

NC 56 Study Recommendations
Recommendations from NFLAS

Map ID No.	Issue	Recommendation Type	Recommendation	Benefit	Timeframe
1	Potential sight distance issue for vehicles looking west on NC 56 from Moss Hayes Rd (SR 1636) & Hayes Rd (SR 1702).	Intersection Improvements	Consider removing/relocating abandoned structure (obstruction) in northwest quadrant of intersection. ^{2†}	Improves side road vehicle visibility at intersection.	Medium-Term
2	Lack of pedestrian facilities in proximity to the Mount Energy Elementary School.	New Sidewalks	Add sidewalks and pedestrian crossings from Amberleaf Dr/Westbourne Dr and from planned developments to Mount Energy Elementary School. [†]	Improves safety and accessibility by separating pedestrian and vehicular traffic and providing a dedicated space for walking.	Medium-Term
3	Congestion along NC 56 as a result of Mount Energy Elementary School traffic/parking during pick-up and drop-off and Pleasant Grove Baptist Church traffic on Sundays.	Turn Lanes	Add turn lanes on NC 56 between Moss Hayes Rd/Hayes Rd (SR 1636/SR 1702) and Tar River Rd/Walters Rd (SR 1635/SR 1704). ^{2‡}	Removes turning vehicles from travel lane, keeping traffic moving and may reduce rear-end crashes.	Near-Term
4	Intersection warning advisory speed is not consistent in both directions of travel, may cause confusion on appropriate speed.	Adjust Advisory Speeds	Consider matching the advisory posted speeds at the Tar River Rd/Walters Rd intersection - 35 MPH or 45 MPH in both directions. ^{1†}	Improves speed consistency through intersection.	Near-Term
5	Curve/topography issues.	Warning Signage	Consider installing a curve warning (W1-2) sign along NC 56. ^{1†}	Advanced warning signage helps drivers adjust speed and positioning earlier.	Near-Term
6	Curve/topography issues.	Warning Signage	Consider installing a curve warning (W1-2) sign along NC 56. ^{1†}	Advanced warning signage helps drivers adjust speed and positioning earlier.	Near-Term
7	Curve/topography issues.	Warning Signage	Consider installing a curve warning (W1-2) sign along NC 56. ^{1†}	Advanced warning signage helps drivers adjust speed and positioning earlier.	Near-Term
8	Vehicles stopped on NC 56 trying to access Granville County Solid Waste Convenience Center; topography impacts visibility.	Turn Lanes	Add turn lanes on NC 56 approaching the Granville County Solid Waste Convenience Center driveway. Consider internal site improvements that could help with traffic backups. ^{2‡}	Removes turning vehicles from travel lane, keeping traffic moving and may reduce rear-end crashes.	Medium-Term
9	Potential sight distance issue for left-turning vehicles from Hester Rd (SR 1129) due to intersection skew.	Intersection Improvements	Consider improving skew at intersection. ^{2‡} Add turn lanes on NC 56 at Hester Rd (SR 1129) ^{2‡}	Improves side road vehicle visibility at intersection.	Long-Term
10	Congestion/queuing concerns at the traffic signal and signal visibility at NC 96.	Intersection Improvements	Consider upgrading traffic signal (backplates, advance active warning) and/or improving signal timings. ^{2‡}	Enhances intersection and traffic signal visibility and improves traffic congestion at intersection.	Near-Term
11	Lack of controlled access to the Eddie Gooch Grocery Store at Conyers Rd.	Access Management	Improve access management to the Eddie Gooch Grocery Store. ^{2‡}	Improves intersection and driveway access safety.	Medium-Term
12	Curve/topography issues.	Warning Signage	Consider installing a curve warning (W1-2) sign along NC 56. ^{1†}	Advanced warning signage helps drivers adjust speed and positioning earlier.	Near-Term
13	Curve/topography issues.	Warning Signage	Consider installing a side road (W2-2) sign along NC 56 approaching the intersection. ^{1†}	Advanced warning signage helps drivers adjust speed and positioning earlier.	Near-Term
14	Curve/topography issues.	Warning Signage	Consider installing a curve warning (W1-2) sign along NC 56. ^{1†}	Advanced warning signage helps drivers adjust speed and positioning earlier.	Near-Term
15	High number of frontal impact crashes at Suitts Store Rd/Grove Hill Rd (on NCDOT HSIP List as Location No. TSUINT63691).	Intersection Improvements	Coordinate with NCDOT on status of field investigations and recommendations. Consider installing a traffic signal or improving intersection warning signs (i.e.: dual STOP/STOP AHEAD, w/o flashers) with active flashers for vehicles entering when flashing. ^{2‡}	Improves side road vehicle visibility at intersection and provides a greater reaction time for vehicles on NC 56 for possible vehicles entering the roadway.	Medium-Term
16	Potential sight distance issue for side-street vehicles on Gordon Moore Rd (SR 1142) & Wes Sandling Rd (SR 1200) at NC 56.	Intersection Improvements	Consider adding turn lanes on NC 56 and/or realigning Gordon Moore Rd (SR 1142) to form a 4-leg intersection at Wes Sandling Rd (SR 1200) with turn lanes. ^{2‡}	Improves side road vehicle visibility at intersection and removes turning vehicles from travel lane, keeping traffic moving and may reduce rear-end crashes.	Long-Term
17	Potential sight distance issue for side-street vehicles on Mt Olivet Church Rd/Fred Wilder Rd (SR 1202) at NC 56 and roadside obstructions.	Intersection Improvements	Consider improving the line of sight for side-street vehicles on SR 1202 and removing all roadside obstructions and pushing back tree line at intersection. ^{2‡}	Improves side road vehicle visibility at intersection.	Medium-Term
18	Curve/topography issues.	Warning Signage	Consider installing a curve warning (W1-2) sign along NC 56 westbound. ^{1†}	Advanced warning signage helps drivers adjust speed and positioning earlier.	Near-Term
19	Limited pedestrian facilities in high density residential areas.	New Sidewalks	Consider installing sidewalks along NC 56 in high density residential areas (between US 1 and Mt Olivet Church Rd/Fred Wilder Rd (SR 1202)). [†]	Improves safety and accessibility by separating pedestrian and vehicular traffic and providing a dedicated space for walking.	Long-Term
20	High speeds (55 MPH posted speed limit) and high driveway density.	Reduce Posted Speed Limit	Reduce the posted speed limit to 45 MPH between US 1 and Mt Olivet Church Rd/Fred Wilder Rd (SR 1202). ^{1†}	Provides greater reaction time for vehicles in high driveway density areas and longer period of visibility.	Near-Term

