



AGENDA
MAYODAN TOWN COUNCIL
June 8, 2026
6:00 p.m.
James A. Collins Municipal Building

CALL TO ORDER

PRAYER:

Given by Wendy Bishop-Reddick of Mayodan Methodist Church

PLEDGE OF ALLEGIANCE:

Pledge of Allegiance led by Mayor Lake and Councilmembers

PUBLIC COMMENTS

RECOGNITION:

- A. Black Mountain Software Training Completion
- B. New Police Officer Michael Michaux
- C. New Wastewater Treatment Plant ORC Joel Freeman

CONSENT AGENDA :

- A. Approval of Minutes
 - a. Regular Meeting Minutes of May 11, 2026
 - b. Budget Workshop Minutes of May 18, 2026
- B. Budget Amendments (Will provide once available)
- C. AFG Grant Resolution
- D. SAFER Grant Resolution 2026

PUBLIC HEARING:

- A. Public Hearing & Decision - Proposed Budget FY26-27
- B. Public Hearing & Decision - Flood Damage Prevention Ordinance
- C. Public Hearing & Decision - Text Amendments for Data Processing and Solar Energy Facilities
- D. Public Hearing & Decision – Special Use Application for Curb, Gutter, and Sidewalk Alternatives for N 7th Avenue ~ CONTINUED

OLD BUSINESS:

NEW BUSINESS:

- A. Rockingham County Comprehensive Transportation Plan

CLOSED SESSION:

MANAGER COMMENTS/ANNOUNCEMENTS

DEPARTMENT HEAD COMMENTS/ANNOUNCEMENTS

COUNCIL COMMENTS/ANNOUNCEMENTS

ADJOURN



NCLM
NC LEAGUE OF MUNICIPALITIES

**WORKING AS ONE.
ADVANCING ALL.**

Town of Mayodan Municipal Accounting Services (MAS) Program Celebration

June 8, 2026

Municipal Accounting Services (MAS) Program



- American Rescue Plan Act (ARPA) funding awarded to the State of North Carolina and then sub-awarded to NCLM.
- Funding covers MAS participant costs in the program for the first 3 years including software licensing, conversion, and maintenance costs as well as the cost of the accounting assistance through the end of 2026.
- Goal is to:
 - promote financial accountability and reliability by providing **1)** governmental accounting software **2)** guidance on best financial practices and **3)** accounting assistance to ensure year-end audit readiness.
 - Provide software & accounting assistance for 40-60 Towns (<2500 pop.)
- **Mayodan is the 28th town to convert to Black Mountain Software**

Major Mayodan Accomplishments



- Went “**live**” successfully on new financial software – June 1st, 2025.
- General Ledger was converted to the MAS Program Standard Uniform **Chart of Accounts**.
- Central Depository has been established, and bank accounts have been reduced from 16 accounts to 4 accounts.
- Investments accounts have been reduced from 2 to 1.
- Town was sharing cash drawers among 3 members. A 2nd cash drawer was purchased, and staff was trained on managing cash drawers on a 1 to 1 basis.
- The Town implemented Positive Pay.

Major Mayodan Accomplishments



- Bank Reconciliation module in BMS has improved bank reconciliation each month. Bank reconciliations were previously completed manually.
- The Interest Allocation feature in BMS has made distributing interest among the funds easier.
- The Payroll module in BMS has made payroll a smoother process than before.
- Went “live with Citizens portal, allowing citizens access to online payment options and past billing history.

More to Come...



- Continued mentoring of Staff / Board on Accounting related matters
- Implementation of Best Practices and Policies
- Available to Answer General Accounting Questions and MAS Help Desk
- Networking of municipalities that use the software to create a resource for units to share experiences and knowledge
- Financial management training opportunities for Board and Staff

More to Come...



- Manuals providing information on financial tasks that must be done on a daily, weekly, monthly, quarterly, and annual basis along with information on how to complete those tasks.
- Consistent use of a Standard Chart of Accounts among participants could lead to more efficient and cost-effective preparation of financial statements and audits to assist with the amount of time it takes to complete an audit.

Equation for Financial Success



Enhanced Software Tool Effectively Used by Staff

+

MAS Accounting Assistance Program Efforts

+

Regular Management and Board Oversight

=

Reliable Financial Records

and

Quality Services to Citizens

Thank You!



- To the **State Legislature** for their funding and support to allow the MAS Program to become a reality!
- To the Town of **Mayodan Board** for their support throughout the conversion!
- To the **Local Government Commission** for partnering with the Town and the League to take this step towards better financial accountability and reliability for the Town!

Thank You!



And last – but not least – to:

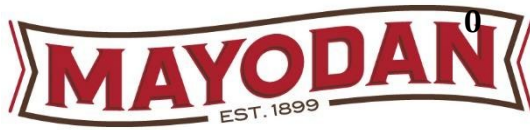
Brianna Cardwell, Finance Officer

Sarah Hopper, Town Clerk

for their hard work and determination to make the Town of Mayodan a successful, thriving, and supportive community for its families and citizens!

AGENDA ITEM COVER

Item for Agenda:	New Employee Introduction
Placement on Agenda:	
Presenter:	Chief Knight
Description of Agenda Item or Other Pertinent Information for Council:	Introducing New Police Officer -Officer Michael Michaux



**REGULAR
MEETING *MINUTES*
MAYODAN TOWN COUNCIL
May 11, 2026
6:00 p.m.
James A. Collins Municipal Building**

MAYOR AND COUNCIL PRESENT:

Mayor Dwight Lake
Mayor ProTem John Miller
Melanie Barnes
Doug Cardwell
Letitia Goard
Buck Shelton

STAFF PRESENT:

Town Attorney Eugene Russell
Town Manager Melody Shuler
Town Clerk Sarah Hopper

The Mayodan Town Council met at 6:00 pm on May 11, 2026, in the Council room of the James A. Collins Municipal Building, and with a quorum present, Mayor Lake called the meeting to order.

PLEDGE OF ALLEGIANCE:

The Pledge of Allegiance was led by Mayodan Troop 562.

PUBLIC COMMENTS:

No one wished to speak.

RECOGNITION:

Chief Knight introduced newly hired Police Officer Bailey Massey, and Town Clerk Sarah Hopper administered the oath of office to Officer Massey.

Chief Knight also announced the promotion of Patrick Wilson to the rank of Patrol Sergeant.

PUBLIC HEARING:

A. Public Hearing and Decision - Ratification of Demolition Ordinance Adoption (500 N. Third Avenue) and Resolution Confirming Demolition Charges and Lien Against the Property

Motion by Councilmember Goard, seconded by Councilmember Miller, to open public hearing

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

Mayor Lake opened the public hearing at 6:05 pm

Motion by Councilmember Goard, seconded by Councilmember Miller, to close public hearing

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Mayor Lake closed the public hearing at 6:07 pm

The Town of Mayodan completed minimum housing enforcement proceedings for the property located at 500 N. 3rd Avenue (PIN 120412), owned by the Heirs, Known and Unknown, of Mary Lee Bryant

Biggs and Roy C. Biggs. Following an inspection conducted on July 26, 2024, a complaint and notice of hearing were served on March 28, 2025. A hearing was held on June 26, 2025, before the Code Enforcement Officer.

Following the hearing, the Code Enforcement Officer determined the structure to be deteriorated and dilapidated and ordered the property owners to repair or demolish the structure within ninety (90) days. No corrective action was taken.

At its November 10, 2025 meeting, the Town Council adopted a Demolition Ordinance authorizing demolition of the structure and placement of a placard on the property. The Ordinance was recorded with the Rockingham County Register of Deeds on November 19, 2025 (Book 1701, Page 1757). The demolition has since been completed.

State law requires the Town Council to ratify the previously adopted Demolition Ordinance and adopt a Resolution confirming demolition costs before a lien may be filed against the property for cost recovery. A public hearing was properly advertised and held to allow the property owners and interested parties an opportunity to be heard.

Following the public hearing, Council is requested to ratify the Demolition Ordinance for 500 N. 3rd Avenue and adopt a Resolution confirming the demolition charges and directing that a lien be filed against the property for the actual cost of demolition.

Motion by Councilmember Goard, seconded by Councilmember Miller, to approve the adoption of the Demolition Ordinance for the structure located at 500 N. 3rd Avenue, Mayodan, NC 27027 (Parcel ID: 120412), and adopt the Resolution confirming the demolition charges and directing that a lien be filed against the property in the amount of the actual cost of demolition.

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

B. Public Hearing and Decision - Moratoria on Data Centers and Solar Energy

Lucy Lewis presented the background information to Town Council regarding proposed temporary moratoria on data centers, high-impact facilities, and large-scale solar energy systems. The moratoria are intended to allow staff time to evaluate potential impacts and develop appropriate zoning regulations, as the Town's current Zoning Ordinance does not contain specific definitions or standards for these uses. Potential concerns discussed included impacts on utilities, noise, land use compatibility, site design, and long-term maintenance. Under N.C.G.S. § 160D-107, the Town may adopt temporary moratoria while studying these issues and preparing ordinance amendments.

The proposed moratoria would temporarily suspend the acceptance and processing of development approvals for these uses for sixty (60) days while staff develops definitions, identifies appropriate zoning districts, and establishes development standards.

Motion by Councilmember Shelton, seconded by Councilmember Goard, to open public hearing

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

Mayor Lake opened the public hearing at 6:12 pm

Motion by Councilmember Goard, seconded by Councilmember Cardwell, to close public hearing

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None.

Motion carried unanimously

Mayor Lake opened the public hearing at 6:36 pm

Motion by Councilmember Cardwell, seconded by Councilmember Barnes, to adopt the ordinances establishing the temporary moratoria on development approvals for data centers and other high-impact facilities and solar energy systems.

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

C. Public Hearing and Decision - Text Amendment for Curb, Gutter, and Sidewalk Alternatives

Motion by Councilmember Cardwell, seconded by Councilmember Barnes, to open public hearing

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

Mayor Lake opened the public hearing at 6:19 pm

Town Manager Shuler presented Text Amendment TA-001-2026 to Town Council, explaining that the proposed amendment would allow alternative street and pedestrian design standards in certain developments while maintaining public safety and infrastructure requirements.

She explained that alternative designs could be approved during site plan, subdivision, or special use review if they provide equal or greater public safety than traditional curb-and-gutter streets and sidewalks, are consistent with the Town's Land Development Plan and adopted transportation plans, support connectivity, clearly define maintenance responsibilities, avoid adverse impacts to neighboring properties, and provide adequate access for emergency services.

Town Manager Shuler noted that alternative designs would not be permitted where traditional improvements are necessary due to high traffic volumes, safety concerns, or stormwater management requirements. She further explained that the amendment is consistent with the Town's Land Development Plan and provides a practical tool for evaluating development proposals on a case-by-case basis while preserving the Town's ability to require traditional infrastructure when appropriate.

Council was informed that proper public hearing notices had been provided and that the Planning Board reviewed the amendment on April 20, 2026, recommending approval by a vote of 4-2. Members Norma O'Steen and Sammy Martin voted in opposition, citing concerns regarding housing quality and alternative infrastructure standards.

Town Manager Shuler stated that the amendment is reasonable and in the public interest because it allows flexibility in development design while maintaining safe and functional infrastructure standards and supporting the Town's goals for managed growth and compatible development.

Council was requested to approve Text Amendment TA-001-2026 and adopt the accompanying Reasonableness and Consistency Statement.

Town Attorney Russell responded to questions from Council regarding the Town of Mayodan's street construction standards and the requirement for curb and gutter. He provided his perspective on the history and purpose of the Town's existing standards, explaining how the curb-and-gutter requirement was incorporated into the Town's development regulations. Discussion included the rationale for maintaining higher infrastructure standards and how those standards compare to practices in surrounding municipalities, many of which allow alternative street designs. Council discussed the benefits and challenges associated with both approaches and how any proposed changes could impact future development within the Town.

Vickie Shelton of 103 N. 7th Avenue spoke regarding the proposed text amendment. Ms. Shelton stated, "My question is, if this is a text amendment only and it says 'alternative,' that seems very vague to say we accept alternative without having something more precise as to what that alternative is."

Ms. Shelton further stated, "The other part I'd like to say is that the Town of Mayodan is different than Madison and Stoneville, and the people in Mayodan like for it to be different than Madison and Stoneville."

Motion by Councilmember Miller, seconded by Councilmember Barnes, to close public hearing

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

Mayor Lake closed the public hearing at 6:32 pm

Motion by Councilmember Cardwell, seconded by Councilmember Barnes, to approve Text Amendment TA-001-2026 and the Reasonableness and Consistency Statement as presented.

Ayes: Councilmembers Barnes, Cardwell, Goard, and Miller

Nays: Shelton

Motion carried 4-1

D. **Public Hearing and Decision - Special Use Application for Curb, Gutter, and Sidewalk Alternatives for N 7th**

Town Clerk Sarah Hopper swore in Connie Fox, Melody Shuler, and Ken Mackovic, Jr.

Mayor Lake open public hearing at 6:40 p.m.

Prior to consideration of Special Use Permit SU-002-2026, Councilmember Miller disclosed that he had visited and walked the subject property. Councilmembers Goard and Cardwell also disclosed that they had visited the property site. Councilmember Shelton disclosed that he had visited and walked the subject property, spoken with the three property owners residing at the end of the roadway, and discussed the property with multiple citizens.

The proposed Special Use Permit (SU-002-2026) would allow an alternative street and pedestrian design for a proposed single-family residential subdivision located off N. 7th Avenue in the R-12 Residential District. The applicant is requesting approval to utilize open-section streets with roadside ditches and reduced pavement widths in lieu of traditional curb and gutter, as well as to omit sidewalks and other pedestrian facilities.

Town Manager Shuler explained that the request is contingent upon the adoption of Text Amendment TA-001-2026, which would establish alternative street and pedestrian design standards. Staff determined that the proposed design is consistent with the rural character of the area and appropriate for a low-density residential development. Because there are no existing or planned pedestrian facilities in the area, staff concluded that no reasonable opportunity for pedestrian connectivity currently exists.

The Fire Chief reviewed the proposal and indicated that roadway widths, cul-de-sac dimensions, and hydrant placement appear adequate; however, he expressed concern regarding the single point of ingress and egress and recommended consideration of a secondary emergency access point if feasible. Staff also noted that a licensed engineer will be required to prepare a drainage plan demonstrating that the proposed ditch system will adequately manage stormwater without negatively impacting adjacent properties.

The Planning Board reviewed the request and recommended approval by a vote of 4-2, with members Norma O'Steen and Sammy Martin voting in opposition. Staff recommended approval of the Special

Use Permit subject to conditions related to roadway design, emergency access, drainage, erosion control, utility review, and Technical Review Committee approval.

Ken Mackovic, representing the applicant, addressed Council regarding the proposed development. Mr. Mackovic stated that, based on information provided by Alex Carter of Bison & Carter Engineering, the property is not located within a state-regulated stormwater runoff area. He explained that state regulations classify developments as either low-density or high-density based on the percentage of built-upon area (BUA), with projects exceeding 24% BUA considered high-density and subject to additional stormwater management requirements.

Mr. Mackovic stated that the proposed development would fall well below the low-density threshold, noting that approximately 2 acres of built-upon area are proposed on a tract containing approximately 17 acres. He explained that the project would need approximately 4.2 acres of built-upon area to exceed the threshold and be subject to high-density stormwater requirements. As proposed, he stated the development remains well below that threshold and complies with state stormwater regulations for low-density projects.

Mr. Mackovic further explained that low-density developments typically utilize vegetative stormwater conveyance systems, such as roadside ditches and ribbon pavement, to manage stormwater runoff and minimize the need for piping and other stormwater infrastructure. He stated that the proposed site plan was designed in accordance with those principles.

Mr. Mackovic also noted that the property was not clear-cut by the applicant. He stated that the property had been logged prior to the applicant's involvement and expressed concerns that little or no erosion control measures appeared to have been installed following the logging operation.

He emphasized that the applicant is not requesting a rezoning of the property, noting that the site is currently zoned R-12 and that the proposed development complies with the existing zoning district requirements.

Mr. Mackovic further stated that the roadway leading to the property currently consists of open ditches and swales for approximately two blocks, with no curb and gutter or piped storm drainage system. He explained that the proposed design is intended to be consistent with the existing infrastructure in the area. He stated that if curb and gutter existed throughout the surrounding area, he could understand extending those improvements to the site; however, given the existing conditions and associated costs, the applicant is proposing ribbon-style asphalt roadway construction with open drainage. He added that the applicant will install the necessary water and sewer infrastructure, which will ultimately become Town-owned assets.

Mr. Mackovic asked if Council had any questions. Council questioned Mr. Mackovic regarding the proposed development, including the number of lots and the anticipated value of the homes. Mr. Mackovic stated that the development would consist of 23 lots, noting that the 24th lot referenced is the existing residence located at the end of N. 7th Avenue that is being subdivided from the tract. He explained that the homes are anticipated to be approximately 2,000 square feet and estimated the total value of the development at approximately \$9.2 million.

Council also asked Mr. Mackovic whether he had previously developed property on mountainous or steep terrain. Mr. Mackovic initially stated that he had not, but later clarified that he had been involved in lakefront developments at Smith Mountain Lake, which included steep topography and utilized open-

ditch drainage systems rather than curb and gutter infrastructure. Council and the applicant discussed roadway construction standards and maintenance requirements associated with the proposed development. It was noted that all roadway plans, including grading, roadway profiles, and ditch.

Council questioned the applicant regarding responsibility for future ditch maintenance within the proposed subdivision. Mr. Mackovic responded that the roadway, drainage ditches, and related infrastructure would be designed and constructed in accordance with NCDOT standards and would be subject to NCDOT review and approval. He explained that NCDOT establishes requirements for roadway width, shoulders, ditch profiles, slopes, and drainage design as part of the roadway approval process.

Discussion followed regarding existing ditches within Town limits and maintenance responsibilities. Mr. Mackovic stated that erosion control measures and ditch stabilization would be required during construction and would be subject to review by the North Carolina Department of Environmental Quality (DEQ) before the project could be closed out.

Council inquired about the timing of roadway and drainage construction and when engineering analysis would occur. Mr. Mackovic explained that final engineering and drainage design would begin if the project received the necessary approvals. He stated that preliminary design work had already been completed based on the proposed site plan and that engineers would evaluate drainage patterns, runoff, and grading as part of the development process.

Council also discussed the impact of home construction on drainage and flooding concerns. Mr. Mackovic stated that the development is not intended to be a heavily graded subdivision and that the homes are proposed to be constructed primarily on crawl space foundations rather than slab foundations. He noted that the larger lot sizes and site design would help accommodate the property's topography. Council members commented that crawl space construction may help alleviate concerns regarding flooding and drainage issues that have occurred in other areas where slab-on-grade homes were constructed.

During the discussion, Council asked Mr. Mackovic about his preference for open ditches versus curb-and-gutter stormwater systems. Mr. Mackovic stated that, similar to the state's distinction between low-density and high-density developments, he believes open ditches are often a better stormwater management approach for low-density developments.

When asked about the source of the information regarding stormwater regulations and design standards, Mr. Mackovic stated that the information came from Alex Carter of Bison & Carter Engineering. He noted that Mr. Carter's recommendations were based on and consistent with North Carolina's state stormwater regulations and requirements for low-density development.

Council discussed the potential impacts of the proposed development on the Mayo River WS-IV Critical Watershed Area and adjacent properties. Town Attorney Russell explained that if portions of the development are located within the designated Critical Watershed Area, the development must comply with state-imposed built-upon area limitations and other watershed protection requirements. He noted that the watershed boundaries are established by the State and are reviewed through the zoning and development approval process.

Council expressed concerns about grading activities, stormwater runoff, and the potential impact on existing neighboring properties, particularly those located downhill from the proposed development.

Questions were raised regarding how runoff from the proposed homes and roadways would be managed without curb and gutter infrastructure.

Mr. Mackovic responded that the project's engineers would evaluate drainage patterns, create drainage easements where necessary, and design vegetated drainage systems intended to prevent runoff from adversely affecting adjoining properties. He stated that the North Carolina Department of Environmental Quality (DEQ) serves as the regulatory authority overseeing stormwater management and erosion control and would review the engineering plans to ensure compliance with applicable requirements. Council also discussed the recent clearing of the property and the lack of existing vegetation. Mr. Mackovic acknowledged that the land had previously been cleared and stated that stabilization of the property would be one of the first steps undertaken by the developer. He explained that DEQ would require an approved erosion and sedimentation control plan, including best management practices such as silt fencing, sediment basins, temporary holding ponds, and other measures designed to control erosion and protect neighboring properties and water quality during construction.

Council continued its discussion regarding stormwater management and the proposed use of open-section streets. Concerns were raised about relying on state regulatory standards when future drainage and flooding issues may ultimately affect homeowners and the Town. Discussion focused on the potential impacts of stormwater runoff on lots located on the lower portion of the development, particularly Lots 17 through 24.

Council asked whether the developer had considered a hybrid approach utilizing curb and gutter in certain areas to help mitigate runoff. Examples of existing Town streets with partial curb and gutter installations were discussed. Concerns were expressed that runoff from higher elevations could impact homes located on the lower portion of the property.

Mr. Mackovic responded that there is no existing storm sewer infrastructure serving the property and that any stormwater runoff would ultimately flow to the same location regardless of whether it is conveyed through open ditches or enclosed storm drainage systems. He stated that if curb and gutter and storm sewer infrastructure already existed leading to the property, the applicant would not be seeking an alternative street design. He further explained that the development's drainage system would be designed and reviewed by engineers and regulatory agencies as part of the approval process.

Council members noted that portions of the surrounding area have experienced erosion and flooding issues and expressed concerns about repeating past infrastructure decisions. Mr. Mackovic clarified an earlier statement regarding regulatory agencies, explaining that his comments were intended to refer to improvements in DEQ's regulatory processes and oversight over time. He apologized for any misunderstanding regarding those remarks.

Connie Fox, 700 Wilkins Street, addressed Council regarding the proposed development. Ms. Fox stated that many of her concerns had already been discussed but wished to provide additional comments for Council's consideration.

Ms. Fox explained that her concerns were not necessarily with the proposed development itself, but rather with ensuring that existing infrastructure and drainage issues are addressed and not made worse by additional development. She stated that she supports growth in the Town of Mayodan when it is accompanied by proper planning, forethought, and efforts to correct existing problems.

Ms. Fox emphasized that her primary concern is maintenance, particularly as it relates to stormwater management and infrastructure. She invited Council members to visit her property at the corner of Wilkins Street and N. 7th Avenue to observe existing drainage and maintenance issues firsthand and stated that she would be willing to personally walk them through the conditions she has experienced.

Ms. Fox challenged Council to consider whether they would want to deal with the same issues if the property were their own. She stated that municipalities are responsible for maintaining streets and rights-

of-way and expressed concern that maintenance of the street and right-of-way adjacent to her property has been inadequate, resulting in erosion, sediment buildup, drainage issues, and exposed utility lines. She described several existing problems, including erosion of a roadside ditch, ponding water near a manhole, sediment accumulation, and an exposed utility cable that was reportedly uncovered during the installation of fiber optic service.

Ms. Fox stated that both curb-and-gutter systems and open ditches can create problems if they are not properly engineered and maintained. She expressed concern that existing drainage deficiencies should be corrected before additional development occurs and questioned whether the Town would be prepared to maintain both existing infrastructure and any new infrastructure associated with the proposed development.

Ms. Fox also expressed concerns regarding public safety and traffic access, noting that N. 7th Avenue is narrow in places and that two vehicles often have difficulty passing one another. Concerns were raised about the proposed subdivision having only one point of ingress and egress and the potential impact on emergency vehicle access, evacuation routes, and future traffic volumes.

In closing, Ms. Fox encouraged Council to plan for future growth while also addressing existing infrastructure deficiencies. She urged Council to exercise due diligence on behalf of both current and future residents and emphasized the importance of long-term planning and maintenance. Ms. Fox concluded by thanking Council for the opportunity to speak.

Council asked Mr. Mackovic whether another access point or emergency exit could be provided for the proposed development. Mr. Mackovic stated that there is currently no secondary access point available. He referenced earlier comments regarding a potential connection at the opposite end of the property but noted that the available right-of-way in that area is approximately 47 feet wide, which is less than the typical 50-foot minimum right-of-way requirement.

Mr. Mackovic stated that while an emergency-only access could be considered, there are practical challenges, including the length of the connection, grading requirements, surface improvements, and determining what would constitute an acceptable secondary access for emergency purposes. He noted that any such access would need to meet applicable standards and receive regulatory approval.

Council members expressed concerns regarding traffic and safety along N. 7th Avenue and surrounding streets. Discussion included the limited roadway width, difficulties for vehicles passing one another, and concerns that additional development could create a bottleneck and increase traffic congestion. One Council member noted that pedestrians often must move into adjacent yards to avoid traffic due to the narrow roadway conditions.

Council also referenced comments previously made by the Fire Chief regarding the benefits of a secondary access point for emergency response and overall public safety. Discussion continued regarding the feasibility and necessity of providing an additional means of ingress and egress for the proposed subdivision.

Mayor Lake closed the public hearing. Following additional discussion, Mayor Lake reopened the public hearing to allow for further testimony and comments regarding the matter under consideration. Town Clerk Sarah Hopper swore in Bryant Garner, Mike Simpson, Shannon Biggs, Linda Curtis, Vickie Shelton, Patsy Cardwell, and Shirley Jones.

Vickie Shelton addressed Council and apologized for her earlier misunderstanding, stating that she believed the public hearing was only for the presentation of documented materials and that this may have caused confusion for several attendees.

Ms. Shelton stated that if \$400,000 homes are being proposed for the development, she believes those homes should include curb and gutter infrastructure, noting that prospective homeowners would expect a quality appearance and development standard. She expressed concern that alternative street designs

utilizing open ditches did not appear to provide the same level of quality as traditional curb-and-gutter construction.

Ms. Shelton agreed with concerns previously raised by Connie Fox regarding existing drainage issues in the area. She noted that portions of the roadway already experience flooding during rain events and expressed concern that the recent clearing of trees on the property could increase stormwater runoff. Ms. Shelton stated that the full impact of the land clearing has not yet been seen because significant rainfall has not occurred since the property was cleared.

Ms. Shelton also referenced past flooding events in Mayodan, including significant runoff from Mayodan Mountain that impacted portions of Town, particularly on the north side. She expressed concern that approving a development without curb and gutter in an area already prone to drainage issues could create additional problems for future homeowners. Ms. Shelton stated that if she purchased a home of that value and experienced flooding or access issues, she would be very dissatisfied. She encouraged Council to carefully consider the quality and appearance of the proposed development and the long-term impacts of stormwater management before making a decision.

Shannon Biggs addressed Council regarding traffic and roadway conditions on N. 7th Avenue. Ms. Biggs reiterated concerns about the narrow width of the street and the lack of curb and gutter infrastructure. She stated that, on the day of the meeting, she observed a vehicle stop near her home and initially believed it was stopping at her residence. She later realized the driver had stopped only to allow an oncoming vehicle to pass because the roadway is so narrow.

Ms. Biggs further stated that when two vehicles meet on N. 7th Avenue, residents often have difficulty accessing their driveways. She explained that if a vehicle is approaching while she is attempting to turn into her driveway, she must wait for the vehicle to pass before safely entering due to the limited width of the roadway. Ms. Biggs expressed concern that additional development and traffic could further exacerbate these existing roadway constraints.

Mike Simpson, who resides at the corner of N. 7th Avenue and Wilkins Street across from Connie Fox, addressed Council regarding the proposed development. Mr. Simpson stated that he does not oppose the construction of homes on the property; however, he expressed significant concerns regarding traffic and public safety.

Mr. Simpson noted that traffic in the area already increases substantially during the summer months when the swimming pool is open. He stated that vehicles, particularly teenage drivers, often travel down the hill at high speeds and frequently do not fully stop at the stop sign because there is rarely traffic coming from the opposite direction.

Mr. Simpson expressed concern that the addition of approximately 23 homes could significantly increase the number of vehicles using N. 7th Avenue. He estimated that the development could add dozens of additional vehicles to the roadway and questioned how the existing street network would safely accommodate the increased traffic.

Mr. Simpson stated that if the development proceeds, he believes a second entrance or access point should be provided. He indicated that, in his opinion, if a secondary access cannot be established, the development should not move forward as proposed. He emphasized the need to consider the impacts on existing residents and expressed concern that increased traffic and limited access could create safety issues in the future.

Linda Curtis, a resident of Wilkins Street, addressed Council regarding the proposed development. Ms. Curtis stated that many of her concerns were similar to those previously expressed by other speakers. Her primary concern was public safety, particularly emergency access for fire, rescue, and ambulance services. She noted that N. 7th Avenue is already narrow and appears to become even narrower beyond Wilkins Street toward the proposed development site.

Ms. Curtis also expressed concerns regarding the Town's water system capacity and whether it would be able to adequately serve the additional homes. She stated that she has experienced fluctuations in water pressure at her residence and questioned what impact the proposed development could have on water pressure and service for existing residents.

Additionally, Ms. Curtis expressed concerns regarding the proposed alternative street design and the use of curb and gutter versus open drainage systems. She stated that she did not fully understand all of the technical aspects but believed that the issue deserved additional consideration before any final decision is made. Ms. Curtis encouraged Council to carefully evaluate the long-term impacts of the development on existing residents and Town infrastructure.

Shirley Jones, of 436 N. 2nd Avenue, addressed Council regarding the proposed development. Ms. Jones stated that the Utility Road was constructed on property that was formerly part of her land and that her property adjoins the rear portion of the proposed development.

Ms. Jones expressed concerns regarding stormwater runoff and how drainage from the development would be managed. She noted that there are two deep ditches around the perimeter of the property and stated that she was uncertain how the proposed drainage system would affect her property.

Ms. Jones also raised concerns about the nearby Griffin Cemetery, which is located behind the proposed development. She stated that she had recently visited the cemetery and observed that the timber had been cut close to the cemetery property. Ms. Jones expressed concern that stormwater runoff could potentially impact the cemetery and requested assurances that appropriate measures would be taken to protect both the cemetery and adjoining properties.

Ms. Jones stated that the cemetery has existed since the early 1900s and emphasized the importance of preserving and protecting the site. She indicated that she would feel more comfortable with the development if she knew that proper safeguards would be in place to prevent adverse impacts to her property and to ensure continued respect and protection of the historic cemetery.

Bryant Garner, a resident of N. 7th Avenue, addressed Council regarding the proposed development. Mr. Gardner stated that he supports growth and the addition of homes within the Town because of the increased tax base the development would generate.

Mr. Gardner expressed concerns regarding access to the proposed subdivision, particularly the availability of a secondary entrance or exit. He noted that he had reviewed the site through his involvement with the Fire Department and had observed references indicating that the available right-of-way width ranges from approximately 47 to 53 feet. Mr. Gardner questioned whether the Town-owned property adjacent to the site could provide the additional width needed to create a secondary access point, referencing the potential for a connection near Utility Street.

Mr. Garner stated that traffic along N. 7th Avenue is already challenging during periods of high activity, particularly when the swimming pool is open, and noted that vehicles frequently encounter difficulties passing one another. He expressed concern that the addition of approximately 23 new homes would increase traffic volumes and further strain the existing roadway network.

Mr. Garner emphasized that, from a public safety standpoint, the Town should carefully evaluate the feasibility of providing an additional means of ingress and egress for the development. He stated that having another way in and out of the subdivision would improve safety for residents and emergency responders and should be seriously considered as part of the project review process.

Council discussed whether future roadway improvements on N. 7th Avenue could help address existing drainage and traffic concerns. Questions were raised regarding the use of Powell Bill funds for roadway improvements, including the potential installation of curb and gutter to help mitigate stormwater runoff issues in the area. Discussion also included the width of N. 7th Avenue near the proposed development and the engineering challenges associated with widening the roadway due to topography, slopes, and drainage requirements.

Council asked the applicant whether a secondary access point could be constructed if additional right-of-way were made available by the Town. Mr. Mackovic responded that the feasibility of an additional access would depend on engineering requirements, right-of-way availability, utility easements, and regulatory approvals. He explained that roadway development requires significant engineering, utility coordination, DEQ approvals, erosion control permits, and NCDOT review, a process that can take six to nine months or longer before construction can begin.

Mr. Mackovic stated that the proposed development is designed to be consistent with the existing zoning and surrounding infrastructure, noting that there are currently no sidewalks, curb and gutter, or storm sewer systems leading to the property. He emphasized that the project would include water and sewer infrastructure, minimum 12,000-square-foot lots, and 100-foot lot widths consistent with the R-12 zoning district.

Mr. Mackovic acknowledged concerns regarding traffic and public safety but stated that growth inevitably brings increased traffic. He noted that the development would provide additional housing opportunities, increase the Town's tax base, and place new families within close proximity to existing amenities such as the Town swimming pool. He stated that the applicant is seeking to work with the Town to create a quality development that is beneficial to both future residents and the community as a whole.

David Vaden addressed Council regarding the proposed development. Mr. Vaden asked questions concerning the location of Utility Street and the potential for a secondary access point connecting to N. 2nd Avenue.

Mr. Vaden stated that he supports the proposed development and indicated that the applicant had addressed his concerns regarding curb and gutter and stormwater management. He expressed confidence that state agencies and regulatory authorities would provide oversight of the project and ensure compliance with applicable requirements.

Mr. Vaden stated that his primary concern is the potential impact of stormwater runoff on neighboring properties, particularly the property owned by Ms. Cook. He expressed hope that adequate measures would be taken to prevent runoff from adversely affecting her property.

Mr. Vaden also expressed concerns regarding traffic safety along N. 7th Avenue. He stated that there are many children who play, ride bicycles, and operate motorized bicycles in the area. He noted that traffic increases significantly during the summer months when the swimming pool is open and that vehicles often travel at excessive speeds on N. 7th Avenue.

While Mr. Vaden stated that he supports the development itself, he indicated that he could not support a subdivision with only one point of ingress and egress. He expressed the opinion that a secondary access point would improve safety for residents, emergency responders, and motorists and should be seriously considered before the project moves forward.

Council members discussed concerns regarding the review process for the proposed development and expressed a desire to have additional technical information regarding stormwater management, drainage, roadway design, and public safety before making a final decision. One Council member stated that Council is not comprised of experts in water mitigation, engineering, or emergency access and would have preferred for the project to undergo Technical Review Committee (TRC) review before being considered by Council.

Town Manager Shuler explained that the issue had been discussed previously, but the request was brought forward under the current ordinance process. Town Attorney Russell advised that the ordinance establishes the TRC review as one of the final steps in the development process; however, Council could defer consideration of the request if it desired additional information or wished to have certain issues evaluated further before making a decision.

Discussion followed regarding concerns raised by residents, particularly related to drainage, roadway width, traffic, and the possibility of a secondary emergency access. Council members noted their support for responsible growth, increased housing opportunities, and the additional tax revenue the development could generate, while also recognizing the importance of addressing existing infrastructure concerns.

Mr. Mackovic explained that, if approved, the development process would still require significant engineering, permitting, and regulatory review, and that construction of homes would likely not begin for approximately one year or longer. Council members observed that this timeline could provide an opportunity for the Town to evaluate and potentially address existing roadway, drainage, and infrastructure concerns in the area before homes are constructed and occupied.

Council discussed the importance of working collaboratively with the developer to better understand potential infrastructure improvements, associated costs, and long-term benefits to the Town. It was noted that while improvements may require an upfront investment, the development would ultimately contribute additional property tax revenue and utility customers, providing long-term benefits to the community. Council members emphasized the need to address existing concerns while planning for future growth and development.

Mayor Lake asked the applicant whether he would be willing to allow Council an additional 30 days before taking action on the request in order to complete a Technical Review Committee (TRC) review and gather additional information regarding roadway improvements, drainage, and the potential widening of N. 7th Avenue.

Council discussed obtaining estimates for possible roadway improvements and noted that a typical TRC review could be completed within approximately two weeks. Additional discussion focused on evaluating the feasibility and cost of widening the roadway and exploring options for a secondary access point.

Mr. Mackovic responded that if Council believed additional review was necessary, he understood and would work with the process. He stated that the additional time could also provide an opportunity for both the Town and the applicant to further evaluate the possibility of a secondary access connection through Utility Street. Mr. Mackovic indicated that he would conduct his own due diligence while Town staff completed their review and encouraged continued coordination between the applicant and Town staff.

Mr. Mackovic further suggested that the Town explore whether additional access could be provided through Town-owned property near Utility Street. He noted that the proposed sewer line for the development would extend near Utility Street and stated that it may be possible to incorporate some form of emergency access connection as part of the overall design. Both parties agreed to continue evaluating potential solutions before the matter returns to Council for consideration.

Mayor Lake closed the public hearing at 8:12: pm

OLD BUSINESS:

There was none.

NEW BUSINESS:

A. Flood Damage Prevention Ordinance – First Reading (Introduction)

Town Manager Shuler presented the proposed Flood Damage Prevention Ordinance to Town Council. She explained that on December 10, 2025, the Town received a final flood hazard determination letter from the Federal Emergency Management Agency (FEMA) notifying the Town that updated Flood

Insurance Rate Maps (FIRMs) and the Flood Insurance Study (FIS) for Rockingham County will become effective on June 10, 2026.

To maintain eligibility in the National Flood Insurance Program (NFIP), the Town must adopt floodplain management regulations that meet or exceed federal standards prior to the effective date of the new maps. Failure to do so could result in suspension from the NFIP, preventing residents from obtaining federally backed flood insurance.

The proposed ordinance is based on North Carolina's updated model Flood Damage Prevention Ordinance and incorporates the revised flood mapping data and current NFIP requirements. Adoption of the ordinance will ensure compliance with state and federal floodplain management regulations.

Town Manager Shuler further explained that, because the ordinance contains a criminal penalty provision, North Carolina law requires it to be introduced at one meeting and formally adopted at a subsequent meeting following a public hearing. Tonight's action serves as the formal introduction of the ordinance. A public hearing and second reading for adoption will be scheduled for the June 8, 2026 Town Council meeting to allow sufficient time for the required public notice.

Staff will publish the public hearing notice in accordance with state law, and upon adoption, the ordinance and supporting documentation will be submitted to the North Carolina Division of Emergency.

No action was taken at this time. Council directed the item to be placed on the agenda for further discussion and consideration at the next regular Town Council meeting on June 8. Management and FEMA Region 4.

B. Hazard Mitigation Plan

North Carolina Emergency Management has requested that the Town of Mayodan adopt the Regional Hazard Mitigation Plan, which has already been adopted by Rockingham County and is updated every five years. Adoption of the plan is necessary to maintain eligibility for certain state and federal disaster assistance funding. In the event of a declared State of Emergency, the Town must have an adopted Hazard Mitigation Plan in place to qualify for applicable state and federal funding programs. Council was requested to adopt the Resolution approving the Regional Hazard Mitigation Plan.

