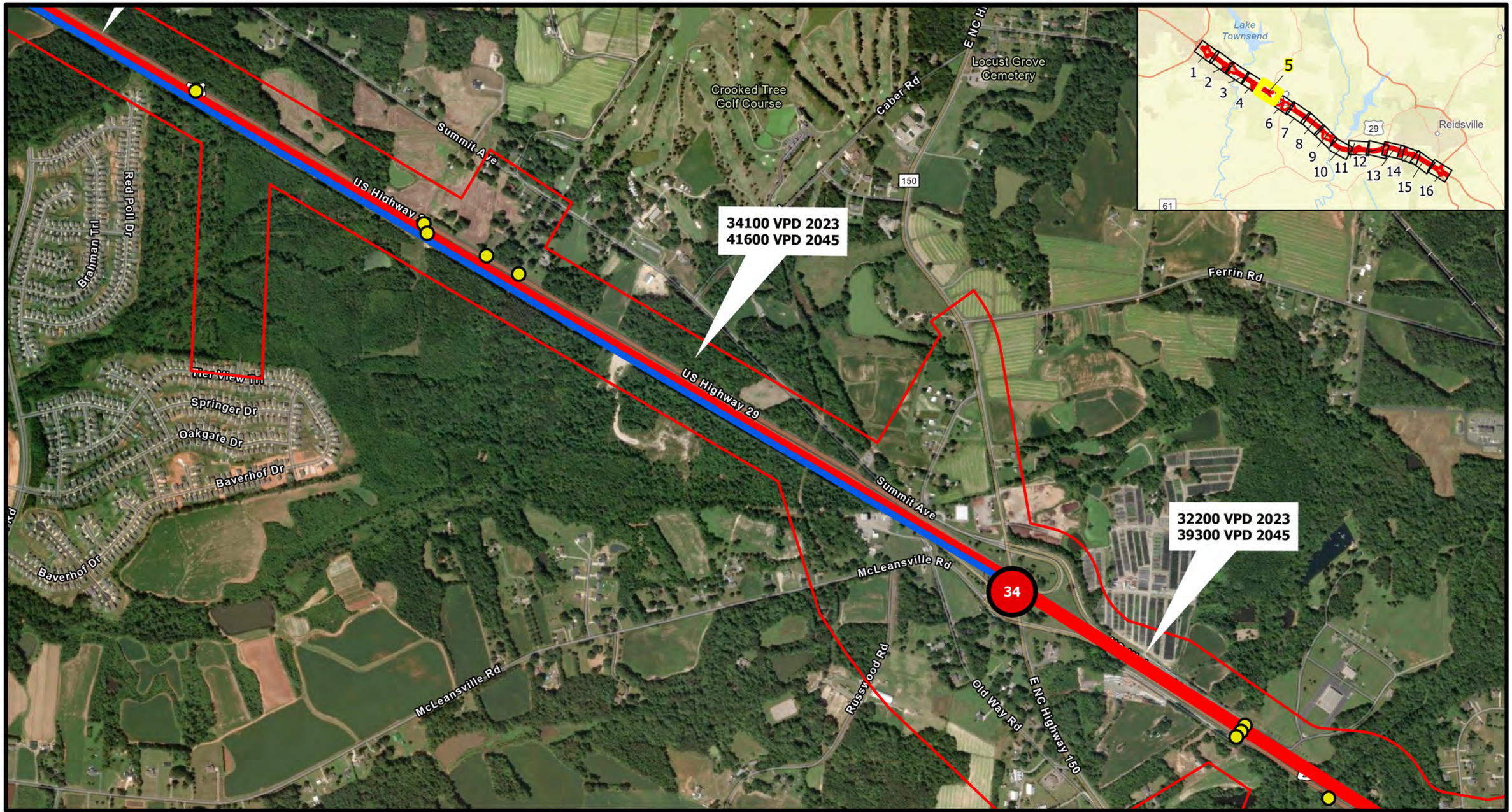
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

WBS #: 48394.1.1

Date: 7/10/2025

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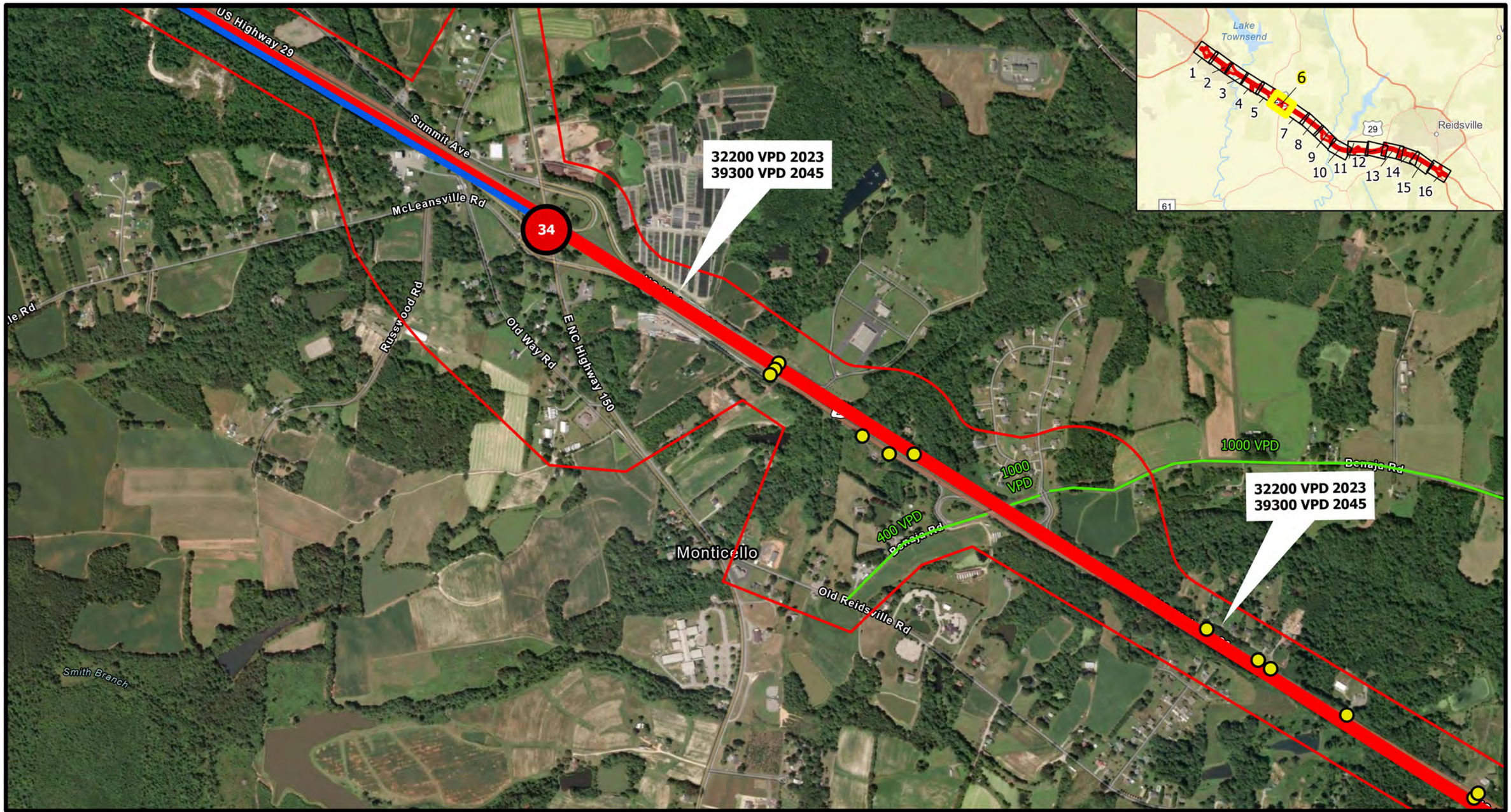
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