¹A curve and speed study will be required before adding warning signs and/or changing posted or advisory speed limits

²Detailed traffic studies will be required to determine appropriate site specific improvements

[†] Coordinate with NCDOT

[‡] Coordinate with a consulting firm

Near-Term: 0 - 5 years

Medium-Term: 5 - 10 years

Long-Term: 10+ years

NC 56
Recommendations from Prior Plans

Map ID	Recommendation Type	Recommendation	Source
A	Intersection Improvements	Construct an exclusive southbound Left Turn Lane on Moss-Hayes Rd (SR 1636) and Hayes Rd (SR 1702) with 50 ft storage and taper AND Construct an exclusive westbound left turn lane on NC 56 with 50 ft storage and taper OR Install a traffic signal. Improve intersection in coordination with MTP widening of NC 56 (GRNV21).	Marry Lane Residential TIA / CAMPO 2055 MTP
B	Intersection Improvements	Construct an exclusive westbound right-turn lane on NC 56 with 50 ft of storage and appropriate taper and provide one ingress and one egress lane on the Proposed Right-In/Right-Out site driveway leg.	Marry Lane Residential TIA
C	Intersection Improvements	Construct exclusive eastbound left turn lane on NC 56 with 100 ft full-width storage and appropriate taper, Construct exclusive westbound right-turn lane on NC 56 with 50 ft full-width storage and appropriate taper, and provide two egress lanes and one ingress lane on the Marry Lane / Proposed Driveway leg with exclusive southbound left-turn lane with continuous storage and exclusive southbound right-turn lane with 100 ft full width storage and appropriate taper.	Marry Lane Residential TIA
D	Intersection Improvements	Improve the Tar River Rd (SR 1635) / Walters Rd (SR 1704) intersection as part of MTP NC 56 widening (GRNV22A).	CAMPO 2055 MTP
E	Intersection Improvements	Improve the Hester Rd (SR 1129) intersection as part of MTP NC 56 widening (GRNV22A).	CAMPO 2055 MTP
F	Intersection Improvements	Improve the intersection of NC 56 and NC 96 as part of MTP NC 96 widening (GRNV23).	CAMPO 2055 MTP
G	Intersection Improvements	Improve Mount Olivet Church Rd/Fred Wilder Rd (SR 1202) at NC 56 intersection as part of Franklin S Bypass new roadway location project (FRNK9B).	CAMPO CTP
H	New Intersection	Add new intersection as part of MTP new roadway location 1,200 ft from US 1 interchange (FRNK25).	CAMPO 2055 MTP
I	Interchange Improvements	Improve interchange as part of MTP US 1 at NC 56 interchange widening (FRNK1).	CAMPO 2055 MTP

Brogden Road Study Recommendations
Recommendations from NFLAS

Map ID No.	Issue	Recommendation Type	Recommendation	Benefit	Timeframe
1	Lack of connection to planned regional bicycle and pedestrian facilities (East Coast Greenway).	Bicycle and Pedestrian Accommodations	Add bicycle and pedestrian accommodations to the intersection of Brogden Rd (SR 1127) and Old North Carolina 75 (SR 1004). [†]	Improves bicycle and pedestrian visibility through use of dedicated facilities at intersection.	Long-Term
2	At-grade railroad crossing with lack of pedestrian and bicycle facilities and limited warning signage to the north of the crossing	At-Grade Rail Crossing	Add pedestrian and bicycle facilities on Main St (SR 1127) at the railroad crossing and improve railroad warning signage on both approaches. [†]	Advanced warning signage helps drivers adjust speed and prepare to stop and improves bicycle and pedestrian accessibility through the crossing facility.	Medium-Term