Motion by Councilmember Miller, seconded by Councilmember Shelton, to approve the Regional Hazard Mitigation Plan as presented.

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

C. Social Media Policy

Brandi Shelton presented the proposed Social Media Policy to Town Council. The policy establishes guidelines for the appropriate use of social media by Town employees, representatives, and authorized users to ensure that all social media activities support the Town's mission, maintain public trust, and comply with applicable laws, including North Carolina Public Records Law.

The policy outlines expectations for official use of social media, content management, public engagement, record retention, and compliance with applicable legal and ethical standards. Council was requested to consider adoption of the Social Media Policy.

Motion by Councilmember Barnes, seconded by Councilmember Miller, to approve the Town of Mayodan social media policy as presented

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

D. Proclamation Public Works Week May 17-23

Motion by Councilmember Goard, seconded by Councilmember Shelton, to approve the Proclamation Public Works Week May 17-2, 2026.

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton.

Nays: None

Motion carried unanimously

Motion by Councilmember Shelton, seconded by Councilmember Goard, to enter into closed session to consult with the Attorney N.C.G.S. 143.318.11(a)(3)] and to prevent the disclosure of privileged information N.C.G.S. 143-318.11(a)(1)] and **N.C.G.S. 143-318.11(a)(6)] for personnel reasons**

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton.

Nays: None

Motion Carried.

Council entered closed session at 8:42 p.m.

Motion by Councilmember Goard, seconded by Councilmember Barnes, to return to open session.

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

Council returned to open session at 9:06 p.m.

Motion by Councilmember Shelton, seconded by Councilmember Goard, to authorize the Town Manager and Town Attorney to negotiate a mutual agreement of termination with Veolia.

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

Motion by Councilmember Shelton, seconded by Councilmember Cardwell, to recess meeting to May 18, 2026, at 6:00 pm.

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

Meeting adjourned at 9:06 p.m.

ATTEST:

Sarah Hopper, Town Clerk

E. Dwight Lake, Mayor



BUDGET
MEETING *MINUTES*
MAYODAN TOWN COUNCIL
May 18, 2026
James A. Collins Municipal Building

MAYOR AND COUNCIL PRESENT:

Mayor Dwight Lake
Mayor ProTem John Miller
Melanie Barnes
Doug Cardwell
Letitia Goard
Buck Shelton

STAFF PRESENT:

Town Attorney Eugene Russell
Town Manager Melody Shuler
Town Clerk Sarah Hopper
Finance Director Brianna Cardwell

The Mayodan Town Council met at 6:00 p.m. on May 18, 2026, in the Council Chambers of the James A. Collins Municipal Building, and with a quorum present, Mayor Lake called the meeting to order.

Mayor Lake asked if any Council members wished to remove an item from the Consent Agenda for separate consideration. Councilmember Cardwell requested that the Letter of Intent to Extend Sewer Service to the 270 Dan Valley Road development be removed from the Consent Agenda.

Consent Agenda Items:

- AARP Community Challenge Grant Agreement
- Great Trails State Program Grant Agreement
- Approval of Agenda, Regular Meeting, and Budget Workshop Minutes of April 9, April 13, and April 23, 2026
- Rockingham Health Collaborative Memorandum of Understanding (MOU)

Motion by Councilmember Miller, seconded by Councilmember Barnes, to approve consent items as presented.

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: none

Motion carried unanimously

Town Manager Shuler presented information regarding a proposed development located at 270 Dan Valley Road. She explained that the project consists of approximately 45 residential lots proposed within an R-6 zoning district. Town Manager Shuler discussed the potential extension of sewer service to the property and presented a Letter of Intent for Council's consideration regarding the proposed development and utility extension.

Motion by Councilmember Goard, seconded by Councilmember Miller, to approve Letter of Intent to Extend Sewer to 270 Dan Valley Rd Development

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: none

Motion carried unanimously

Motion by Councilmember Cardwell, seconded by Councilmember Goard, to enter into closed session to consult with the Attorney N.C.G.S. 143.318.11(a)(3)] and to prevent the disclosure of privileged information N.C.G.S. 143-318.11(a)(1)] and **N.C.G.S. 143-318.11(a)(6)] for personnel reasons**

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton.

Nays: None

Motion Carried.

Council entered closed session at 8:41 p.m.

Motion by Councilmember Goard, seconded by Councilmember Shelton, to return to open session.

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: None

Motion carried unanimously

Council returned to open session at 9:27 p.m.

Motion by Councilmember Shelton, seconded by Councilmember Barnes, to approve a 6% salary increase for Town Manager Melody Shuler.

Ayes: Councilmembers Barnes, Cardwell, Goard, Miller, and Shelton

Nays: none

Motion carried unanimously

Motion by Councilmember Goard, seconded by Councilmember Shelton, to adjourn meeting.

Ayes: Councilmembers Barnes, Goard, Cardwell, Miller, and Shelton

Nays: None

Motion: carried unanimously

Meeting adjourned at 9:47 pm

ATTEST:

Sarah Hopper, Town Clerk

E. Dwight Lake, Mayor



*Town of Mayodan. 210 W. Main Street. Mayodan. NC. 27027. (336)427.0241. www.townofmayodan.com
James A. Collins Municipal Building*

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF MAYODAN,
NORTH CAROLINA, ENDORSING THE MAYODAN FIRE DEPARTMENT'S
APPLICATION FOR THE FISCAL YEAR 2026 ASSISTANCE TO
FIREFIGHTERS GRANT (AFG) PROGRAM**

WHEREAS, the Town of Mayodan, North Carolina (the "Town") is a duly organized municipality committed to the health, safety, and welfare of its citizens and emergency responders;

WHEREAS, the Mayodan Fire Department (the "Department") provides essential fire suppression, emergency medical services, and life-safety services to the citizens of Mayodan and the surrounding community;

WHEREAS, the Federal Emergency Management Agency (FEMA), through the U.S. Department of Homeland Security (DHS), has announced the Fiscal Year (FY) 2026 Assistance to Firefighters Grant (AFG) Program (Funding Opportunity Number DHS-25-GPD-044-00-98), which provides financial assistance to eligible fire departments to enhance firefighter safety and community protection;

WHEREAS, the FY 2025 AFG Program offers a total of \$291,600,000 in available funding and anticipates approximately 1,800 awards to assist departments in obtaining critically needed resources, including equipment, training, wellness and fitness programs, vehicle acquisition, and facility modifications;

WHEREAS, the Department seeks to apply for AFG Program funding to purchase a ariel ladder fire truck with the maximum request of \$1,000,000, with the town supporting a contributing a local match of \$700,000.

WHEREAS, the Department meets the eligibility requirements of the AFG Program as a fire department operating within the State of North Carolina under a formally recognized arrangement with the Town of Mayodan to provide fire suppression services to a geographically fixed primary first-due response area;

WHEREAS, receipt of AFG Program funds will directly benefit the Town and its residents by equipping and training emergency personnel to recognized standards, increasing responder safety, and strengthening community resilience;

WHEREAS, the Town Council of Mayodan desires to formally endorse the Department's application and authorize its submission to FEMA under the FY 2026 AFG Program;

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Mayodan, North Carolina, as follows:

Section 1. **Endorsement of Application.** The Town Council of the Town of Mayodan hereby endorses and supports the Mayodan Fire Department's application for funding under the FEMA FY 2026 Assistance to Firefighters Grant (AFG) Program.

Section 2. **Authorization.** The Town Council authorizes the appropriate Department official and/or the Authorized Organization Representative (AOR) to execute and submit the AFG Program application on behalf of the Mayodan Fire Department through the FEMA GO system (<https://go.fema.gov/>) on or before the application deadline of June 22, 2026.

Section 3. **Cost Share Commitment.** In the event the Mayodan Fire Department is awarded AFG Program funding, the Town of Mayodan commits to providing the required non-federal cost share contribution as specified by the AFG Program based on the jurisdiction's population served, which shall be provided from non-federal funds in accordance with 15 U.S.C. § 2229(k)(1).

Section 4. **Maintenance of Effort.** The Town of Mayodan agrees that, if awarded, it will maintain aggregate expenditures relating to activities allowable under the AFG Program at not less than 80 percent of the average amount of such expenditures during the two fiscal years preceding the award, consistent with 15 U.S.C. § 2229(k)(3).

Section 5. **Compliance.** The Town of Mayodan and the Mayodan Fire Department, if awarded grant funds, agree to comply with all applicable federal statutes, regulations, policies, and the terms and conditions of the federal award, including but not limited to the requirements of 2 C.F.R. Part 200 and DHS Standard Terms and Conditions.

Section 6. **Reporting.** If awarded, the Department shall comply with all required financial and programmatic reporting requirements throughout the period of performance, including semi-annual Federal Financial Reports (SF-425) and Performance Reports submitted through the FEMA GO system.

Section 7. **Effective Date.** This Resolution shall take effect immediately upon adoption by the Town Council of the Town of Mayodan.

ADOPTED by the Town Council of the Town of Mayodan, North Carolina, at a duly noticed regular meeting held on this _____ day of _____, 2026.

Mayor, Town of Mayodan
Town of Mayodan, North Carolina

ATTEST:

Town Clerk, Town of Mayodan

APPROVED AS TO FORM:

Town Attorney



*Town of Mayodan. 210 W. Main Street. Mayodan. NC. 27027. (336)427.0241. www.townofmayodan.com
James A. Collins Municipal Building*

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF MAYODAN,
NORTH CAROLINA, ENDORSING THE APPLICATION OF THE
MAYODAN FIRE DEPARTMENT FOR THE FISCAL YEAR 2026
STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE (SAFER)
GRANT PROGRAM**

WHEREAS, the Town of Mayodan, North Carolina (the "Town") is committed to the protection of life and property and to ensuring the highest level of fire and emergency response services for its residents and businesses; and

WHEREAS, the Mayodan Fire Department serves as the primary provider of fire suppression, rescue, and emergency response services within the Town of Mayodan and surrounding areas; and

WHEREAS, the U.S. Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA), has announced the Fiscal Year 2025 Staffing for Adequate Fire and Emergency Response (SAFER) Grant Program (Funding Opportunity Number DHS-25-GPD-083-00-99), with expected total funding of \$324 million to be awarded to approximately 190 recipients nationwide; and

WHEREAS, the SAFER Grant Program provides funding directly to fire departments and volunteer firefighter organizations to increase the number of firefighters, helping communities meet industry minimum standards, attain 24-hour staffing, and ensure adequate protection from fire and fire-related hazards; and

WHEREAS, the SAFER Grant Program supports compliance with National Fire Protection Association (NFPA) standards 1710 and 1720, governing the organization and deployment of fire suppression operations by career and volunteer fire departments respectively; and

WHEREAS, the SAFER Grant Program application period opens May 19, 2026, with a submission deadline of June 22, 2026 at 5:00 p.m. Eastern Time, and awards are anticipated to be announced beginning approximately September 14, 2026; and

WHEREAS, under the Hiring Activity of the SAFER Grant Program, federal funds may cover up to 75% of the usual annual cost of a first-year firefighter in Years 1 and 2, and up to 35% in Year 3, with the Town responsible for the remaining cost share of 25% in Years 1 and 2, and 65% in Year 3; and

WHEREAS, the Mayodan Fire Department has identified a need for additional personnel to meet minimum staffing standards, reduce operational risk, and better serve the residents of Mayodan and the surrounding community; and

WHEREAS, receipt of SAFER Grant Program funding would enable the Mayodan Fire Department to hire new firefighters, thereby improving deployment capabilities, enhancing firefighter and community safety, and bringing the Department into greater compliance with applicable NFPA standards; and

WHEREAS, the Town Council of the Town of Mayodan finds it to be in the best interest of the health, safety, and welfare of its citizens to support the Mayodan Fire Department's application for FY 2026 SAFER Grant Program funding;

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Mayodan, North Carolina, as follows:

Section 1. Endorsement of Application. The Town Council of the Town of Mayodan hereby endorses and supports the application of the Mayodan Fire Department for funding under the Fiscal Year 2026 SAFER Grant Program administered by the U.S. Department of Homeland Security, Federal Emergency Management Agency.

Section 2. Authorization. The Town Council hereby authorizes the Mayor, Town Manager, and/or the designated Authorized Organization Representative (AOR) of the Mayodan Fire Department to execute and submit all documents necessary to apply for, accept, and administer any award made pursuant to the FY 2026 SAFER Grant Program on behalf of the Town of Mayodan and the Mayodan Fire Department.

Section 3. Cost Share Commitment. In the event an award is made under the Hiring Activity, the Town Council acknowledges and commits to providing the required non-federal cost share of 25% of actual costs incurred in Years 1 and 2, and 65% of actual costs incurred in Year 3 of the grant period, as required by the SAFER Grant Program terms and conditions, subject to appropriation of sufficient funds.

Section 4. Compliance. The Town of Mayodan agrees that, if awarded SAFER Grant Program funds, the Mayodan Fire Department and the Town will comply with all applicable federal statutes, regulations, executive orders, FEMA policies, and the terms and conditions of the federal award, including but not limited to 2 C.F.R. Part 200 and all National Incident Management System (NIMS) compliance requirements.

Section 5. Effective Date. This Resolution shall become effective immediately upon adoption.

ADOPTED by the Town Council of the Town of Mayodan, North Carolina, at a duly called and held meeting on this _____ day of _____, 2026.

Mayor, Town of Mayodan
Name: _____

ATTEST:

Town Clerk, Town of Mayodan
Name: _____

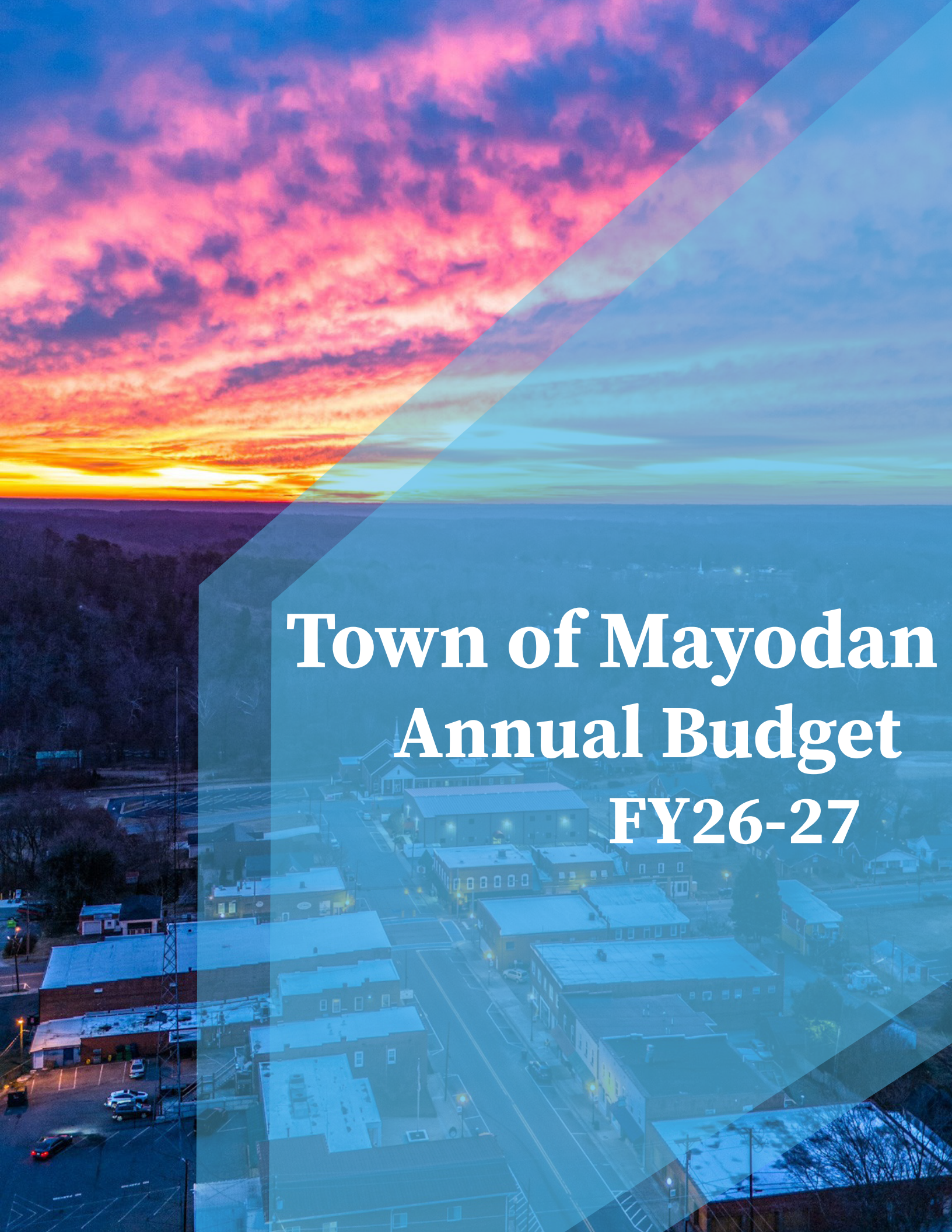
(Town Seal)

CERTIFICATION: I, the undersigned, duly appointed Town Clerk of the Town of Mayodan, North Carolina, hereby certify that the foregoing is a true and correct copy of a Resolution duly adopted at a meeting of the Mayodan Town Council duly called and held, at which a quorum was present and acting throughout, and that the same has not been rescinded or amended.

Town Clerk: _____ Date: _____

AGENDA ITEM COVER

Item for Agenda:	Public Hearing & Decision - Proposed Budget FY26-27
Placement on Agenda:	Public Hearings
Presenter:	Melody Shuler, Town Manager
Description of Agenda Item / Other Pertinent Information for Council:	<p>Overview: In accordance with the North Carolina Local Government Budget and Fiscal Control Act, I am pleased to present the Annual Budget for Fiscal Year 2026–2027 (FY26-27). This budget reflects the goals and priorities identified throughout our annual budget process, which begins in January and concludes in June. All revenues and expenditures have been accounted for, and each fund within the budget is balanced.</p> <p>The FY26-27 budget continues the Town's commitment to meeting service and maintenance demands while strategically planning for capital improvements that enhance public facilities, infrastructure, operations, and overall quality of life for residents and the business community. Through strategic investment practices that generate interest income, Mayodan has strengthened its financial position, enabling the development of a Capital Improvement Plan and reinforcing the Town's operational capacity to meet growing service needs.</p> <p>Financial Impact: The Town will continue to operate within existing financial resources in FY26-27. It is recommended that the property tax rate remain unchanged at \$0.665 per \$100 of valuation.</p> <p>Requested Action: Adopt ordinances for the following budgets:</p> <p>Operating Budgets for FY26-27:</p> <ol style="list-style-type: none"> 1) General Fund — \$5,306,000 2) Water & Sewer Fund — \$4,407,000 <p>CIP Budgets for FY26-27:</p> <ol style="list-style-type: none"> 1) General Fund — \$5,344,200 2) Water & Sewer Fund — \$1,945,200 <p>Project Ordinance Amendments: Also presented for adoption are three Ordinances amending existing funds for the multi-year projects listed below:</p> <ul style="list-style-type: none"> • Washington Mills Park Fund — Amended Budget: \$2,439,220 • Town Hall & PD Conversions Fund — Amended Budget: \$595,000 • Multi-Use Path US 220 Business Fund — Amended Budget: \$2,160,000 <p>Creating New Project Ordinances:</p> <ul style="list-style-type: none"> • Farris Memorial Park Trail Expansion: \$251,200 • 2nd Avenue Water Main Replacement: \$1,300,000

An aerial photograph of a town at sunset. The sky is filled with vibrant, colorful clouds in shades of orange, red, and purple. The town below is illuminated by streetlights, and a large blue semi-transparent overlay covers the right side of the image. The text is centered over the town.

Town of Mayodan Annual Budget FY26-27

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Section 1. Budget Message

Mayor and Council Members,

In accordance with the North Carolina Local Budget and Fiscal Control Act, I am pleased to present the Annual Budget for Fiscal Year 2026-2027 (FY26-27). This budget reflects the goals and priorities established throughout our budget process, which begins in January and concludes in June. All revenues and expenditures have been identified, and every fund within the budget is balanced.

The 2020 Census recorded the Town's population at 2,415. According to annual estimates from the Census Bureau and the North Carolina Office of Budget and Management, the latest population estimate for 2024 is 2,493, reflecting a 3.23% increase since 2020. With the development of the Rivers Edge subdivision being fully built out, our population is expected to grow further.

This fiscal budget maintains the Town's commitment to meeting service and maintenance demands while strategically planning capital expenditures that enhance town facilities, infrastructure, operations, and overall quality of life for our residents and business community.

Advancing Mayodan's Strategic Priorities

The FY26-27 budget is intentionally aligned with the five strategic priorities adopted by the Town Council on March 9, 2026. The following investments reflect the Town's commitment to making measurable progress on each priority:

Strategic Priority #1 – Infrastructure: In alignment with the goal of allocating 15% of annual Water & Sewer revenues to infrastructure capital improvements, the FY26-27 budget sets aside \$645,200 for the CIP – representing 15% of the fund's \$4,407,000 in estimated revenues, meeting the target. A Lead for NC Fellow (\$5,000) has been funded to advance the infrastructure master plan.

Strategic Priority #2 – Downtown & Washington Mills: The CIP funds \$1,020,000 toward Washington Mills Park Phase 1 construction (engineering 70% complete, construction anticipated fall 2026), \$2,090,000 for the US 220 Business Multi-Use Path connecting downtown to Mayo River State Park, and \$100,000 for Town Hall furniture and \$50,000 for Police Department expansion design – advancing all four objectives under this priority.

Strategic Priority #3 – Fire Department Hybrid Staffing & 24/7 Service: The Fire Department budget includes funding for a full-time fire chief, \$25,000 for part-time staffing, \$10,000 for a professional needs assessment, \$3,000 to rent one bay at the EMS base, and \$1,700,000 in the CIP for an aerial ladder truck – laying the foundation for the hybrid staffing model and enhanced emergency response capability.

Strategic Priority #4 – Workforce Analysis & Employee Retention: The budget implements key staffing recommendations through three new full-time positions (Fire Chief, Administrative Assistant, and Public Works Administrative Assistant/Utility Billing Specialist), a 2% COLA, 3% merit, insurance after retirement, and police recruitment incentives – directly incorporating the findings of the workload and staffing analysis.



Strategic Priority #5 – Transparency & Community Engagement: Continued investment in website, social media, and newsletter tools keeps the Town on track with its transparency commitments, with a community-wide survey planned for FY26-27.

Fiscal Framework and Budget Overview

Municipal budgets must align expenditures with estimated revenues, ensuring financial stability. In recent years, Town leadership has successfully balanced service demands with fiscal responsibility, strengthening Mayodan's financial position through strategic investments that generate interest revenue. This sound financial management has enabled the Town to develop a Capital Improvement Plan while reinforcing operational capacity to meet service needs. Moving forward, the Town will continue to operate within its means while fully funding a five-year Capital Improvement Plan.

For FY26-27, Mayodan will maintain its current tax rate of \$0.665 per \$100 of valuation. The Town will adopt four budget ordinances:

- **Operating Budgets for the General Fund and the Water & Sewer Fund**
- **Capital Improvement Plan Budgets for the General Fund and the Water & Sewer Fund**

Operating Budget for FY26-27

The recommended operating budget for Fiscal Year 2026-2027 (FY26-27) is **\$5,085,000**.

Each year, revenue estimates are conservatively projected to serve as the baseline for the budget. Revenue sources include:

- **Property and Motor Vehicle Taxes**, based on tax base assessments from the Rockingham County Tax Department
- **Sales and Franchise Taxes**, which serve as key state-assigned revenue sources
- **Solid waste, fire, and facility rental fees**, which contribute significantly to the Town's primary revenue streams

General Fund Revenue Sources

(Figures provided by the Rockingham County Tax Department)

- **Total Real Property Tax Base:** \$269,500,000
- **Total Personal Property Tax Base:** \$87,000,000
- **Total Public Utility Tax Base:** \$9,418,547
- **Total Motor Vehicle Tax Base:** \$23,306,744

The **total tax base for FY26-27 is \$365,918,547**, compared to **\$349,520,338 in FY25-26**, representing a **4.69% increase in real property values**—a conservative estimate. Real property revenues are calculated at a tax rate of \$0.665 per \$100 valuation.

General Fund Revenue Breakdown

- **Real & Personal Property Tax Revenue:** \$2,450,000
- **Prior Years' Taxes, Penalties, and Interest:** \$17,000
- **Motor Vehicle Tax Revenue:** \$163,000
- **Sales and Use Tax:** \$905,000
- **Franchise Tax:** \$325,000
- **Other General Revenues:** \$846,000
- **Appropriation from Fund Balance to CIP:** \$379,000
- **Powell Bill Fund Revenue:** \$221,000
- **Drug Forfeiture Fund Revenue:** \$0

Total Estimated Revenues: \$5,306,000

General and Special Revenue Fund Overview

The Town's revenue sources are categorized into general and special revenues, each playing a crucial role in supporting operations and services.

General Fund Revenues

Real & Personal Property Tax

This is the Town's largest revenue source, collected based on the tax value of real and personal property within Town limits. Historically, **over 99%** of estimated real and personal property taxes are collected annually, with most payments received during the **fall and early winter**. Delinquent tax bills incur penalties and interest.

Motor Vehicle Tax

North Carolina's "Tax & Tag" system, managed by the Department of Motor Vehicles (DMV), collects local property taxes on vehicles alongside annual plate renewal notices. This revenue is also projected at a **98% collection rate**.

Sales and Use Tax

The Town's largest intergovernmental revenue source, collected statewide and redistributed to municipalities **monthly**. While sales tax revenues remain strong, growth has slowed, which could be attributed to inflation, consumer fatigue, and high credit card debt. Modest growth of \$25,000 is projected in the FY26-27 budget.

Franchise/Utility Tax

An intergovernmental revenue source influenced by **weather conditions, consumption trends, and utility prices**. These revenues are received **quarterly**.

Other Revenues

Includes various sources such as interest on investments, fire district revenue, facility rental fees, planning permit and plan review fees, solid waste fees, donations, grant revenues, water & sewer administrative fees, and cemetery sales.

Appropriation from Fund Balance

Fund balance appropriations are used to balance the budget or fund special projects, ensuring compliance with state laws requiring municipalities to maintain financial reserves for emergencies.



Special Revenues

Special revenue funds support specific projects or programs that require limited funding. The **Powell Bill and Drug Forfeiture Programs** are included in this category, funding infrastructure improvements and public safety initiatives, respectively.

Overall Budget Expenditures

Expenditures are divided into two primary categories:

- **Personnel Expenditures** – As with all local governments, personnel costs make up the largest portion of the budget, accounting for **approximately 58%** of overall budget expenditures.
- **Operating Expenditures** – The remaining costs necessary to provide public services, including service contracts, utilities, insurance, supplies, fuel, fees, staff training, debt payments, and non-capital equipment.

General Fund Key Expenditure Highlights

New Positions

- **Fire Chief** to provide full-time departmental leadership and strategic direction as the Town advances its priority of transitioning to a hybrid department model.
- **Administrative Assistant** to support the Town Manager with day-to-day operations including project management, planning, grants, communications, etc. Budget half year as part-time, then move to full-time in January 2027.
- **Code Enforcement Officer** to address issues such as high grass and weeds, junk and debris, abandoned vehicles, and minimum housing violations through a cost-sharing partnership with the Town of Stoneville.

Employee Compensation and Benefits

- **State Health Plan:** The proposed budget reflects the 2.4% employer surcharge associated with the State Health Plan, which was temporarily waived in FY25–26 but takes effect again beginning July 1, 2026.
- **Retirement Contributions:** The Local Government Employees Retirement System has increased contribution rates:
 - General Fund Employees: **14.44% → 15.19%**
 - Law Enforcement Officers: **16.08% → 17.10%**
 - Employee contributions remain 6%, unchanged for several years.
- **Police Officer Separation Allowance:** Retired officers meeting eligibility receive an **annual separation allowance** until reaching Social Security age. In **FY26-27**, projected costs for six officers total **\$111,362**.

Recruitment & Retention Efforts

The Town remains focused on attracting and retaining professional staff across its **51 positions**, incorporating the following strategies:

- **Merit:** Merit increases up to 3% are based on performance evaluations.
- **Cost of Living Adjustment (COLA):** A **2% COLA increase** is included, based on NCLM's survey showing an average adjustment of 3.40% for municipalities with a population below 2,500 in central North Carolina.
- Police Recruitment Incentives:
 - **\$5,000 sign-on bonus**, distributed incrementally in the first year.
 - **\$2,100 recruitment incentive**, distributed incrementally in the first year.
 - **Overtime pay (time-and-a-half)** for event coverage, budgeted at \$6,100.
- **Insurance After Retirement:** Insurance after retirement with a four tier system based on years of service to Mayodan, effective July 1, 2025. A separate motion outside of the budget will be required to set aside \$50,000, designated as restricted for this purpose.

Insurance & Municipal Contracts

- **Property & Liability Insurance:** Costs expected to increase by 4.5%, split between the General Fund and Water & Sewer Fund.
- **Workers' Compensation Policy:** Projected 17% increase due to increased wages and new positions.
- **Trash & Recycling Services:** In March 2026, Mayodan renewed its contract with Meridian for five years at a 4.8% increase, with the contract expiring June 30, 2031.
- **Solid Waste Tipping Fees:** Increased from \$40.09 to **\$43.13 per ton**.
- **IT Contract:** Biznet Plus provides security and maintenance services at \$52,800, distributed across Administration, Police, Water Treatment Plant, and Water Department budgets.

General Fund Expenditures by Department and Transfers

Governmental

Covers Town Council operations and associated expenses incurred while conducting town business. The Council serves as the legislative and policy-making body, shaping public policy based on community needs.

- **Budget FY25-26:** \$32,700
- **Proposed Budget FY26-27:** \$22,200 (32% decrease)

Administration

Supports general administrative functions, including management, clerk's office, liability insurance, workers' compensation, IT security, and Ruger incentives. Budget also includes contributions to the Arts Council, Mayodan Merchants Association, and Skat Bus. A contingency is included to cover unforeseen expenses. Budget includes a new full-time Administrative Assistant position beginning January 2027.

- **Budget FY25-26:** \$677,100
- **Proposed Budget FY26-27:** \$694,900 (3% increase)

Finance

Oversees compliance with financial laws, management of monetary policies, and daily accounting operations. Budget includes one staff position, a portion of the annual audit, and county tax collection fees.

- **Budget FY25-26:** \$160,500
- **Proposed Budget FY26-27:** \$176,800 (10% increase)

Planning and Code Enforcement

Covers costs related to planning, zoning, and code enforcement, including \$10,000 to host a Lead for NC Fellow for zoning ordinance updates. Budget includes a shared full-time position with Stoneville for code enforcement.

- **Budget FY25-26:** \$81,200
- **Proposed Budget FY26-27:** \$113,700 (40% increase)

Public Buildings

Funds general building maintenance.

- **Budget FY25-26:** \$33,200
- **Proposed Budget FY26-27:** \$17,500 (47% decrease)

Police Department

Supports administration, patrol, detectives, and animal control, ensuring public safety. Budget includes 16 staff positions, reserve officers, law enforcement equipment, liability insurance, and IT maintenance/security. Additional funds are included to allow for over hiring due to upcoming retirements and to increase the officer pay by \$4,000 across the board.

- **Budget FY25-26:** \$1,910,700
- **Proposed Budget FY26-27:** \$2,131,700 (12% increase)



Fire Department

Dedicated to fire protection and emergency response, staffed by one full-time employee, two part-time employees, and 20 volunteers. Includes the addition of a full-time Fire Chief, \$10,000 for a needs assessment, \$15,000 for an interlocal agreement for fire inspections, and \$3,000 for an interlocal agreement to rent one bay at the EMS base.

- **Budget FY25-26:** \$300,100
- **Proposed Budget FY26-27:** \$388,700 (30% increase)

Cemetery

Budgeted separately due to restricted revenues for cemetery maintenance.

- **Budget FY25-26:** \$2,500
- **Proposed Budget FY26-27:** \$1,500 (40% decrease)

Streets Department

Manages street maintenance, lighting, landscaping, and town rights-of-way, including two full-time positions and partial funding for another.

- **Budget FY25-26:** \$333,300
- **Proposed Budget FY26-27:** \$325,500 (2% decrease)

Sanitation

Covers contracted garbage and recycling services through Meridian, along with yard waste removal managed by the town.

- **Budget FY25-26:** \$245,400
- **Proposed Budget FY26-27:** \$248,000 (1% increase)

Parks & Recreation

Maintains town parks and recreational facilities, employing two full-time and six seasonal part-time staff. Budget includes:

- \$168,600 for Madison Mayodan Recreation Commission partnership
- \$36,500 for seasonal part-time to support increased responsibilities during mowing season
- **Budget FY25-26:** \$504,700
- **Proposed Budget FY26-27:** \$477,700 (5% decrease)

Debt Service

Includes all debt-related costs for the General Fund, such as loans for Madison Mayodan Public Library, police vehicles, fire department equipment, and a knuckle boom truck for streets.

- **Budget FY25-26:** \$133,400
- **Proposed Budget FY26-27:** \$107,800 (19% decrease)

Transfer to Capital Reserve

Allocated from General Fund Balance to support one-time expenses in the Capital Improvement Plan.

- **Budget FY25-26:** \$287,300
- **Proposed Budget FY26-27:** \$379,000 (32% increase)

Water & Sewer Operating Budget for FY26-27

Water & Sewer Fund Revenue Sources

- **Water & Sewer Revenue:** \$3,555,000

- **Pretreatment Analysis:** \$1,800
- **Cut Off Charges:** \$15,000
- **Interest Earned - Investments:** \$150,000
- **Water & Sewer Tap Fees:** \$40,000
- **Appropriation from Fund Balance to CIP:** \$645,200

Total Estimated Revenues: \$4,407,000

Key Expenditure Highlights

No Rate Increase Proposed

The Town has completed a water and sewer rate analysis through the School of Government Environmental Finance Center.

Annual Bulk Rate Adjustment

Each year, operational costs at the Water and Sewer Plant determine bulk water and sewer rates for Stoneville, Madison, and Rockingham County. New rates take effect January 1 annually:

- Water rates: Increased from \$3.98 to \$4.22 per 1,000 gallons (6.03% increase)
- Sewer rates: Increased from \$3.28 to \$3.66 per 1,000 gallons (11.59% increase)

New Full-Time Positions

- **Public Works Administrative Assistant/Utility Billing Specialist** to provide administrative support to the Public Works Department while assisting the Finance Department with utility billing operations, including customer account management, payment processing, customer service, etc.
- **Backup ORC #3** to provide part-time support for the Wastewater Treatment Plant.

Water & Sewer Fund Expenses by Department and Transfers

Water Department

This department maintains and repairs town infrastructure, including water lines. The budget covers four staff positions, routine maintenance and repair, IT security, and annual audit expenses.

- **Budget FY25-26:** \$817,900
- **Proposed Budget FY26-27:** \$838,800 (3% increase)

Water Treatment Plant

Responsible for ensuring clean drinking water and maintaining quality standards, this budget supports five full-time and one part-time staff, liability insurance, workers' compensation, IT security, sludge removal (\$160,000), and maintenance on sedimentation basin (\$30,000).

- **Budget FY25-26:** \$931,300
- **Proposed Budget FY26-27:** \$1,233,100 (32% increase)

Sewer Department

Tasked with sewer infrastructure maintenance and repair, the budget includes five staff positions, liability insurance, workers' compensation, and equipment upkeep.

- **Budget FY25-26:** \$588,100
- **Proposed Budget FY26-27:** \$681,500 (16% increase)

Wastewater Treatment Plant

Treats wastewater for Mayodan, Madison, Stoneville, and Rockingham County, ensuring compliance with state regulations. Budget includes three full-time positions, one part-time position, liability insur-



ance, workers' compensation, IT security, sludge removal (\$140,000), lab testing (\$45,000), and chemicals (\$50,000).

- **Budget FY25-26:** \$696,500
- **Proposed Budget FY26-27:** \$960,400 (38% increase)

Debt Service

Includes payments for the Public Works Building.

- **Budget FY25-26:** \$48,000
- **Proposed Budget FY26-27:** \$48,000 (0% change)

Transfer to Capital Reserve

A \$695,200 appropriation is recommended to fund small capital projects.

Contingency & General Fund Balance

The contingency line is budgeted at \$30,000 under Administration. The goal is to set aside approximately 1% of expected General Fund revenues for this purpose.

Fund Balance & Fiscal Stability

Mayodan aims to maintain an unassigned fund balance of at least 40% of next year's budgeted expenditures with a goal of maintaining 65%, ensuring financial preparedness for unforeseen circumstances. As of June 30, 2025, the unassigned fund balance was \$2,580,825, or 66.08% of the FY24-25 budget.

Special Revenue Funds

Mayodan will allocate special funds to specific projects and operations.

Powell Bill Fund

Provides state financial assistance for municipal street maintenance, funded by motor fuel taxes and Highway Trust Fund proceeds. Funds are distributed based on town-maintained street mileage.

- **Budget FY25-26:** \$100,360
- **Proposed Budget FY26-27:** \$221,000 (120% increase)

Drug Forfeiture Fund

Exclusively supports Police Department initiatives using funds from drug-related forfeitures.

- **Budget FY25-26:** \$0
- **Proposed Budget FY26-27:** \$0 (0% change)

Capital Improvement Plan (CIP)

Mayodan is proud to continue its Capital Improvement Plan (CIP), with a recommended budget of \$5,566,000 for FY26-27.

CIPs provide long-term infrastructure and equipment planning for municipalities, typically spanning 4 to 10 years. Mayodan is adopting a five-year CIP, re-evaluated and re-adopted annually alongside the operating budget.

General Fund-Funded Projects

- Washington Mills Park
- Library Conversion to Town Hall

- Multi-Use Path along US 220 Business
- Capital Projects
- Farris Memorial Park Trail Expansion

Multi-Year CIP Funds for FY26-27

Washington Mills Park Fund (\$1,020,000) – Includes pickleball and basketball courts, walking/biking trails, and two river accesses. This year’s contribution to the fund is recognizing grant revenues awarded to the town through PARTF, LWCF, WRDG, and AARP. Engineering plans are 70% complete, with construction expected to start fall 2026.

Town Hall & PD Conversions (\$150,000) – The Town Hall design is complete and moving forward to permitting. Estimate includes \$100,000 for Town Hall office furniture and \$50,000 for the Police Department renovation/expansion design. Additional expenses are anticipated in future years for PD renovation/expansion.