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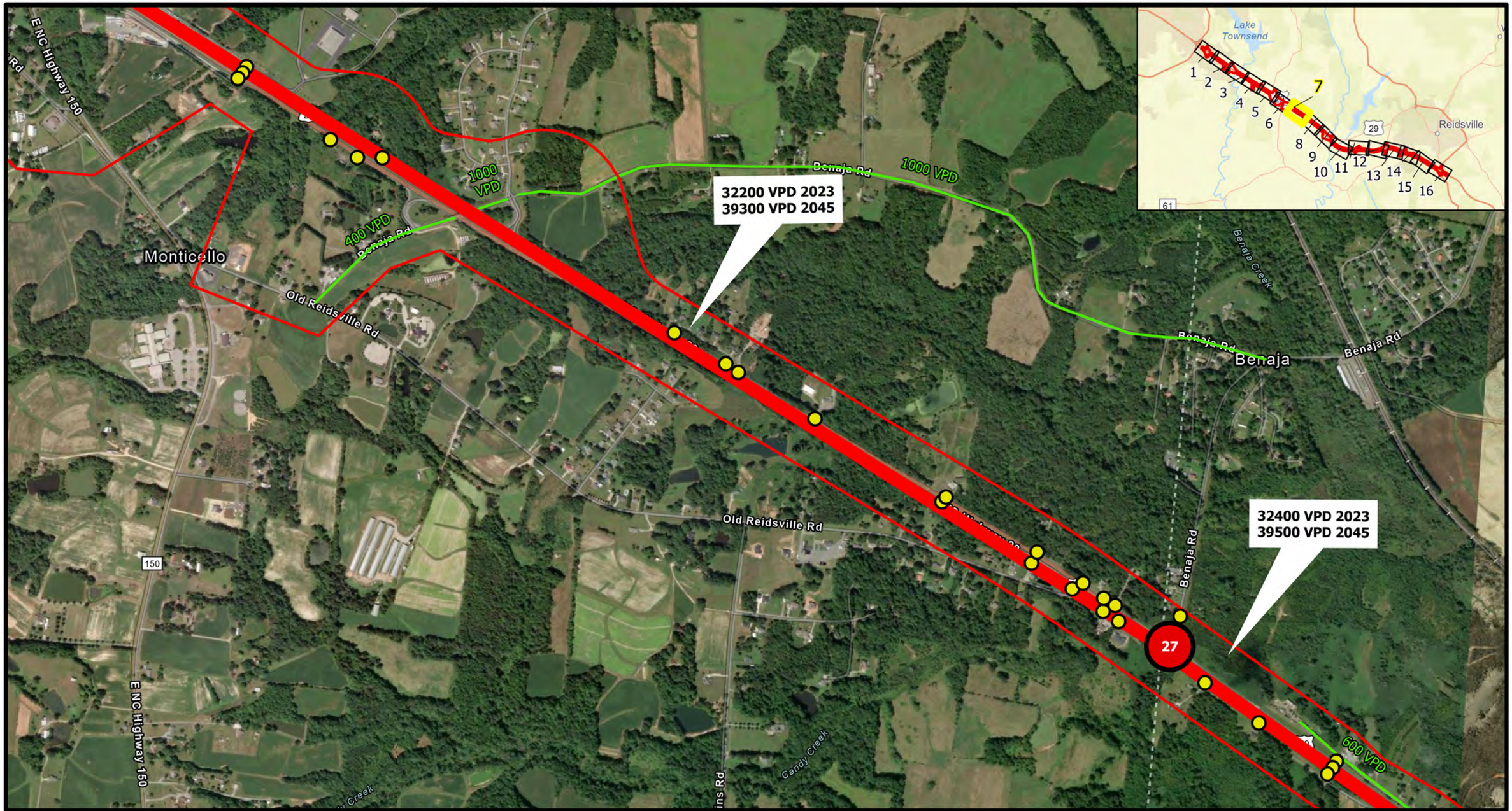
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