3	Limited visibility approaching a four-way stop.	Warning Signage	Consider installing "STOP AHEAD" pavement markings on Brogden Rd (SR 1127). ^{1†}	Advanced warning signage helps drivers adjust speed and prepare to stop.	Short-Term
4	Curve/topography issues limit visibility and reduce sight distance.	Warning Signage	Consider installing reverse curve (W1-4) signs along Brogden Rd (SR 1127). ^{1†}	Advanced warning signage helps drivers adjust speed and positioning earlier.	Short-Term
5	Curve/topography issues limit visibility and reduce sight distance at intersection.	Intersection Improvements	Consider updating intersection warning signs to show curve section (i.e.: W1-10a) and increasing intersection visibility with advanced warning lights. ^{2‡}	Advanced warning signage helps drivers adjust speed and positioning earlier.	Medium-Term
6	High number of night rural crashes (on NCDOT HSIP List as Location No. TSUINT712224); significant number of advertising signs at/near intersection and significant development activity in area.	Turn Lanes	Add turn lanes on Brogden Rd (SR 1127) at W. Lyon Station Rd (SR 1215) approaching the intersection w/ BriteSides. ^{2‡} Add intersection warning & regulatory signs at all intersection approaches. ^{1†} Consider removing advertising signs.	Removes turning vehicles from travel lane, keeping traffic moving and may reduce rear-end crashes and visual distractions.	Short-Term
7	Hester Rd is a major east-west connector between Stem and Wilton with higher traffic volumes.	Turn Lanes	Add turn lanes on Brogden Rd (SR 1127) approaching the intersection both northbound and southbound. ^{2‡}	Removes turning vehicles from travel lane, keeping traffic moving and may reduce rear-end crashes.	Medium-Term
8	Curve/topography issues.	Warning Signage	Consider installing a curve with intersection warning (W1-10) sign along Brogden Rd (SR 1127). ^{1†}	Alerts drivers of upcoming turn and intersection and may reduce angle crashes.	Short-Term
9	Bridge and approaches subject to flooding at Ledge Creek	Bridge Improvements	Raise the bridge and its approaches in coordination with future widening or when the bridge needs to be replaced. ^{3†}	Increases resiliency and safety during flooding events.	Long-Term
10	Limited sight distance/hidden driveway at Glen Haven Ln.	Turn Lanes	Add turn lanes on Brogden Rd (SR 1127) approaching the hidden driveway and add street light(s) at intersection. ^{2‡}	Removes turning vehicles from travel lane, keeping traffic moving and may reduce rear-end crashes. Allows for more visibility of driveway.	Medium-Term
11	High driveway density in an area with a curve/topography issues.	Cross-section Improvement	Add a center turn lane south of the tree-line to the bridge. [†]	Removes turning vehicles from travel lane, keeping traffic moving and may reduce rear-end crashes. Allows for more visibility of driveway.	Long-Term
12	High driveway density in an area with a curve/topography issues.	Cross-section Improvement	Add a center turn lane approaching the horizontal curve to NC 56 intersection. [†]	Removes turning vehicles from travel lane, keeping traffic moving and may reduce rear-end crashes. Allows for more visibility of driveway.	Long-Term
13	Lack of connection to planned regional bicycle and pedestrian facilities (Cross-City Trail).	Bicycle and Pedestrian Accommodations	Add bicycle and pedestrian accommodations to the intersection of Brogden Rd (SR 1127) and NC 56.	Improve bicycle and pedestrian visibility through use of dedicated facilities at intersection.	Medium-Term