Multi-Use Path US 220 Business Fund (\$2,090,000) – Part 1) The Town of Mayodan is advancing a multi-use path project along US 220 Business that will connect downtown Mayodan to Mayo River State Park through a greenway, with an overall anticipated project cost of \$8.5 million. The Town’s required local match totals \$1,585,600, of which \$1,429,600 will be covered through a federal toll credit grant, leaving a remaining Town obligation of \$156,000 to be funded through municipal funds. Town staff will be directly responsible for managing three critical phases of the project: design and engineering, utilities relocation, and right-of-way acquisition. The Town has already demonstrated its financial commitment by setting aside \$70,000 of the \$156,000 match, with the remaining \$86,000 to be designated in the FY26-27 budget. The total amount included in the budget to fund all three staff-managed phases is \$2,090,000.

Part 2) Madison-Mayodan Recreation Center ADA Accessible Walkway (\$221,800) – The Town of Mayodan, in partnership with the Rockingham Health Collaborative, is advancing Phase 1 of an ADA accessible walkway project at the Madison-Mayodan Recreation Center. Funding has been secured and the project is entering the design phase, with the project anticipated to be completed within one year. This investment will improve accessibility and connectivity for all residents and visitors to one of the community’s most-used recreational facilities, reflecting the Town’s ongoing commitment to inclusive public spaces and community health.

Capital Projects Fund (\$1,833,000) – Supports a range of critical infrastructure and equipment needs across multiple departments. Funding includes \$10,000 for updates to the Fire Department’s fire alarm system and the creation of an overnight sleeping area; \$1,700,000 to finance an aerial ladder truck, representing the Fund’s largest investment and a significant enhancement to the department’s emergency response capabilities; \$65,000 for one police vehicle; \$47,000 for one Parks Department crew leader truck; and \$11,000 for a CAD 911 system conversion for the Police Department.

Farris Memorial Park Trail Expansion Fund (\$251,200) – The Town of Mayodan has been awarded a Great Trails State Program Grant in the amount of \$251,200 to fund the expansion of mountain biking trails at Farris Memorial Park. This exciting investment will add 5 miles of new natural surface trail to the park’s existing network, further establishing Farris Memorial Park as a premier outdoor recreation destination for residents and visitors alike. All preliminary environmental approvals have been secured and the grant agreement has been executed, positioning the project for a timely launch. The Town will host a groundbreaking ceremony to mark this milestone before construction begins, celebrating the community investment in parks, recreation, and active transportation infrastructure that enhances quality of life in Mayodan.



Water & Sewer Capital Improvement Plan (CIP)

Mayodan's FY26-27 budget funds key infrastructure upgrades to support future growth and system reliability, with a recommended budget of \$1,945,200 for FY26-27.

Funded Projects

- Wastewater Treatment Plant Improvements
- US 220 Sewer Force Main Upgrade
- Mayo Island Sewer Access
- Water & Sewer Capital Projects
- Water Main Replacement

Multi-Year Funds in FY26-27 CIP

WWTP Improvements Fund (\$0) – The Wastewater Treatment Plant (WWTP) improvement project is currently underway and is anticipated to be completed in early 2027. In addition to the core scope of work, the project has been expanded to include three high-priority capital improvements. These additions include the installation of an Effluent Metering Flume (\$350,000), which will resolve existing metering issues and provide accurate measurement of flow leaving the plant; a Bypass Connection for the Rockingham County Forcemain (\$245,000), which will allow operators to bypass the headworks entirely during repairs or maintenance; and Actuating Valves for the Sludge Forcemain (\$200,000), which will replace existing manual plug valves with electronically controlled actuated valves integrated into the SCADA system. These three improvements are estimated at \$795,000 and will be funded through existing revenues in the project.

US 220 Sewer Force Main Upgrade Fund (\$0) – Project will be completed in conjunction with the North Carolina Department of Transportation's I-5898 project. As part of this effort, NCDOT will upsize the Town's existing 6-inch sewer force main to a 10-inch line, a proactive investment designed to accommodate future growth and prevent potential capacity issues. The Town is responsible for the betterment cost associated with the upsizing, totaling \$320,700, which has been paid to NCDOT as part of the agreement.

Mayo Island Sewer Access Fund (\$0) – The Mayo Island Sewer Access project, originally funded by a \$500,000 Parks and Recreation Trust Fund (PARTF) grant, has received an extension to the grant deadline through December 31, 2027. As the project has progressed, it has been determined that an additional \$1,000,000 will be required to complete the work, bringing the total project cost to \$1,500,000. With an estimated construction timeline of 18 months, timely initiation of the project will be critical to meeting the extended grant deadline.

Water & Sewer Capital Projects Fund (\$645,200) – Supports critical infrastructure needs, including:

- \$30,000 for Wall Lumber fire line removal
- \$65,000 for a Public Works vehicle
- \$20,000 for a finish water motor and \$7,200 for a PH meter (WTP)
- \$105,000 for Cedar Mountain Tank mixer
- \$60,000 for WTP water intake study
- \$295,000 for WWTP improvements
- \$13,000 for a Hach sampler
- \$50,000 for a WWTP vehicle

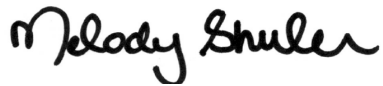
Water Main Replacement Fund (\$1,300,000) – The Town of Mayodan is proposing to finance the replacement of the water main along 2nd Avenue from Madison Street to Roosevelt Street. This project addresses one of the Town's oldest water distribution lines and represents a critical investment in long-term system reliability, reduced maintenance costs, and improved service delivery to customers. Design is complete

and a cost estimate has been established, positioning the project for an efficient path to construction. The \$1,300,000 project is anticipated to be financed, with a three-year timeline that will allow staff to work with the Local Government Commission on financing approval, complete the bidding process, and execute construction.

Acknowledgment

Thank you to the Town Council for your leadership and guidance throughout the FY26-27 budget process. Addressing the service and program needs of our community remains a top priority, and this budget reflects not only sound financial management but deliberate progress toward the strategic priorities this Council has set for Mayodan's future.

Respectfully Submitted,

A handwritten signature in black ink that reads "Melody Shuler". The signature is written in a cursive, flowing style.

Melody Shuler, Town Manager



Section 2. Operating Budget

General Fund: Revenues

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
Current FY Ad Valorem	\$2,226,721.00	\$2,325,000.00	\$2,450,000.00	
Prior Years Ad Valorem	\$0.00	\$12,000.00	\$12,000.00	
Motor Vehicle Property Tax	\$112,491.00	\$150,000.00	\$163,000.00	
Tax Penalties & Interest	\$1,950.00	\$5,000.00	\$5,000.00	
Sales & Use Tax	\$885,000.00	\$880,000.00	\$905,000.00	
Franchise Tax	\$295,000.00	\$320,000.00	\$325,000.00	
Interest Earned - Investments	\$65,896.00	\$80,000.00	\$80,000.00	
Law Enf/ABC Store Dist	\$16,180.00	\$13,700.00	\$13,600.00	
Fire District Revenue	\$117,000.00	\$129,100.00	\$161,800.00	
Parks & Recreation Revenue	\$27,275.00	\$30,200.00	\$32,000.00	
Planning/Code Enf Fees & Revenue	\$2,500.00	\$5,000.00	\$30,700.00	
Solid Waste Fees & Revenue	\$226,100.00	\$239,000.00	\$280,000.00	
W/S Admin Fees	\$187,000.00	\$194,000.00	\$216,000.00	
Other Miscellaneous	\$3,250.00	\$2,800.00	\$2,500.00	
Donations	\$12,400.00	\$12,400.00	\$12,400.00	
Grant Revenues	\$26,000.00	\$4,600.00	\$0.00	
Cemetery Sales & Interest	\$11,500.00	\$12,000.00	\$17,000.00	
Loan Proceeds	\$600,000.00	\$0.00	\$0.00	
Powell Bill Aid	\$86,000.00	\$0.00	\$0.00	
Transfer from Restricted Funds	\$198,915.00	\$0.00	\$0.00	
Appropriation from FB	\$180,415.00	\$287,300.00	\$379,000.00	
Total General Fund Revenues	\$5,281,593.00	\$4,702,100.00	\$5,085,000.00	\$0.00

Special Fund: Revenues

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
Powell Bill Fund	\$0.00	\$100,360.00	\$221,000.00	
Drug Forfeiture Fund	\$0.00	\$0.00	\$0.00	
Total Special Fund Revenues	\$0.00	\$100,360.00	\$221,000.00	\$0.00
Total Operating Revenues	\$3,973,280.88	\$5,281,593.00	\$5,306,000.00	\$0.00



General Fund: Expenditures

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
Governmental	\$21,637.00	\$32,700.00	\$22,200.00	
Administration	\$637,857.00	\$677,100.00	\$694,900.00	
Finance	\$235,125.00	\$160,500.00	\$176,800.00	
Planning & Code Enforcement	\$55,000.00	\$81,200.00	\$113,700.00	
Public Buildings	\$186,307.00	\$33,200.00	\$17,500.00	
Police	\$2,170,460.00	\$1,910,700.00	\$2,131,700.00	
Fire	\$458,983.00	\$300,100.00	\$388,700.00	
Cemetery	\$0.00	\$2,500.00	\$1,500.00	
Streets	\$795,850.00	\$333,300.00	\$325,500.00	
Sanitation	\$247,792.00	\$245,400.00	\$248,000.00	
Parks & Recreation	\$472,582.00	\$504,700.00	\$477,700.00	
Debt Service	\$0.00	\$133,400.00	\$107,800.00	
Transfer to Capital Reserve	\$0.00	\$287,300.00	\$379,000.00	
Total General Fund Expenditures	\$5,281,593.00	\$4,702,100.00	\$5,085,000.00	\$0.00

Special Fund: Expenditures

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
Powell Bill Fund	\$0.00	\$100,360.00	\$221,000.00	
Drug Forfeiture Fund	\$0.00	\$0.00	\$0.00	
Total Special Fund Expenditures	\$0.00	\$100,360.00	\$221,000.00	\$0.00

Total Operating Expenditures	\$5,281,593.00	\$4,802,460.00	\$5,306,000.00	\$0.00
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Department Budgets

Governmental

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-5100-416 Elected Officials	\$11,856.00	\$11,900.00	\$11,900.00	
10-5100-421 FICA	\$907.00	\$1,000.00	\$1,000.00	
10-5100-425 Health & Life Insurance	\$2,824.00	\$3,100.00	\$3,200.00	
10-5100-511 Professional Services	\$0.00	\$2,600.00	\$0.00	
10-5100-513 Development & Travel	\$5,500.00	\$7,600.00	\$5,400.00	
10-5100-551 Supplies	\$550.00	\$1,200.00	\$700.00	
10-5100-574 Election Expenses	\$0.00	\$5,300.00	\$0.00	
Total	\$21,637.00	\$32,700.00	\$22,200.00	\$0.00



Administration

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-5210-411 FT Regular Wages	\$87,620.00	\$201,400.00	\$236,700.00	
10-5210-421 FICA	\$8,400.00	\$15,800.00	\$18,500.00	
10-5210-422 Unemployment Insurance	\$2,000.00	\$2,500.00	\$2,000.00	
10-5210-423 LGERS Pension	\$14,385.00	\$29,100.00	\$36,000.00	
10-5210-424 401K	\$5,250.00	\$10,100.00	\$12,000.00	
10-5210-425 Health & Life Insurance	\$31,068.00	\$26,100.00	\$39,500.00	
10-5210-426 Workers' Compensation	\$38,392.00	\$41,000.00	\$53,200.00	
10-5210-429 Other Allowances	\$0.00	\$0.00	\$1,600.00	
10-5210-511 Professional Services	\$27,000.00	\$61,300.00	\$77,500.00	
10-5210-512 Contractual Services	\$12,380.00	\$0.00	\$0.00	
10-5210-513 Staff Development & Travel	\$13,800.00	\$12,600.00	\$7,800.00	
10-5210-514 Uniforms	\$0.00	\$200.00	\$0.00	
10-5210-515 Advertising	\$0.00	\$20,600.00	\$10,500.00	
10-5210-517 Drug/Background	\$450.00	\$300.00	\$0.00	
10-5210-522 Maint & Rep - Bldg & GnDs	\$0.00	\$300.00	\$400.00	
10-5210-523 Maint & Rep - Equip	\$3,500.00	\$0.00	\$0.00	
10-5210-525 Property & Liability	\$43,843.00	\$52,300.00	\$50,300.00	
10-5210-526 Utilities & Communication	\$16,350.00	\$24,600.00	\$25,200.00	
10-5210-533 Contributions	\$102,100.00	\$94,700.00	\$37,200.00	
10-5210-534 Dues & Subscriptions	\$41,337.00	\$27,200.00	\$28,400.00	
10-5210-535 Postage & Printing	\$2,500.00	\$4,000.00	\$4,000.00	
10-5210-551 Supplies	\$4,000.00	\$4,000.00	\$5,000.00	
10-5210-553 Fuel	\$0.00	\$5,000.00	\$5,000.00	
10-5210-561 Capital Outlay	\$70,000.00	\$0.00	\$6,700.00	
10-5210-564 Debt Service Principal	\$17,082.00	\$0.00	\$0.00	
10-5210-566 Lease - Principal	\$3,900.00	\$3,900.00	\$5,000.00	
10-5210-577 Contingency	\$90,000.00	\$38,000.00	\$32,400.00	
10-5210-579 Miscellaneous	\$2,500.00	\$2,100.00	\$0.00	
Total	\$637,857.00	\$677,100.00	\$694,900.00	\$0.00

Finance

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-5220-411 FT Regular Wages	\$157,837.00	\$83,000.00	\$95,200.00	
10-5220-421 FICA	\$12,075.00	\$6,400.00	\$7,300.00	
10-5220-423 LGERS Pension	\$21,625.00	\$12,000.00	\$14,500.00	
10-5220-424 401K	\$7,892.00	\$4,200.00	\$4,800.00	
10-5220-425 Health & Life Insurance	\$18,196.00	\$9,200.00	\$12,800.00	
10-5220-429 Other Allowances	\$0.00	\$0.00	\$600.00	
10-5220-511 Professional Services	\$0.00	\$22,900.00	\$20,000.00	
10-5220-513 Staff Development & Travel	\$5,000.00	\$2,500.00	\$2,300.00	
10-5220-526 Utilities & Communication	\$0.00	\$600.00	\$0.00	
10-5220-532 Bank Fees	\$0.00	\$0.00	\$0.00	
10-5220-534 Dues & Subscription	\$0.00	\$800.00	\$400.00	
10-5220-537 Collection Fee	\$10,000.00	\$16,800.00	\$17,300.00	
10-5220-551 Supplies	\$0.00	\$800.00	\$600.00	
10-5220-579 Miscellaneous	\$2,500.00	\$1,300.00	\$1,000.00	
Total	\$235,125.00	\$160,500.00	\$176,800.00	\$0.00



Planning & Code Enforcement

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-5610-411 FT Regular Wages	\$0.00	\$0.00	\$42,000.00	
10-5610-421 FICA	\$0.00	\$0.00	\$3,300.00	
10-5610-423 LGERS Pension	\$0.00	\$0.00	\$6,400.00	
10-5610-424 401K	\$0.00	\$0.00	\$2,100.00	
10-5610-425 Health & Life Insurance	\$0.00	\$0.00	\$11,200.00	
10-5610-429 Other Allowances	\$0.00	\$0.00	\$600.00	
10-5610-454 Professional Services	\$25,000.00	\$20,000.00	\$18,000.00	
10-5610-512 Contractual Services	\$30,000.00	\$27,100.00	\$2,500.00	
10-5610-513 Staff Development & Travel	\$0.00	\$1,400.00	\$1,700.00	
10-5610-514 Uniforms	\$0.00	\$0.00	\$200.00	
10-5610-515 Advertising	\$0.00	\$1,900.00	\$1,800.00	
10-5610-524 Maint & Repair - Vehicles	\$0.00	\$0.00	\$1,000.00	
10-5610-535 Postage & Printing	\$0.00	\$0.00	\$0.00	
10-5610-538 Penalties & Fines	\$0.00	\$30,000.00	\$20,000.00	
10-5610-551 Supplies	\$0.00	\$800.00	\$1,400.00	
10-5610-553 Fuel	\$0.00	\$0.00	\$1,500.00	
Total	\$55,000.00	\$81,200.00	\$113,700.00	\$0.00

Public Buildings

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-5720-522 Maint & Rep - Bldg & Gn ds	\$26,500.00	\$21,500.00	\$10,000.00	
10-5720-526 Utilities & Communication	\$7,800.00	\$8,500.00	\$4,300.00	
10-5720-551 Supplies	\$4,500.00	\$3,200.00	\$3,200.00	
10-5720-555 Safety	\$2,000.00	\$0.00	\$0.00	
10-5720-561 Capital Outlay	\$145,507.00	\$0.00	\$0.00	
10-5720-575 Special Activities	\$0.00	\$0.00	\$0.00	
Total	\$186,307.00	\$33,200.00	\$17,500.00	\$0.00

Police

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-5300-411 FT Regular Wages	\$973,082.00	\$1,013,500.00	\$1,153,200.00	
10-5300-412 PT Regular Wages	\$20,324.00	\$25,500.00	\$20,600.00	
10-5300-421 FICA	\$82,515.00	\$87,300.00	\$98,400.00	
10-5300-423 LGERS Pension	\$146,352.00	\$163,000.00	\$197,200.00	
10-5300-424 401K	\$48,655.00	\$50,700.00	\$57,700.00	
10-5300-425 Health & Life Insurance	\$204,465.00	\$228,700.00	\$312,900.00	
10-5300-429 Other Allowances	\$85,205.00	\$101,500.00	\$111,400.00	
10-5300-511 Professional Services	\$13,600.00	\$19,800.00	\$19,700.00	
10-5300-512 Contractual Services	\$21,000.00	\$24,000.00	\$13,700.00	
10-5300-513 Staff Development & Travel	\$8,250.00	\$9,700.00	\$9,400.00	
10-5300-514 Uniforms	\$8,500.00	\$9,300.00	\$8,000.00	
10-5300-517 Drug/Background	\$1,600.00	\$3,600.00	\$1,300.00	
10-5300-522 Maint & Rep - Bldgs	\$2,000.00	\$1,700.00	\$1,400.00	
10-5300-523 Maint & Rep - Equip	\$3,000.00	\$3,000.00	\$2,000.00	
10-5300-524 Maint & Rep - Vehicles	\$25,000.00	\$35,900.00	\$20,000.00	
10-5300-525 Property & Liability	\$15,862.00	\$24,000.00	\$26,000.00	
10-5300-526 Utilities & Communication	\$18,350.00	\$22,600.00	\$25,000.00	
10-5300-533 Contributions	\$1,500.00	\$1,500.00	\$2,500.00	
10-5300-534 Dues & Subscriptions	\$2,000.00	\$2,100.00	\$2,500.00	
10-5300-551 Supplies	\$17,500.00	\$41,800.00	\$7,100.00	
10-5300-554 Fuel	\$30,000.00	\$30,000.00	\$25,000.00	
10-5300-561 Capital Outlay	\$413,200.00	\$6,500.00	\$11,000.00	
10-5300-566 Lease Principle	\$0.00	\$0.00	\$2,500.00	
10-5300-575 Special Activities	\$2,000.00	\$2,000.00	\$2,000.00	
10-5300-579 Miscellaneous	\$25,500.00	\$0.00	\$0.00	
10-5300-581 Investigations	\$1,000.00	\$3,000.00	\$1,200.00	
Total	\$2,170,460.00	\$1,910,700.00	\$2,131,700.00	\$0.00



Fire

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-5400-411 FT Regular Wages	\$71,712.00	\$57,750.00	\$119,000.00	
10-5400-412 PT Regular Wages	\$81,000.00	\$90,000.00	\$100,000.00	
10-5400-421 FICA	\$7,300.00	\$11,300.00	\$16,800.00	
10-5400-423 LGERS Pension	\$0.00	\$6,800.00	\$18,100.00	
10-5400-424 401K	\$0.00	\$2,400.00	\$6,000.00	
10-5400-425 Health & Life Insurance	\$0.00	\$9,000.00	\$21,700.00	
10-5400-427 Fireman's Pension Fees	\$1,300.00	\$1,300.00	\$1,300.00	
10-5400-429 Other Allowances	\$0.00	\$0.00	\$600.00	
10-5400-511 Professional Services	\$0.00	\$5,000.00	\$10,000.00	
10-5400-512 Contractual Services	\$0.00	\$15,600.00	\$18,600.00	
10-5400-513 Staff Development & Travel	\$11,200.00	\$3,000.00	\$2,600.00	
10-5400-514 Uniforms	\$11,500.00	\$18,500.00	\$14,000.00	
10-5400-517 Drug/Background	\$0.00	\$3,200.00	\$3,200.00	
10-5400-522 Maint & Rep - Bldgs	\$11,500.00	\$0.00	\$2,000.00	
10-5400-523 Maint & Rep - Equip	\$18,500.00	\$19,500.00	\$11,800.00	
10-5400-524 Maint & Rep - Vehicles	\$15,000.00	\$15,000.00	\$15,000.00	
10-5400-525 Property & Liability	\$2,825.00	\$3,500.00	\$3,500.00	
10-5400-526 Utilities & Communication	\$8,000.00	\$7,600.00	\$9,500.00	
10-5400-534 Dues & Subscriptions	\$1,200.00	\$1,200.00	\$1,000.00	
10-5400-551 Supplies	\$158,750.00	\$23,600.00	\$10,000.00	
10-5400-553 Fuel	\$4,500.00	\$5,500.00	\$3,000.00	
10-5400-561 Capital Outlay	\$54,696.00	\$0.00	\$1,000.00	
10-5400-579 Miscellaneous	\$0.00	\$500.00	\$0.00	
Total	\$458,983.00	\$300,100.00	\$388,700.00	\$0.00

Streets

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-5740-411 FT Regular Wages	\$95,722.00	\$107,500.00	\$108,100.00	
10-5740-412 Part Time Wages	\$0.00	\$0.00	\$5,000.00	
10-5740-421 FICA	\$7,323.00	\$8,300.00	\$8,700.00	
10-5740-423 LGERS Pension	\$12,087.00	\$14,500.00	\$16,500.00	
10-5740-424 401K	\$4,412.00	\$5,000.00	\$5,500.00	
10-5740-425 Health & Life Insurance	\$18,177.00	\$18,400.00	\$22,200.00	
10-5740-512 Contractual Services	\$0.00	\$0.00	\$6,100.00	
10-5740-513 Staff Development & Travel	\$0.00	\$0.00	\$0.00	
10-5740-514 Uniforms	\$1,000.00	\$1,200.00	\$2,300.00	
10-5740-521 Maint & Rep - Infra	\$43,000.00	\$43,000.00	\$29,000.00	
10-5740-522 Maint & Rep - Bldgs	\$1,200.00	\$0.00	\$1,000.00	
10-5740-523 Maint & Rep - Equip	\$10,000.00	\$10,000.00	\$9,900.00	
10-5740-524 Maint & Rep - Vehicles	\$15,000.00	\$13,000.00	\$7,000.00	
10-5740-526 Utilities & Communication	\$55,125.00	\$58,400.00	\$64,400.00	
10-5740-551 Supplies	\$28,000.00	\$37,000.00	\$30,000.00	
10-5740-553 Fuel	\$9,000.00	\$10,000.00	\$5,500.00	
10-5740-561 Capital Outlay	\$492,304.00	\$0.00	\$0.00	
10-5740-575 Special Events	\$0.00	\$7,000.00	\$4,000.00	
10-5740-579 Miscellaneous	\$3,500.00	\$0.00	\$300.00	
Total	\$795,850.00	\$333,300.00	\$325,500.00	\$0.00



Cemetery

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-5730-579 Cemetery Expense	\$0.00	\$2,500.00	\$1,500.00	
10-5730-561 Cemetery Capital Outlay	\$0.00	\$0.00	\$0.00	
Total	\$0.00	\$2,500.00	\$1,500.00	\$0.00

Sanitation

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-5750-425 Health & Life Insurance	\$5,332.00	\$0.00	\$0.00	
10-5750-512 Contractual Services	\$172,500.00	\$190,000.00	\$224,000.00	
10-5750-551 Supplies	\$20,000.00	\$10,000.00	\$10,000.00	
10-5750-553 Fuel	\$31,610.00	\$32,200.00	\$3,000.00	
10-5750-561 Capital Outlay	\$13,350.00	\$7,700.00	\$6,000.00	
10-5750-576 Landfill Tipping Fees	\$5,000.00	\$5,500.00	\$5,000.00	
Total	\$247,792.00	\$245,400.00	\$248,000.00	\$0.00

Debt Service

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-6000-564 Debt Service Principal	\$0.00	\$116,700.00	\$95,000.00	
10-6000-565 Debt Service Interest	\$0.00	\$16,700.00	\$12,800.00	
Total	\$0.00	\$133,400.00	\$107,800.00	\$0.00

Parks & Recreation

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
10-5510-411 FT Regular Wages	\$117,785.00	\$126,000.00	\$132,400.00	
10-5510-412 PT Regular Wages	\$35,000.00	\$25,000.00	\$36,500.00	
10-5510-421 FICA	\$11,556.00	\$11,600.00	\$13,000.00	
10-5510-423 LGERS Pension	\$15,900.00	\$18,200.00	\$20,100.00	
10-5510-424 401K	\$5,803.00	\$6,300.00	\$6,700.00	
10-5510-425 Health & Life Insurance	\$33,715.00	\$35,000.00	\$45,300.00	
10-5510-513 Staff Development & Travel	\$0.00	\$1,500.00	\$1,100.00	
10-5510-514 Uniforms	\$1,250.00	\$1,200.00	\$2,000.00	
10-5510-515 Advertising	\$500.00	\$500.00	\$0.00	
10-5510-522 Maint & Rep - Bldgs & Grds	\$40,300.00	\$42,300.00	\$19,500.00	
10-5510-523 Maint & Rep - Equip	\$3,500.00	\$4,500.00	\$3,500.00	
10-5510-524 Maint & Rep - Vehicles	\$3,000.00	\$4,100.00	\$1,500.00	
10-5510-526 Utilities & Communication	\$10,270.00	\$12,100.00	\$12,700.00	
10-5510-533 Contributions	\$158,503.00	\$158,600.00	\$168,600.00	
10-5510-551 Supplies	\$2,300.00	\$10,400.00	\$2,700.00	
10-5510-553 Fuel	\$5,300.00	\$5,000.00	\$3,500.00	
10-5510-556 Purchases for Resale	\$3,500.00	\$4,300.00	\$1,500.00	
10-5510-561 Capital Outlay	\$19,500.00	\$23,300.00	\$0.00	
10-5510-575 Special Activities	\$500.00	\$500.00	\$500.00	
10-5510-579 Miscellaneous	\$1,500.00	\$1,000.00	\$1,100.00	
10-5510-601 Other Town Parks	\$2,900.00	\$13,300.00	\$5,500.00	
Total	\$472,582.00	\$504,700.00	\$477,700.00	\$0.00



Section 3. Special Revenue Funds

Powell Bill Fund

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
20-4311 Interest Earned on Investment	\$0.00	\$4,500.00	\$4,500.00	
20-4280 Powell Bill Aid	\$0.00	\$95,860.00	\$95,860.00	
20-3220 Transfer from Restricted PB	\$0.00	\$0.00	\$120,640.00	
Totals	\$0.00	\$100,360.00	\$221,000.00	\$0.00
Expenitures				
20-5740-572 Powell Bill Expenses	\$0.00	\$100,360.00	\$221,000.00	
Totals	\$0.00	\$100,360.00	\$221,000.00	\$0.00

Drug Forfeiture Fund

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
32-4532 Police Confiscations	\$0.00	\$0.00	\$0.00	
32-4311 Interest Earning on Investments	\$0.00	\$0.00	\$0.00	
Totals	\$0.00	\$0.00	\$0.00	\$0.00
Expenitures				
32-5300-710 Police Drug Forfeiture Exp	\$0.00	\$0.00	\$0.00	
Totals	\$0.00	\$0.00	\$0.00	\$0.00



Section 4. Operating Budget Ordinance

ORDINANCE NO. 2026-02

TOWN OF MAYODAN, NC
OPERATING BUDGET ORDINANCE FISCAL YEAR 2026-2027

BE IT ORDAINED by the Mayodan Town Council in accordance with the North Carolina Budget and Fiscal Control Act:

SECTION 1: REVENUES

The following anticipated revenues are hereby appropriated for the Town of Mayodan and its activities for the fiscal year beginning July 1, 2026 and ending June 30, 2027:

General Fund Revenues

- Real & Personal Property Tax: \$2,450,000
- Prior Years' Taxes, Penalties, and Interest: \$17,000
- Motor Vehicle Tax: \$163,000
- Sales & Use Tax: \$905,000
- Franchise Tax: \$325,000
- Other Revenues: \$846,000
- Appropriation from Fund Balance to CIP: \$379,000

Total: \$5,085,000

Special Fund Revenues

- Powell Bill Fund: \$221,000
- Drug Forfeiture Fund: \$0

Total: \$221,000

TOTAL REVENUES: \$5,306,000

SECTION 2: EXPENDITURES

The following amounts are hereby appropriated for the operational expenditures of the Town of Mayodan for the fiscal year beginning July 1, 2026 and ending June 30, 2027:

General Fund Expenditures

- Governmental: \$22,200
- Administration: \$694,900
- Finance: \$176,800
- Planning & Code Enforcement: \$113,700
- Public Buildings: \$17,500
- Police: \$2,131,700
- Fire: \$388,700
- Cemetery: \$1,500
- Streets: \$325,500
- Sanitation: \$248,000
- Parks & Recreation: \$477,700
- Debt Service: \$107,800
- Transfer to Capital Reserve: \$379,000

Total: \$5,085,000



Special Fund Expenditures

- Powell Bill Fund: \$221,000
- Drug Forfeiture Fund: \$0

Total: \$221,000

TOTAL EXPENDITURES: \$5,306,000

SECTION 3: LEVY OF TAXES

An ad valorem tax rate of \$0.665 per one hundred dollars (\$100) valuation of taxable property, as listed for taxes January 2026, is hereby levied and established as the official tax rate for the Town of Mayodan for Fiscal Year 2026-2027. Said rate is based on a total projected valuation of \$365,918,547 and an estimated collection of 99%.

SECTION 4: FEE SCHEDULE

The fee schedule is hereby incorporated into this ordinance and is approved, effective July 1, 2026. From time to time, amendments to this schedule to cover costs for designated services may be approved by the Town Council.

SECTION 5: BUDGETARY CONTROL

The Town Manager is hereby authorized to transfer appropriations as contained herein under the following conditions:

1. Transfer amounts between line-item expenditures within the same fund and provide a report to the Town Council.
2. May not transfer any amounts between funds, except as approved by the Town Council through a Budget Ordinance amendment.

SECTION 6: ENCUMBRANCES

Appropriation herein authorized and shall have the amount of outstanding encumbrances as of June 30, 2026 added to each appropriation, as it appears in order to account for the expenditures in the Fiscal Year they are paid.

SECTION 7: AVAILABILITY

Copies of the Annual Budget shall be kept on file in the Town Clerk's office and shall be furnished to the Town Staff and the Town Council to provide direction in the collection of revenues and disbursement of funds.

THIS ORDINANCE SHALL BECOME EFFECTIVE UPON ITS ADOPTION AND APPROVAL.

Adopted this 8th day of June 2026.

Dwight Lake, Mayor

Attest:

Seal

Sarah Hopper, Town Clerk

Section 5. Water & Sewer Budget

Water & Sewer Fund: Revenues

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
Water & Sewer Revenue	\$3,053,000.00	\$3,385,000.00	\$3,555,000.00	
Pretreatment Analysis	\$1,800.00	\$1,800.00	\$1,800.00	
Cut Off Charges	\$20,000.00	\$15,000.00	\$15,000.00	
Interest Earned - Investments	\$37,124.00	\$175,000.00	\$150,000.00	
Water & Sewer Tap Fees	\$36,000.00	\$50,000.00	\$40,000.00	
Interlocal Capital Projects Proceeds	\$0.00	\$0.00	\$0.00	
Grant Revenues	\$0.00	\$0.00	\$0.00	
Appropriation from FB	\$0.00	\$320,700.00	\$645,200.00	
Total W&S Fund Revenues	\$3,147,924.00	\$3,947,500.00	\$4,407,000.00	\$0.00

Water & Sewer Fund: Expenses

Expenses	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
Water Department	\$966,939.00	\$817,900.00	\$838,800.00	
Water Treatment Plant	\$940,230.00	\$931,300.00	\$1,233,100.00	
Sewer Department	\$564,472.00	\$588,100.00	\$681,500.00	
Wastewater Treatment Plant	\$676,283.00	\$696,500.00	\$960,400.00	
Debt Service	\$0.00	\$48,000.00	\$48,000.00	
Transfer to Capital Reserve	\$0.00	\$865,700.00	\$645,200.00	
Total W&S Fund Expenses	\$3,147,924.00	\$3,947,500.00	\$4,407,000.00	\$0.00
Total W&S Budget	\$3,147,924.00	\$3,947,500.00	\$4,407,000.00	\$0.00



Water Department

Expenses	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
51-5820-411 FT Regular Wages	\$257,120.00	\$316,600.00	\$291,000.00	
51-5820-421 FICA	\$19,670.00	\$24,300.00	\$22,300.00	
51-5820-423 LGERS Pension	\$35,226.00	\$41,300.00	\$41,700.00	
51-5820-424 401K	\$12,856.00	\$14,300.00	\$13,800.00	
51-5820-425 Health & Life Insurance	\$58,027.00	\$56,800.00	\$71,900.00	
51-5820-426 Workers' Compensation	\$4,800.00	\$5,500.00	7,600.00	
51-5820-429 Other Allowances	\$750.00	\$1,600.00	\$2,100.00	
51-5820-511 Professional Services	\$12,500.00	\$21,400.00	\$26,900.00	
51-5820-512 Contractual Services	\$7,000.00	\$9,400.00	\$3,000.00	
51-5820-513 Staff Development & Travel	\$2,000.00	\$1,000.00	\$8,000.00	
51-5820-514 Uniforms	\$4,500.00	\$4,500.00	\$5,000.00	
51-5820-517 Drug Screening	\$0.00	\$0.00	\$300.00	
51-5820-521 Maint & Rep - Infra	\$150,000.00	\$80,000.00	\$69,300.00	
51-5820-523 Maint & Rep - Equip	\$2,000.00	\$3,900.00	\$1,500.00	
51-5820-524 Maint & Rep - Vehicles	\$7,500.00	\$7,500.00	\$7,500.00	
51-5820-526 Utilities & Communication	\$1,000.00	\$2,500.00	\$2,500.00	
51-5820-533 Contributions	\$8,000.00	\$9,000.00	\$9,000.00	
51-5820-534 Dues & Subscriptions	\$9,690.00	\$10,200.00	\$20,500.00	
51-5820-535 Postage & Printing	\$0.00	\$0.00	\$2,200.00	
51-5820-551 Supplies	\$151,800.00	\$5,200.00	\$2,500.00	
51-5820-553 Fuel	\$7,500.00	\$7,000.00	\$5,000.00	
51-5820-561 Capital Outlay	\$24,000.00	\$0.00	\$9,200.00	
51-5820-579 Miscellaneous	\$4,000.00	\$2,000.00	\$0.00	
51-5820-602 Admin Service Charge	\$187,000.00	\$194,000.00	\$216,000.00	
Total	\$966,939.00	\$817,900.00	\$838,800.00	\$0.00

Water Treatment Plant

Expenses	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
51-5840-411 FT Regular Wages	\$302,922.00	\$368,000.00	\$349,000.00	
51-5840-412 PT Wages	\$0.00	\$0.00	\$26,000.00	
51-5840-421 FICA	\$23,174.00	\$28,200.00	\$28,700.00	
51-5840-423 LGERS Pension	\$37,939.00	\$49,400.00	\$53,000.00	
51-5840-424 401K	\$13,847.00	\$17,100.00	\$17,500.00	
51-5840-425 Health & Life Insurance	\$58,741.00	\$63,900.00	\$82,800.00	
51-5840-426 Workers' Compensation	\$4,800.00	\$5,500.00	\$7,600.00	
51-5840-429 Other Allowances	\$780.00	\$2,600.00	\$2,600.00	
51-5840-511 Professional Services	\$10,000.00	\$8,900.00	\$8,900.00	
51-5840-512 Contractual Services	\$66,900.00	\$16,700.00	\$27,000.00	
51-5840-513 Staff Development & Travel	\$3,000.00	\$9,000.00	\$7,000.00	
51-5840-514 Uniforms	\$2,000.00	\$2,200.00	\$4,000.00	
51-5840-516 Laboratory Testing	\$7,800.00	\$7,800.00	\$8,000.00	
51-5840-521 Maint & Rep - Infra	\$8,000.00	\$9,000.00	\$190,000.00	
51-5840-522 Maint & Rep - Bldgs	\$20,000.00	\$15,000.00	\$23,000.00	
51-5840-523 Maint & Rep - Equip	\$121,007.00	\$48,200.00	\$124,200.00	
51-5840-524 Maint & Rep - Vehicles	\$7,000.00	\$7,000.00	\$7,000.00	
51-5840-525 Property & Liability	\$13,620.00	\$16,700.00	\$15,600.00	
51-5840-526 Utilities & Communication	\$80,300.00	\$95,000.00	\$100,000.00	
51-5840-551 Supplies	\$139,600.00	\$143,300.00	\$141,000.00	
51-5840-552 Permits and Licenses	\$6,000.00	\$6,000.00	\$7,200.00	
51-5840-553 Fuel	\$4,800.00	\$4,000.00	\$3,000.00	
51-5840-561 Capital Outlay	\$7,000.00	\$7,000.00	\$0.00	
51-5840-579 Miscellaneous	\$1,000.00	\$800.00	\$0.00	
Total	\$940,230.00	\$931,300.00	\$1,233,100.00	\$0.00



Sewer Department

Expenses	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
51-5830-411 FT Regular Wages	\$231,163.00	\$247,800.00	\$305,100.00	
51-5830-421 FICA	\$17,684.00	\$19,000.00	\$23,400.00	
51-5830-423 LGERS Pension	\$31,670.00	\$35,800.00	\$46,400.00	
51-5830-424 401K	\$11,559.00	\$12,400.00	\$15,300.00	
51-5830-425 Health & Life Insurance	\$59,636.00	\$61,100.00	\$87,300.00	
51-5830-426 Workers' Compensation	\$4,800.00	\$5,500.00	\$7,700.00	
51-5830-429 Other Allowances	\$800.00	\$2,100.00	\$3,200.00	
51-5830-511 Professional Services	\$0.00	\$1,500.00	\$1,500.00	
51-5830-513 Staff Development & Travel	\$3,000.00	\$1,000.00	\$3,500.00	
51-5830-514 Uniforms	\$4,500.00	\$4,500.00	\$5,000.00	
51-5830-515 Advertising	\$0.00	\$300.00	\$1,000.00	
51-5830-521 Maint & Rep - Infra	\$40,000.00	\$40,000.00	\$40,000.00	
51-5830-523 Maint & Rep - Equip	\$61,000.00	\$83,700.00	\$71,000.00	
51-5830-525 Property & Liability	\$13,620.00	\$16,700.00	\$15,600.00	
51-5830-526 Utilities & Communication	\$24,000.00	\$27,000.00	\$29,000.00	
51-5830-534 Dues & Subscriptions	\$0.00	\$2,600.00	\$2,700.00	
51-5830-551 Supplies	\$25,300.00	\$18,700.00	\$11,300.00	
51-5830-552 Permits & Licenses	\$1,500.00	\$2,000.00	\$2,000.00	
51-5830-553 Fuel	\$5,000.00	\$5,500.00	\$5,500.00	
51-5830-561 Capital Outlay	\$3,740.00	\$0.00	\$5,000.00	
51-5830-564 Debt Service - Principal	\$24,000.00	\$0.00	\$0.00	
51-5830-579 Miscellaneous	\$1,500.00	\$900.00	\$0.00	
Total	\$564,472.00	\$588,100.00	\$681,500.00	\$0.00

Wastewater Treatment Plant

Expenses	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
51-5870-411 FT Salaries	\$0.00	\$0.00	\$174,800.00	
51-5870-412 Part Time Salaries	\$0.00	\$0.00	\$32,500.00	
51-5870-421 FICA	\$0.00	\$0.00	\$15,900.00	
51-5870-423 LGERS Pension	\$0.00	\$0.00	\$26,400.00	
51-5870-424 401K	\$0.00	\$0.00	\$8,800.00	
51-5870-425 Health & Life Insurance	\$0.00	\$0.00	\$34,600.00	
51-5870-426 Workers' Compensation	\$0.00	\$0.00	\$2,500.00	
51-5870-429 Other Allowances	\$0.00	\$0.00	\$1,100.00	
51-5870-511 Professional Services	\$0.00	\$0.00	\$46,800.00	
51-5870-512 Contractual Services	\$395,663.00	\$402,700.00	\$148,400.00	
51-5870-513 Staff Development & Travel	\$0.00	\$0.00	\$7,000.00	
51-5870-514 Uniforms	\$0.00	\$0.00	\$1,500.00	
51-5870-516 Laboratory Testing	\$0.00	\$0.00	\$45,000.00	
51-5870-521 Maint & Rep - Infra	\$0.00	\$0.00	\$100,000.00	
51-5870-522 Maint & Rep - Bldgs	\$0.00	\$0.00	\$5,000.00	
51-5870-523 Maint & Rep - Equip	\$150,000.00	\$150,000.00	\$102,400.00	
51-5870-524 Maint & Rep - Vehicles	\$0.00	\$0.00	\$1,000.00	
51-5870-525 Property & Liability	\$13,620.00	\$16,700.00	\$16,700.00	
51-5870-526 Utilities & Communication	\$105,000.00	\$116,100.00	\$116,900.00	
51-5870-534 Dues & Subscriptions	\$0.00	\$0.00	\$200.00	
51-5870-551 Supplies	\$1,000.00	\$0.00	\$64,900.00	
51-5870-552 Permits and Licenses	\$5,000.00	\$5,000.00	\$5,000.00	
51-5870-553 Fuel	\$0.00	\$0.00	\$3,000.00	
51-5870-561 Capital Outlay	\$5,000.00	\$5,000.00	\$0.00	
51-5870-579 Miscellaneous	\$1,000.00	\$1,000.00	\$0.00	
Total	\$676,283.00	\$696,500.00	\$960,400.00	\$0.00

W&S Fund Debt Service

Expenses	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
51-6000-564 Debt Service - Principal	\$24,000.00	\$44,000.00	\$45,400.00	
51-6000-565 Debt Service - Interest	\$24,000.00	\$4,000.00	\$2,600.00	
Total	\$48,000.00	\$48,000.00	\$48,000.00	\$0.00



Section 6. W&S Budget Ordinance

ORDINANCE NO. 2026-03

TOWN OF MAYODAN, NC

WATER & SEWER OPERATING BUDGET ORDINANCE FISCAL YEAR 2026-2027

BE IT ORDAINED by the Mayodan Town Council in accordance with the North Carolina Budget and Fiscal Control Act:

SECTION 1: REVENUES

The following anticipated revenues are hereby appropriated for the Town of Mayodan and its activities for the fiscal year beginning July 1, 2026 and ending June 30, 2027:

Water & Sewer Fund Revenues

- Water & Sewer Revenue: \$3,555,000
- Pretreatment Analysis: \$1,800
- Cut Off Charges: \$15,000
- Interest Earned - Investments: \$150,000
- Water & Sewer Tap Fees: \$40,000
- Appropriation from Fund Balance to CIP: \$645,200

Total: \$4,407,000

SECTION 2: EXPENSES

The following amounts are hereby appropriated for the operational expenses of the Town of Mayodan for the fiscal year beginning July 1, 2026 and ending June 30, 2027:

Water & Sewer Fund Expenses

- Water Department: \$838,800
- Water Treatment Plant: \$1,233,100
- Sewer Department: \$681,500
- Wastewater Treatment Plant: \$960,400
- Debt Service: \$48,000
- Transfer to Capital Reserve: \$645,200

Total: \$4,407,000

SECTION 3: FEE SCHEDULE

The fee schedule is hereby incorporated into this ordinance and is approved, effective July 1, 2026. From time to time, amendments to this schedule to cover costs for designated services may be approved by the Town Council.