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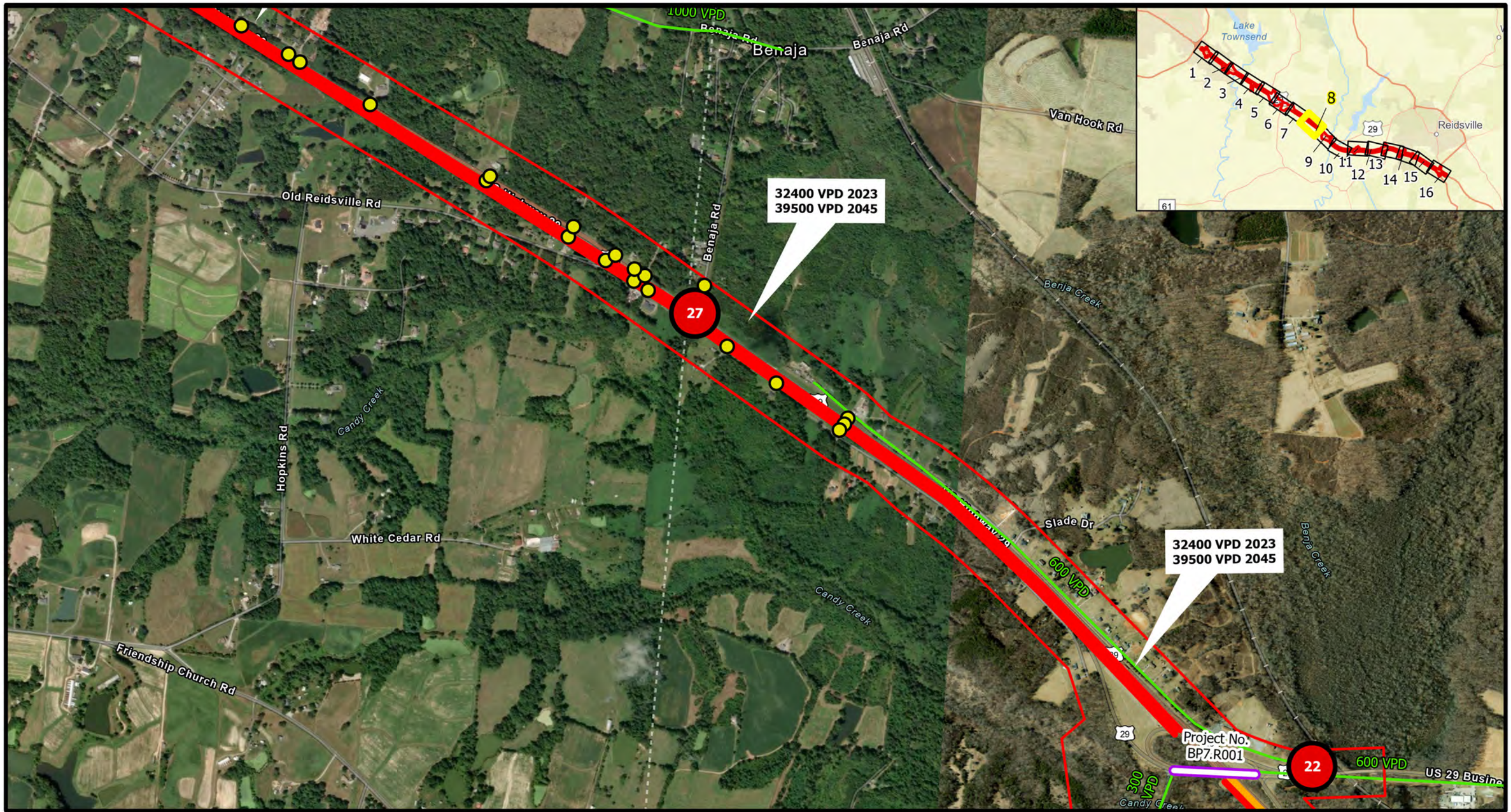
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

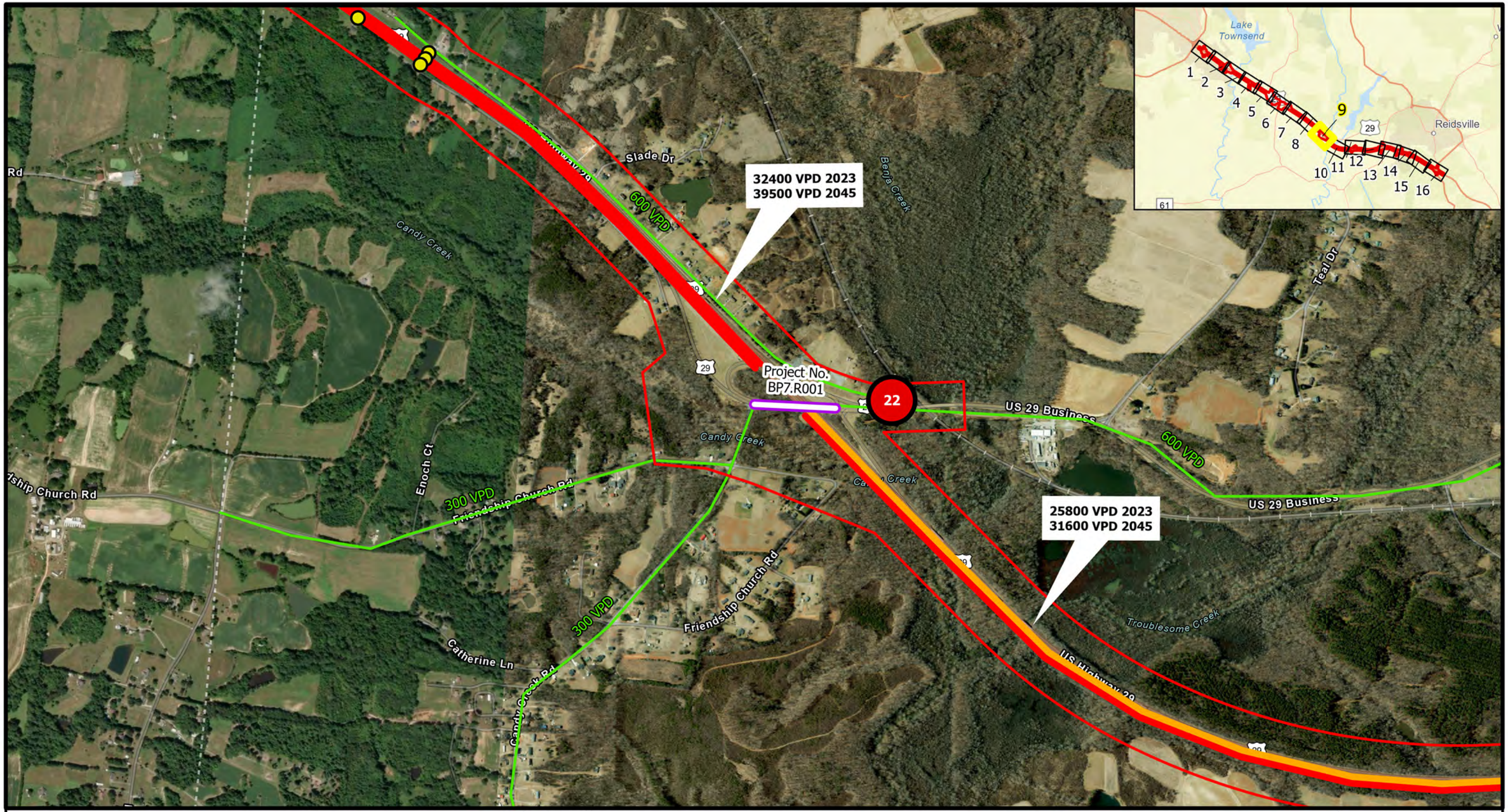
N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