¹A curve and speed study will be required before adding warning signs and/or changing posted or advisory speed limits

²Detailed traffic studies will be required to determine appropriate site specific improvements

³Conduct a guardrail study for all of Brogden Road to determine where additional guardrail is needed

[†] Coordinate with NCDOT

^{*} Coordinate with a consulting firm

Near-Term: 0 - 5 years

Medium-Term: 5 - 10 years

Long-Term: 10+ years

Brogden Road
Recommendations from Prior Plans

Map ID	Recommendation Type	Recommendation	Source
A	Turn Lanes	Construct exclusive northbound right-turn lane on Creedmoor Rd (SR 1127) at Tally Ho Rd (SR 1132) with 75 ft of full-width storage and appropriate taper. Add warning signage improvements.	Stem Town Center TIA
B	New Intersection	Construct an exclusive northbound left-turn lane on Creedmoor Rd (SR 1127) at the Proposed Full Movement Driveway with 125 ft of full-width storage and appropriate taper. Construct an exclusive southbound right-turn lane on Creedmoor Rd (SR 1127) at the Proposed Full Movement Driveway with 50 ft of full-width storage and appropriate taper. Provide one ingress and two egress lanes on the Proposed Full Movement Driveway. The two egress lanes should consist of a left-turn lane with continuous storage and a right-turn lane with 125ft of full-width storage and appropriate taper.	Stem Town Center TIA
C	Turn Lanes	Add right turn lane from W. Lyon Station Rd (SR 1215) onto Brogden Rd (SR 1127) with 100 ft storage capacity	Lyon Station PUD TIA
D	New Interchange	Consider wide (12 ft) lanes with additional thru/turn lanes as part of new interchange of I-85 at Brogden Rd MTP project (GRNV94).	CAMPO 2055 MTP
E	Intersection Improvements	Improve the intersection of Brogden Rd (SR 1127) at Hester Rd (SR 1129) as part of the Hester Rd widening (GRNV66) or Brogden Rd center turn lane (GRNV110).	CAMPO 2055 CTP
F	Intersection Improvements	Improve the intersection of Brogden Rd (SR 1127) at NC 56 as part of the NC 56 widening (GRNV20C) or NC 56 center turn lane (GRNV20B) project.	CAMPO 2055 MTP