SECTION 4: BUDGETARY CONTROL

The Town Manager is hereby authorized to transfer appropriations as contained herein under the following conditions:

1. Transfer amounts between line-item expenses within the same fund and provide a report to the Town Council.
2. May not transfer any amounts between funds, except as approved by the Town Council through a Budget Ordinance amendment.



SECTION 5: ENCUMBRANCES

Appropriation herein authorized and shall have the amount of outstanding encumbrances as of June 30, 2026 added to each appropriation, as it appears in order to account for the expenses in the Fiscal Year they are paid.

SECTION 7: AVAILABILITY

Copies of the Annual Budget shall be kept on file in the Town Clerk’s office and shall be furnished to the Town Staff and the Town Council to provide direction in the collection of revenues and disbursement of funds.

THIS ORDINANCE SHALL BECOME EFFECTIVE UPON ITS ADOPTION AND APPROVAL.

Adopted this 8th day of June 2026.

Dwight Lake, Mayor

Attest:

Seal

Sarah Hopper, Town Clerk

Section 7. Capital Improvement Plan





CIP Budget FY26-27

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
Washington Mills Park		\$1,419,220.00	\$1,020,000.00	
Town Hall & PD Conversions		\$436,900.00	\$150,000.00	
Multi-Use Path US 220 Business	\$70,000.00		\$2,311,800.00	
Capital Projects		\$115,000.00	\$1,833,000.00	
Farris Memorial Park Trail Expansion			\$251,200.00	
Total CIP Revenues	\$70,000.00	\$1,971,120.00	\$5,566,000.00	\$0.00

Expenditures	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
Washington Mills Park		\$1,419,220.00	\$1,020,000.00	
Town Hall & PD Conversions		\$436,900.00	\$150,000.00	
Multi-Use Path US 220 Business	\$70,000.00		\$2,311,800.00	
Capital Projects		\$115,000.00	\$1,833,000.00	
Farris Memorial Park Trail Expansion			\$251,200.00	
Total CIP Expenditures	\$70,000.00	\$1,971,120.00	\$5,566,000.00	\$0.00

Total CIP Budget	\$70,000.00	\$1,971,120.00	\$5,566,000.00	\$0.00
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Capital Improvements

5 Year Plan FY2027

	Fund	FY27
Washington Mills Park Phase 1	31	\$1,020,000.00
Police Department Renovation & Expansion Design	61	\$50,000.00
Town Hall Office Furniture	61	\$100,000.00
EB-5891: Multiuse Path on US 220 Business	62	\$2,090,000.00
MMR ADA Accessible Walkway	62	\$221,800.00
Fire Department Update Fire Alarm System & Overnight Sleeping Area	63	\$10,000.00
Aerial Ladder Truck	63	\$1,700,000.00
Capital Vehicles	63	\$112,000.00
Capital Equipment	63	\$11,000.00
Farris Memorial Park Trail Expansion	63	\$251,200.00
Police Department Expansion	61	
Capital Vehicles	63	
Capital Equipment	63	
Washington Mills Park Phase 2	31	
Capital Vehicles	63	
Capital Equipment	63	
Capital Vehicles	63	
Capital Vehicles	63	
Total		\$5,566,000.00

Fund Descriptions

Washington Mills Park (31)

Town Hall & PD Conversions (61)

Multi-Use Path US 220 (62)

Capital Projects (63)

FMP Trail Expansion (64)



5 Year Plan FY2028-2031

FY28	FY29	FY30	FY31
\$200,000.00			
\$115,000.00			
\$103,900.00			
	\$500,000.00		
	\$230,000.00		
	\$30,000.00		
		\$65,000.00	
			\$65,000.00
\$418,900.00	\$760,000.00	\$65,000.00	\$65,000.00

Washington Mills Park Fund 31

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
31-4611 Grant Revenues		\$474,920.00	\$1,010,000.00	
31-4651 State Appropriation		\$772,000.00		
31-4911 Transfer in from General Fund		\$172,300.00	\$10,000.00	
Totals	\$0.00	\$1,419,220.00	\$1,020,000.00	\$0.00

Expenses				
31-5510-561 Capital Outlay		\$187,000.00	\$5,000.00	
31-5510-562 Engineering & Design		\$737,300.00		
31-5510-563 Construction		\$494,920.00	\$1,015,000.00	
Totals	\$0.00	\$1,419,220.00	\$1,020,000.00	\$0.00

Town Hall & PD Conversions Fund 61

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
61-4611 Grant Revenues		\$45,000.00		
63-4911 Transfer in from General Fund		\$216,000.00	\$150,000.00	
73-4911 Transfer from Water & Sewer Fund		\$184,000.00		
Totals	\$0.00	\$445,000.00	\$150,000.00	\$0.00

Expenses				
61-5720-562 Engineering and Design		\$45,000.00		
61-5720-561 Capital Outlay			\$100,000.00	
61-5720-563 Construction		\$400,000.00		
61-5300-563 Construction			\$50,000.00	
Totals	\$0.00	\$445,000.00	\$150,000.00	\$0.00



Multi-Use Path US 220 Business Fund 62

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
62-4611 Grant Revenues		\$0.00	\$2,225,800.00	
62-4911 Transfer in from GF	\$70,000.00		\$86,000.00	
Totals	\$70,000.00	\$0.00	\$2,311,800.00	\$0.00

Expenses	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
62-5510-561 Capital Outlay (multi-use)			\$2,004,000.00	
62-5510-571 Match	\$70,000.00	\$0.00	\$86,000.00	
62-9999-561 Capital Outlay (ADA)			\$221,800.00	
Totals	\$0.00	\$70,000.00	\$2,311,800.00	\$0.00

Capital Projects Fund 63

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
63-4611 Debt			\$133,000.00	
63-4911 Transfer in from GF		\$115,000.00	\$1,700,000.00	
Totals	\$0.00	\$115,000.00	\$1,833,000.00	\$0.00

Expenses	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
63-5300-561 Capital Outlay - Police		\$65,000.00	\$76,000.00	
63-5400-561 Capital Outlay - Fire			\$1,710,000.00	
63-5510-561 Capital Outlay - Parks		\$50,000.00	\$47,000.00	
Totals	\$0.00	\$115,000.00	\$1,833,000.00	\$0.00

Farris Memorial Park Trail Expansion Fund 64

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
64-4611 Grant Revenues			\$251,200.00	
Totals	\$0.00	\$0.00	\$251,200.00	\$0.00

Expenses				
64-5510-563 Construction			\$251,200.00	
Totals	\$0.00	\$0.00	\$251,200.00	\$0.00



Section 8. CIP Ordinance

ORDINANCE NO. 2026-04

TOWN OF MAYODAN, NC

CAPITAL IMPROVEMENT BUDGET ORDINANCE FISCAL YEAR 2026-2027

BE IT ORDAINED by the Mayodan Town Council in accordance with the North Carolina Budget and Fiscal Control Act:

SECTION 1: REVENUES

The following anticipated revenues are hereby appropriated for the Town of Mayodan and its activities for the fiscal year beginning July 1, 2026 and ending June 30, 2027:

Capital Improvement Revenues

- Washington Mills Park: \$1,020,000
- Town Hall & PD Conversions: \$150,000
- Multi-Use Path US 220 Business: \$2,311,800
- Capital Projects: \$1,833,000
- Farris Memorial Park Trail Expansion: \$251,200

Total: \$5,566,000

SECTION 2: EXPENDITURES

The following amounts are hereby appropriated for the capital improvement expenditures of the Town of Mayodan for the fiscal year beginning July 1, 2026 and ending June 30, 2027:

Capital Improvement Expenditures

- Washington Mills Park: \$1,020,000
- Town Hall & PD Conversions: \$150,000
- Multi-Use Path US 220 Business: \$2,311,800
- Capital Projects: \$1,833,000
- Farris Memorial Park Trail Expansion: \$251,200

Total: \$5,566,000

SECTION 3: BUDGETARY CONTROL

The Town Manager is hereby authorized to transfer appropriations as contained herein under the following conditions:

1. Transfer amounts between line-item expenditures within the same fund and provide a report to the Town Council.
2. May not transfer any amounts between funds, except as approved by the Town Council through a Budget Ordinance amendment.

SECTION 4: ENCUMBRANCES

Appropriation herein authorized and shall have the amount of outstanding encumbrances as of June 30, 2026 added to each appropriation, as it appears in order to account for the expenditures in the Fiscal Year they are paid.

SECTION 5: AVAILABILITY

Copies of the Annual Budget shall be kept on file in the Town Clerk's office and shall be furnished to the Town Staff and the Town Council to provide direction in the collection of revenues and disbursement of funds.



THIS ORDINANCE SHALL BECOME EFFECTIVE UPON ITS ADOPTION AND APPROVAL.

Adopted this 8th day of June 2026.

Dwight Lake, Mayor

Attest:

Seal

Sarah Hopper, Town Clerk

Section 9. W&S Capital Improvement





W&S CIP Budget FY26-27

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
Wastewater Treatment Plant Improv		\$14,880,000.00		
US 220 Sewer Force Main Upgrade		\$320,700.00		
Mayo Island Sewer Access		\$500,000.00		
W&S Capital Projects		\$545,000.00	\$645,200.00	
Water Main Replacement			\$1,300,000.00	
Total W&S CIP Revenues	\$0.00	\$16,245,700.00	\$1,945,200.00	\$0.00

Expenses	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
Wastewater Treatment Plant Improv		\$14,880,000.00		
US 220 Sewer Force Main Upgrade		\$320,700.00		
Mayo Island Sewer Access		\$500,000.00		
W&S Capital Projects		\$545,000.00	\$645,200.00	
Water Main Replacement			\$1,300,000.00	
Total W&S CIP Expenses	\$0.00	\$16,245,700.00	\$1,945,200.00	\$0.00

Total W&S CIP Budget	\$0.00	\$16,245,700.00	\$1,945,200.00	\$0.00
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W&S Capital Improvements

5 Year Plan FY2027

	Fund	FY27
Cedar Mountain Water Storage Tank Mixers & Aerators	73	\$105,000.00
Wall Lumber Fire Line	73	\$30,000.00
W&S Capital Vehicles	73	\$115,000.00
W&S Capital Equipment	73	\$40,200.00
Water Main Replacement Phase 1	74	\$1,300,000.00
WTP Water Intake Study	73	\$60,000.00
WWTP Improvements	73	\$295,000.00
Inflow & Infiltration Improvements Phase 2 - Design	33	
Wilkins Street Water Storage Tank Mixers	73	
WTP Pipe Gallery Replacement - Valves & Actuators	73	
Shakey and McMichael Sewer Generator Replacement	73	
W&S Capital Vehicles	73	
Inflow & Infiltration Improvements Phase 2 - Construction	33	
River Water Pump Station Replacement	73	
Public Works Storage Shop	73	
W&S Capital Vehicles	73	
Shakey Sewer Pump Station Upgrade	73	
Inflow & Infiltration Improvements Phase 2 - Construction	33	
Clear Well Water Storage Tank Aerator	73	
Inflow & Infiltration Improvements Phase 2 - Construction	33	
Total		\$1,945,200.00

Fund Descriptions

WWTP Improvements (33)	W&S Capital Projects (73)
US 220 Sewer Force Main Upgrade (71)	Water Main Replacement (74)
Mayo Island Sewer Access (72)	



5 Year Plan FY2028-2031

FY28	FY29	FY30	FY31
\$175,000.00			
\$120,000.00			
\$30,000.00			
\$300,000.00			
\$65,000.00			
	\$650,000.00		
	\$100,000.00		
	\$100,000.00		
	\$50,000.00		
	\$65,000.00		
		\$650,000.00	
		\$280,000.00	
			\$650,000.00
\$690,000.00	\$965,000.00	\$930,000.00	\$650,000.00

WWTP Improvements Fund 33

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
33-4611 Grant Revenues		\$14,880,000.00		
Totals	\$0.00	\$0.00	\$0.00	\$0.00

Expenses				
33-5870-563 Construction		\$14,880,000.00		
Totals	\$0.00	\$14,880,000.00	\$0.00	\$0.00

US 220 Sewer Force Main Upgrade Fund 71

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
71-4911 Transfer in from W&S Fund		\$320,700.00		
Totals	\$0.00	\$320,700.00	\$0.00	\$0.00

Expenses				
71-5830-563 Construction		\$320,700.00		
Totals	\$0.00	\$320,700.00	\$0.00	\$0.00

Mayo Sewer Island Access Fund 72

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
72-4611 Grant Revenues		\$500,000.00		
Totals	\$0.00	\$500,000.00	\$0.00	\$0.00

Expenses				
72-5830-563 Construction		\$500,000.00		
Totals	\$0.00	\$500,000.00	\$0.00	\$0.00



W&S Capital Projects Fund 73

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
73-4911 Transfer from W&S Fund		\$545,000.00	\$645,200.00	
Totals	\$0.00	\$545,000.00	\$645,200.00	\$0.00

Expenses				
73-5820-561 Capital Outlay - Water		\$246,000.00	\$30,000.00	
73-5830-561 Capital Outlay - Sewer		\$200,000.00	\$65,000.00	
73-5840-561 Capital Outlay - WTP			\$192,200.00	
73-5870-561 Capital Outlay - WWTP		\$99,000.00	\$358,000.00	
Totals	\$0.00	\$545,000.00	\$645,200.00	\$0.00

Water Main Replacement Fund 74

Revenues	FY24-25 Adopted	FY25-26 Adopted	FY26-27 Manager Recommended	FY26-27 Adopted
74-4710 Debt			\$1,300,000.00	
Totals	\$0.00	\$0.00	\$1,300,000.00	\$0.00

Expenses				
74-5820-563 Construction			\$1,300,000.00	
Totals	\$0.00	\$0.00	\$1,300,000.00	\$0.00

Section 10. W&S CIP Ordinance

ORDINANCE NO. 2026-05

TOWN OF MAYODAN, NC

W&S CAPITAL IMPROVEMENT OPERATING BUDGET ORDINANCE FISCAL YEAR 2026-2027

BE IT ORDAINED by the Mayodan Town Council in accordance with the North Carolina Budget and Fiscal Control Act:

SECTION 1: REVENUES

The following anticipated revenues are hereby appropriated for the Town of Mayodan and its activities for the fiscal year beginning July 1, 2026 and ending June 30, 2027:

W&S Capital Improvement Revenues

- W&S Capital Projects: \$645,200
- Water Main Replacement: \$1,300,000

Total: \$1,945,200

SECTION 2: EXPENSES

The following amounts are hereby appropriated for the water and sewer capital improvement expenses of the Town of Mayodan for the fiscal year beginning July 1, 2026 and ending June 30, 2027:

Capital Improvement Expenses

- W&S Capital Projects: \$645,200
- Water Main Replacement: \$1,300,000

Total: \$1,945,200

SECTION 3: BUDGETARY CONTROL

The Town Manager is hereby authorized to transfer appropriations as contained herein under the following conditions:

1. Transfer amounts between line-item expenses within the same fund and provide a report to the Town Council.
2. May not transfer any amounts between funds, except as approved by the Town Council through a Budget Ordinance amendment.

SECTION 4: ENCUMBRANCES

Appropriation herein authorized and shall have the amount of outstanding encumbrances as of June 30, 2026 added to each appropriation, as it appears in order to account for the expenses in the Fiscal Year they are paid.

SECTION 5: AVAILABILITY

Copies of the Annual Budget shall be kept on file in the Town Clerk's office and shall be furnished to the Town Staff and the Town Council to provide direction in the collection of revenues and disbursement of funds.



THIS ORDINANCE SHALL BECOME EFFECTIVE UPON ITS ADOPTION AND APPROVAL.

Adopted this 8th day of June 2026.

Dwight Lake, Mayor

Attest:

Seal

Sarah Hopper, Town Clerk

Section 11. CIP Master List: 5 Year Plan 2027-2031

Project	Description	Operating Impacts	Cost Estimate	Funding	Year
Washington Mills Park Phase 1	Construct 1.5 mile trail and pickleball/basketball courts.	Enhances recreational access and mobility, supporting long-term regional connectivity.	\$1,020,000.00	31	FY27
Police Dept. Preliminary Design & Expansion	Complete preliminary design and cost estimate for future expansion of PD into existing Town Hall.	Better serve public and operational needs in updated facility that allows growth.	\$50,000.00	61	FY27
Town Hall Furniture	Purchase office and council chamber furniture for new Town Hall.	None	\$100,000.00	61	FY27
EB-5891: Multiuse Path on US 220 Business	Design multiuse path from E Madison St to Mayo River State Park. Prepare project for construction.	Provides the community with a safe environment to exercise over longer distances.	\$2,090,000.00	62	FY27
Fire Dept. Building Updates	Update fire alarm system & create area for overnight staffing.	Better serve public.	\$10,000.00	63	FY27
Aerial Ladder Truck	Replace existing aerial ladder truck with 30 years of service.	Enhances operational efficiency and reduced maintenance costs.	\$1,700,000.00	63	FY27
Capital Vehicles	Replace 2 police vehicle and parks truck with 20 years of service.	Routine Replacement	\$112,000.00	63	FY27
Capital Equipment	Consulting costs related to 911 CAD upgrade required by state statutes.	Future maintenance cost in county system.	\$11,000.00	63	FY27



Total Projects: 43
Projects Completed: 6

Project	Description	Operating Impacts	Cost Estimate	Funding	Year
Farris Memorial Park Trail Expansion	Construct 4 miles of bike trails on the north side of FMP.	Expands trail system to support regional recreation and competitive events.	\$251,200.00	64	FY27
Police Department Expansion	Repurpose existing Town Hall into an expanded PD and renovate current PD to support future growth.	Better serve public and operational needs in updated facility allowing operations to grow as needed.	\$200,000.00	61	FY28
Capital Vehicles	Replace police vehicle and parks truck with 20 years of service.	Routine Replacement	\$115,000.00	63	FY28
Capital Equipment	Replace Fire Station generator (28 yrs of service) and SCBA air fill station (21 yrs of service).	Ensures continued operations.	\$75,000.00	63	FY28
Capital Equipment	Purchase a dedicated side-by-side for Streets. Current unit is shared with Parks, creating availability and scheduling issues.	Improves reliability for street maintenance without impacting other departments.	\$18,900.00	63	FY28
Capital Equipment	Consulting costs related to 911 CAD upgrade required by state statutes.	Future maintenance cost in county system.	\$10,000.00	63	FY28

CIP Master List: 5 Year Plan 2027-2031

Project	Description	Operating Impacts	Cost Estimate	Funding	Year
Washington Mills Park Phase 2	Restore and renovate building with restrooms and other key features.	Enhances recreational access and mobility for long-term regional connectivity.	\$500,000.00	31	FY29
Capital Vehicles	Replace police vehicle and existing brush truck with 25 years of service.	Routine Replacement	\$230,000.00	63	FY29
Capital Equipment	Replace mower for park maintenance.	Routine Replacement	\$20,000.00	63	FY29
Capital Equipment	Consulting costs related to 911 CAD upgrade required by state statutes.	Future maintenance cost in county system.	\$10,000.00	63	FY29
Capital Vehicles	Acquisition and upfit of new police vehicle to support town operations.	Routine Replacement	\$65,000.00	63	FY30
Capital Vehicles	Acquisition and upfit of new police vehicle to support town operations.	Routine Replacement	\$65,000.00	63	FY31
Water Storage Tank Improvements	Add mixers to Cedar Mountain water storage tanks.	Lower maintenance costs, increased efficiency in water treatment, and improves water quality.	\$105,000.00	73	FY27
Wall Lumber Fire Line	Bypass connection to Washington Mills fire line.	None	\$30,000.00	73	FY27

W&S



W&S CIP Master List: 5 Year Plan 2027-2031

Project	Description	Operating Impacts	Cost Estimate	Funding	Year
W&S Capital Vehicles	Acquisition of new public works vehicle to support town operations.	Routine Replacement	\$65,000.00	73	FY27
W&S Capital Vehicles	Acquisition of new WWTP vehicle to support town operations.	New Vehicle	\$50,000.00	73	FY27
WTP Equipment	Finish water motor and PH meter.	Replace outdated equipment with VFD capabilities.	\$27,200.00	73	FY27
WWTP Equipment	Hach sampler	Routine Replacement	\$13,000.00	73	FY27
Water Main Replacement Phase 1	Replace oldest water main line on 2nd Avenue from Madison to Roosevelt Street.	Reduces long-term maintenance costs, improves water efficiency, and prevents costly emergency repairs, potentially lowering water loss and enhancing service reliability.	\$1,300,000.00	74	FY27
Water Intake Study	Study water intake with conservation planning.	Evaluate options for preserving WTP water intake.	\$60,000.00	73	FY27
WWTP Improvements	Funding for WWTP improvements.	Ensures the plant will run more efficiently.	\$295,000.00	73	FY27
Inflow & Infiltration Phase 2 - Design	Prepare engineered drawings.	None	\$175,000.00	33	FY28
Water Storage Tank Improvements	Add mixers to Wilkins Street water storage tanks.	Lower maintenance costs, increased efficiency in water treatment, and improves water quality.	\$120,000.00	73	FY28

W&S CIP Master List: 5 Year Plan 2027-2031

Project	Description	Operating Impacts	Cost Estimate	Funding	Year
WTP Pipe Gallery Replacement	Replace valves and actuators in pipe gallery.	Routine Replacement	\$30,000.00	73	FY28
Shakey and McMichael Sewer Generator Replacement	Replace on east and west sides of US 220 due to parts not being available.	Enhances system reliability & reduces risk of service disruptions.	\$300,000.00	73	FY28
W&S Capital Vehicles	Acquisition of new public works vehicle to support town operations.	Routine Replacement	\$65,000.00	73	FY28
Inflow & Infiltration Phase 2 - Construction	Slip line existing sewer lines.	Extends infrastructure lifespan and reduces costly repairs.	\$650,000.00	33	FY29
River Water Pump Station Replacement	Replace 3 MGD pump and motor.	Routine Replacement	\$100,000.00	73	FY29
Public Works Storage Shop	Add necessary storage for continued operations.	Restore operational efficiency.	\$100,000.00	73	FY29
W&S Capital Vehicles	Acquisition of new tractor for public works.	Routine Replacement	\$50,000.00	73	FY29
Shakey Sewer Pump Station Upgrade	Replace 26 year old Meyers Pump with Amarex KRT.	Enhances reliability, reduces maintenance costs, and improves energy efficiency.	\$65,000.00	73	FY29
Inflow & Infiltration Phase 2 - Construction	Slip line existing sewer lines.	Extends infrastructure lifespan and reduces costly repairs.	\$650,000.00	33	FY30
Water Storage Tank Improvements	Add aeration to Clear Well water storage tank.	Lower maintenance costs, increased efficiency in water treatment, and improves water quality.	\$280,000.00	73	FY30
Inflow & Infiltration Phase 2 - Construction	Slip line existing sewer lines.	Extends infrastructure lifespan and reduces costly repairs.	\$650,000.00	33	FY31



CIP Master List: Future Projects

Future Projects: 17

Project	Description	Operating Impacts	Cost Estimate	Funding	Year
Farris Park Concession Stand Renovation	Renovate the space to provide larger staff areas, more spacious restrooms, and easy access for rental bikes, along with designated bike storage.	Improves workflow, provides better service quality, and a more organized, user-friendly environment.	\$250,000.00	###	FUTURE
Farris Park Baseball Field Lights	Install lights on two fields.	Increases utility costs. Extends play hours, allowing more games.	\$350,000.00	###	FUTURE
Farris Park Basketball Court Replacement	Replace with full size basketball court.	Enables the town to host larger events, boosting concession revenue.	\$90,000.00	###	FUTURE
Farris Park Mini-Golf Course Update	Update mini-golf course to be more challenging.	Attract more visitors, boosting revenue and enhancing town tourism.	\$15,000.00	###	FUTURE
Farris Park Dog Park	Construct an area dedicated to dogs with fencing and obstacles.	Increases maintenance cost.	\$40,000.00	###	FUTURE
Farris Park Campground	Construct a full-service campground at Farris Memorial Park.	Boosts local revenue through increased park usage and tourism.	\$3,000,000.00	###	FUTURE
Farris Park Lake Maintenance	Dredge east side of lake to remove excess sludge.	Reduce maintenance cost through flood control. Enhances water quality and recreational use.	\$30,000.00	###	FUTURE
Madison Mayodan Greenway: Segment 3 - Adams to Mayo River State Park	Design and construct natural trail from E Adams St to Mayo River State Park (1.3 miles).	Increases maintenance costs for trail upkeep and safety.	\$300,000.00	###	FUTURE

CIP Master List: Future Projects

Project	Description	Operating Impacts	Cost Estimate	Funding	Year
Engine Fire Truck	Replace existing engine fire truck with 22 years of service.	Enhances operational efficiency and reduced maintenance costs.	\$800,000.00	###	FUTURE
Emergency Offroad Utility Vehicle	Purchase new all-terrain vehicle to access trails.	Ensure fire and rescue capabilities for areas with limited access.	\$100,000.00	###	FUTURE
Street Sweeper	Specialized vehicle employed to ensure streets and curbs are free of obstructions.	More maintenance responsibility will ultimately lead to more staffing.	\$135,000.00	###	FUTURE
Mayo Island Sewer Access (2)	Construct access to inaccessible sewer outfall located on the Mayo Island.	Enables proper maintenance, preventing costly public health issues.	\$800,000.00	###	FUTURE
Wastewater Treatment Plant Expansion	Design and construct facility expansion by 1.5 MGD bringing facility capacity to 6 MGD. Support regional commitments and growth.	Increases operational costs for contracted facility management and maintenance.	\$15,000,000.00	###	FUTURE
Water Treatment Plant Expansion	Design and construct improvements to increase permitted capacity by 1.5 MGD to support regional commitments and growth.	Increases operational costs for facility management, maintenance, and staffing.	\$15,000,000.00	###	FUTURE



Section 12. Fee Schedule

Justification of Fee Changes

The FY2026-2027 fee schedule reflects a deliberate effort to align the Town's fees with actual service delivery costs, benchmark rates against comparable North Carolina municipalities, and introduce several fees that are standard practice statewide but had not previously been adopted by Mayodan. The changes are structured to be equitable relative to the community's income levels while ensuring the Town recovers reasonable costs for the services it provides. The following sections describe the rationale for each area of change.

Solid Waste

Solid waste rates are increasing approximately 16 percent across all residential and commercial categories. This increase reflects the direct pass-through of costs under a new hauling contract and is not a discretionary revenue increase. Fuel surcharges have been removed the bill.

Water and Sewer Tap Fees

Water and sewer tap fees have been updated for the first time in several years to reflect construction cost inflation in the water and wastewater infrastructure sector. According to a November 2025 analysis published by the UNC School of Government Environmental Finance Center, construction costs for water and wastewater infrastructure have grown approximately 45 percent over the last five years — nearly double the 24 percent increase in the general Consumer Price Index over the same period. The residential 3/4-inch water tap fee increases from \$1,737 to \$2,430 (inside town) and the 4-inch sewer tap fee increases from \$1,500 to \$2,100. These adjustments represent approximately a 40 percent increase, in line with documented construction cost inflation over the period since the fees were last set. The updated rates are consistent with tap fees charged by peer Piedmont communities. Outside-town rates have been adjusted proportionally at twice the inside-town rate, consistent with the Town's longstanding policy.

Planning and Zoning

Several planning and zoning fees have been updated, and new fee categories have been established to reflect standard practice among comparable North Carolina municipalities.

The subdivision per-lot fee has been increased from \$10.00 to \$15.00 per lot for both minor and major subdivisions. The flat base fee of \$50 for minor subdivisions (now formally defined as 1–5 lots) and \$150 for major subdivisions is unchanged. The major subdivision category has been clarified to distinguish between preliminary plat review and final plat review, each at \$150 plus \$15 per lot.

Two new subdivision categories have been added: Exempt Plat at \$25 and Recombination at \$25. These administrative reviews were previously performed without a fee.

A Floodplain Permit fee of \$100 has been established. This fee represents the standard flat rate for small North Carolina municipalities. A floodplain development permit is required under federal and state law for any construction in the 100-year floodplain, and the fee recovers the cost of staff review.

An ABC Zoning Compliance fee of \$25 has been added. Standard fee charged in connection with ABC permit applications to certify that a proposed establishment's location is consistent with the zoning ordinance. The Zoning Compliance Permit has been restructured from a single \$40 fee to a single consolidated \$50 fee,



reflecting a modest increase consistent with peer municipalities. The associated Zoning Permit Violation fee has been set at \$100 — double the permit fee — to provide a meaningful deterrent to unpermitted construction while remaining proportional.

The Special Use for Wireless Facility fee has been increased from \$1,500 to \$3,500. Wireless tower applications require substantial staff review time and often involve legal consultation on federal telecommunications compliance. Mayodan's updated rate recovers a more appropriate share of actual review costs.

Farris Memorial Park

Several park fees have been adjusted to better reflect market rates and improve cost recovery for park operations.

Shelter 1, the largest venue at Farris Memorial Park with a 250-person capacity, has been increased from \$60 half-day / \$100 all-day to \$75 half-day / \$125 all-day. The prior rate was significantly below comparable municipal facilities. The updated rate is a modest increase.

The Chapel, a new rental category with 45-person capacity, has been established at \$20 half-day / \$40 full day. A Package 3 option combining Shelters 2, 3, and the Chapel has been added at \$150.

A half-day option for single soccer field rental has been added at \$25. Full-day single field rental increases from \$35 to \$45, paired-field rental increases from \$60 to \$80, and all-four-fields rental increases from \$100 to \$150. These adjustments bring Mayodan into closer alignment with peer municipalities.

Mountain bike rental has been increased from \$6 to \$10 per hour, reflecting current market rates for municipal trail bike programs. Mini golf has been increased from \$4 to \$5 per round.

The annual fishing pass has been reduced from \$25 to \$15, and the senior annual pass from \$20 to \$12. This reduction acknowledges that Farris Memorial Park fishing passes are used in addition to the North Carolina state fishing license, which costs \$25 to \$30 for resident adults. Lowering the local pass fee encourages participation and removes a financial barrier for residents who fish at the park regularly.

Package Deals have been updated: Package 2 (corporate) increases from \$600 to \$650 to reflect the updated value of full park rental; the non-profit rate increases from \$350 to \$375.

New Miscellaneous Fees

Five new fees have been established in the Miscellaneous section: Golf Cart Permit (\$35), Peddler Permit (\$35), Beer Premises Fee (\$15), Wine Premises Fee (\$15), and Festival Fee (\$25). Each of these fees is standard practice among North Carolina municipalities of comparable size. These fees had not previously been codified in the Town's fee schedule and are being formally established to ensure consistent and transparent application.