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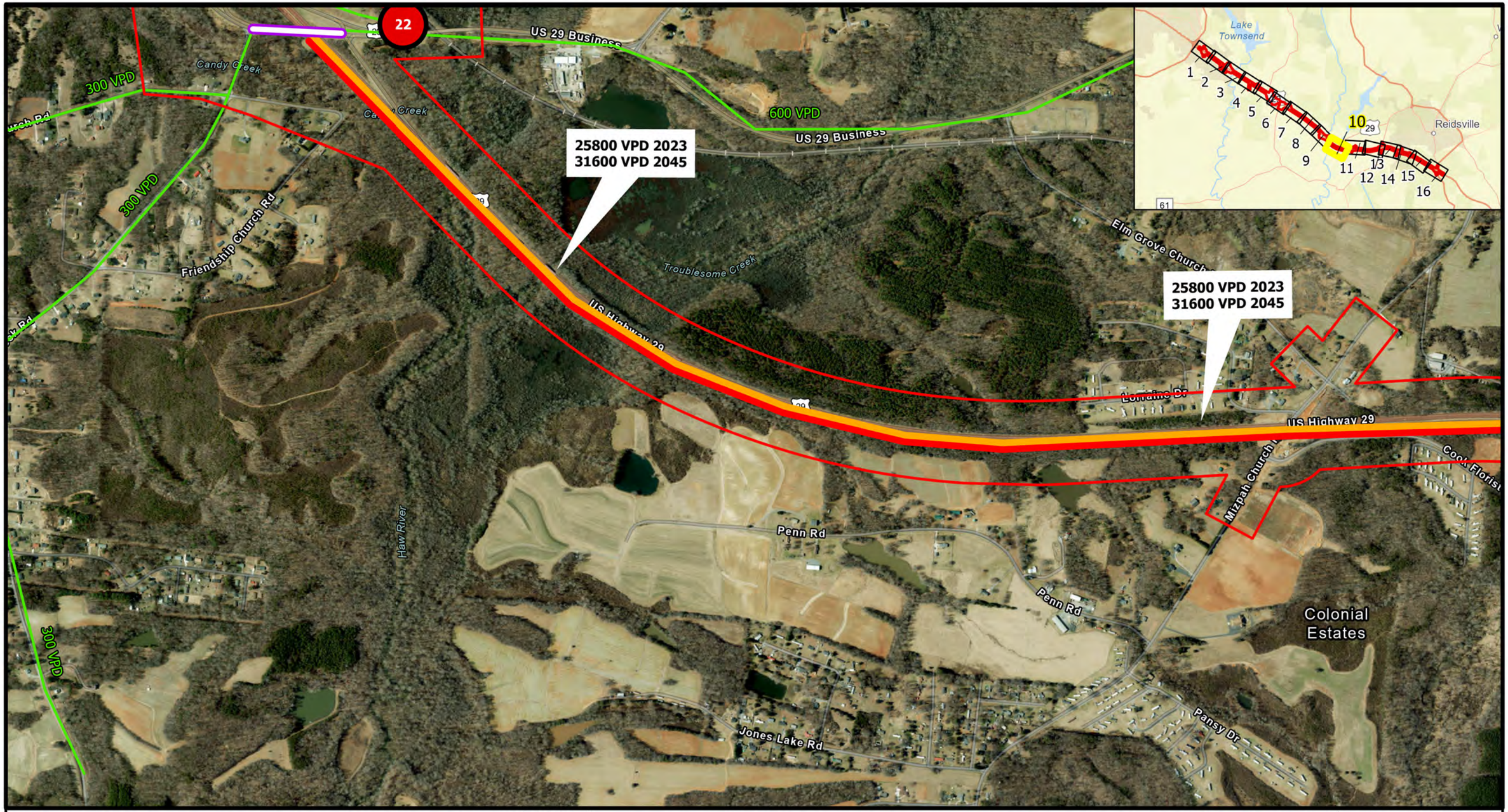
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

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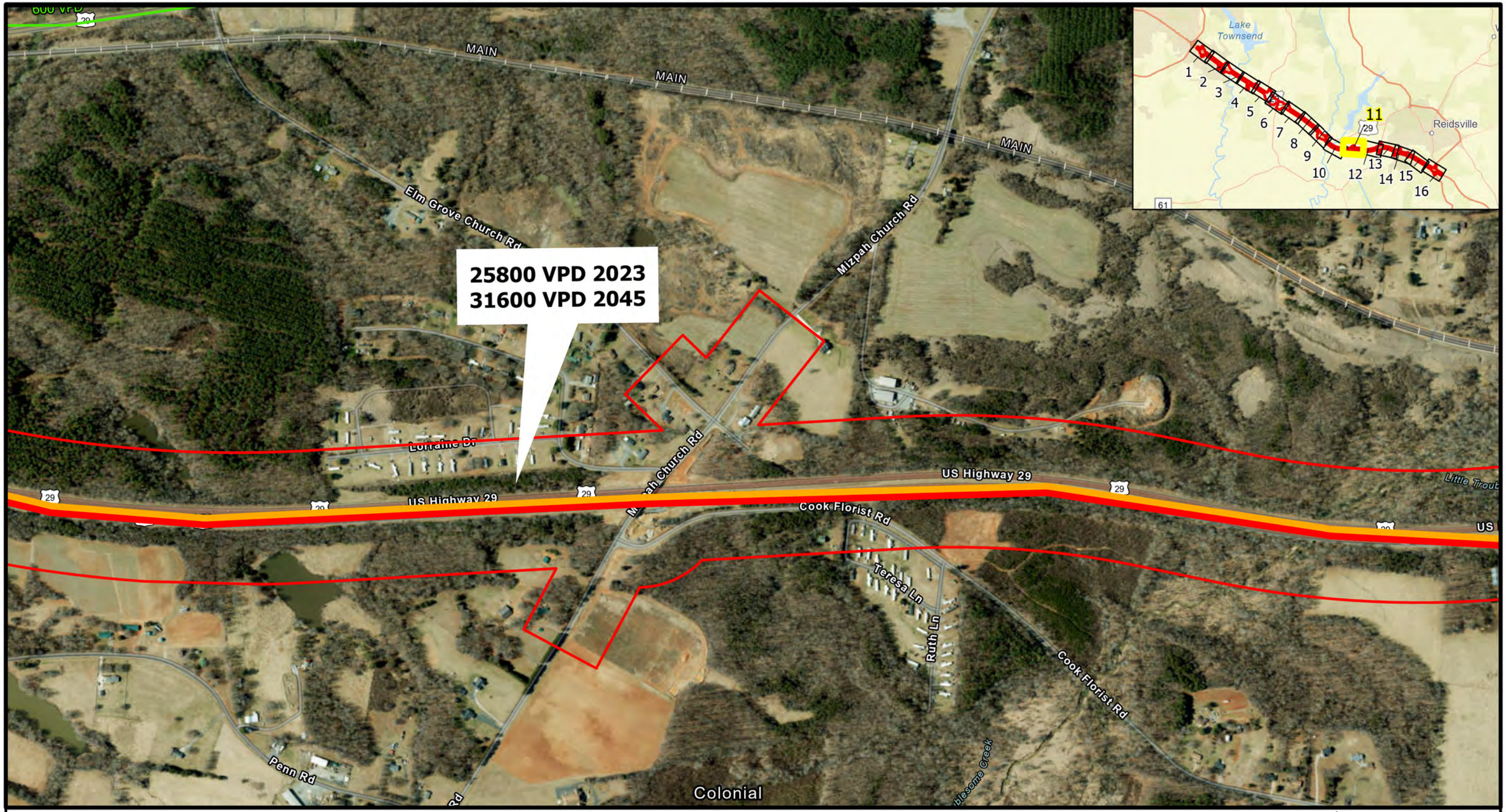
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.09 0.17 Miles

N

WBS #: 48394.1.1

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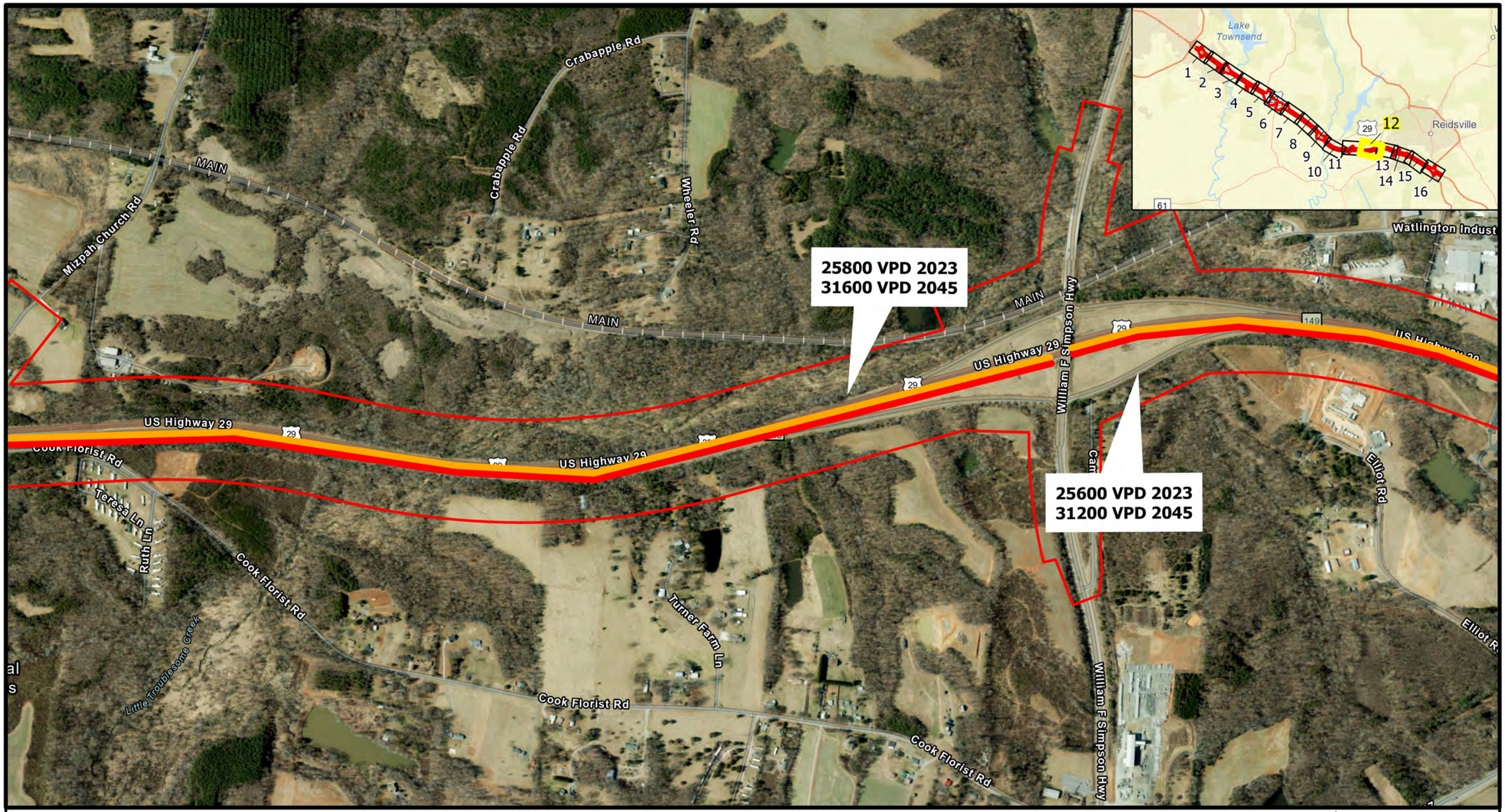
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