Fee Schedule FY26-27

Key: New Fee Increased Fee

General Fees

Fee Type	Amount	Conditions
Animal Impoundment Fee	\$65.00	Does not include boarding charges, which must be paid to the boarding facility. \$50.00 administrative fee may apply.
Copy Fee (No Color)	\$0.10	Per page
Copy Fee (With Color)	\$0.25	Per page
Fax Transmittal (Send or Receive)	\$0.50	Per page
GIS Mapping Fee	\$3.00–\$5.00	Depending upon size and content
Returned Check or Draft Fee	\$35.00	

Cemetery Fees

Fee Type	Amount	Conditions
Cemetery Plot – Inside Town Residents	\$500.00	
Cemetery Plot – Outside Town Residents	\$800.00	

Miscellaneous Fees

Fee Type	Amount	Conditions
Golf Cart Permit Fee	\$40.00	
Peddler Permit Fee	\$35.00	
Beer Premises Fee	\$15.00	
Wine Premises Fee	\$15.00	
Festival Fee	\$25.00	Does not include Town-sponsored events
Dump Truck Rental Fee	\$100.00	Limited to inside town residents only. Additional landfill charges may apply.
Curb Cut	\$35.00	Plus \$14 for any additional foot

Planning and Zoning

Fee Type	Amount	Conditions
Minor Subdivision (1–5 Lots)	\$50.00	Additional \$15.00 applied per lot
Major Subdivision – Preliminary Plat Review	\$150.00	Additional \$15.00 applied per lot



Fee Type	Amount	Conditions
Major Subdivision – Final Plat Review	\$150.00	Additional \$15.00 applied per lot
Exempt Plat	\$25.00	
Recombination	\$25.00	
Rezoning	\$400.00	
Special Use Permit	\$400.00	
Special Use for Wireless Facility	\$3,500.00	
Text Amendment	\$300.00	
Variance or Appeal	\$250.00	
ABC Zoning Compliance	\$25.00	
Floodplain Permit	\$100.00	
Zoning Compliance Permit	\$50.00	
Zoning Permit Violation	\$100.00	Double the zoning compliance permit fee
Zoning Verification Letter	\$15.00	
Sign Permit – Permanent	\$40.00	
Sign Permit – Temporary	\$10.00	
Street Closing	\$500.00	
Zoning Map Copy	\$5.00	
Zoning Ordinance Copy	\$10.00	

Code Enforcement

Fee Type	Amount	Conditions
First Offense	\$100.00	Civil penalty for first nuisance ordinance violation
Second Offense	\$250.00	Civil penalty for second nuisance ordinance violation
Third & Subsequent Offenses (within same calendar year)	\$500.00/day	Civil penalty for third nuisance ordinance violation. Each day uncorrected is a separate offense.
Administrative Fee	\$150.00	Cost of abatement plus the administrative fee will be charged
Postage & Notification Fees	Actual Cost	Mailing and notification charges
Staff or Contractor Fee (Abatement)	Actual Cost	Town staff or contractor charges for abatement
Legal & Court Fees	Actual Cost	Fees incurred for civil enforcement actions

Minimum Housing: Residential

Fee Type	Amount	Conditions
Unlawful Occupancy of a Posted Dwelling	\$100.00/day	Each day of occupancy after notice expiration is a separate offense
Failure to Comply with an Order to Repair, Vacate, or Demolish	\$100.00/day	Begins the first day after the order expires. Continued violations accrue daily penalties.
Repeat Offense (within 1 year)	Additional \$100.00/day	Applies if a second offense occurs within one year of the first violation
Violation of Town Council Ordinance Declaring a Dwelling Unfit	\$100.00/day	Punishable as provided by law
Unsafe Building Declaration	Misdemeanor	Mailing and notification charges
Inspection Hearing Fee	\$150.00	Charged when an inspection hearing reveals housing code violations
Additional Costs	Actual Cost	Includes legal publication, hearing notices, and findings of fact/order expenses

Minimum Housing: Commercial

Fee Type	Amount	Conditions
Failure to Repair, Vacate, or Demolish a Nonresidential Building	\$100.00/day	Each day of noncompliance is a separate offense. If unpaid after 30 days, the Town may take legal action.
Unlawful Occupancy of a Dilapidated/Deteriorated Building	\$100.00/day	Each day of unlawful occupancy beyond the order's expiration is a separate offense
Administrative Fee for Abatement	Set by Council	Covers administrative costs incurred due to abatement
Additional Costs	Actual Cost	Includes postage, contractor fees, and abatement costs
Property Liens	Actual Cost	Town may place lien to recover abatement costs

Public Utilities

Industrial Waste Surcharges

Waste Type	Rate	Conditions
BOD	\$200/1,000 lbs	More than 250 mg/l
COD	\$200/1,000 lbs	More than 250 mg/l
TSS	\$400/1,000 lbs	More than 250 mg/l
O&G	\$500/1,000 lbs	More than 100 mg/l



Solid Waste

Fee Type	Amount	Conditions
Bi-Monthly Residential Rate (1st Container)	\$39.74	Collection 1x/week (Tues & Fri)
Additional Residential Can (Each)	\$37.14	Collection 1x/week (Tues & Fri)
Monthly Commercial Rate (1st Container)	\$38.37	Collection 2x/week
Monthly Commercial Additional Can (Each)	\$38.36	Collection 2x/week
Non-Town Recycling Cart	\$5.50	Per cart/month
Extra Recycling Cart	\$5.50	1 extra cart max

Bulk Item Pickup

Fee Type	Amount	Conditions
Up to 1 Cubic Yard	No Charge	Every other week
2–10 Cubic Yards	\$10.00/cubic yard	
Over 10 Cubic Yards	N/A	Must be removed by the resident. Dump truck rental option may apply with fees.

Brush Collection

Fee Type	Amount	Conditions
Up to 3 Cubic Yards	No Charge	Every other week
2–10 Cubic Yards	\$10.00/cubic yard	Contractor-generated brush will not be picked up

Water & Sewer

Tap Fees – Water

Service Type	Inside Town	Outside Town
¾"	\$2,430.00	\$4,860.00
1"	\$3,250.00	\$6,500.00
1½"	At Cost	Materials
2" or More	At Cost	Plus utilities and contractor cost

Tap Fees – Sewer

Service Type	Inside Town	Outside Town
4"	\$2,100.00	\$4,200.00
6" or More	At Cost	Plus utilities and contractor cost

Extensions

Pipe Size	Amount
Water (1½" and below)	\$40.00 per foot
Sewer (4" and below)	Cost + 25%

Tanker Fills

Fee Type	Amount	Conditions
Water Tanker Fill	\$15.00/1,000 gal	
Admin Fee	\$20.00	Per day

Service	Inside Town	Outside Town
Water (per 1,000 gallons)	\$6.75	\$16.88
Sewer (per 1,000 gallons)	\$6.75	\$16.88

General Fees

Fee Type	Amount	Conditions
Account Admin Fee	\$50.00	
Deposit (Non-Property Owners)	\$150.00	
Late Fee	10% of Total Bill	

Farris Memorial Park

Shelter & Chapel Rentals

Location	Fee	Capacity
Shelter 1	\$75 Half-Day / \$125 All Day	250
Shelter 2	\$50 Half-Day / \$75 All Day	75
Shelter 3	\$30 Half-Day / \$50 All Day	40
Shelter 4	\$55 Half-Day / \$75 All Day	100
Chapel	\$20 Half-Day / \$40 Full Day	45

Athletics & Recreation Fees

Activity	Fee	Conditions
Softball Field	\$10.00/hour	Practice



Activity	Fee	Conditions
Softball Field	\$60.00	1 Field – Full Day Rental
Softball Field	\$100.00	2 Fields – Full Day Rental
Soccer Field	\$10.00/hour	Practice
Soccer Field	\$25.00	Single Field – Half-Day Rental
Soccer Field	\$45.00	Single Field – Full Day Rental
Soccer Field	\$80.00	Either Fields 2&3 or Fields 1&4 – Full Day
Soccer Field	\$150.00	All 4 Fields – Full Day

Fishing & Mini Golf

Activity	Fee	Conditions
Mini Golf	\$5.00	18-Hole Course
Fishing Pass	\$5.00/day	Adult
Fishing Pass	\$2.00/day	Senior Citizens (55+) and Kids (12 and under)
Fishing Pass	\$15.00/year	Annual Permit
Fishing Pass	\$12.00/year	Senior Citizens (55+)

Mountain Bike Rental

Activity	Fee	Conditions
Mountain Bike	\$10.00	Per hour or less

Package Deals

Package	Corporate Rate	Non-Profit Rate
Package 1 – Shelter 1, Shelter 4, Driving Range, Softball Fields, Soccer Fields, Disc Golf, Mini Golf, Fishing, and Mountain Bikes	\$500.00	\$300.00
Package 2 – Full Park Rental (includes everything FMP has to offer)	\$650.00	\$375.00
Package 3 – Shelter 2, Shelter 3, and The Chapel	\$150.00	

Elliott Duncan Park

Rental Type	Fee
Gazebo Rental	\$30.00 Half-Day / \$50.00 Full Day
Park Special Event	\$75.00 Half-Day / \$125.00 Full Day

TOWN OF MAYODAN

Proposed Annual Budget

Fiscal Year 2026 – 2027

Presented by Melody Shuler, Town Manager

May 2026

Budget at a Glance

OPERATING BUDGET

\$5.3M

General Fund

WATER & SEWER FUND

\$4.41M

No rate increase

TOTAL CIP

\$7.34M

GF + W&S combined

PROPERTY TAX RATE

\$0.665

Per \$100 · Unchanged

GENERAL FUND RESERVE

66%

Goal: 65% · \$2.58M

TOWN POPULATION

2,493

+3.2% since 2020

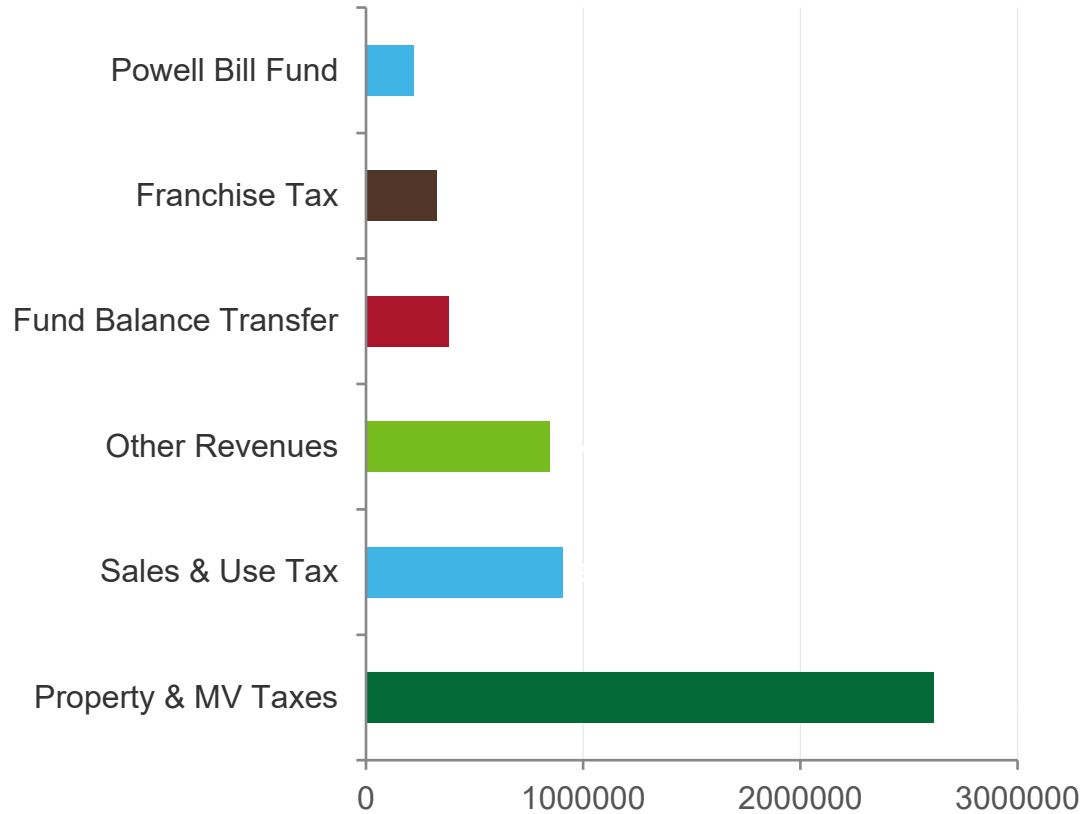
Tax rates and water/sewer rates held flat — even as costs rise.

Four Budget Ordinances Adopted: Operating Budgets for the General Fund and the Water & Sewer Fund; Capital Improvement Plan Budgets for the General Fund and the Water & Sewer Fund. Every fund is balanced.

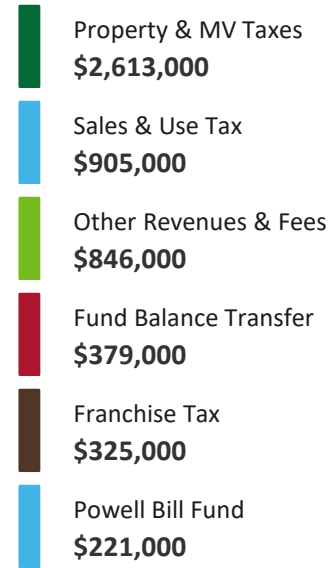
Total Tax Base: \$365,918,547 (+4.69% vs FY25-26) | **Personnel:** ~58% of overall budget expenditures | **51 Town Positions**

Source: Town Manager's Budget Message FY2026-27

General Fund — Where the Money Comes From



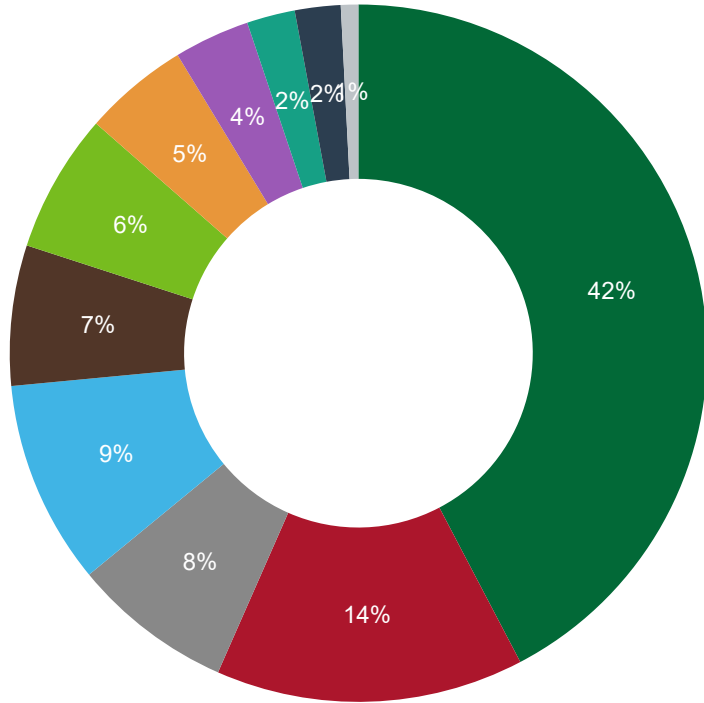
REVENUE BREAKDOWN



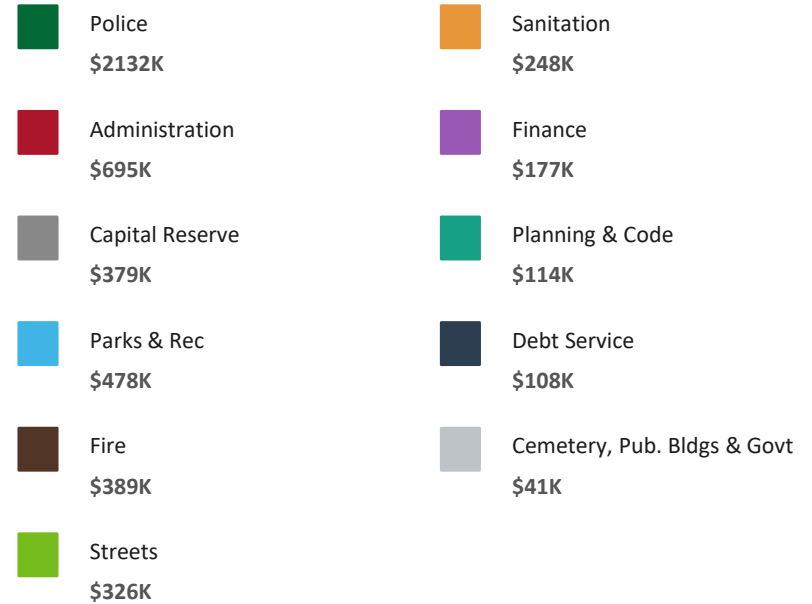
TOTAL REVENUES (incl. Special Funds):

\$5,306,000

General Fund — Spending by Department



DEPARTMENT BREAKDOWN



TOTAL GENERAL FUND: \$5,085,000

Water & Sewer Fund — FY 2026-2027

REVENUES

Water & Sewer Revenue	\$3,555,000
Interest on Investments	\$150,000
W&S Tap Fees	\$40,000
Fund Balance to CIP	\$645,200
Cut Off Charges	\$15,000
Pretreatment Analysis	\$1,800

TOTAL: \$4,407,000

EXPENDITURES

Water Treatment Plant	\$1,233,100
Wastewater Treatment Plant	\$964,000
Sewer Department	\$681,500
Water Department	\$838,800
Transfer to Capital Res.	\$645,200
Debt Service	\$48,000

TOTAL: \$4,407,000 · No Rate Increase

Capital Improvement Plan — FY 2026-2027

GENERAL FUND CIP — \$5,344,200

Multi-Use Path US 220 Business **\$2,090,000**

Connect downtown to Mayo River SP

Capital Projects Fund **\$1,833,000**

Aerial truck, vehicles, Fire upgrades

Washington Mills Park Phase 1 **\$1,020,000**

Courts, trails, river access

Farris Memorial Park trail exp. **\$251,200**

5 miles of new natural surface trail

Town Hall & PD Conversions **\$150,000**

Furniture, PD expansion design

WATER & SEWER CIP — \$1,995,200

Water Main Replacement **\$1,300,000**

2nd Ave: Madison to Roosevelt St

W&S Capital Projects Fund **\$645,200**

Cedar Mtn tank, vehicles, WTP study, equipment

COMBINED CIP TOTAL

\$7,339,400

GF + Water & Sewer Capital Plans

Grant-funded where possible · 5-year plan re-evaluated annually

Aligned with Town Council's 5 Strategic Priorities

#1

Infrastructure

15% of W&S revenues to CIP (\$645K). Lead for NC Fellow for infrastructure master plan.

#2

Downtown & Washington Mills

\$1.02M Washington Mills Park Phase 1; \$2.09M US 220 multi-use path to Mayo River State Park.

#3

Fire Dept. Hybrid Staffing

Full-time fire chief; \$10K needs assessment; \$3K EMS bay rental; \$1.7M aerial ladder truck in CIP.

#4

Workforce Analysis & Retention

Three new FT positions (Fire Chief, Admin Asst, PW Admin); 2% COLA + 3% merit; police pay +\$4K/officer.

#5

Transparency & Community Engagement

Community-wide survey planned for FY26-27. Continued investment in website, social media, and newsletters.

What's New — Staffing & Employee Compensation

NEW POSITIONS

Administrative Assistant

Supports Town Manager — project management, grants, planning, communications

Public Works Admin / Utility Billing Specialist

Supports Public Works and Finance — billing operations, customer accounts, payment processing

Code Enforcement Officer

Shared position with Town of Stoneville — high grass, junk/debris, abandoned vehicles, minimum housing

Fire Chief

Full-time fire chief — departmental leadership, hybrid staffing model

COMPENSATION & BENEFITS

2% COLA + 3% Merit

All 51 Town employees — 2% COLA (NCLM survey); merit up to 3% based on performance

Police Pay +\$4,000

Across-the-board increase for all officers, plus \$5,000 sign-on and \$2,100 recruitment incentives

Retirement Rates

GF employees: 14.44%→15.19% (+0.75 pts)
Law enforcement: 16.08%→17.10% (+1.02 pts)

State Health Plan

2.4% employer surcharge resumes July 1, 2026 (was waived in FY25-26)

Fiscal Health & Fund Balance

GENERAL FUND RESERVE

66%

of next year's budget
held in reserve

\$2,580,825

Unassigned Fund Balance
as of June 30, 2025



Min. required: 40% • Current: 66% ✓

Exceeds both minimum
and goal thresholds

Tax Rate Unchanged

\$0.665 per \$100

No increase for taxpayers

Total Tax Base

\$365.9 Million

+4.69% growth year-over-year

Collection Rate

99%

Historically strong tax collection

W&S Rate Analysis

No increase

Rates reviewed via UNC School of Government EFC

Tap Fee Update

+~40%

First increase in years — tracks construction cost inflation

Cost Pressures — FY 2026-2027

Workers' Compensation

+17%

Due to increased wages and three new positions

Property & Liability Ins.

+4.5%

Split between General Fund and Water & Sewer Fund

Solid Waste Tipping Fees

+\$3.04/ton

Increased from \$40.09 to \$43.13 per ton

State Health Plan Surcharge

+2.4%

2.4% employer surcharge resumes July 1, 2026 (waived in FY25-26)

Trash & Recycling Contract

+4.8%

5-year renewal with Meridian, effective through June 2031

Retirement Contributions

+0.89% avg

GF: +0.75 pts · Law Enforcement: +1.02 pts

Balanced. Strategic. Responsible.

The FY2026-2027 budget reflects a Town that is growing carefully — holding the line on tax and utility rates while investing in infrastructure, public safety, parks, and the people who make Mayodan work.

\$5.3M

General Fund

\$4.41M

Water & Sewer

\$7.34M

Capital Plan

66%

General Fund Reserve

Questions? Contact Town Hall · Town of Mayodan, NC · Budget subject to Town Council adoption

Respectfully submitted by Melody Shuler, Town Manager · May 2026



**TOWN OF MAYODAN, NORTH CAROLINA
AMENDED CAPITAL PROJECT FUND ORDINANCE
FOR THE TOWN HALL LIBRARY CONVERSION AND POLICE DEPARTMENT
EXPANSION PROJECT FUND 61**

WHEREAS, The North Carolina General Statutes, Chapter 159: Local Government Finance, Article 3, established the “The Local Government Budget and Fiscal Control Act”;

WHEREAS, The Local Government Budget and Fiscal Control Act provides alternative budget methods to account for capital or grant projects. A local government may, in its discretion, authorize and budget for a capital project or a grant project in a project ordinance adopted pursuant to G.S. 159-13.2. A project ordinance authorizes all appropriations necessary for the completion of the project;

BE IT ORDAINED by the Town Council of the Town of Mayodan, North Carolina, that, pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinance is hereby adopted.

Section 1. The Project authorized is the Library Conversion to Town Hall and Police Department Expansion.

Section 2. The officers of this unit are hereby directed to proceed with the project within the terms of the budget contained herein.

Section 3. The following revenues are anticipated to be available to complete this project:

NC Dept of Commerce Rural Transformation Grant	\$45,000.00
General Fund Transfer	\$366,000.00
Water Fund Transfer	\$184,000.00
Total Revenues	\$595,000.00

Section 4. The following amounts are appropriated for the project:

Engineering and Design (Town Hall)	\$45,000.00
Capital Outlay	\$100,000.00
Construction (Police Department)	\$50,000.00
Construction (Town Hall)	\$400,000.00
Total Appropriations	\$595,000.00

Section 5. The finance officer is hereby directed to maintain within the fund sufficient specific detailed accounting records for the project.

Section 6. Funds may be advanced from the General Funds for the purpose of making payments as due.

Section 7. The finance officer is directed to report annually on the financial status of the project.

Section 8. The budget officer is directed to include a detailed analysis of past and future costs and revenues on this project in every budget submission made to this Board.

Section 9. Copies of this project ordinance shall be made available to the budget officer and the finance officer for direction in carrying out this project.

Adopted this the ____ day of _____, 2026.

E. Dwight Lake, Mayor

ATTEST:

Sarah Hopper, Town Clerk



**TOWN OF MAYODAN, NORTH CAROLINA
AMENDED CAPITAL PROJECT FUND ORDINANCE
FOR THE MULTI-USE PATH US 220 BUSINESS FUND 62**

WHEREAS, The North Carolina General Statutes, Chapter 159: Local Government Finance, Article 3, established the “The Local Government Budget and Fiscal Control Act”;

WHEREAS, The Local Government Budget and Fiscal Control Act provides alternative budget methods to account for capital or grant projects. A local government may, in its discretion, authorize and budget for a capital project or a grant project in a project ordinance adopted pursuant to G.S. 159-13.2. A project ordinance authorizes all appropriations necessary for the completion of the project;

BE IT ORDAINED by the Town Council of the Town of Mayodan, North Carolina, that, pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinance is hereby adopted.

Section 1. The Project authorized is the Multi-Use Path US 220 Business.

Section 2. The officers of this unit are hereby directed to proceed with the project within the terms of the budget contained herein.

Section 3. The following revenues are anticipated to be available to complete this project:

Grant Revenues	\$2,004,000.00
General Fund Balance	\$156,000.00
Total Revenues	\$2,160,000.00

Section 4. The following amounts are appropriated for the project:

Capital Outlay	\$2,004,000.00
Match	\$156,000.00
Total Appropriations	\$2,160,000.00

Section 5. The finance officer is hereby directed to maintain within the fund sufficient specific detailed accounting records for the project.

Section 6. Funds may be advanced from the General Funds for the purpose of making payments as due.

Section 7. The finance officer is directed to report annually on the financial status of the project.

Section 8. The budget officer is directed to include a detailed analysis of past and future costs and revenues on this project in every budget submission made to this Board.

Section 9. Copies of this project ordinance shall be made available to the budget officer and the finance officer for direction in carrying out this project.

Adopted this the ____ day of _____, 2026.

E. Dwight Lake, Mayor

ATTEST:

Sarah Hopper, Town Clerk



**TOWN OF MAYODAN, NORTH CAROLINA
AMENDED CAPITAL PROJECT ORDINANCE
FOR THE WASHINGTON MILLS PROPERTY FUND 31**

BE IT ORDAINED by the Board of Commissioners of the Town of Mayodan, North Carolina, that, pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinance is hereby adopted.

Section 1. The Project authorized is the Washington Mills Property Improvements.

Section 2. The officers of this unit are hereby directed to proceed with the project within the terms of the budget contained herein.

Section 3. The following revenues are anticipated to be available to complete this project:

Grant Revenues	\$1,484,920.00
State Appropriation	\$772,000.00
General Fund Balance	\$182,300.00
Total Revenues	\$2,439,220.00

Section 4. The following amounts are appropriated for the project:

Capital Outlay	\$192,000.00
Engineering & Design	\$737,300.00
Construction	\$1,509,920.00
Total Appropriations	\$2,439,220.00

Section 5. The finance officer is hereby directed to maintain within the fund sufficient specific detailed accounting records for the project.

Section 6. Funds may be advanced from the General Funds for the purpose of making payments as due.

Section 7. The finance officer is directed to report annually on the financial status of the project.

Section 8. The budget officer is directed to include a detailed analysis of past and future costs and revenues on this project in every budget submission made to this Board.

Section 9. Copies of this project ordinance shall be made available to the budget officer and the finance officer for direction in carrying out this project.

Adopted this the ____ day of _____, 2026.

E. Dwight Lake, Mayor

ATTEST:

Sarah Hopper, Town Clerk



**TOWN OF MAYODAN, NORTH CAROLINA
CAPITAL PROJECT FUND ORDINANCE
FOR THE 2nd AVENUE WATER MAIN REPLACEMENT FUND 74**

WHEREAS, The North Carolina General Statutes, Chapter 159: Local Government Finance, Article 3, established the “The Local Government Budget and Fiscal Control Act”;

WHEREAS, The Local Government Budget and Fiscal Control Act provides alternative budget methods to account for capital or grant projects. A local government may, in its discretion, authorize and budget for a capital project or a grant project in a project ordinance adopted pursuant to G.S. 159-13.2. A project ordinance authorizes all appropriations necessary for the completion of the project;

BE IT ORDAINED by the Town Council of the Town of Mayodan, North Carolina, that, pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinance is hereby adopted.

Section 1. The Project authorized is the 2nd Avenue Water Main Replacement.

Section 2. The officers of this unit are hereby directed to proceed with the project within the terms of the budget contained herein.

Section 3. The following revenues are anticipated to be available to complete this project:

<u>Debt Proceeds</u>	\$1,300,000.00
Total Revenues	\$1,300,000.00

Section 4. The following amounts are appropriated for the project:

<u>Construction</u>	\$1,300,000.00
Total Appropriations	\$1,300,000.00

Section 5. The finance officer is hereby directed to maintain within the fund sufficient specific detailed accounting records for the project.

Section 6. Funds may be advanced from the General Funds for the purpose of making payments as due.

Section 7. The finance officer is directed to report annually on the financial status of the project.

Section 8. The budget officer is directed to include a detailed analysis of past and future costs and revenues on this project in every budget submission made to this Board.

Section 9. Copies of this project ordinance shall be made available to the budget officer and the finance officer for direction in carrying out this project.

Adopted this the ____ day of _____, 2026.

E. Dwight Lake, Mayor

ATTEST:

Sarah Hopper, Town Clerk



**TOWN OF MAYODAN, NORTH CAROLINA
CAPITAL PROJECT FUND ORDINANCE
FOR THE FARRIS MEMORIAL PARK TRAIL EXPANSION FUND 64**

WHEREAS, The North Carolina General Statutes, Chapter 159: Local Government Finance, Article 3, established the “The Local Government Budget and Fiscal Control Act”;

WHEREAS, The Local Government Budget and Fiscal Control Act provides alternative budget methods to account for capital or grant projects. A local government may, in its discretion, authorize and budget for a capital project or a grant project in a project ordinance adopted pursuant to G.S. 159-13.2. A project ordinance authorizes all appropriations necessary for the completion of the project;

BE IT ORDAINED by the Town Council of the Town of Mayodan, North Carolina, that, pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinance is hereby adopted.

Section 1. The Project authorized is the Farris Memorial Park Trail Expansion.

Section 2. The officers of this unit are hereby directed to proceed with the project within the terms of the budget contained herein.

Section 3. The following revenues are anticipated to be available to complete this project:

<u>Grant Revenues</u>	<u>\$251,200.00</u>
Total Revenues	\$251,200.00

Section 4. The following amounts are appropriated for the project:

<u>Construction</u>	<u>\$251,200.00</u>
Total Appropriations	\$251,200.00

Section 5. The finance officer is hereby directed to maintain within the fund sufficient specific detailed accounting records for the project.

Section 6. Funds may be advanced from the General Funds for the purpose of making payments as due.

Section 7. The finance officer is directed to report annually on the financial status of the project.

Section 8. The budget officer is directed to include a detailed analysis of past and future costs and revenues on this project in every budget submission made to this Board.

Section 9. Copies of this project ordinance shall be made available to the budget officer and the finance officer for direction in carrying out this project.

Adopted this the ____ day of _____, 2026.

E. Dwight Lake, Mayor

ATTEST:

Sarah Hopper, Town Clerk

AGENDA ITEM COVER

Item for Agenda:	Flood Damage Prevention Ordinance – Public Hearing and Second Reading (Adoption)
Placement on Agenda:	Public Hearing
Presenter:	Melody Shuler, Town Manager
Description of Agenda Item or Other Pertinent Information for Council:	<p>Background</p> <p>On December 10, 2025, the Town of Mayodan received a final flood hazard determination letter from the Federal Emergency Management Agency (FEMA) notifying the Town that updated Flood Insurance Rate Maps (FIRMs) and a Flood Insurance Study (FIS) report for Rockingham County will become effective on June 10, 2026.</p> <p>As a condition of continued eligibility in the National Flood Insurance Program (NFIP), the Town is required to adopt floodplain management regulations that meet or exceed the standards of 44 CFR Part 60.3(d) prior to the June 10, 2026 effective date. Communities that fail to enact the required regulations risk suspension from the NFIP, which would prohibit residents from obtaining federally backed flood insurance.</p> <p>North Carolina has updated its model Flood Damage Prevention Ordinance to reflect the new FIRM and FIS data and current NFIP requirements. The attached draft ordinance is based on the updated state model and has been prepared to bring the Town into compliance with both state and federal floodplain management standards.</p> <p>Procedural Note</p> <p>The Flood Damage Prevention Ordinance was introduced at the May 11th Council meeting, satisfying the requirement under NCGS § 160A-175 that an ordinance containing a criminal penalty provision be introduced at one meeting and adopted at a subsequent meeting.</p> <p>The required advertising has been completed.</p> <p>Next Steps</p> <ul style="list-style-type: none"> • Conduct the public hearing and receive any public comment on the Flood Damage Prevention Ordinance. • Upon adoption, staff will submit the ordinance and supporting documentation to the NC Division of Emergency Management and FEMA Region 4 prior to the June 10, 2026 FIRM effective date. <p>Requested Action</p> <p>Council is requested to open and conduct the public hearing, receive public comment, and adopt the Flood Damage Prevention Ordinance on second reading.</p>

TOWN OF MAYODAN FLOOD DAMAGE PREVENTION ORDINANCE

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FLOOD DAMAGE PREVENTION ORDINANCE

Non-Coastal Regular Phase

ARTICLE 1. STATUTORY AUTHORIZATION, FINDINGS OF FACT, PURPOSE AND OBJECTIVES.

SECTION A. STATUTORY AUTHORIZATION.

The Legislature of the State of North Carolina has in Part 6 of Article 21 of Chapter 143; Article 6 of Chapter 153A; Article 8 of Chapter 160A; and Articles 1, 7, 9, and 11 of Chapter 160D of the North Carolina General Statutes, delegated to local governmental units the authority to adopt regulations designed to promote the public health, safety, and general welfare.

Therefore, the Town Council of Mayodan, North Carolina, does ordain as follows:

SECTION B. FINDINGS OF FACT.

- (1) The flood prone areas within the jurisdiction of Mayodan are subject to periodic inundation which results in loss of life, property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures of flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety, and general welfare.
- (2) These flood losses are caused by the cumulative effect of obstructions, both inside and outside the identified Special Flood Hazard Areas, causing increases in flood heights and velocities and by the occupancy in flood prone areas by uses vulnerable to floods or other hazards. These obstructions and occupancy by uses vulnerable to floods may be hazardous to other lands which are inadequately elevated, floodproofed, or otherwise unprotected from flood damages.

SECTION C. STATEMENT OF PURPOSE.

It is the purpose of this ordinance to promote public health, safety, and general welfare and to minimize public and private losses due to flood conditions within flood prone areas by provisions designed to:

- (1) Restrict or prohibit uses that are dangerous to health, safety, and property due to water or erosion hazards or that result in damaging increases in erosion, flood heights or velocities;
- (2) Require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction;
- (3) Control the alteration of natural floodplains, stream channels, and natural protective barriers, which are involved in the accommodation of floodwaters;
- (4) Control filling, grading, dredging, and all other development that may increase erosion or flood damage; and
- (5) Prevent or regulate the construction of flood barriers that will unnaturally divert flood waters or which may increase flood hazards to other lands.

SECTION D. OBJECTIVES.

The objectives of this ordinance are to:

- (1) Protect human life, safety, and health;
- (2) Minimize expenditure of public money for costly flood control projects;
- (3) Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the

general public;

- (4) Minimize prolonged business losses and interruptions;
- (5) Minimize damage to public facilities and utilities (i.e. water and gas mains, electric, telephone, cable and sewer lines, streets, and bridges) that are located in flood prone areas;
- (6) Minimize damage to private and public property due to flooding;
- (7) Make flood insurance available to the community through the National Flood Insurance Program;
- (8) Maintain the natural and beneficial functions of floodplains;
- (9) Help maintain a stable tax base by providing for the sound use and development of flood prone areas; and
- (10) Ensure that potential buyers are aware that property is in a Special Flood Hazard Area.

ARTICLE 2. DEFINITIONS.

Unless specifically defined below, words or phrases used in this ordinance shall be interpreted so as to give them the meaning they have in common usage and to give this ordinance its most reasonable application.

“A Zone” is the Special Flood Hazard Area subject to inundation by the 1% annual chance flood where base flood elevations have NOT been determined.

“AE Zone” is the Special Flood Hazard Area subject to inundation by the 1% annual chance flood where base flood elevations have been determined by detailed or limited detailed methods.

“Accessory Structure (Appurtenant Structure)” means a structure located on the same parcel of property as the principal structure and the use of which is incidental to the use of the principal structure. Garages, carports and storage sheds are common urban accessory structures. Pole barns, hay sheds and the like qualify as accessory structures on farms and may or may not be located on the same parcel as the farm dwelling or shop building.

“Addition (to an existing building)” means an extension or increase in the floor area or height of a building or structure.

“AH Zone” is the Special Flood Hazard Area with a 1% annual chance of shallow flooding (usually areas of ponding), where average depths are between one (1) and three (3) feet. Base flood elevations derived from detailed hydraulic analyses are shown in this zone.

“Alteration of a watercourse” means a dam, impoundment, channel relocation, change in channel alignment, channelization, or change in cross-sectional area of the channel or the channel capacity, or any other form of modification which may alter, impede, retard or change the direction and/or velocity of the riverine flow of water during conditions of the base flood.

“AO Zone” is the Special Flood Hazard Area with a 1% annual chance of shallow flooding (usually sheet flow on sloping terrain) where average depths are between one (1) and three (3) feet. Average flood depths derived from detailed hydraulic analyses are shown in this zone.

“Appeal” means a request for a review of the Floodplain Administrator's interpretation of any provision of this ordinance.

“Area of Shallow Flooding” means a designated Zone AO or AH on a community's Flood Insurance Rate Map (FIRM) with base flood depths determined to be from one (1) to three (3) feet. These areas are located where a clearly defined channel does not exist, where the path of flooding is unpredictable and indeterminate, and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

“Area of Special Flood Hazard” see “Special Flood Hazard Area (SFHA)”.

“Area of Future-Conditions Flood Hazard” means the land area that would be inundated by the 1-percent-annual-chance (100-year) flood based on future-conditions hydrology.

“Base Flood” means the flood having a one (1) percent chance of being equaled or exceeded in any given year.

“Base Flood Elevation (BFE)” means a determination of the water surface elevations of the base flood as published in the Flood Insurance Study. When the BFE has not been provided in a “Special Flood Hazard Area”, it may be obtained from engineering studies available from a Federal, State, or other source using FEMA approved engineering methodologies. This elevation, when combined with the “Freeboard”, establishes the “Regulatory Flood Protection Elevation”.

“Basement” means any area of the building having its floor subgrade (below ground level) on all sides.

“Building” see “Structure”.

“Chemical Storage Facility” means a building, portion of a building, or exterior area adjacent to a building used for the storage of any chemical or chemically reactive products.

“Community” means any State or area or political subdivision thereof, or any Indian tribe or authorized tribal organization, which has authority to adopt and enforce flood plain management regulations for the areas within its jurisdiction.

“Community Floodplain Management Map” means any map produced by the community utilizing best available base flood elevation and floodway data that is from a federal, state, or other accepted technical source.

“Community Rating System (CRS)” means a program developed by the Federal Insurance Administration to provide incentives for those communities in the Regular Program that have gone beyond the minimum floodplain management requirements to develop extra measures to provide protection from flooding.

“Critical facility (also called critical action)” means facilities for which the effects of even a slight chance of flooding would be too great. The minimum floodplain of concern for critical facilities is the 0.2 percent chance flood level. Critical facilities include, but are not limited to facilities critical to the health and safety of the public such as: emergency operations centers, designated public shelters, schools, nursing homes, hospitals, police, fire, and emergency response installations, vital data storage centers, power generation and water and other utilities (including related infrastructure such as principal points of utility systems) and installations which produce, use, or store hazardous materials or hazardous waste.

“Design Flood” See “Regulatory Flood Protection Elevation.”

“Development” means any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, or storage of equipment or materials.

“Development Activity” means any activity defined as Development which will necessitate a Floodplain Development Permit. This includes buildings, structures, and non-structural items, including (but not limited to) fill, bulkheads, piers, pools, docks, landings, ramps, and erosion control/stabilization measures.

“Digital Flood Insurance Rate Map (DFIRM)” means the digital official map of a community, issued by the Federal Emergency Management Agency (FEMA), on which both the Special Flood Hazard Areas and the risk premium zones applicable to the community are delineated.

“Disposal” means, as defined in NCGS 130A-290(a)(6), the discharge, deposit, injection, dumping, spilling, leaking, or placing of any solid waste into or on any land or water so that the solid waste or any constituent part of the solid waste may enter the environment or be emitted into the air or discharged into any waters, including groundwaters.

“Dry Floodproofing” means a combination of measures that make a building and attendant utilities and equipment watertight and substantially impermeable to floodwater, with structural components having the capacity to resist flood loads. Please refer to Technical Bulletin 3, *Requirements for the Design and Certification of Dry Floodproofed Non-Residential and Mixed-Use Buildings*, and available from the FEMA.

“Elevated Building” means a non-basement building which has its lowest elevated floor raised above ground level by foundation walls, shear walls, posts, piers, pilings, or columns.

“Encroachment” means the advance or infringement of uses, fill, excavation, buildings, structures or development into a special flood hazard area, which may impede or alter the flow capacity of a floodplain.