WBS #: 48394.1.1

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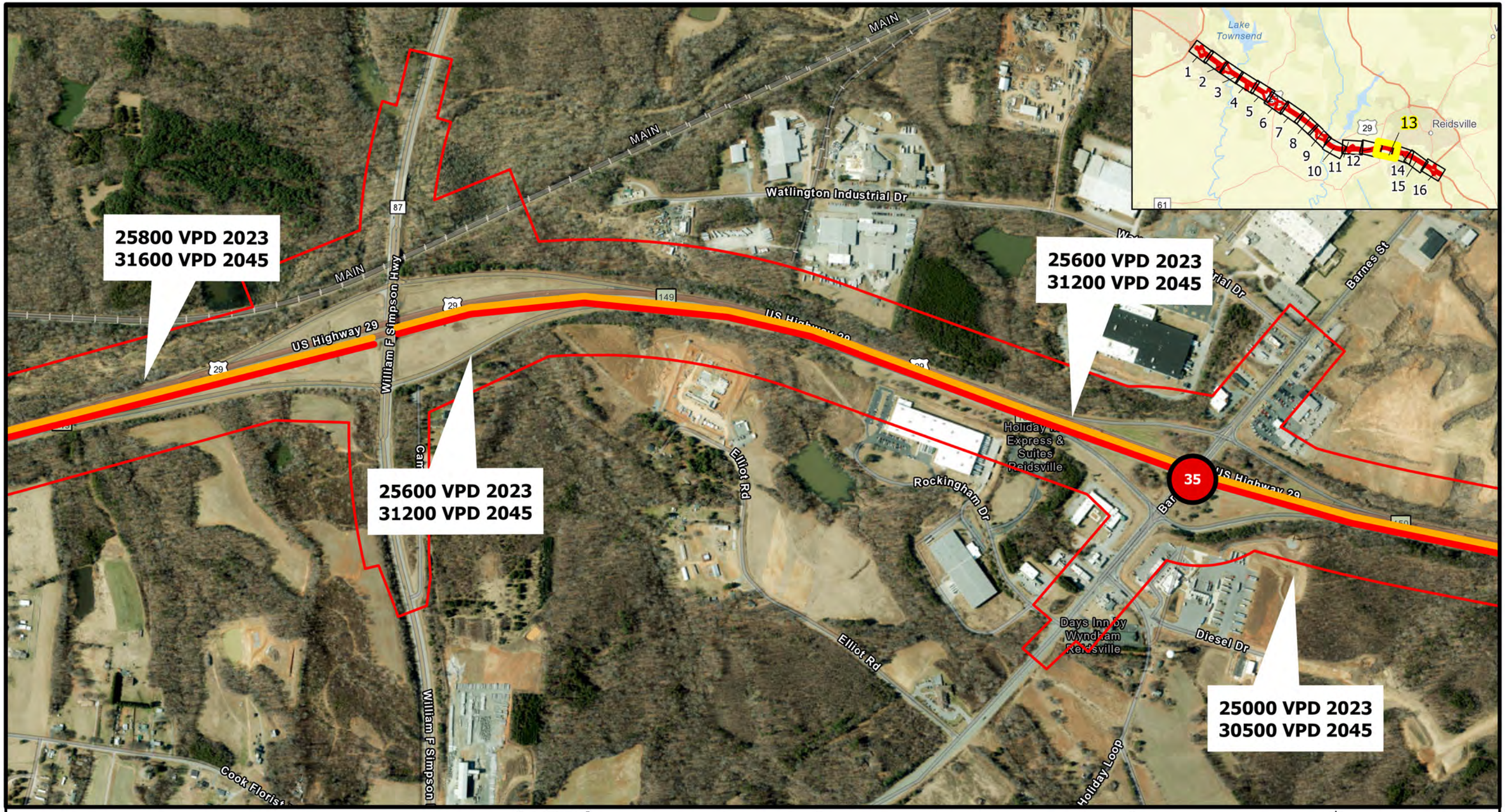
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.19 Miles

N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

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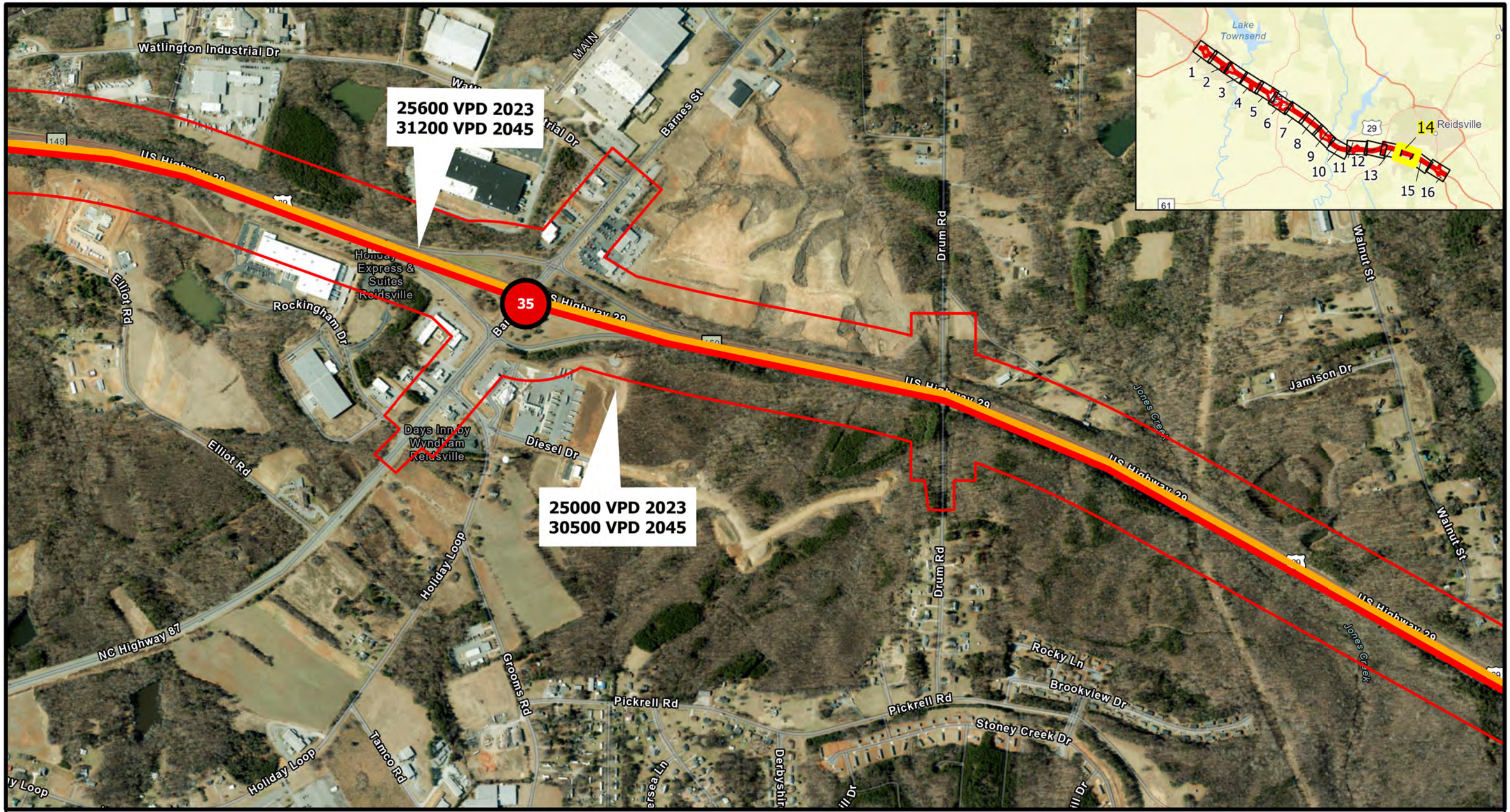
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

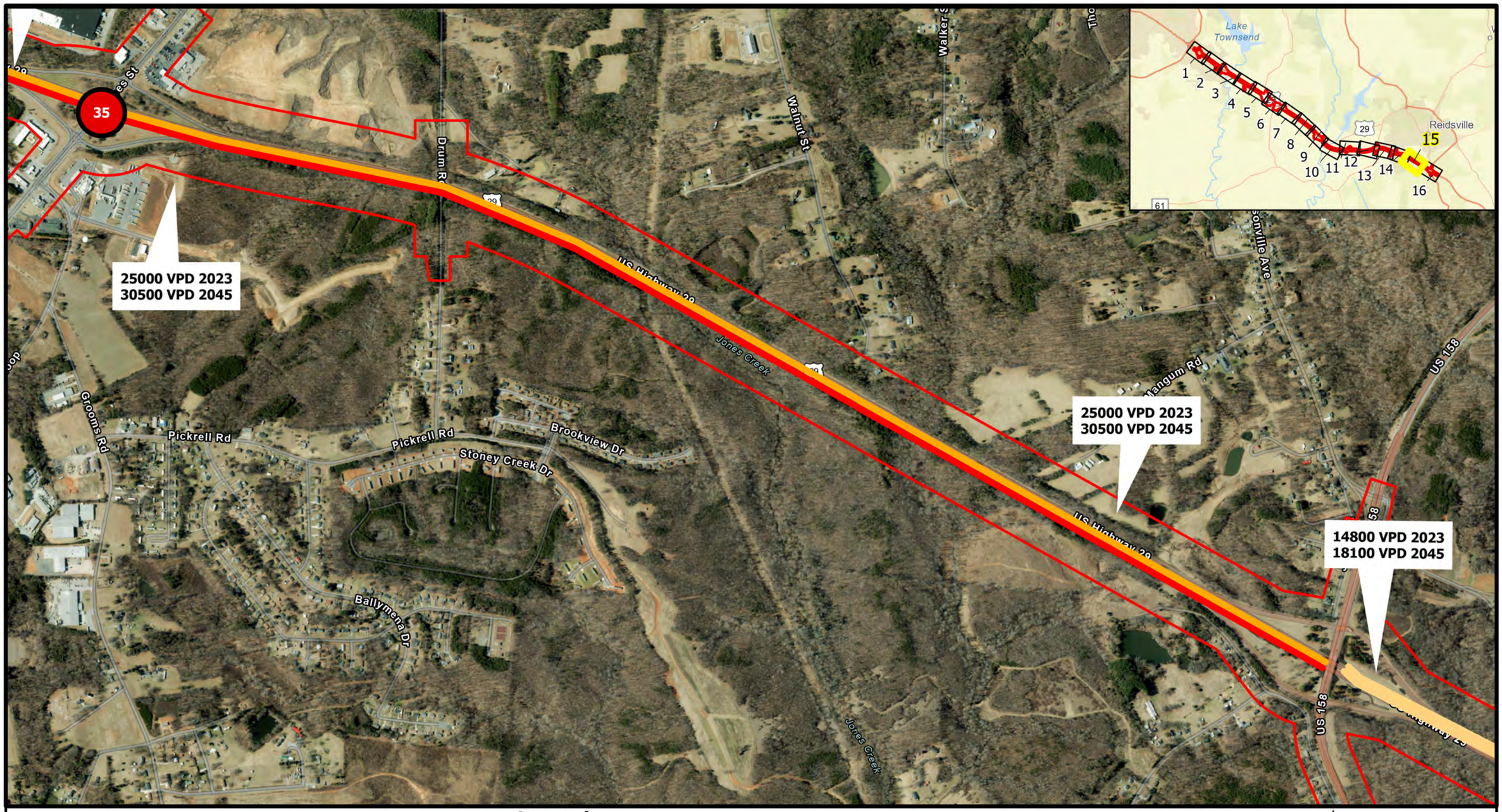
N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
- 60001 - 70000 VPD
- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