“Existing building and existing structure” means any building and/or structure for which the “start of construction” commenced before the effective date of the floodplain management regulations adopted by a community, dated June 11, 2007.

“Existing Manufactured Home Park or Manufactured Home Subdivision” means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community, dated June 11, 2007.

“Expansion to an Existing Manufactured Home Park or Subdivision” means the preparation of additional sites by the construction of facilities for servicing the lots on which the manufacturing homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

“Flood” or “Flooding” means:

- (a) A general and temporary condition of partial or complete inundation of normally dry land areas from:
 - (1) The overflow of inland or tidal waters.
 - (2) The unusual and rapid accumulation or runoff of surface waters from any source.
 - (3) Mudslides (i.e., mudflows) which are proximately caused by flooding as defined in paragraph (a)(2) of this definition and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of the current.
- (b) The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature, such as flash flood or an abnormal tidal surge, or by some similarly unusual and unforeseeable event which results in flooding as defined in paragraph (a)(1) of this definition.

“Flood Boundary and Floodway Map (FBFM)” means an official map of a community, issued by the FEMA, on which the Special Flood Hazard Areas and the floodways are delineated. This official map is a supplement to and shall be used in conjunction with the Flood Insurance Rate Map (FIRM).

“Flood Hazard Boundary Map (FHBM)” means an official map of a community, issued by the FEMA, where the boundaries of the Special Flood Hazard Areas have been defined as Zone A.

“Flood Insurance” means the insurance coverage provided under the National Flood Insurance Program.

“Flood Insurance Rate Map (FIRM)” means an official map of a community, issued by the FEMA, on which both the Special Flood Hazard Areas and the risk premium zones applicable to the community are delineated. (see also DFIRM)

“Flood Insurance Study (FIS)” means an examination, evaluation, and determination of flood hazards, corresponding water surface elevations (if appropriate), flood hazard risk zones, and other flood data in a community issued by the FEMA. The Flood Insurance Study report includes Flood Insurance Rate Maps (FIRMs) and Flood Boundary and Floodway Maps (FBFMs), if published.

“Flood Prone Area” see “Floodplain”

“Flood Zone” means a geographical area shown on a Flood Hazard Boundary Map or Flood Insurance Rate Map that reflects the severity or type of flooding in the area.

“Floodplain” means any land area susceptible to being inundated by water from any source.

“Floodplain Administrator” is the individual appointed by the community to administer and enforce the floodplain management regulations.

“Floodplain Development Permit” means any type of permit that is required in conformance with the provisions of this ordinance, prior to the commencement of any development activity.

“Floodplain Management” means the operation of an overall program of corrective and preventive measures for reducing flood damage and preserving and enhancing, where possible, natural resources in the floodplain, including, but not limited to,

emergency preparedness plans, flood control works, floodplain management regulations, and open space plans.

“Floodplain Management Regulations” means this ordinance and other zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances, and other applications of police power. This term describes federal, state or local regulations, in any combination thereof, which provide standards for preventing and reducing flood loss and damage.

“Floodproofing” means any combination of structural and nonstructural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitation facilities, structures, and their contents.

“Flood-resistant material” means any building product [material, component or system] capable of withstanding direct and prolonged contact (minimum 72 hours) with floodwaters without sustaining damage that requires more than low-cost cosmetic repair. Any material that is water-soluble or is not resistant to alkali or acid in water, including normal adhesives for above-grade use, is not flood-resistant. Pressure-treated lumber or naturally decay-resistant lumbers are acceptable flooring materials. Sheet-type flooring coverings that restrict evaporation from below and materials that are impervious, but dimensionally unstable are not acceptable. Materials that absorb or retain water excessively after submergence are not flood-resistant. Please refer to Technical Bulletin 2, *Flood Damage-Resistant Materials Requirements*, and available from the FEMA. Class 4 and 5 materials, referenced therein, are acceptable flood-resistant materials.

“Floodway” means the channel of a river or other watercourse, including the area above a bridge or culvert when applicable, and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot.

“Floodway encroachment analysis” means an engineering analysis of the impact that a proposed encroachment into a floodway or non-encroachment area is expected to have on the floodway boundaries and flood levels during the occurrence of the base flood discharge. The evaluation shall be prepared by a qualified North Carolina licensed engineer using standard engineering methods and hydraulic models meeting the minimum requirements of the National Flood Insurance Program.

“Freeboard” means the height added to the BFE to account for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as wave action, blockage of bridge or culvert openings, precipitation exceeding the base flood, and the hydrological effect of urbanization of the watershed. The BFE plus the freeboard establishes the “Regulatory Flood Protection Elevation”.

“Functionally Dependent Facility” means a facility which cannot be used for its intended purpose unless it is located in close proximity to water, limited to a docking or port facility necessary for the loading and unloading of cargo or passengers, shipbuilding, or ship repair. The term does not include long-term storage, manufacture, sales, or service facilities.

“Hazardous Waste Management Facility” means, as defined in NCGS 130A, Article 9, a facility for the collection, storage, processing, treatment, recycling, recovery, or disposal of hazardous waste.

“Highest Adjacent Grade (HAG)” means the highest natural elevation of the ground surface, prior to construction, immediately next to the proposed walls of the structure.

“Historic Structure” means any structure that is:

- (a) Listed individually in the National Register of Historic Places (a listing maintained by the US Department of Interior) or preliminarily determined by the Secretary of Interior as meeting the requirements for individual listing on the National Register;
- (b) Certified or preliminarily determined by the Secretary of Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- (c) Individually listed on a local inventory of historic landmarks in communities with a “Certified Local Government (CLG) Program”; or
- (d) Certified as contributing to the historical significance of a historic district designated by a community with a “Certified Local Government (CLG) Program.”

Certified Local Government (CLG) Programs are approved by the US Department of the Interior in cooperation with the North Carolina Department of Cultural Resources through the State Historic Preservation Officer as having met the requirements of the National Historic Preservation Act of 1966 as amended in 1980.

“Letter of Map Change (LOMC)” means an official determination issued by FEMA that amends or revises an effective Flood Insurance Rate Map or Flood Insurance Study. Letters of Map Change include:

- (a) Letter of Map Amendment (LOMA): An official amendment, by letter, to an effective National Flood Insurance Program map. A LOMA is based on technical data showing that a property had been inadvertently mapped as being in the floodplain, but is actually on natural high ground above the base flood elevation. A LOMA amends the current effective Flood Insurance Rate Map and establishes that a specific property, portion of a property, or structure is not located in a special flood hazard area.
- (b) Letter of Map Revision (LOMR): A revision based on technical data that may show changes to flood zones, flood elevations, special flood hazard area boundaries and floodway delineations, and other planimetric features.
- (c) Letter of Map Revision Based on Fill (LOMR-F): A determination that a structure or parcel of land has been elevated by fill above the BFE and is, therefore, no longer located within the special flood hazard area. In order to qualify for this determination, the fill must have been permitted and placed in accordance with the community’s floodplain management regulations.
- (d) Conditional Letter of Map Revision (CLOMR): A formal review and comment as to whether a proposed project complies with the minimum NFIP requirements for such projects with respect to delineation of special flood hazard areas. A CLOMR does not revise the effective Flood Insurance Rate Map or Flood Insurance Study; upon submission and approval of certified as-built documentation, a Letter of Map Revision may be issued by FEMA to revise the effective FIRM.

“Light Duty Truck” means any motor vehicle rated at 8,500 pounds Gross Vehicular Weight Rating or less which has a vehicular curb weight of 6,000 pounds or less and which has a basic vehicle frontal area of 45 square feet or less as defined in 40 CFR 86.082-2 and is:

- (a) Designed primarily for purposes of transportation of property or is a derivation of such a vehicle, or
- (b) Designed primarily for transportation of persons and has a capacity of more than 12 persons; or
- (c) Available with special features enabling off-street or off-highway operation and use.

“Lowest Adjacent Grade (LAG)” means the lowest elevation of the ground, sidewalk or patio slab immediately next to the building, or deck support, after completion of the building.

“Lowest Floor” means the lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access, or limited storage in an area other than a basement area is not considered a building's lowest floor, provided that such an enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of this ordinance.

“Manufactured Home” means a structure, transportable in one or more sections, which is built on a permanent chassis and designed to be used with or without a permanent foundation when connected to the required utilities. The term “manufactured home” does not include a “recreational vehicle”.

“Manufactured Home Park or Subdivision” means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

“Map Repository” means the location of the official flood hazard data to be applied for floodplain management. It is a central location in which flood data is stored and managed; in North Carolina, FEMA has recognized that the application of digital flood hazard data products have the same authority as hard copy products. Therefore, the NCEM’s Floodplain Mapping Program websites house current and historical flood hazard data. For effective flood hazard data the NC FRIS website (<http://FRIS.NC.GOV/FRIS>) is the map repository, and for historical flood hazard data the FloodNC website (<http://FLOODNC.GOV/NCFLOOD>) is the map repository.

“Market Value” means the building value, not including the land value and that of any accessory structures or other improvements on the lot. Market value may be established by independent certified appraisal; replacement cost depreciated for age of building and quality of construction (Actual Cash Value); or adjusted tax assessed values.

“New Construction” means structures for which the “start of construction” commenced on or after the effective date of the initial floodplain management regulations and includes any subsequent improvements to such structures.

“New Manufactured Home Park or Subdivision” means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the

effective date of floodplain management regulations adopted by a community.

“Non-Conversion Agreement” means a document stating that the owner will not convert or alter what has been constructed and approved. Violation of the agreement is considered a violation of the ordinance and, therefore, subject to the same enforcement procedures and penalties. The agreement must be filed with the recorded deed for the property. The agreement must show the clerk’s or recorder’s stamps and/or notations that the filing has been completed.

“Non-Encroachment Area (NEA)” means the channel of a river or other watercourse, including the area above a bridge or culvert when applicable, and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot as designated in the Flood Insurance Study report.

“Post-FIRM” means construction or other development for which the “start of construction” occurred on or after the effective date of the initial Flood Insurance Rate Map.

“Pre-FIRM” means construction or other development for which the “start of construction” occurred before July 3, 2007, the effective date of the initial Flood Insurance Rate Map.

“Principally Above Ground” means that at least 51 percent of the actual cash value of the structure is above ground.

“Public Safety” and/or “Nuisance” means anything which is injurious to the safety or health of an entire community or neighborhood, or any considerable number of persons, or unlawfully obstructs the free passage or use, in the customary manner, of any navigable lake, or river, bay, stream, canal, or basin.

“Recreational Vehicle (RV)” means a vehicle, which is:

- (a) Built on a single chassis;
- (b) 400 square feet or less when measured at the largest horizontal projection;
- (c) Designed to be self-propelled or permanently towable by a light duty truck;
- (d) Designed primarily not for use as a permanent dwelling, but as temporary living quarters for recreational, camping, travel, or seasonal use, and
- (e) Is fully licensed and ready for highway use.
- (f) Has no attached deck, porch, or shed, and
- (g) Has quick-disconnect sewage, water, and electrical connectors.

For the purpose of this ordinance: “Tiny Homes/Houses” and Park Models that do not meet the items listed above are not considered Recreational Vehicles and should meet the standards of and be permitted as Residential Structures under this ordinance.

“Reference Level” is the top of the lowest floor for structures within Special Flood Hazard Areas designated as Zones A, AE, AH, AO, A99. The reference level is the bottom of the lowest horizontal structural member of the lowest floor for structures within Special Flood Hazard Areas designated as Zone VE.

“Regulatory Flood Protection Elevation” means the “Base Flood Elevation” plus the “Freeboard”. In “Special Flood Hazard Areas” where Base Flood Elevations (BFEs) have been determined, this elevation shall be the BFE plus two feet of freeboard. In “Special Flood Hazard Areas” where no BFE has been established, this elevation shall be at least two feet above the highest adjacent grade.

“Remedy a Violation” means to bring the structure or other development into compliance with state and community floodplain management regulations, or, if this is not possible, to reduce the impacts of its noncompliance. Ways that impacts may be reduced include protecting the structure or other affected development from flood damages, implementing the enforcement provisions of the ordinance or otherwise deterring future similar violations, or reducing federal financial exposure with regard to the structure or other development.

“Repetitive Loss” means flood-related damages sustained by a structure on two separate occasions during a 10-year period for which the cost of repairs at the time of each such flood event, on the average, equals or exceeds 25 percent of the market value of the structure before the damage occurred.

“Repetitive Loss Property” means any insurable building for which two or more claims of more than \$1,000 were paid by the National Flood Insurance Program (NFIP) within any rolling 10-year period, since 1978. At least two of the claims must be

more than ten days apart but, within ten years of each other. A RL property may or may not be currently insured by the NFIP.

“Riverine” means relating to, formed by, or resembling a river (including tributaries), stream, brook, etc.

“Salvage Yard” means any non-residential property used for the storage, collection, and/or recycling of any type of equipment, and including but not limited to vehicles, appliances and related machinery.

“Section 1316” means that section of the National Flood Insurance Act of 1968, as amended, which states that no new flood insurance coverage shall be provided for any property that FEMA finds has been declared by a duly constituted state or local zoning authority or other authorized public body to be in violation of state or local laws, regulations, or ordinances that are intended to discourage or otherwise restrict land development or occupancy in flood-prone areas.

“Severe Repetitive Loss Structure” means any insured property that has met at least one of the following paid flood loss criteria since 1978, regardless of ownership. In either case, two of the claim payments must have occurred within ten years of each other. Multiple losses at the same location within ten days of each other are counted as one loss, with the payment amounts added together.

1. Four or more separate claim payments of more than \$5,000 each (including building and contents payments); or
2. Two or more separate claim payments (building payments only) where the total of the payments exceeds the current market value of the property.

“Solid Waste Disposal Facility” means any facility involved in the disposal of solid waste, as defined in NCGS 130A-290(a)(35).

“Solid Waste Disposal Site” means, as defined in NCGS 130A-290(a)(36), any place at which solid wastes are disposed of by incineration, sanitary landfill, or any other method.

“Special Flood Hazard Area (SFHA)” means the land in the floodplain subject to a one percent (1%) or greater chance of being flooded in any given year, as determined in Article 3, Section B of this ordinance.

“Start of Construction” includes substantial improvement, and means the date the building permit was issued provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement, or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading, and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers, or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of the building, whether or not that alteration affects the external dimensions of the building.

“Structure” means a walled and roofed building, a manufactured home, or a gas, liquid, or liquefied gas storage tank that is principally above ground.

“Substantial Damage” means damage of any origin sustained by a structure during any one-year period whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred. See definition of “substantial improvement”.

“Substantial Improvement” means any combination of repairs, reconstruction, rehabilitation, addition, or other improvement of a structure, taking place during any one-year period for which the cost equals or exceeds 50 percent of the market value of the structure before the “start of construction” of the improvement. This term includes structures which have incurred “substantial damage”, regardless of the actual repair work performed. The term does not, however, include either:

- (a) Any correction of existing violations of state or community health, sanitary, or safety code specifications which have been identified by the community code enforcement official and which are the minimum necessary to assure safe living conditions; or
- (b) Any alteration of a historic structure, provided that the alteration will not preclude the structure's continued designation as a historic structure and the alteration is approved by variance issued pursuant to Article 4 Section E of this ordinance.

“Technical Bulletin and Technical Fact Sheet” means a FEMA publication that provides guidance concerning the building

performance standards of the NFIP, which are contained in Title 44 of the U.S. Code of Federal Regulations at Section 60.3. The bulletins and fact sheets are intended for use primarily by State and local officials responsible for interpreting and enforcing NFIP regulations and by members of the development community, such as design professionals and builders. New bulletins, as well as updates of existing bulletins, are issued periodically as needed. The bulletins do not create regulations; rather they provide specific guidance for complying with the minimum requirements of existing NFIP regulations.

“Temperature Controlled” means having the temperature regulated by a heating and/or cooling system, built-in or appliance.

“Variance” is a grant of relief from the requirements of this ordinance.

“Violation” means the failure of a structure or other development to be fully compliant with the community's floodplain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance required in Articles 4 and 5 is presumed to be in violation until such time as that documentation is provided.

“Water Surface Elevation (WSE)” means the height, in relation to NAVD 1988, of floods of various magnitudes and frequencies in the floodplains of riverine areas.

“Watercourse” means a lake, river, creek, stream, wash, channel or other topographic feature on or over which waters flow at least periodically. Watercourse includes specifically designated areas in which substantial flood damage may occur.

“X Zones” means areas determined to be low to moderate risk flood zones and are located outside the community’s delineated Special Flood Hazard Area (SFHA) and include the following:

- (a) Shaded - is the area of moderate flood hazard and can represent:
 - (3) 0.2% annual chance flood hazard area (500-year flood zone),
 - (3) Areas of 1% annual chance flood with average depth less than one (1) foot, or
 - (3) Areas of 1% annual chance flood with drainage areas of less than one (1) square mile
- (a) Unshaded - is the area of minimal flood hazard determined to be outside of the 0.2% annual chance flood (500-year flood zone).

ARTICLE 3. GENERAL PROVISIONS.

SECTION A. LANDS TO WHICH THIS ORDINANCE APPLIES.

This ordinance shall apply to all Special Flood Hazard Areas within the jurisdiction, including Extra-Territorial Jurisdictions (ETJs), as allowed by law, in the Town of *Mayodan*.

SECTION B. BASIS FOR ESTABLISHING THE SPECIAL FLOOD HAZARD AREAS.

The Special Flood Hazard Areas are those identified under the Cooperating Technical State (CTS) agreement between the State of North Carolina and FEMA in its FIS dated July 3, 2007 for Rockingham County and associated DFIRM panels, including any digital data developed as part of the FIS, which are adopted by reference and declared a part of this ordinance, and all revisions thereto.

SECTION C. ESTABLISHMENT OF FLOODPLAIN DEVELOPMENT PERMIT.

A Floodplain Development Permit shall be required in conformance with the provisions of this ordinance prior to the commencement of any development activities within Special Flood Hazard Areas determined in accordance with the provisions of Article 3, Section B of this ordinance.

SECTION D. COMPLIANCE.

No structure or land shall hereafter be located, extended, converted, altered, or developed in any way without full compliance with the terms of this ordinance and other applicable regulations.

SECTION E. ABROGATION AND GREATER RESTRICTIONS.

This ordinance is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this ordinance and another conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

SECTION F. INTERPRETATION.

In the interpretation and application of this ordinance, all provisions shall be:

- (a) Considered as minimum requirements;
- (b) Liberally construed in favor of the governing body; and
- (c) Deemed neither to limit nor repeal any other powers granted under State statutes.

SECTION G. WARNING AND DISCLAIMER OF LIABILITY.

The degree of flood protection required by this ordinance is considered reasonable for regulatory purposes and is based on scientific and engineering consideration. Larger floods can and will occur. Actual flood heights may be increased by man-made or natural causes. This ordinance does not imply that land outside the Special Flood Hazard Areas or uses permitted within such areas will be free from flooding or flood damages. This ordinance shall not create liability on the part of the Town of Mayodan or by any officer or employee thereof for any flood damages that result from reliance on this ordinance or any administrative decision lawfully made hereunder.

SECTION H. PENALTIES FOR VIOLATION.

Violation of the provisions of this ordinance or failure to comply with any of its requirements, including violation of conditions and safeguards established in connection with grants of variance or special exceptions, shall constitute a Class 1 misdemeanor pursuant to NC G.S. § 143-215.58. Any person who violates this ordinance or fails to comply with any of its requirements shall, upon conviction thereof, be fined not more than \$100.00. Each day such violation continues shall be considered a separate offense. Nothing herein contained shall prevent the Town of Mayodan from taking such other lawful action as is necessary to prevent or remedy any violation.

ARTICLE 4. ADMINISTRATION.

SECTION A. DESIGNATION OF FLOODPLAIN ADMINISTRATOR.

The Town Manager, hereinafter referred to as the “Floodplain Administrator”, is hereby appointed to administer and implement the provisions of this ordinance. In instances where the Floodplain Administrator receives assistance from others to complete tasks to administer and implement this ordinance, the Floodplain Administrator shall be responsible for the coordination and community’s overall compliance with the National Flood Insurance Program and the provisions of this ordinance.

SECTION B. FLOODPLAIN DEVELOPMENT APPLICATION, PERMIT AND CERTIFICATION REQUIREMENTS.

(1) **Application Requirements.** Application for a Floodplain Development Permit shall be made to the Floodplain Administrator prior to any development activities located within Special Flood Hazard Areas. The following items shall be presented to the Floodplain Administrator to apply for a floodplain development permit:

- (a) A plot plan drawn to scale which shall include, but shall not be limited to, the following specific details of the proposed floodplain development:
 - (i) The nature, location, dimensions, and elevations of the area of development/disturbance; existing and proposed structures, utility systems, grading/pavement areas, fill materials, storage areas, drainage facilities, and other development;
 - (ii) The boundary of the Special Flood Hazard Area as delineated on the FIRM or other flood map as determined in Article 3, Section B, or a statement that the entire lot is within the Special Flood Hazard Area;
 - (iii) Flood zone(s) designation of the proposed development area as determined on the FIRM or other flood map as determined in Article 3, Section B;
 - (iv) The boundary of the floodway(s) or non-encroachment area(s) as determined in Article 3, Section B;
 - (v) The Base Flood Elevation (BFE) where provided as set forth in Article 3, Section B; Article 4, Section C;

or Article 5, Section D;

- (vi) The old and new location of any watercourse that will be altered or relocated as a result of proposed development; and
 - (b) Proposed elevation, and method thereof, of all development within a Special Flood Hazard Area including but not limited to:
 - (i) Elevation in relation to NAVD 1988 of the proposed reference level (including basement) of all structures;
 - (ii) Elevation in relation to NAVD 1988 to which any non-residential structure in Zones A, AE, AH, AO, A99 will be floodproofed; and
 - (iii) Elevation in relation to NAVD 1988 to which any proposed utility systems will be elevated or floodproofed.
 - (c) If floodproofing, a Floodproofing Certificate (FEMA Form 086-0-34) with supporting data, an operational plan, and an inspection and maintenance plan that include, but are not limited to, installation, exercise, and maintenance of floodproofing measures.
 - (d) A Foundation Plan, drawn to scale, which shall include details of the proposed foundation system to ensure all provisions of this ordinance are met. These details include but are not limited to:
 - (i) The proposed method of elevation, if applicable (i.e., fill, solid foundation perimeter wall, solid backfilled foundation, open foundation on columns/posts/piers/piles/shear walls); and
 - (ii) Openings to facilitate automatic equalization of hydrostatic flood forces on walls in accordance with Article 5, Section B(4)(d) when solid foundation perimeter walls are used in Zones A, AE, AH, AO, A99.
 - (e) Usage details of any enclosed areas below the lowest floor.
 - (f) Plans and/or details for the protection of public utilities and facilities such as sewer, gas, electrical, and water systems to be located and constructed to minimize flood damage.
 - (g) Certification that all other Local, State and Federal permits required prior to floodplain development permit issuance have been received.
 - (h) Documentation for placement of Recreational Vehicles and/or Temporary Structures, when applicable, to ensure that the provisions of Article 5, Section B, subsections (6) and (7) of this ordinance are met.
 - (i) A description of proposed watercourse alteration or relocation, when applicable, including an engineering report on the effects of the proposed project on the flood-carrying capacity of the watercourse and the effects to properties located both upstream and downstream; and a map (if not shown on plot plan) showing the location of the proposed watercourse alteration or relocation.
- (2) **Permit Requirements.** The Floodplain Development Permit shall include, but not be limited to:
- (a) A complete description of all the development to be permitted under the floodplain development permit (e.g. house, garage, pool, septic, bulkhead, cabana, pier, bridge, mining, dredging, filling, grading, paving, excavation or drilling operations, or storage of equipment or materials, etc.) including a cost estimate.
 - (b) The Special Flood Hazard Area determination for the proposed development in accordance with available data specified in Article 3, Section B.
 - (c) The Regulatory Flood Protection Elevation required for the reference level and all attendant utilities.
 - (d) The Regulatory Flood Protection Elevation required for the protection of all public utilities.

- (e) All certification submittal requirements with timelines.
- (f) A statement that no fill material or other development shall encroach into the floodway or non-encroachment area of any watercourse unless the requirements of Article 5, Section F have been met.
- (g) The flood openings requirements.
- (h) Limitations of below BFE enclosure uses (if applicable). (i.e., parking, building access and limited storage only).
- (i) A statement, that all materials below BFE/RFPE must be flood resistant materials.

(3) **Certification Requirements.**

(a) Elevation Certificates

- (i) An Elevation Certificate (FEMA Form FF-206-FY-22-152) is required prior to the actual start of any new construction. It shall be the duty of the permit holder to submit to the Floodplain Administrator a certification of the elevation of the reference level, in relation to NAVD 1988. The Floodplain Administrator shall review the certificate data submitted. Deficiencies detected by such review shall be corrected by the permit holder prior to the beginning of construction. Failure to submit the certification or failure to make required corrections shall be cause to deny a floodplain development permit.
- (ii) An Elevation Certificate (FEMA Form FF-206-FY-22-152) or floodproofing certificate (FEMA Form FF-206-FY-21-122) is required after the reference level is established. Within seven (7) calendar days of establishment of the reference level elevation, it shall be the duty of the permit holder to submit to the Floodplain Administrator a certification of the elevation of the reference level, in relation to NAVD 1988. Any work done within the seven (7) day calendar period and prior to submission of the certification shall be at the permit holder's risk. The Floodplain Administrator shall review the certificate data submitted. Deficiencies detected by such review shall be corrected by the permit holder immediately and prior to further work being permitted to proceed. Failure to submit the certification or failure to make required corrections shall be cause to issue a stop-work order for the project.
- (iii) A final Finished Construction Elevation Certificate (FEMA Form FF-206-FY-22-152) is required after construction is completed and prior to Certificate of Compliance/Occupancy issuance. It shall be the duty of the permit holder to submit to the Floodplain Administrator a certification of final as-built construction of the elevation of the reference level and all attendant utilities. The Floodplain Administrator shall review the certificate data submitted. Deficiencies detected by such review shall be corrected by the permit holder immediately and prior to Certificate of Compliance/Occupancy issuance. In some instances, another certification may be required to certify corrected as-built construction. Failure to submit the certification or failure to make required corrections shall be cause to withhold the issuance of a Certificate of Compliance/Occupancy. The Finished Construction Elevation Certificate certifier shall provide at least 2 photographs showing the front and rear of the building taken within 90 days from the date of certification. The photographs must be taken with views confirming the building description and diagram number provided in Section A. To the extent possible, these photographs should show the entire building including foundation. If the building has split-level or multi-level areas, provide at least 2 additional photographs showing side views of the building. In addition, when applicable, provide a photograph of the foundation showing a representative example of the flood openings or vents. All photographs must be in color and measure at least 3" x 3". Digital photographs are acceptable.

(b) Floodproofing Certificate

- (i) If non-residential floodproofing is used to meet the Regulatory Flood Protection Elevation requirements, a Floodproofing Certificate (FEMA Form FF-206-FY-21-122), with supporting data, an operational plan, and an inspection and maintenance plan are required prior to the actual start of any new construction. It shall be the duty of the permit holder to submit to the Floodplain Administrator a certification of the floodproofed design elevation of the reference level and all attendant utilities, in relation to NAVD 1988. Floodproofing certification shall be prepared by or under the direct supervision of a professional engineer or architect and certified by same. The Floodplain Administrator shall review the certificate data, the

operational plan, and the inspection and maintenance plan. Deficiencies detected by such review shall be corrected by the applicant prior to permit approval. Failure to submit the certification or failure to make required corrections shall be cause to deny a floodplain Development Permit. Failure to construct in accordance with the certified design shall be cause to withhold the issuance of a Certificate of Compliance/Occupancy.

(ii) A final Finished Construction Floodproofing Certificate (FEMA Form FF-206-FY-22-153), with supporting data, an operational plan, and an inspection and maintenance plan are required prior to the issuance of a Certificate of Compliance/Occupancy. It shall be the duty of the permit holder to submit to the Floodplain Administrator a certification of the floodproofed design elevation of the reference level and all attendant utilities, in relation to NAVD 1988. Floodproofing certificate shall be prepared by or under the direct supervision of a professional engineer or architect and certified by same. The Floodplain Administrator shall review the certificate data, the operational plan, and the inspection and maintenance plan. Deficiencies detected by such review shall be corrected by the applicant prior to Certificate of Occupancy. Failure to submit the certification or failure to make required corrections shall be cause to deny a Floodplain Development Permit. Failure to construct in accordance with the certified design shall be cause to deny a Certificate of Compliance/Occupancy.

(c) If a manufactured home is placed within Zones A, AE, AH, AO, A99 and the elevation of the chassis is more than 36 inches in height above grade, an engineered foundation certification is required in accordance with the provisions of Article 5, Section B(3)(b).

(d) If a watercourse is to be altered or relocated, a description of the extent of watercourse alteration or relocation; a professional engineer's certified report on the effects of the proposed project on the flood-carrying capacity of the watercourse and the effects to properties located both upstream and downstream; and a map showing the location of the proposed watercourse alteration or relocation shall all be submitted by the permit applicant prior to issuance of a floodplain development permit.

(e) Certification Exemptions. The following structures, if located within Zones A, AE, AH, AO, A99, are exempt from the elevation/floodproofing certification requirements specified in items (a) and (b) of this subsection:

(i) Recreational Vehicles meeting requirements of Article 5, Section B(6)(a);

(ii) Temporary Structures meeting requirements of Article 5, Section B(7); and

(iii) Accessory Structures that are 150 square feet or less or \$5,000 or less and meeting requirements of Article 5, Section B(8).

(4) **Determinations for existing buildings and structures.**

For applications for building permits to improve buildings and structures, including alterations, movement, enlargement, replacement, repair, change of occupancy, additions, rehabilitations, renovations, substantial improvements, repairs of substantial damage, and any other improvement of or work on such buildings and structures, the Floodplain Administrator, in coordination with the Building Official, shall:

(a) Estimate the market value, or require the applicant to obtain an appraisal of the market value prepared by a qualified independent appraiser, of the building or structure before the start of construction of the proposed work; in the case of repair, the market value of the building or structure shall be the market value before the damage occurred and before any repairs are made;

(b) Compare the cost to perform the improvement, the cost to repair a damaged building to its pre-damaged condition, or the combined costs of improvements and repairs, if applicable, to the market value of the building or structure;

(c) Determine and document whether the proposed work constitutes substantial improvement or repair of substantial damage; and

(d) Notify the applicant if it is determined that the work constitutes substantial improvement or repair of substantial damage and that compliance with the flood resistant construction requirements of the NC Building Code and this ordinance is required.

SECTION C. DUTIES AND RESPONSIBILITIES OF THE FLOODPLAIN ADMINISTRATOR.

The Floodplain Administrator shall perform, but not be limited to, the following duties:

- (1) Review all floodplain development applications and issue permits for all proposed development within Special Flood Hazard Areas to assure that the requirements of this ordinance have been satisfied.
- (2) Review all proposed development within Special Flood Hazard Areas to assure that all necessary local, state and federal permits have been received, including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334.
- (3) Notify adjacent communities and the North Carolina Department of Public Safety, Division of Emergency Management, State Coordinator for the National Flood Insurance Program prior to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Emergency Management Agency (FEMA).
- (4) Assure that maintenance is provided within the altered or relocated portion of said watercourse so that the flood-carrying capacity is maintained.
- (5) Prevent encroachments into floodways and non-encroachment areas unless the certification and flood hazard reduction provisions of Article 5, Section F are met.
- (6) Obtain actual elevation (in relation to NAVD 1988) of the reference level (including basement) and all attendant utilities of all new and substantially improved structures, in accordance with the provisions of Article 4, Section B(3).
- (7) Obtain actual elevation (in relation to NAVD 1988) to which all new and substantially improved structures and utilities have been floodproofed, in accordance with the provisions of Article 4, Section B(3).
- (8) Obtain actual elevation (in relation to NAVD 1988) of all public utilities in accordance with the provisions of Article 4, Section B(3).
- (9) When floodproofing is utilized for a particular structure, obtain certifications from a registered professional engineer or architect in accordance with the provisions of Article 4, Section B(3) and Article 5, Section B(2).
- (10) Where interpretation is needed as to the exact location of boundaries of the Special Flood Hazard Areas, floodways, or non-encroachment areas (for example, where there appears to be a conflict between a mapped boundary and actual field conditions), make the necessary interpretation. The person contesting the location of the boundary shall be given a reasonable opportunity to appeal the interpretation as provided in this article.
- (11) When BFE data has not been provided in accordance with the provisions of Article 3, Section B, obtain, review, and reasonably utilize any BFE data, along with floodway data or non-encroachment area data available from a federal, state, or other source, including data developed pursuant to Article 5, Section D(2)(c), in order to administer the provisions of this ordinance.
- (12) When BFE data is provided but no floodway or non-encroachment area data has been provided in accordance with the provisions of Article 3, Section B, obtain, review, and reasonably utilize any floodway data or non-encroachment area data available from a federal, state, or other source in order to administer the provisions of this ordinance.
- (13) Permanently maintain all records that pertain to the administration of this ordinance and make these records available for public inspection, recognizing that such information may be subject to the Privacy Act of 1974, as amended.
- (14) Make on-site inspections of work in progress. As the work pursuant to a floodplain development permit progresses, the Floodplain Administrator shall make as many inspections of the work as may be necessary to ensure that the work is being done according to the provisions of the local ordinance and the terms of the permit. In exercising this power, the Floodplain Administrator has a right, upon presentation of proper credentials, to enter on any premises within the jurisdiction of the community at any reasonable hour for the purposes of inspection or other enforcement action.
- (15) Issue stop-work orders as required. Whenever a building or part thereof is being constructed, reconstructed, altered, or repaired in violation of this ordinance, the Floodplain Administrator may order the work to be immediately stopped. The stop-work order shall be in writing and directed to the person doing or in charge of the work. The stop-work order

shall state the specific work to be stopped, the specific reason(s) for the stoppage, and the condition(s) under which the work may be resumed. Violation of a stop-work order constitutes a misdemeanor.

- (16) Revoke floodplain development permits as required. The Floodplain Administrator may revoke and require the return of the floodplain development permit by notifying the permit holder in writing stating the reason(s) for the revocation. Permits shall be revoked for any substantial departure from the approved application, plans, and specifications; for refusal or failure to comply with the requirements of State or local laws; or for false statements or misrepresentations made in securing the permit. Any floodplain development permit mistakenly issued in violation of an applicable State or local law may also be revoked.
- (17) Make periodic inspections throughout the Special Flood Hazard Areas within the jurisdiction of the community. The Floodplain Administrator and each member of his or her inspections department shall have a right, upon presentation of proper credentials, to enter on any premises within the territorial jurisdiction of the department at any reasonable hour for the purposes of inspection or other enforcement action.
- (18) Follow through with corrective procedures of Article 4, Section D.
- (19) Review, provide input, and make recommendations for variance requests.
- (20) Maintain a current map repository to include, but not limited to, historical and effective FIS Report, historical and effective FIRM and other official flood maps and studies adopted in accordance with the provisions of Article 3, Section B of this ordinance, including any revisions thereto including Letters of Map Change, issued by FEMA. Notify State and FEMA of mapping needs.
- (21) Coordinate revisions to FIS reports and FIRMs, including Letters of Map Revision Based on Fill (LOMR-Fs) and Letters of Map Revision (LOMRs).
- (22) Make substantial improvement and post event damage assessments and determinations:
 - (b) Conduct damage assessments for damaged structures located within the SFHA
 - (b) Complete substantial improvement/damage determinations in accordance with the provisions of Article 4, Section B(4).
- (23) When the lowest floor and the lowest adjacent grade of a structure or the lowest ground elevation of a parcel in a Special Flood Hazard Area is above the BFE, advise the property owner of the option to apply for a Letter of Map Amendment (LOMA) from FEMA. Maintain a copy of the LOMA issued by FEMA in the floodplain development permit file.
- (24) In any lot or lots/areas that will be or have been removed from the special flood hazard area utilizing a Letter of Map Revision Based on Fill (LOMR-F), the top of fill level must meet the community's freeboard elevation at that location. If the top of fill level is below the freeboard elevation, all new structures, additions to existing buildings or substantial improvement must meet the required community freeboard elevation.

SECTION D. CORRECTIVE PROCEDURES.

- (1) Stop Work Order: The community may issue a stop work order, which shall be served on the applicant or other responsible person. The stop work order shall remain in effect until the applicant or other responsible person has taken the remedial measures set forth in the notice of violation or has otherwise remedied the violation or violations described therein, provided the stop work order may be withdrawn or modified to enable the applicant or other responsible person to take the necessary remedial measures to remedy such violation or violations.
- (2) Notice of Violation. If the community determines that an owner, occupant, applicant or other responsible person has failed to comply with the terms and conditions of a permit, or the provisions of this ordinance, it shall issue a written notice of violation, by certified return receipt mail, to such applicant or other responsible person. Where the person is engaged in activity covered by this ordinance without having first secured a permit, the notice shall be served on the owner or the responsible person in charge of the activity being conducted on the site. The notice of violation shall contain:

- (1) The name and address of the owner or the applicant or the responsible person;
- (2) The address or other description of the site upon which the violation is occurring;
 - (a) A statement specifying the nature of the violation;
 - (b) A description of the remedial measures necessary to bring the action or inaction into compliance with the permit or this ordinance and the date for the completion of such remedial action;
 - (c) A statement of the penalty or penalties that may be assessed against the person to whom the notice of violation is directed, and;
 - (d) A statement that the determination of violation may be appealed to the community by filing a written notice of appeal within thirty days after the notice of violation (except, that in the event the violation constitutes an immediate danger to public health or public safety, 24-hour notice shall be sufficient).
- (3) Additional Enforcement Actions. If the remedial measures described in the Notice of Violation have not been completed by the date set forth for such completion in the Notice of Violation, any one or more of the following enforcement actions may be enacted against the person to whom the Notice of Violation was directed. Before taking any of the following actions or imposing any of the following penalties, the Town of Mayodan shall first notify the owner, applicant or other responsible person in writing of its intended action. The Town of Mayodan shall provide reasonable opportunity, of not less than ten days (except, that in the event the violation constitutes an immediate danger to public health or public safety, 24-hour notice shall be sufficient) to remedy such violation. In the event the applicant or other responsible person fails to remedy such violation after such notice and remedial period, the Town of Mayodan may take or impose any one or more of the following enforcement actions or penalties:
 - (e) Termination of utility service and/or withhold or revoke Certificate of Occupancy: The community may terminate utilities and/or refuse to issue and/or revoke a certificate of occupancy for the building or other improvements and/or repairs conducted or being conducted on the site until the applicant or other responsible person has taken the remedial measures set forth in the notice of violation or has otherwise remedy the violation or violations described therein.
 - (b) Suspension, revocation, or modifications of permit: The community may suspend, revoke, or modify the permit authorizing the development project. A suspended, revoked, or modified permit may be reinstated after the applicant or other responsible person has taken the remedial measures set forth in the notice of violation or has otherwise remedy the violations described therein, provided such permit may be reinstated (upon such conditions as the community may deem necessary) to enable the applicant or other responsible person to take the necessary remedial measures to cure such violations.
 - (f) Civil penalties: Violation of the provisions of this ordinance or failure to comply with any of its requirements, including violation of conditions and safeguards established in connection with grants of variance or special exceptions shall constitute a Class 1 misdemeanor pursuant to North Carolina General Statute § 143-215.58.
 - i) Any person who violates this ordinance or fails to comply with any of its requirements shall, upon conviction thereof, be fined not more than \$100. Each day such violation continues shall be considered a separate offense. Nothing herein contained shall prevent the Town of Mayodan from taking such other lawful actions, pursuant to North Carolina General Statute § 153A, 160A, and 160D, as is necessary to prevent or remedy any violation.
 - ii) Enforcement by an appropriate equitable remedy issuing from a court of competent jurisdiction may be pursued if the offender fails to remedy the violation, pays assessed fines, and/or fails to file an appeal within the prescribed period of time. In such case, the general court of justice shall have jurisdiction to issue such orders as may be appropriate.
- (4) Administrative appeal; judicial review. Any person receiving a Notice of Violation may appeal the determination of the community, including but not limited to the issuance of a stop work order, the assessment of an administratively-imposed monetary penalty, the suspension, revocation, modification, or grant with condition of a permit by the community upon finding that the holder is in violation of permit conditions, or that the holder is in violation of any applicable ordinance or any of the community's rules and regulations, or the issuance of a notice of bond forfeiture.
 - (a) Any person receiving a Notice of Violation may appeal the determination of the Floodplain Administrator to the Town of Mayodan. The Notice of Appeal must be in writing and be received by the Floodplain Administrator and the clerk within thirty (30) days of the date of the Notice of Violation. In the absence of an appeal, the

determination of the Floodplain Administrator shall be final.

- (b) All appeals shall be heard and decided by the community's designated Appeal Board, which shall be the Board of Adjustment, or their designees. The Appeal Board shall hear an appeal within a reasonable time and shall have the power to affirm, modify, or reject the original penalty, including the right to increase or decrease the amount of any monetary penalty and the right to add or delete remedial actions required for correction of the violation and compliance with the community's flood damage prevention ordinance, and any other applicable local, state, or federal requirements. In the absence of a petition for review of a quasi-judicial decision, the decision of the Appeal Board shall be final.
- (g) A petition for review of a quasi-judicial decision can be requested by any person with standing aggrieved by a decision or order of the community, after exhausting his/her administrative remedies. The petition shall be received by the clerk of superior court within 30 days of the date of the Town of Mayodan decision.

- (3) Section 1316 Declaration: Section 1316 of the National Flood Insurance Act authorizes FEMA to deny flood insurance to a property declared by the State, County, or Municipal government to be in violation of the local floodplain management ordinance. A Section 1316 declaration shall be used when all other legal means to remedy a violation have been exhausted and the structure remains noncompliant. The community must coordinate a request for Section 1316 declaration to the FEMA Regional Office through the State NFIP Coordinator.

Once invoked, the property's flood insurance coverage will be terminated and no new or renewal policy can be issued; no flood insurance claim can be paid on any policy on the property, and disaster assistance will be denied. If a structure that has received a Section 1316 declaration is made compliant with the community's floodplain management ordinance, then the Section 1316 declaration can be rescinded by FEMA and flood insurance eligibility restored.

SECTION E. VARIANCE PROCEDURES.

- (1) The Board of Adjustment as established by the Town of Mayodan, hereinafter referred to as the "appeal board", shall hear and decide requests for variances from the requirements of this ordinance.
- (2) Any person aggrieved by the decision of the appeal board may appeal such decision to the Court, as provided in Chapter 7A of the North Carolina General Statutes.
- (3) Variances may be issued for:
 - (a) The repair or rehabilitation of historic structures upon the determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and that the variance is the minimum necessary to preserve the historic character and design of the structure;
 - (b) Functionally dependent facilities if determined to meet the definition as stated in Article 2 of this ordinance, provided provisions of Article 4, Section E(9)(b), (c), and (e) have been satisfied, and such facilities are protected by methods that minimize flood damages during the base flood and create no additional threats to public safety; or
 - (c) Any other type of development provided it meets the requirements of this Section.
- (4) In passing upon variances, the appeal board shall consider all technical evaluations, all relevant factors, all standards specified in other sections of this ordinance, and:
 - (a) The danger that materials may be swept onto other lands to the injury of others;
 - (b) The danger to life and property due to flooding or erosion damage;
 - (c) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
 - (d) The importance of the services provided by the proposed facility to the community;
 - (e) The necessity to the facility of a waterfront location as defined under Article 2 of this ordinance as a functionally dependent facility, where applicable;

- (f) The availability of alternative locations, not subject to flooding or erosion damage, for the proposed use;
 - (g) The compatibility of the proposed use with existing and anticipated development;
 - (h) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;
 - (i) The safety of access to the property in times of flood for ordinary and emergency vehicles;
 - (j) The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and
 - (k) The costs of providing governmental services during and after flood conditions including maintenance and repair of public utilities and facilities such as sewer, gas, electrical and water systems, and streets and bridges.
- (5) A written report addressing each of the above factors shall be submitted with the application for a variance.
- (6) Upon consideration of the factors listed above and the purposes of this ordinance, the appeal board may attach such conditions to the granting of variances as it deems necessary to further the purposes and objectives of this ordinance.
- (7) Any applicant to whom a variance is granted shall be given written notice specifying the difference between the BFE and the elevation to which the structure is to be built and that such construction below the BFE increases risks to life and property, and that the issuance of a variance to construct a structure below the BFE may result in increased premium rates for flood insurance up to \$25 per \$100 of insurance coverage. Such notification shall be maintained with a record of all variance actions, including justification for their issuance.
- (8) The Floodplain Administrator shall maintain the records of all appeal actions and report any variances to the FEMA and the State of North Carolina upon request.
- (9) Conditions for Variances:
- (a) Variances shall not be issued when the variance will make the structure in violation of other federal, state, or local laws, regulations, or ordinances.
 - (b) Variances shall not be issued within any designated floodway or non-encroachment area if the variance would result in any increase in flood levels during the base flood discharge.
 - (c) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.
 - (d) Variances shall only be issued prior to development permit approval.
 - (e) Variances shall only be issued upon:
 - (i) A showing of good and sufficient cause;
 - (ii) A determination that failure to grant the variance would result in exceptional hardship; and
 - (i) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, or extraordinary public expense, create nuisance, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.
- (10) A variance may be issued for solid waste disposal facilities or sites, hazardous waste management facilities, salvage yards, and chemical storage facilities that are located in Special Flood Hazard Areas provided that all of the following conditions are met.
- (a) The use serves a critical need in the community.
 - (b) No feasible location exists for the use outside the Special Flood Hazard Area.
 - (c) The reference level of any structure is elevated or floodproofed to at least the Regulatory Flood Protection

Elevation.

- (d) The use complies with all other applicable federal, state and local laws.
- (e) The Town of Mayodan has notified the Secretary of the North Carolina Department of Public Safety of its intention to grant a variance at least thirty (30) calendar days prior to granting the variance, in accordance with North Carolina General Statutes §143-215.54A(b).

ARTICLE 5. PROVISIONS FOR FLOOD HAZARD REDUCTION.

SECTION A. GENERAL STANDARDS.

In all Special Flood Hazard Areas, the following provisions are required:

- (1) All new construction and substantial improvements shall be designed (or modified) and adequately anchored to prevent flotation, collapse, and lateral movement of the structure.
- (2) All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage in accordance with the FEMA Technical Bulletin 2, Flood Damage-Resistant Materials Requirements.
- (3) All new construction and substantial improvements shall be constructed by methods and practices that minimize flood damages.
- (4) All new electrical, heating, ventilation, air-conditioning, plumbing, duct systems, and other building utility systems, equipment, and service facilities must be located at or above the Regulatory Flood Protection Elevation (RFPE) and/or specially designed to prevent water from entering or accumulating within the components and installed to resist hydrostatic and hydrodynamic loads and stresses, including the effects of buoyancy, during the occurrence of flooding to the design flood elevation. Utility systems, equipment, and service facilities include, but are not limited to, HVAC equipment, water softener units, bath/kitchen plumbing fixtures, ductwork, electric/gas meter panels/boxes, utility/cable boxes, water heaters, fuel tanks, and electric outlets/switches.
 - (a) Replacements part of a substantial improvement must also meet the above provisions.
 - (b) Replacements that are for maintenance and not part of a substantial improvement, may be installed at the original location provided the addition and/or improvements comply with the standards for new construction consistent with the code and requirements for the original structure.
- (5) All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of floodwaters into the system.
- (6) New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the systems and discharges from the systems into flood waters.
- (7) On-site waste disposal systems shall be located and constructed to avoid impairment to them or contamination from them during flooding.
- (8) Nothing in this ordinance shall prevent the repair, reconstruction, or replacement of a building or structure existing on the effective date of this ordinance and located totally or partially within the floodway, non-encroachment area, or stream setback, provided there is no additional encroachment below the Regulatory Flood Protection Elevation in the floodway, non-encroachment area, or stream setback, and provided that such repair, reconstruction, or replacement meets all of the other requirements of this ordinance.
- (9) New solid waste disposal facilities and sites, hazardous waste management facilities, salvage yards, and chemical storage facilities shall not be permitted, except by variance as specified in Article 4, Section E(10). A structure or tank for chemical or fuel storage incidental to an allowed use or to the operation of a water treatment plant or wastewater treatment facility may be located in a Special Flood Hazard Area only if the structure or tank is either elevated or floodproofed to at least the Regulatory Flood Protection Elevation and certified in accordance with the provisions of Article 4, Section B(3).

- (10) All subdivision proposals and other development proposals shall be consistent with the need to minimize flood damage.
- (11) All subdivision proposals and other development proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage.
- (12) All subdivision proposals and other development proposals shall have adequate drainage provided to reduce exposure to flood hazards.
- (13) All subdivision proposals and other development proposals shall have received all necessary permits from those governmental agencies for which approval is required by federal or state law, including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334.
- (14) When a structure is partially located in a Special Flood Hazard Area, the entire structure shall meet the requirements for new construction and substantial improvements.
- (15) When a structure is located in a flood hazard risk zone with multiple base flood elevations, the provisions for the more restrictive flood hazard risk zone and the highest BFE shall apply.
- (16) Structural fill shall not be used unless design and construction of the structural fill accounts for the following:
 - (a) consolidation of the underlying soil under the weight of the fill and the structure,
 - (b) differential settlement due to variations in fill composition and characteristics, and
 - (c) slope stability and erosion control during conditions of the base flood.

SECTION B. SPECIFIC STANDARDS.

In all Special Flood Hazard Areas where BFE data has been provided, as set forth in Article 3, Section B, or Article 5, Section D, the following provisions, in addition to the provisions of Article 5, Section A, are required:

- (1) Residential Construction. New construction and substantial improvement of any residential structure (including manufactured homes) shall have the reference level, including basement, elevated no lower than the Regulatory Flood Protection Elevation (RFPE), as defined in Article 2 of this ordinance.
- (2) Non-Residential Construction. New construction and substantial improvement of any commercial, industrial, or other non-residential structure shall have the reference level, including basement, elevated no lower than the Regulatory Flood Protection Elevation, as defined in Article 2 of this ordinance. Structures located in Zones A, AE, AH, AO, A99 may be floodproofed to the Regulatory Flood Protection Elevation (RFPE) in lieu of elevation provided that all areas of the structure, together with attendant utility and sanitary facilities, below the Regulatory Flood Protection Elevation are watertight with walls substantially impermeable to the passage of water, using structural components having the capability of resisting hydrostatic and hydrodynamic loads and the effect of buoyancy. For AO Zones, the floodproofing elevation shall be in accordance with Article 5, Section G(2). A registered professional engineer or architect shall certify that the floodproofing standards of this subsection are satisfied. Such certification shall be provided to the Floodplain Administrator as set forth in Article 4, Section B(3), along with the operational plan and the inspection and maintenance plan.
- (3) Manufactured Homes.
 - (a) New and replacement manufactured homes shall be elevated so that the reference level of the manufactured home is no lower than the Regulatory Flood Protection Elevation (RFPE), as defined in Article 2 of this ordinance.
 - (b) Manufactured homes shall be securely anchored to an adequately anchored foundation to resist flotation, collapse, and lateral movement, either by certified engineered foundation system, or in accordance with the most current edition of the State of North Carolina Regulations for Manufactured Homes adopted by the Commissioner of Insurance pursuant to NCGS 143-143.15. Additionally, when the elevation would be met by an elevation of the chassis thirty-six (36) inches or less above the grade at the site, the chassis shall be supported by reinforced piers or engineered foundation. When the elevation of the chassis is above thirty-six (36) inches in height, an

engineering certification is required.

- (c) All enclosures or skirting below the lowest floor shall meet the requirements of Article 5, Section B(4).
- (d) An evacuation plan must be developed for evacuation of all residents of all new, substantially improved or substantially damaged manufactured home parks or subdivisions located within flood prone areas. This plan shall be filed with and approved by the Floodplain Administrator and the local Emergency Management Coordinator.

(4) Elevated Buildings. Fully enclosed area, of new construction and substantially improved structures, which is below the lowest floor:

- (a) Shall not be designed or used for human habitation, but shall only be used for parking of vehicles, building access, or limited storage of maintenance equipment used in connection with the premises. Access to the enclosed area shall be the minimum necessary to allow for parking of vehicles (garage door) or limited storage of maintenance equipment (standard exterior door), or entry to the living area (stairway or elevator). The interior portion of such enclosed area shall not be finished or partitioned into separate rooms, except to enclose storage areas;
- (b) Shall be constructed entirely of flood resistant materials at least to the Regulatory Flood Protection Elevation; and
- (c) Shall include flood openings to automatically equalize hydrostatic flood forces on walls by allowing for the entry and exit of floodwaters. To meet this requirement, the openings must either be certified by a professional engineer or architect or meet or exceed the following minimum design criteria:
 - (i) A minimum of two flood openings on different sides of each enclosed area subject to flooding;
 - (ii) The total net area of all flood openings must be at least one (1) square inch for each square foot of enclosed area subject to flooding;
 - (iii) If a building has more than one enclosed area, each enclosed area must have flood openings to allow floodwaters to automatically enter and exit;
 - (iv) The bottom of all required flood openings shall be no higher than one (1) foot above the higher of the interior or exterior adjacent grade;
 - (v) Flood openings may be equipped with screens, louvers, or other coverings or devices, provided they permit the automatic flow of floodwaters in both directions; and
 - (vi) Enclosures made of flexible skirting are not considered enclosures for regulatory purposes, and, therefore, do not require flood openings. Masonry or wood underpinning, regardless of structural status, is considered an enclosure and requires flood openings as outlined above.

(5) Additions/Improvements.

- (a) Additions and/or improvements to pre-FIRM structures when the addition and/or improvements in combination with any interior modifications to the existing structure are:
 - (i) Not a substantial improvement, the addition and/or improvements must be designed to minimize flood damages and must not be any more non-conforming than the existing structure.
 - (ii) A substantial improvement, with modifications/rehabilitations/improvements to the existing structure or the common wall is structurally modified more than installing a doorway, both the existing structure and the addition must comply with the standards for new construction.
- (b) Additions to pre-FIRM or post-FIRM structures that are a substantial improvement with no modifications/rehabilitations/improvements to the existing structure other than a standard door in the common wall, shall require only the addition to comply with the standards for new construction.
- (c) Additions and/or improvements to post-FIRM structures when the addition and/or improvements in combination

with any interior modifications to the existing structure are:

- (i) Not a substantial improvement, the addition and/or improvements only must comply with the standards for new construction consistent with the code and requirements for the original structure.
 - (ii) A substantial improvement, both the existing structure and the addition and/or improvements must comply with the standards for new construction.
- (d) Any combination of repair, reconstruction, rehabilitation, addition or improvement of a building or structure taking place during a one (1) year period, the cumulative cost of which equals or exceeds 50 percent of the market value of the structure before the improvement or repair is started must comply with the standards for new construction. For each building or structure, the one (1) year period begins on the date of the first improvement or repair of that building or structure subsequent to the effective date of this ordinance.
- (i) Any project for improvement of a building required to correct existing health, sanitary or safety code violations identified by the building official and that are the minimum necessary to assume safe living conditions.
 - (ii) Any alteration of a historic structure provided that the alteration will not preclude the structure's continued designation as a historic structure.
- (6) Recreational Vehicles. Recreational vehicles shall either:
- (e) Placement of a Recreational Vehicle in the Regulatory Floodway is prohibited. This includes both temporary and permanent placement.
- (a) Temporary Placement
 - (i) Be on site for fewer than 180 consecutive days; or
 - (ii) Be fully licensed and ready for highway use. (A recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick disconnect type utilities, and has no permanently attached additions.)
 - (b) Permanent Placement. Recreational vehicles that do not meet the limitations of Temporary Placement shall meet all the requirements for new construction.
- (7) Temporary Non-Residential Structures. Prior to the issuance of a floodplain development permit for a temporary structure, the applicant must submit to the Floodplain Administrator a plan for the removal of such structure(s) in the event of a hurricane, flash flood or other type of flood warning notification. The following information shall be submitted in writing to the Floodplain Administrator for review and written approval:
- (a) A specified time period for which the temporary use will be permitted. Time specified may not exceed three (3) months, renewable up to one (1) year;
 - (b) The name, address, and phone number of the individual responsible for the removal of the temporary structure;
 - (c) The time frame prior to the event at which a structure will be removed (i.e., minimum of 72 hours before landfall of a hurricane or immediately upon flood warning notification);
 - (d) A copy of the contract or other suitable instrument with the entity responsible for physical removal of the structure; and
 - (e) Designation, accompanied by documentation, of a location outside the Special Flood Hazard Area, to which the temporary structure will be moved.
- (8) Accessory Structures.
- (a) When accessory structures (sheds, detached garages, etc.) with a footprint of no more than 600 square feet are

placed within A, AO, AH, AE and A99 flood zones, wet floodproofing may be permitted when the following criteria are met:

- (i) Accessory structures shall not be used for human habitation (including working, sleeping, living, cooking or restroom areas);
 - (ii) Accessory structures shall not be temperature-controlled;
 - (iii) Accessory structures shall be designed to have low flood damage potential
 - (iv) Accessory structures shall be constructed and placed on the building site so as to offer the minimum resistance to the flow of floodwaters;
 - (v) Accessory structures shall be firmly anchored in accordance with the provisions of Article 5, Section A(1);
 - (vi) All service facilities such as electrical shall be installed in accordance with the provisions of Article 5, Section A(4); and
 - (vii) Flood openings to facilitate automatic equalization of hydrostatic flood forces shall be provided below Regulatory Flood Protection Elevation in conformance with the provisions of Article 5, Section B(4)(d).
- (b) All other accessory structures exceeding the size restrictions in Article 5, Section B(8)(a) above must comply with the elevation or floodproofing standards and certification requirements in accordance with Article 4, Section B(3) and Article 5, Section B(2).

An accessory structure with a footprint of 150 square feet or less in A, AO, AH, AE and A99 zones satisfying the criteria outlined above in Article 5, Section B(8)(a) is not required to meet the elevation or floodproofing certification requirements of Article 4, Section B(3). All other accessory structures must comply with the elevation or floodproofing certification requirements in accordance with Article 4, Section B(3).

(9) Tanks. When gas and liquid storage tanks are to be placed within a Special Flood Hazard Area, the following criteria shall be met:

- (a) Underground tanks. Underground tanks in flood hazard areas shall be anchored to prevent flotation, collapse or lateral movement resulting from hydrodynamic and hydrostatic loads during conditions of the design flood, including the effects of buoyancy assuming the tank is empty;
- (b) Above-ground tanks, elevated. Above-ground tanks in flood hazard areas shall be elevated to or above the Regulatory Flood Protection Elevation on a supporting structure that is designed to prevent flotation, collapse or lateral movement during conditions of the design flood. Tank-supporting structures shall meet the foundation requirements of the applicable flood hazard area;
- (c) Above-ground tanks, not elevated. Above-ground tanks that do not meet the elevation requirements of Article 5, Section B (2) of this ordinance shall be permitted in flood hazard areas provided the tanks are designed, constructed, installed, and anchored to resist all flood-related and other loads, including the effects of buoyancy, during conditions of the design flood and without release of contents in the floodwaters or infiltration by floodwaters into the tanks. Tanks shall be designed, constructed, installed, and anchored to resist the potential buoyant and other flood forces acting on an empty tank during design flood conditions.
- (d) Tank inlets and vents. Tank inlets, fill openings, outlets and vents shall be:
 - (i) At or above the Regulatory Flood Protection Elevation or fitted with covers designed to prevent the inflow of floodwater or outflow of the contents of the tanks during conditions of the design flood; and
 - (ii) Anchored to prevent lateral movement resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy, during conditions of the design flood.

(10) Other Development.

- (a) Fences in regulated floodways and NEAs that have the potential to block the passage of floodwaters, such as stockade fences and wire mesh fences, shall meet the limitations of Article 5, Section F of this ordinance.
- (b) Retaining walls, sidewalks and driveways in regulated floodways and NEAs. Retaining walls and sidewalks and driveways that involve the placement of fill in regulated floodways shall meet the limitations of Article 5, Section

F of this ordinance.

- (c) Roads and watercourse crossings in regulated floodways and NEAs. Roads and watercourse crossings, including roads, bridges, culverts, low-water crossings and similar means for vehicles or pedestrians to travel from one side of a watercourse to the other side, that encroach into regulated floodways shall meet the limitations of Article 5, Section F of this ordinance.
- (d) Commercial storage facilities are not considered “limited storage” as noted in this ordinance, and shall be protected to the Regulatory Flood Protection Elevation as required for commercial structures.

SECTION C. STANDARDS FOR AREAS OUTSIDE THE SPECIAL FLOOD HAZARD AREA (X ZONES (SHADED/UNSHADED)).

Areas designated as X Zones (Shaded or Unshaded) on the FIRM or in the FIS report established in Article 3, Section B, are areas determined to be low to moderate risk flood zones but are not immune to inundation by flood waters. The following provisions, in addition to the provisions of Article 5, Sections A and B, shall apply to all development within such areas:

(1) Where 0.2-percent-annual-chance water surface elevations are provided, the reference level in Zone X (Shaded) shall be elevated or floodproofed to at least the 0.2-percent-annual-chance water surface elevation or the Regulatory Flood Protection Elevation, whichever is higher.

(2) Where no flood hazard data is available or provided per Article 3, Section B:

(a) the reference level shall be elevated or floodproofed, pursuant to Article 5, Section B, two (2) feet above the highest adjacent grade; or

(b) meet the requirements of Article 5, Section C(4).

(3) Where Advisory Flood Studies provide base flood elevations, the reference level shall be elevated or floodproofed, pursuant to Article 5, Section B, to at least the advisory BFE plus a freeboard of two (2) feet.

(4) Where a Community Flood Hazard Area (CFHA) is established per Article 3, Section B, the reference level shall be elevated or floodproofed, pursuant to Article 5, Section B, to at least the CFHA flood elevation plus a freeboard of two (2) feet.

SECTION D. STANDARDS FOR FLOODPLAINS WITHOUT ESTABLISHED BASE FLOOD ELEVATIONS.

Within the Special Flood Hazard Areas designated as Approximate Zone A and established in Article 3, Section B, where no BFE data has been provided by FEMA, the following provisions, in addition to the provisions of Article 5, Section A, shall apply:

(1) No encroachments, including fill, new construction, substantial improvements or new development shall be permitted within a distance of twenty (20) feet each side from top of bank or five times the width of the stream, whichever is greater, unless certification with supporting technical data by a registered professional engineer is provided demonstrating that such encroachments shall not result in any increase in flood levels during the occurrence of the base flood discharge.

(2) The BFE used in determining the Regulatory Flood Protection Elevation shall be determined based on the following criteria:

(a) When BFE data is available from other sources, all new construction and substantial improvements within such areas shall also comply with all applicable provisions of this ordinance and shall be elevated or floodproofed in accordance with standards in Article 5, Sections A and B.

(b) When floodway or non-encroachment data is available from a Federal, State, or other source, all new construction and substantial improvements within floodway and non-encroachment areas shall also comply with the requirements of Article 5, Sections B and F.

(c) All subdivision, manufactured home park and other development proposals shall provide BFE data if

development is greater than five (5) acres or has more than fifty (50) lots/manufactured home sites. Such BFE data shall be adopted by reference in accordance with Article 3, Section B and utilized in implementing this ordinance.

- (d) When BFE data is not available from a Federal, State, or other source as outlined above, the reference level shall be elevated or floodproofed (nonresidential) to or above the Regulatory Flood Protection Elevation, as defined in Article 2. All other applicable provisions of Article 5, Section B shall also apply.

SECTION E. STANDARDS FOR RIVERINE FLOODPLAINS WITH BASE FLOOD ELEVATIONS BUT WITHOUT ESTABLISHED FLOODWAYS OR NON-ENCROACHMENT AREAS.

Along rivers and streams where BFE data is provided by FEMA or is available from another source but neither floodway nor non-encroachment areas are identified for a Special Flood Hazard Area on the FIRM or in the FIS report, the following requirements shall apply to all development within such areas:

- (1) Standards of Article 5, Sections A and B; and
- (2) Until a regulatory floodway or non-encroachment area is designated, no encroachments, including fill, new construction, substantial improvements, or other development, shall be permitted unless certification with supporting technical data by a registered professional engineer is provided demonstrating that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one (1) foot at any point.

SECTION F. FLOODWAYS AND NON-ENCROACHMENT AREAS.

Areas designated as floodways or non-encroachment areas are located within the Special Flood Hazard Areas established in Article 3, Section B. The floodways and non-encroachment areas are extremely hazardous areas due to the velocity of floodwaters that have erosion potential and carry debris and potential projectiles. The following provisions, in addition to standards outlined in Article 5, Sections A and B, shall apply to all development within such areas:

- (1) No encroachments, including fill, new construction, substantial improvements and other developments shall be permitted unless:
 - (a) It is demonstrated that the proposed encroachment would not result in any increase in the flood levels during the occurrence of the base flood discharge, based on hydrologic and hydraulic analyses performed in accordance with standard engineering practice and presented to the Floodplain Administrator prior to issuance of floodplain development permit; or
 - (b) A Conditional Letter of Map Revision (CLOMR) has been approved by FEMA for proposed encroachments resulting in increases in the flood levels during the occurrence of the base flood discharge. A Letter of Map Revision (LOMR) must also be obtained within six months of completion of the proposed encroachment.
 - (c) A Letter of Map Revision (LOMR) must be obtained within six months of completion of the proposed encroachment, permitted in accordance with Article 5, Section F(1)(a), if the encroachment results in changes to the floodway/non-encroachment area widths, and/or changes to the stream location.
- (2) If Article 5, Section F(1) is satisfied, all development shall comply with all applicable flood hazard reduction provisions of this ordinance.
- (3) Manufactured homes may be permitted provided the following provisions are met:
 - (a) The anchoring and the elevation standards of Article 5, Section B(3); and
 - (b) The encroachment standards of Article 5, Section F(1).
- (4) Placement of recreational vehicles in the regulatory floodway is prohibited.

SECTION G. STANDARDS FOR AREAS OF SHALLOW FLOODING (ZONE AO).

Located within the Special Flood Hazard Areas established in Article 3, Section B, are areas designated as shallow flooding areas. These areas have special flood hazards associated with base flood depths of one (1) to three (3) feet where a clearly defined channel does not exist and where the path of flooding is unpredictable and indeterminate. In addition to Article 5, Sections A and B, all new construction and substantial improvements shall meet the following requirements:

- (1) The reference level shall be elevated at least as high as the depth number specified on the Flood Insurance Rate Map (FIRM), in feet, plus a freeboard of two feet, above the highest adjacent grade; or at least 2 feet above the highest adjacent grade if no depth number is specified.
- (2) Non-residential structures may, in lieu of elevation, be floodproofed to the same level as required in Article 5, Section G(1) so that the structure, together with attendant utility and sanitary facilities, below that level shall be watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. Certification is required in accordance with Article 4, Section B(3) and Article 5, Section B(2).
- (3) Adequate drainage paths shall be provided around structures on slopes, to guide floodwaters around and away from proposed structures.

SECTION H. STANDARDS FOR AREAS OF SHALLOW FLOODING (ZONE AH).

Located within the Special Flood Hazard Areas established in Article 3, Section B, are areas designated as shallow flooding areas. These areas are subject to inundation by 1-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are one (1) to three (3) feet. Base Flood Elevations are derived from detailed hydraulic analyses are shown in this zone. In addition to Article 5, Sections A and B, all new construction and substantial improvements shall meet the following requirements:

- (1) Adequate drainage paths shall be provided around structures on slopes, to guide floodwaters around and away from proposed structures.

ARTICLE 6. LEGAL STATUS PROVISIONS.

SECTION A. EFFECT ON RIGHTS AND LIABILITIES UNDER THE EXISTING FLOOD DAMAGE PREVENTION ORDINANCE.

This ordinance in part comes forward by re-enactment of some of the provisions of the Flood Damage Prevention Ordinance enacted June 11, 2007, as amended, and it is not the intention to repeal but rather to re-enact and continue to enforce without interruption of such existing provisions, so that all rights and liabilities that have accrued thereunder are reserved and may be enforced. The enactment of this ordinance shall not affect any action, suit or proceeding instituted or pending. All provisions of the Flood Damage Prevention Ordinance of the Town of Mayodan enacted on June 11, 2007, as amended, which are not reenacted herein are repealed.

The date of the initial Flood Damage Prevention Ordinance for Rockingham County is September 14, 1987.

SECTION B. EFFECT UPON OUTSTANDING FLOODPLAIN DEVELOPMENT PERMITS.

Nothing herein contained shall require any change in the plans, construction, size, or designated use of any development or any part thereof for which a floodplain development permit has been granted by the Floodplain Administrator or his or her authorized agents before the time of passage of this ordinance; provided, however, that when construction is not begun under such outstanding permit within a period of six (6) months subsequent to the date of issuance of the outstanding permit, construction or use shall be in conformity with the provisions of this ordinance.

SECTION C. SEVERABILITY.

If any section, clause, sentence, or phrase of the Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of this Ordinance.

SECTION D. EFFECTIVE DATE.

This ordinance shall become effective June 8, 2026.

SECTION E. ADOPTION CERTIFICATION.

I hereby certify that this is a true and correct copy of the Flood Damage Prevention Ordinance as adopted by the Town Council of the Town of Mayodan, North Carolina, on the 8th day of June 2026.

WITNESS my hand and the official seal of Sarah Hopper, Town Clerk, this the 8th day of June 2026.

Dwight Lake, Mayor

Attest:

Seal

Sarah Hopper, Town Clerk

AGENDA ITEM COVER

Item for Agenda:	Ordinances for Moratoria on Data Centers and Solar Energy Systems
Placement on Agenda:	New Business
Presenter:	Lucy Lewis
Description of Agenda Item or Other Pertinent Information for Council:	<p>Background The Town of Mayodan's Zoning Ordinance currently does not contain specific regulations for data processing facilities, such as data centers, artificial intelligence processing facilities, and cryptocurrency mining operations, nor does it contain comprehensive standards for medium-scale and utility-scale solar energy facilities.</p> <p>To address these emerging land uses, staff has prepared two text amendments establishing definitions and development standards related to location, buffering, infrastructure capacity, environmental impacts, compatibility with surrounding land uses, and long-term site management.</p> <p>Discussion The proposed amendments provide a framework for evaluating data processing facilities and solar energy facilities through the Special Use Permit process while protecting public infrastructure, community character, and surrounding properties.</p> <p>The Planning Board has reviewed the proposed amendments and forwarded a unanimous favorable recommendation to the Town Council.</p> <p>Requested Action Conduct the required public hearing and consider approval of Text Amendment TA-002-2026 (Data Processing Facilities) and Text Amendment TA-003-2026 (Solar Energy Facilities), including the associated Reasonableness and Consistency Statements.</p>

**Town of Mayodan Zoning
Text Amendment Case # TA-002-2026
Staff Report: Lucy Lewis, LFNC Fellow**

Applicant: Town of Mayodan

Background

The Town of Mayodan’s Zoning Ordinance currently does not contain specific definitions or development standards for data processing facilities and similar high-impact computing uses.

As data centers, artificial intelligence processing facilities, cryptocurrency mining operations, and similar uses become more common, it is appropriate for the Town to establish regulations addressing their operational and infrastructure impacts.

This amendment establishes a use category and development standards for these facilities, including standards related to zoning district placement, noise, buffering, setbacks, and utility impacts.

Proposed Text Changes

**Article XIV – Definitions of Specific Terms and Words
Add New Definition – Data Processing Facility**

Data Processing Facility - A facility or use primarily engaged in the processing, storage, management, mining, transmission, or hosting of digital data or computational operations through the use of servers, computers, or similar electronic equipment. This use includes, but is not limited to, data centers, cloud computing facilities, artificial intelligence processing facilities, cryptocurrency mining operations, server farms, and similar high-intensity computing or data processing uses.

**Article VI – Special Uses and Development Standards
Add New Section 5.75 – Data Processing Facilities**

5.75 Data Processing Facilities

Where Required: M-1
Granted By: Town Council
Development Standards:

- a. Location, Setbacks, and Compatibility - No data processing facility shall be located within 1,000 feet of any residentially zoned district or existing residential use unless the Town Council affirmatively finds, based on competent evidence, that buffering, topography, building orientation, or other design measures adequately mitigate potential impacts. Minimum building and equipment setbacks shall be 300 feet from all property lines. The Town Council may require setbacks up to 500 feet where necessary to protect adjacent properties, reduce impacts, or preserve compatibility with surrounding uses.
- b. Electric Utility Capacity - The applicant shall provide a detailed electrical demand analysis, including peak and average load projections, redundancy systems, and total anticipated megawatt demand. Approval shall be contingent upon written confirmation from the electric utility provider that sufficient generation, transmission, and distribution capacity exists or will be constructed without degrading service reliability or increasing costs or instability for existing customers. The

Town Council shall not approve any facility that would create a material adverse impact on the local or regional electric grid.

- c. Water Supply Protection - The applicant shall demonstrate that projected water demand will not exceed available municipal or regional supply capacity under peak seasonal conditions. Facilities shall incorporate closed-loop, air-cooled, or other low-water or zero-water cooling technologies to the maximum extent feasible. Any facility projected to exceed 10,000 gallons per day shall submit a water impact and mitigation plan demonstrating:
- 1) no adverse impact on existing users or fire protection capacity, and
 - 2) sufficient long-term supply reliability during drought or peak demand conditions.

The Town Council may deny or condition approval where water system impacts cannot be fully mitigated.

- d. Utility Coordination and Infrastructure Sufficiency - The applicant shall submit written documentation from all applicable utility providers (electric, water, wastewater, and broadband where applicable) confirming:
- 1) available capacity to serve the proposed development, or
 - 2) a funded and scheduled plan for capacity expansion.

The Special Use shall not be granted unless the Town Council makes a finding that the proposal will not create undue burden on public infrastructure, reduce service reliability, or displace capacity needed for existing or planned community development.

- e. Noise Standards and Rural Character Protection - The facility shall not exceed 60 dBA during daytime hours and 50 dBA during nighttime hours at the property line. All mechanical systems, including HVAC equipment, cooling infrastructure, and backup generators, shall include sound attenuation and shall be oriented or enclosed to minimize off-site noise impacts consistent with rural ambient conditions.
- f. Buffers, Screening, and Visual Protection - A minimum 100-foot landscaped buffer shall be provided along all property boundaries, unless the Town Council finds that natural vegetation or topography provides equal or greater protection. Buffers shall consist of dense evergreen plantings, berms, fencing, or opaque screening sufficient to fully screen equipment, lighting, and structures from adjacent properties and public rights-of-way.
- g. Backup Power Generators - Backup generators shall be limited to emergency use and testing. Routine testing shall not exceed 2 hours per week per generator and shall occur between 9:00 AM and 5:00 PM, Monday through Friday. Generators shall include industrial-grade mufflers, acoustic enclosures, and emissions controls meeting all applicable state and federal requirements. No generator operation shall create off-site nuisance impacts in excess of applicable noise standards.
- h. Traffic, Construction, and Roadway Impacts - A Traffic Impact Analysis shall be required for any facility generating significant construction or operational traffic. The applicant shall submit a construction management and truck routing plan designed to protect local roads from excessive wear, congestion, or safety hazards. The Town may require mitigation measures, including road improvements, bonding, or restricted haul routes where impacts are identified.
- i. Stormwater and Watershed Protection - All development shall comply with applicable North Carolina stormwater and erosion control requirements. The site shall be designed to prevent increased off-site runoff, flooding, or degradation of downstream water quality, with particular attention to protecting rural watershed systems and agricultural drainage patterns.

- j. Lighting and Rural Dark Sky Protection - All exterior lighting shall be full cut-off, downward directed, and fully shielded to prevent glare, skyglow, or light trespass onto adjacent properties, streets and roadways.
 - k. Emergency Services and Fire Protection Capacity - The applicant shall coordinate with local emergency services to ensure adequate fire protection, access, and response capability. The Town Council shall consider the ability of local fire and emergency services to adequately serve the facility given its scale, electrical load, and associated risk profile in making its decision as to whether the Special Use shall be granted.
 - l. Decommissioning and Financial Assurance - The applicant shall submit a decommissioning plan for removal of structures, equipment, and site restoration upon cessation of operations. The Town Council may require financial assurance, including bonding or other security, sufficient to ensure decommissioning and site restoration.
-

Compatibility with Adopted Plans

The proposed amendment is consistent with the Town of Mayodan Land Development Plan and supports managed growth, infrastructure protection, and preservation of rural character. The amendment provides a structured regulatory framework for evaluating data processing facilities while ensuring flexibility through the Special Use Permit process for site-specific conditions.

Staff Comments

This amendment provides necessary regulatory clarity for high-intensity digital infrastructure uses not currently addressed in the Town's zoning ordinance. It ensures that the Town can evaluate these facilities using consistent standards while maintaining flexibility to address unique impacts on infrastructure and surrounding land uses.

Public Notice

The proper public hearing notices will be provided for the text amendment.

Planning Board Recommendation

(To be completed following Planning Board review)

Reasonableness and Consistency Statement

The proposed text amendment is reasonable and in the public interest as it establishes clear standards for the review of data processing facilities while preserving flexibility for site-specific evaluation through the Special Use Permit process.

The amendment is consistent with the Town of Mayodan Land Development Plan and supports the Town's goals of protecting infrastructure capacity, maintaining rural character, and ensuring compatible development patterns.