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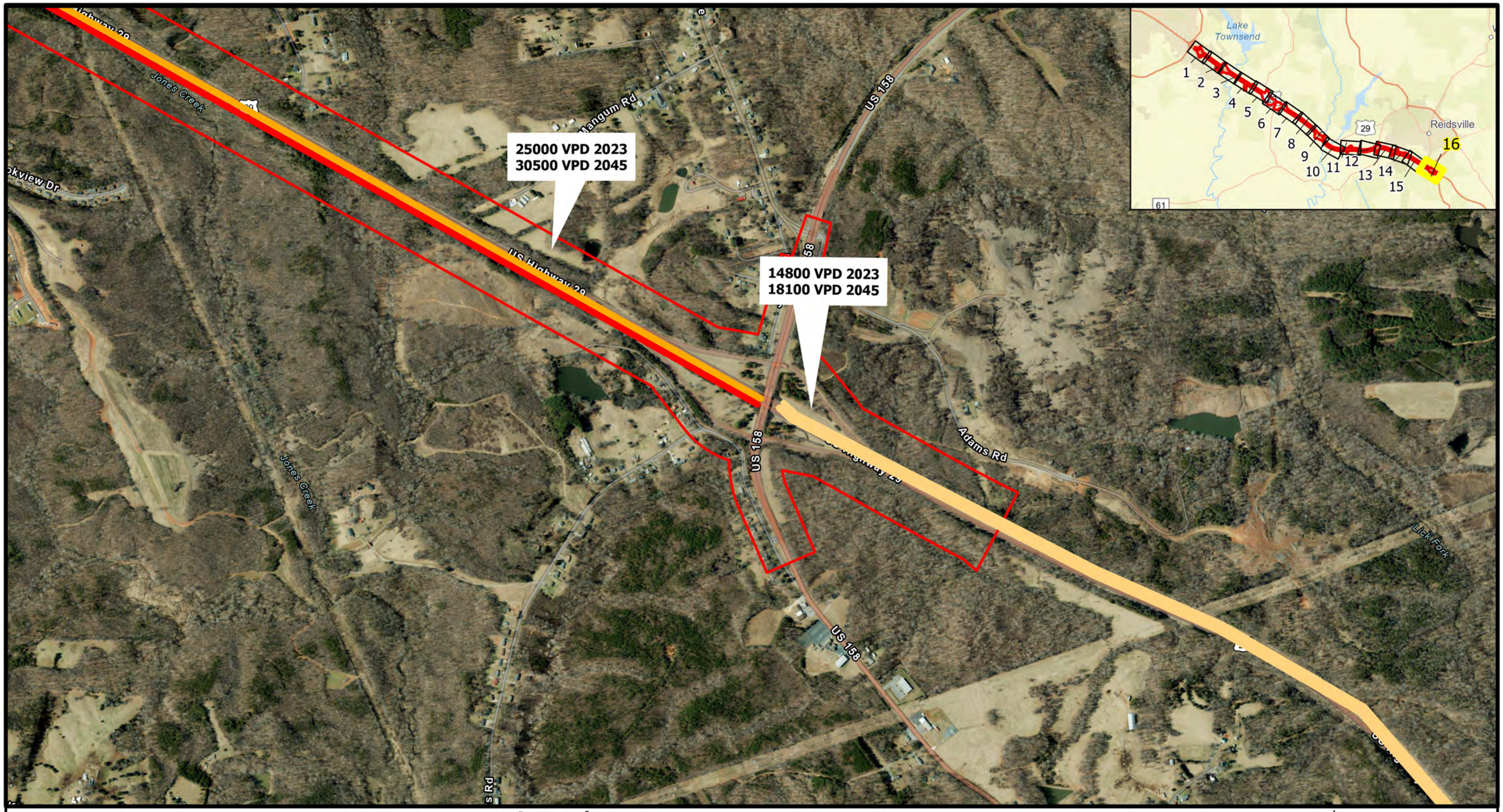
Figure: 3



R-5889 Traffic Volume and Crash Data Map

Legend

- 10000 - 20000 VPD
- 20001 - 30000 VPD
- 30001 - 40000 VPD
- 40001 - 50000 VPD
- 50001 - 60000 VPD
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- 70001 - 80000 VPD
- Project Study Area
- STIP Projects

TRAFFIC VOLUME (VPD)
2023 AADT
2045 AADT

- Forecasted Traffic Volume Increase
- Areas of Crash Clusters
- Uncontrolled Access Point

Dewberry

0 0.1 0.2 Miles

N

WBS #: 48394.1.1

Date: 7/10/2025

Drwn/Chkd: ZCL/ES

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Figure: 3