Requested Action

A motion to approve Text Amendment TA-002-2026 and the Reasonableness and Consistency Statement as presented.

**Town of Mayodan Zoning
Text Amendment Case # TA-003-2026
Staff Report: Lucy Lewis, LFNC Fellow**

Applicant: Town of Mayodan

Background

The Town of Mayodan’s Zoning Ordinance currently does not include comprehensive development standards for solar energy facilities or solar energy systems of varying scales, including utility-scale and medium-scale installations, or larger accessory ground-mounted or canopy-mounted systems associated with commercial, industrial, institutional, or governmental uses.

Recent interest in solar development, combined with evolving state energy policy and utility-scale development pressures in rural North Carolina, has created a need for clear standards to regulate the siting, design, and mitigation of impacts associated with such uses.

This amendment establishes definitions, classification thresholds, and development standards for solar energy facilities to ensure compatibility with surrounding land uses, protection of rural character, and adequate consideration of infrastructure capacity, environmental impacts, and public health and safety.

Proposed Text Change

Article XIV – Definitions of Specific Terms and Words

Add New Definition – Solar Energy System / Solar Energy Facility

Solar Energy System / Solar Energy Facility - A land use consisting of one or more solar photovoltaic panels, arrays, collectors, mounting systems, canopies, inverters, substations, battery storage systems, access roads, security fencing, or other associated equipment designed to capture, convert, store, or distribute solar energy for electricity generation. This term includes utility-scale, medium-scale, ground-mounted, canopy-mounted, carport-mounted, and applicable accessory solar energy systems. For purposes of this Ordinance, solar energy systems shall be classified as follows:

1) Residential Solar Energy System

A solar energy system:

- a. intended primarily to serve on-site residential consumption on property where the predominant use is residential, and
- b. accessory to a residential dwelling unit.

Residential solar energy systems may be roof-mounted or ground-mounted and shall not be classified as medium-scale or utility-scale solely due to surface area, panel count, or generating capacity. Residential solar energy systems shall be regulated in accordance with N.C.G.S. § 160D-914 and applicable building and electrical codes.

2) Medium-Scale Solar Energy System

A solar energy system that:

- a. has a rated generating capacity between twenty (20) kilowatts (kW) and one (1) megawatt (MW), or
- b. occupies between one thousand (1,000) square feet and five (5) acres of land area, or
- c. consists of ground-mounted or canopy-mounted solar systems accessory to commercial, institutional, industrial, governmental, or mixed-use developments.

Medium-scale solar energy systems shall not include systems classified as Residential Solar Energy Systems serving residential property or systems otherwise classified as Utility-Scale Solar Energy Facilities.

3) Utility-Scale Solar Energy Facility

A solar energy system that:

- a. has a rated generating capacity greater than one (1) megawatt (MW), or
- b. occupies more than five (5) acres of land area, or
- c. generates electricity primarily for off-site sale, transmission, or distribution.

4) Exclusions

The term “Solar Energy System / Solar Energy Facility” shall not include:

- a. solar-powered yard lights or similar small scale incidental devices generating less than twenty (20) kilowatts (kW); or
- b. temporary portable small scale solar equipment generating less than twenty (20) kilowatts (kW) not permanently installed on a site.

Article VI – Special Uses and Development Standards

Add New Section 5.305 – Solar Energy Facilities/Solar Energy Systems (Medium- and Utility-Scale)

5.305 Solar Energy Facilities/Solar Energy Systems (Medium- and Utility-Scale)

Where Required:

M-1

Granted By:

Town Council

Development Standards:

- a. Land Use Compatibility and Findings Requirement - Solar energy facilities and applicable accessory solar energy systems shall be located and designed to minimize adverse impacts on surrounding properties. The Town Council shall evaluate compatibility based on adjacent land uses, rural character, environmental impacts, infrastructure capacity, and public health and safety. No approval shall be granted unless the Town Council finds that the proposed development will not result in material adverse impacts that cannot be mitigated through reasonable conditions.
- b. Applicability to Accessory Solar Energy Systems - For purposes of this Section, any ground-mounted or canopy-mounted solar energy system exceeding 1,000 square feet in total surface area, whether principal or accessory to a non-residential use, shall be subject to these standards. This regulation applies solely to land use impacts and does not regulate energy production, ownership, or utility interconnection authority, which remain subject to applicable state law and utility regulation. Such systems shall be reviewed under the same development standards applicable to medium-scale solar energy systems where impacts are comparable in nature, including glare, stormwater, buffering, traffic, visual impacts, and infrastructure demand.
- c. Utility Coordination and Grid Capacity - The applicant shall provide documentation of coordination with the electric utility provider regarding interconnection feasibility and system capacity. The Town’s review shall be limited to land use impacts. Final interconnection approval shall remain under the authority of the electric utility provider and applicable state regulatory frameworks. The Town Council shall rely upon documentation provided by the electric utility provider regarding interconnection feasibility and system capacity in evaluating land use impacts.

- d. Water Use, Stormwater, and Environmental Protection - The applicant shall demonstrate that the proposed development will not exceed available water system capacity and will not create adverse impacts on existing users or fire protection reserves. The project shall comply with all applicable North Carolina stormwater, erosion control, and sedimentation regulations and shall be designed to minimize off-site impacts, soil erosion, and changes to existing drainage patterns.
- e. Setbacks and Spacing Requirements - All solar energy arrays and associated infrastructure shall be set back a minimum of 100 feet from all property lines. The Town Council may require increased setbacks up to 300 feet where necessary to mitigate documented site-specific impacts related to adjacent land uses, visibility, rural character, or topography.
- f. Buffers and Screening - Ground-mounted solar energy facilities and applicable accessory ground-mounted solar energy systems shall provide screening along exterior property boundaries adjacent to residentially zoned property or public rights-of-way through vegetative buffers, fencing, existing vegetation, topography, or a combination thereof, as approved by the Town Council. Where vegetative buffering is utilized, buffers shall have a minimum width of 15 feet and consist of existing vegetation, evergreen plantings, landscaped berms, or similar screening methods designed to provide an effective year-round visual barrier with vegetation reaching a mature height of approximately 10 feet within five years. Security fencing, where utilized, shall be a minimum of 8 feet in height and designed to minimize visibility from adjacent properties and public rights-of-way. The Town Council may require additional buffering, fencing, landscaping, or screening where necessary to mitigate documented visual impacts or protect adjacent residential or agricultural properties.
- g. Height, Glare, and Visual Impacts - Solar panels and associated infrastructure shall be designed and installed to minimize visual impact and glare. All panels shall utilize anti-reflective materials and shall be oriented to minimize reflective impacts on adjacent properties and roadways. Maximum panel height shall not exceed 15 feet unless otherwise approved based on engineering necessity and mitigation measures.
- h. Noise Standards - All equipment, including inverters, transformers, and associated mechanical systems, shall comply with a maximum noise level of 60 dBA during daytime hours and 50 dBA during nighttime hours at the property line.
- i. Construction Traffic and Roadway Impacts - A Construction Management Plan and Traffic Impact Analysis may be required where significant construction activity or roadway impacts are anticipated. The Town Council may require mitigation measures where impacts to rural roads, drainage infrastructure, public safety, or traffic operations are identified. Truck routing plans may be required to minimize impacts on residential areas and local streets.
- j. Lighting Standards - All exterior lighting shall be fully shielded, downward directed, and designed to prevent glare or skyglow beyond property boundaries. Lighting shall be limited to the minimum necessary for operational safety and security.
- k. Decommissioning and Site Restoration - A decommissioning plan shall be required for all utility-scale and medium-scale solar energy facilities. The plan shall include removal of all equipment, structures, foundations, and associated infrastructure and restoration of the site to a condition suitable for agricultural, forestry, or compatible rural use. The Town Council may require financial assurance, including bonding or similar security, sufficient to ensure completion of decommissioning and site restoration.

1. Abandonment - Any solar energy facility that ceases operation for more than 12 consecutive months, excluding periods of maintenance, repair, or system upgrades, shall be deemed abandoned and decommissioned unless an extension is granted by the Town Council.

Compatibility with Adopted Plans

The proposed amendment is consistent with the Town of Mayodan Land Development Plan and supports managed growth, protection of rural character, and responsible infrastructure planning.

The amendment provides a structured framework for evaluating solar energy development while preserving flexibility for case-by-case review through the Special Use Permit process.

Staff Comments

This amendment provides a necessary regulatory framework for solar energy systems that are not currently addressed in the Town's zoning ordinance. It allows the Town to evaluate proposed development using clear standards while maintaining flexibility to address site-specific impacts.

Public Notice

The proper public hearing notices were provided for the text amendment.

Planning Board Recommendation

(To be completed following Planning Board review)

Reasonableness and Consistency Statement

The proposed text amendment is reasonable and in the public interest as it establishes clear standards for the review of solar energy facilities while preserving flexibility for site-specific conditions through the Special Use Permit process.

The amendment is consistent with the Town of Mayodan Land Development Plan and supports the Town's goals of protecting rural character, ensuring infrastructure adequacy, and promoting orderly development.

Requested Action

A motion to approve Text Amendment TA-003-2026 and the Reasonableness and Consistency Statement as presented.

Town of Mayodan Zoning
Special Use Case # SU-002-2026 (revised based on TRC review)
Staff Report: Melody Shuler, Town Manager

Applicant: Forbes Realty Consultants, Ken Mackovic Jr.
Owner: Diane Best Purgason
Location: N 7th Avenue (end of roadway)
GIS ID #: 791715543127; Parcel 167889
Request: Special Use Permit to allow alternative street and pedestrian design (open-section streets in lieu of curb and gutter and no sidewalks)

Explanation of the Request:

SU-002-2026 is a request by applicant Ken Mackovic Jr. for a Special Use Permit to allow an alternative street and pedestrian design for a proposed single-family residential subdivision located off N 7th Avenue in the R-12 Residential Zoning District.

The proposed development consists of single-family residential lots, which are permitted by right in the R-12 district. The Special Use Permit is required to allow deviations from traditional street design standards, specifically the use of open-section streets (ditch sections with reduced pavement width) in lieu of curb and gutter, and the omission of sidewalks or other pedestrian facilities.

Background:

The Town of Mayodan Zoning Ordinance requires streets to be constructed to NCDOT standards. With the adoption of Text Amendment TA-001-2026 on May 11, 2026, Section 5.25 – Alternative Street and Pedestrian Design Standards now provides flexibility for open-section streets and alternative pedestrian accommodations where appropriate.

With the text amendment adopted, the Special Use Permit request applies the provisions of Section 5.25 to this specific development.

Location/Current Land Use:

The subject property consists of vacant land located at the terminus of N 7th Avenue. The site is partially wooded and includes areas within the Mayo River WS-IV Critical Area.

Condition and Land Use of Surrounding Properties:

- **North:** Vacant / residential, zoned R-12 (Residential Low Density)
- **South:** Residential / town water treatment plant, zoned R-12 (Residential Low Density)
- **East:** Vacant / residential, zoned R-12 (Residential Low Density)
- **West:** Vacant / residential, zoned R-12 (Residential Low Density)

Analysis:

Use and Zoning

The proposed single-family residential use is permitted by right in the R-12 zoning district. The Special Use Permit request is limited to alternative infrastructure design standards and does not involve a change in land use.

Alternative Street Design & Drainage

The applicant proposes an open-section street design utilizing roadside ditches and reduced pavement width in lieu of curb and gutter.

The proposed design is consistent with the rural character of the surrounding area and is appropriate for a low-density residential development. Final roadway design, including pavement width, cross-section, and materials, is required to meet NCDOT standards, and the applicant is responsible for satisfying all NCDOT requirements through the road construction plan review process. A separate drainage plan will be required and is subject to Technical Review Committee review and approval.

Pedestrian Facilities

No sidewalks or alternative pedestrian facilities are proposed.

There are no existing sidewalks or pedestrian facilities along N 7th Avenue, and the Draft Rockingham County Comprehensive Transportation Plan does not identify planned pedestrian improvements in this area.

Based on the absence of existing or planned pedestrian connectivity, staff finds that no reasonable opportunity for pedestrian connection exists, and therefore a sidewalk or alternative pedestrian facility is not required.

Watershed Compliance

A portion of the site is located within the Mayo River WS-IV Critical Area. The ordinance requires a minimum lot size of one-half (½) acre within this area.

Public Safety and Access

The Fire Chief reviewed the proposed site plan and indicated that, while the current layout would allow for adequate emergency response, the presence of a single point of ingress and egress is a concern. Due to the potential limitations this may place on emergency access, the Fire Chief recommends consideration of a secondary access point to improve response capabilities and overall site safety. If feasible, an additional connection from Utility Street near the Town maintenance facility could be explored, including the option of limiting such access to emergency use only. The Fire Chief also noted that the proposed roadway widths, cul-de-sac dimensions, and fire hydrant placement appear adequate, and that on-street parking should be manageable provided the minimum roadway width is maintained.

Technical Review Committee Update:

At its May 11, 2026 meeting, the Town Council approved Text Amendment TA-001-2026 and received the special use permit application. The Council requested additional information on two items before acting on the SUP: (1) the anticipated cost of widening N 7th Avenue from Jackson Street to the end of the road, and (2) the potential stormwater impacts of the development. The Council also directed that the

Technical Review Committee complete a full review of the subdivision and develop recommended conditions, with final subdivision approval to return to the Council.

The TRC review has been completed. Feedback was received from the Rockingham County Fire Marshal, Mayodan Fire Chief, Mayodan Public Works Director, and Rockingham County Senior Planner. The applicant has reviewed and agreed to the revised conditions. The revised conditions are attached to this report.

Summary of Revised Conditions:

The revised conditions reflect the outcome of the TRC review and applicant negotiations, and supersede the original conditions recommended at the time of the Planning Board's favorable recommendation. The final six conditions are as follows:

- Final roadway design shall demonstrate adequate access of twenty (20) feet in width for emergency vehicles and be maintained in accordance with applicable fire code requirements.
- Drainage plan prepared by a licensed engineer demonstrating no adverse stormwater impacts to adjacent properties or the un-named tributary, subject to Technical Review Committee approval.
- 30-foot undisturbed stream buffer along the un-named tributary to the Mayo River to be delineated on the final plat.
- Minimum 40' x 80' cemetery easement recorded around the identified headstones, with a 10-foot access easement to the cemetery.
- All utility infrastructure and connections reviewed and approved by the Town prior to final plat approval.
- E&S permit approval obtained prior to any land disturbance.

Items Requiring Additional TRC Review Prior to Final Plat Approval:

One item requires completion before the plat can receive final approval:

- **Drainage Plan:** A drainage plan prepared by a licensed engineer must be submitted and reviewed by the Technical Review Committee demonstrating the open-section ditch system will not create adverse impacts to adjacent properties or the un-named tributary. Note: the roadway design itself is subject to NCDOT review and approval through the road construction plan process; the applicant is responsible for meeting all NCDOT requirements for street construction.

Applicant Response to TRC Recommended Conditions:

The TRC recommended conditions as part of the subdivision approval. The applicant reviewed the conditions and agreed to 6 out of 11. The following items were either declined, removed, or modified. These are presented for the Council's awareness.

1. Emergency Access – Utility Street (Removed)

The TRC recommended evaluating a secondary emergency access connection from Utility Street to the cul-de-sac. This condition has been removed based on the following objections raised by the applicant and the applicant's engineer:

- **Insufficient right-of-way:** The engineer identified that available ROW at the Utility Street connection point is approximately 47 feet, less than the 50-foot standard required for a compliant access road under NCDOT requirements.
- **Stream crossing:** Any access from Utility Street would require crossing the un-named tributary to the Mayo River, triggering federal and state permitting requirements that are disproportionate to the purpose of the access.

- **Excessive disturbance:** Constructing the access would require significant clearing, grading, and land disturbance given the terrain and stream crossing involved, making it impractical and disproportionate to the benefit.
- **Full ROW requirement:** Any access road of this nature would require a full public ROW dedication, and in combination with the road ROW, the stream crossing, and the terrain, the cumulative disturbance would be substantial. The applicant's position is that this does not constitute a viable entrance.

Staff concurs that the objections are well-founded and the condition was removed since it has been determined infeasible.

2. Construction Access via Utility Street (Removed)

The TRC recommended requiring all construction traffic to access the site via Utility Street rather than N 7th Avenue, to protect any widening improvements made to N 7th Avenue prior to construction. This condition has been removed for the same underlying reasons as Condition 2 above — the ROW constraint, stream crossing, required permitting, and land disturbance make a construction access via Utility Street impractical. Staff recommends for timing of N 7th Avenue widening improvements to occur after construction of the subdivision is complete.

3. Developer Contribution – N 7th Avenue Widening (Declined)

The TRC recommended that the developer contribute a proportional share toward the cost of widening N 7th Avenue from 17 feet to 20 feet, based on the incremental traffic impact of the development. The applicant declined, asserting that N 7th Avenue is a pre-existing Town issue that exists regardless of whether the development proceeds. Staff note: Town Attorney has advised that a developer contribution is legally permissible under NCGS § 160D-804(c)(5) and the Subdivision Ordinance. The widening cost is presented separately in the N 7th Avenue Widening Cost Estimate Summary.

4. Culvert Sizing – 25-Year Storm Standard (Removed)

The TRC originally recommended that the applicant's engineer self-certify all culverts to a 25-year storm standard and share the cost of any upsizing with the Town. The applicant noted that culvert sizing is already required to be addressed through NCDOT's standard E&S and road construction plan review process, and that the developer is already obligated to implement everything required by NCDOT upon their approval. No separate cost-sharing arrangement was agreed to. The condition has been removed; NCDOT review provides the applicable standard.

5. Street Width – 22 to 24 Feet (Declined)

The Fire Marshal and Mayodan Fire Chief recommended widening internal streets to 22–24 feet where feasible for fire apparatus operations. The applicant has not agreed. This recommendation has been removed from Condition 1, which has been restored to the original SUP language requiring a minimum of 20 feet demonstrated through final roadway design.

- Upon Council approval of the SUP with revised conditions, the applicant will update the plat to reflect all required changes.
- The TRC will complete a review of the drainage plan.
- Once all TRC conditions are satisfied, subdivision approval will return to the Council for final consideration at a future meeting.

Staff Recommendation:

Staff recommends approval of SU-002-2026, a request for a Special Use Permit to allow alternative street and pedestrian design for a single-family residential development in the R-12 zoning district, subject to the following conditions:

1. Final roadway design shall demonstrate adequate access of twenty (20) feet in width for emergency vehicles and be maintained in accordance with applicable fire code requirements.
2. Drainage plan prepared by a licensed engineer demonstrating no adverse stormwater impacts to adjacent properties or the un-named tributary, subject to Technical Review Committee approval.
3. 30-foot undisturbed stream buffer along the un-named tributary to the Mayo River to be delineated on the final plat.
4. Minimum 40' x 80' cemetery easement recorded around the identified headstones, with a 10-foot access easement to the cemetery.
5. All utility infrastructure and connections reviewed and approved by the Town prior to final plat approval.
6. E&S permit approval obtained prior to any land disturbance.

Planning Board:

The Planning Board reviewed the special use permit application on April 20, 2026, and approved a motion for a favorable recommendation of SU-002-2026 with the above conditions. Motion passed 4:2 with Norma O'Steen and Sammy Martin in opposition.

Member O'Steen expressed comfort with the existing ordinance language and raised concerns about the quality of housing construction, while Member Martin opposed the alternative infrastructure standard.

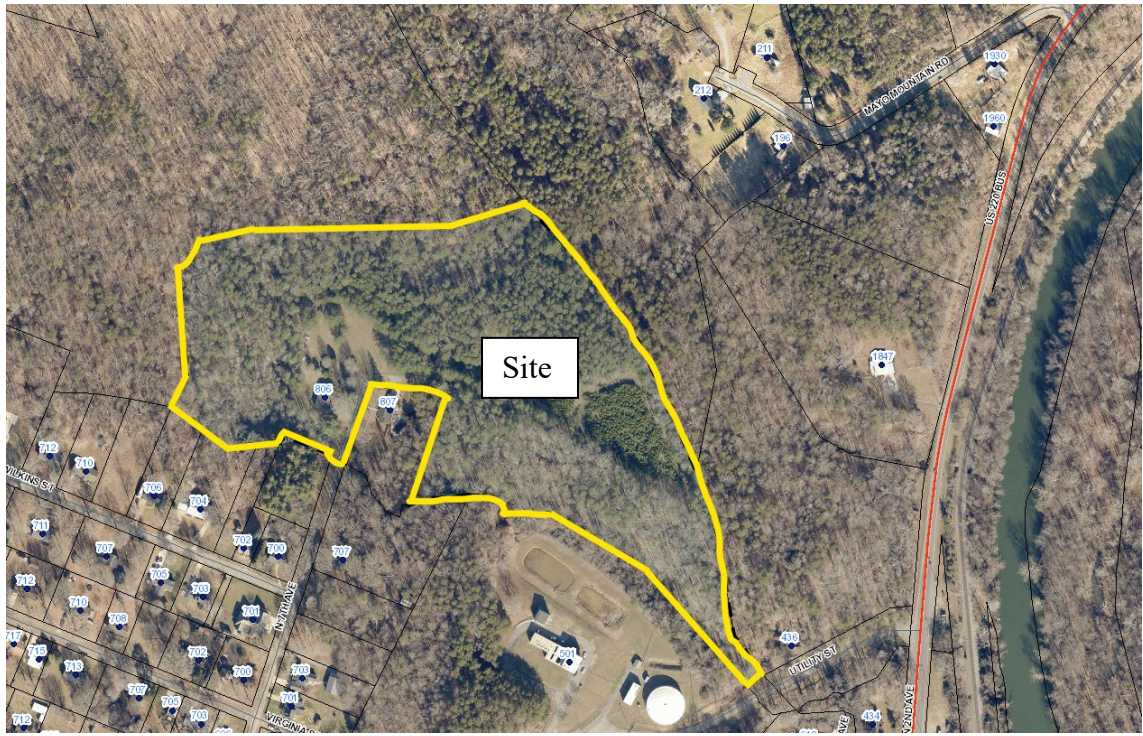
Requested Action:

- Motion to approve Special Use Permit SUP-002-2026 with the recommended conditions, based on an affirmative determination of the required findings of fact.

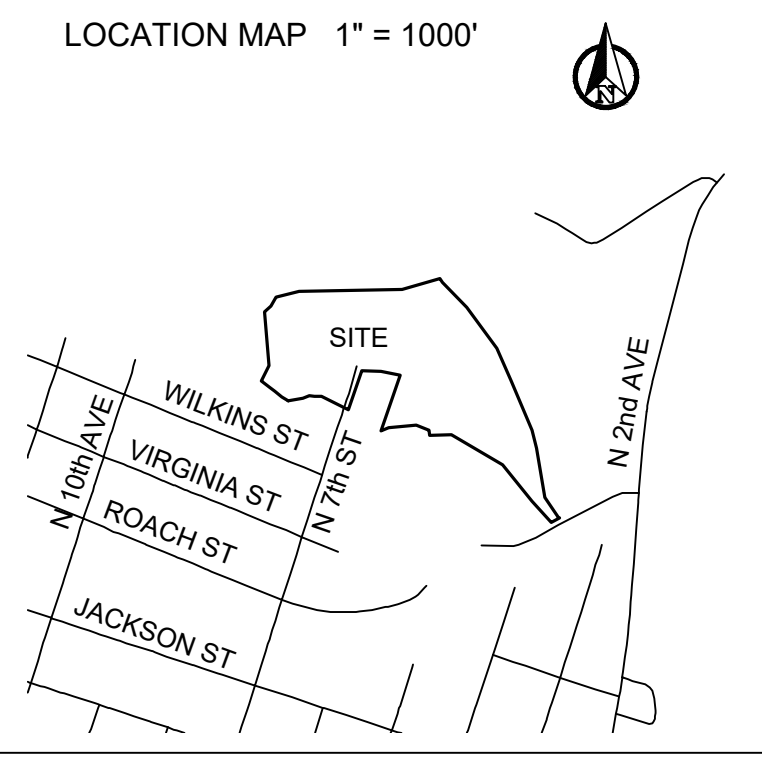
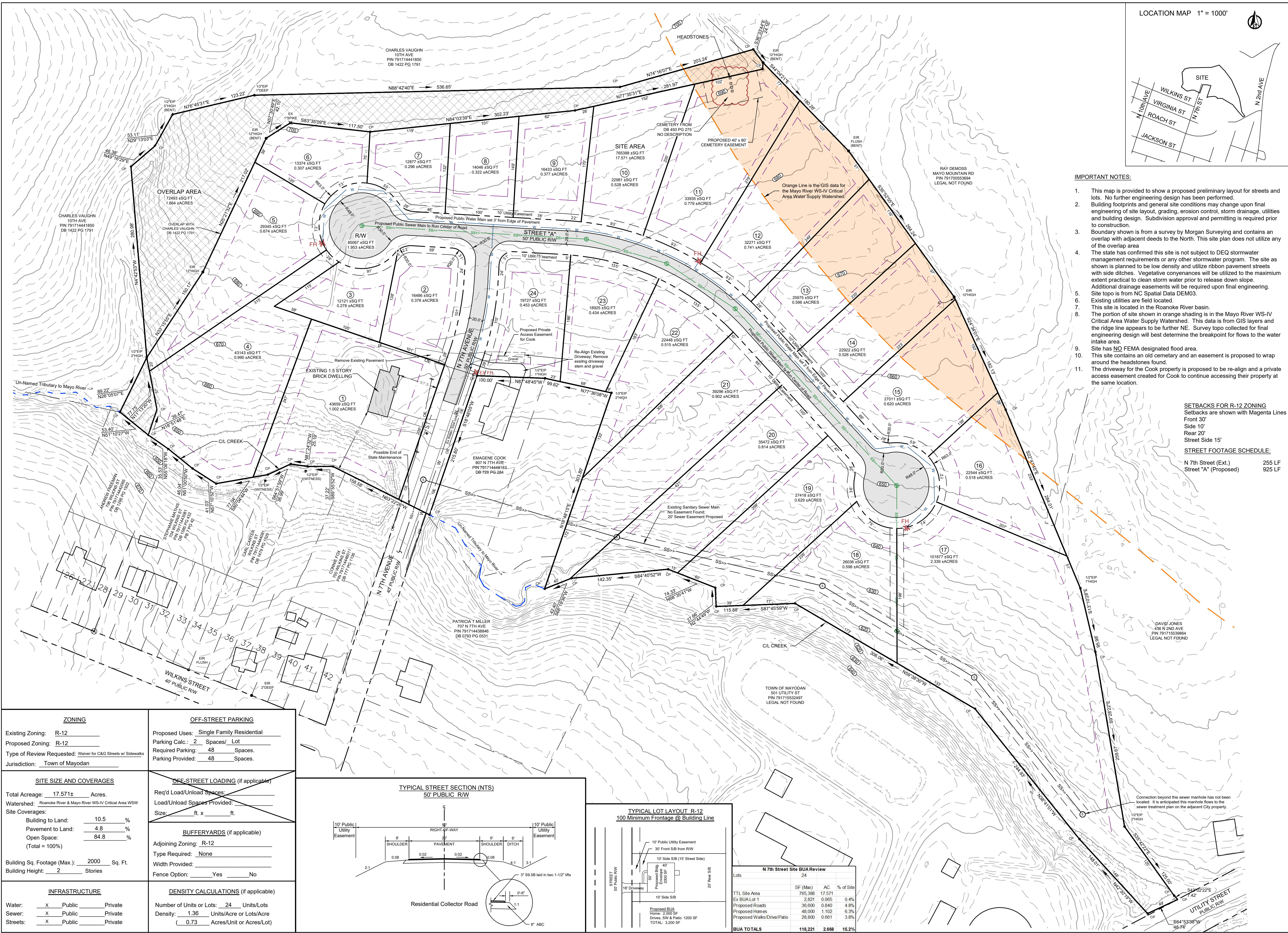
Findings of Fact:

- Finding #1: The proposed use will not materially endanger the public health or safety.
- Finding #2: The proposed use will comply with all regulations and standards generally applicable within the zoning district and specifically applicable to the particular type of special use or class of special uses.
- Finding #3: The proposed use will not substantially injure the value of adjoining property.
- Finding #4: The proposed use will be in harmony with the area in which it is located.

Aerial Photo:



Rockingham County GIS, Aerial, NCOneMap Latest



BEESON & CARTER, P.A.
 CIVIL ENGINEERS LAND SURVEYORS
 LAND PLANNING
 4970 US Highway 311 N #669, Walkertown, NC 27051
 OFFICE: (336) 748-0071 FAX: (336) 748-0470
 WEB: www.be-cng.com
 Corp #: C-4017

SEAL: **PRELIMINARY FOR REVIEW ONLY**
 BEESON & CARTER, P.A.
 ENGINEER
 038574
DO NOT USE FOR CONSTRUCTION

IMPORTANT NOTES:

- This map is provided to show a proposed preliminary layout for streets and lots. No further engineering design has been performed.
- Building footprints and general site conditions may change upon final engineering of site layout, grading, erosion control, storm drainage, utilities and building design. Subdivision approval and permitting is required prior to construction.
- Boundary shown is from a survey by Morgan Surveying and contains an overlap with adjacent deeds to the North. This site plan does not utilize any of the overlap area.
- The state has confirmed this site is not subject to DEQ stormwater management requirements or any other stormwater program. The site as shown is planned to be low density and utilize ribbon pavement streets with side ditches. Vegetative conveyances will be utilized to the maximum extent practical to clean storm water prior to release down slope. Additional drainage easements will be required upon final engineering. Site topo is from NC Spatial Data DEM03.
- Existing utilities are field located.
- This site is located in the Roanoke River basin.
- The portion of site shown in orange shading is in the Mayo River WS-IV Critical Area Water Supply Watershed. This data is from GIS layers and the ridge line appears to be further NE. Survey topo collected for final engineering design will best determine the breakpoint for flows to the water intake area.
- Site has **NO** FEMA designated flood area.
- This site contains an old cemetery and an easement is proposed to wrap around the headstones found.
- The driveway for the Cook property is proposed to be re-align and a private access easement created for Cook to continue accessing their property at the same location.

SETBACKS FOR R-12 ZONING
 Setbacks are shown with Magenta Lines
 Front 30'
 Side 10'
 Rear 20'
 Street Side 15'

STREET FOOTAGE SCHEDULE:
 N 7th Street (Ext.) 255 LF
 Street "A" (Proposed) 925 LF

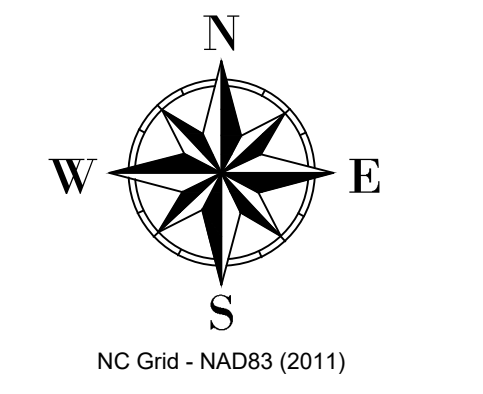
- Preliminary - Do Not Use for Construction
- Final Drawing - For Review Purposes Only
- Final Drawing

PROJECT:

N 7th Street
 Single-Family Residential Subdivision
 Mayodan, NC; Madison Township
 PIN# 791715543127; Parcel #167889

PROPERTY OWNER:
 THOMAS BERNARD PURGASON
 5042 NC Highway 770 PO Box 641
 Stoneville, NC 27048-0641
 Deed Book: 1566 Pg: 2501

CLIENT / PREPARED FOR:
 FORBES REALTY CONSULTANTS LLC
 Ken Mackovic
 PO Box 1125
 Summerfield, NC 27358
 Ph. No.: 336-430-9507
 Email: kenmackovic5@icloud.com



DATE: 04.01.2026
 DRAWN BY: TBC / ATC
 JOB NO.: 26-203

REVISIONS:
 04.08.2026 Lot 16 revised per planning comments

SCALE: 1" = 60'
 30 0 15 30 60 120

SHEET TITLE:
PRELIMINARY SITE PLAN

© Beeson & Carter, P.A.

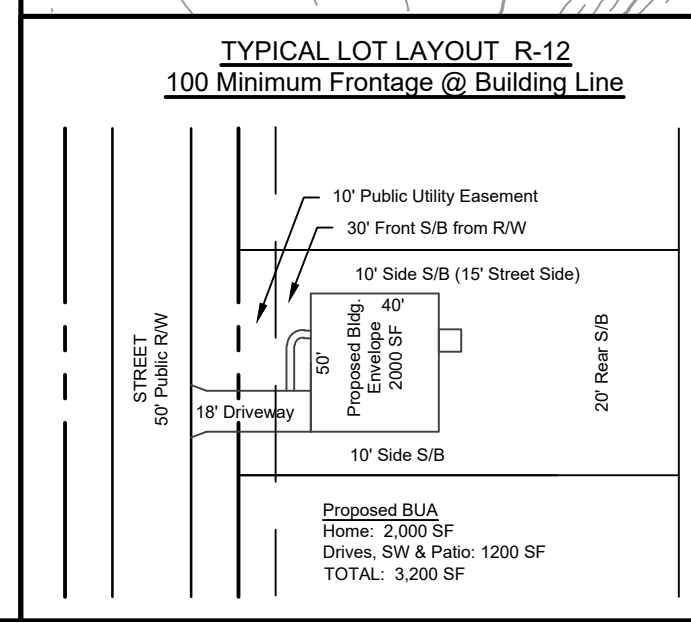
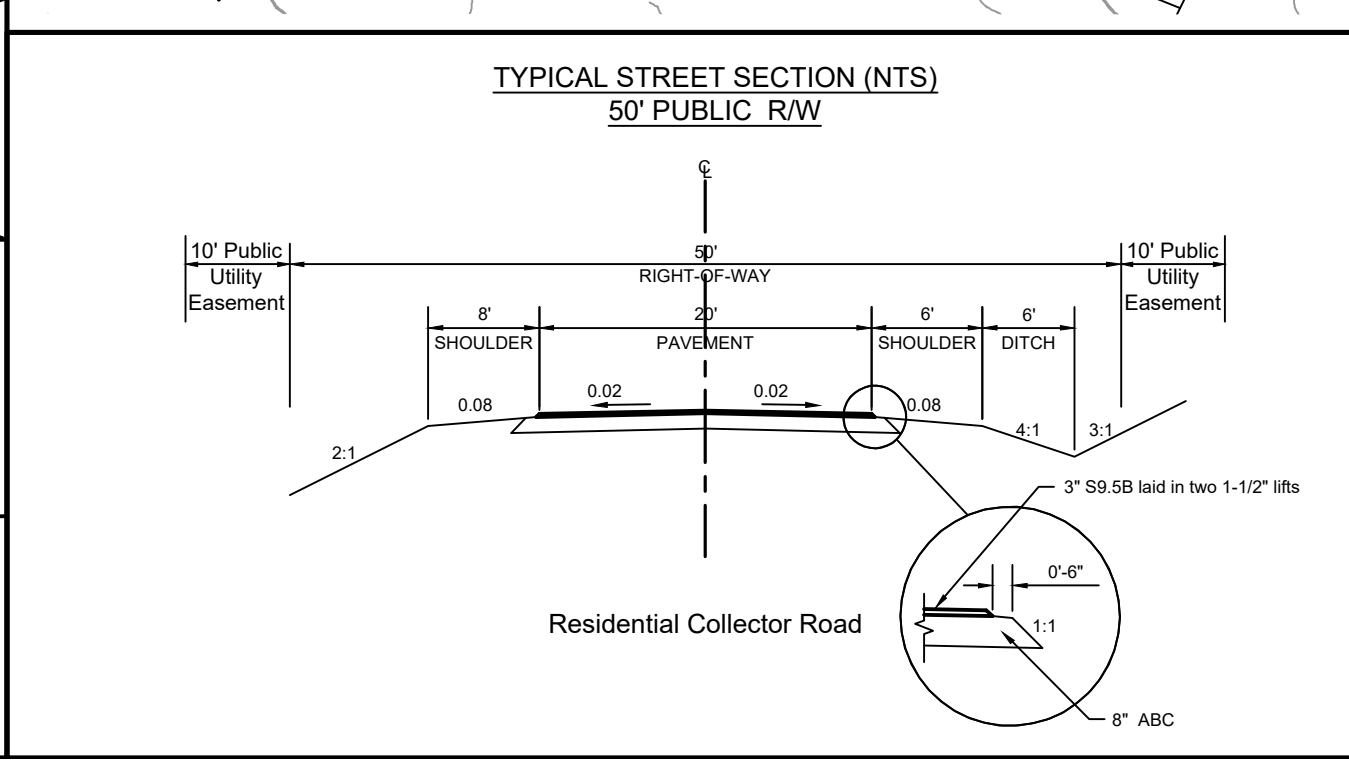
SHEET NO:
C-1.1

ZONING
 Existing Zoning: R-12
 Proposed Zoning: R-12
 Type of Review Requested: Waiver for C&G Streets w/ Sidewalks
 Jurisdiction: Town of Mayodan

OFF-STREET PARKING
 Proposed Uses: Single Family Residential
 Parking Calc.: 2 Spaces/ Lot
 Required Parking: 48 Spaces
 Parking Provided: 48 Spaces

SITE SIZE AND COVERAGES
 Total Acreage: 17.571± Acres
 Watershed: Roanoke River & Mayo River WS-IV Critical Area WSW
 Site Coverages:
 Building to Land: 10.5 %
 Pavement to Land: 4.8 %
 Open Space: 84.8 %
 (Total = 100%)
 Building Sq. Footage (Max.): 2000 Sq. Ft.
 Building Height: 2 Stories

OFF-STREET LOADING (if applicable)
 Req'd Load/Unload Spaces:
 Load/Unload Spaces Provided:
 Size: ft. x ft.
BUFFERYARDS (if applicable)
 Adjoining Zoning: R-12
 Type Required: None
 Width Provided:
 Fence Option: Yes No



N 7th Street Site BUA Review

Lots	SF (Max)	AC	% of Site
TTL Site Area	765,388	17.571	
Ex BUA Lot 1	2,821	0.065	0.4%
Proposed Roads	36,600	0.840	4.8%
Proposed Homes	48,000	1.102	6.3%
Proposed Walks/Drive/Patio	28,800	0.661	3.8%
BUA TOTALS	116,221	2.668	15.2%

INFRASTRUCTURE
 Water: Public Private
 Sewer: Public Private
 Streets: Public Private

DENSITY CALCULATIONS (if applicable)
 Number of Units or Lots: 24 Units/Lots
 Density: 1.36 Units/Acre or Lots/Acre
 (0.73 Acres/Unit or Acres/Lot)

**WRITTEN DECISION - SPECIAL USE PERMIT FOR ALTERNATIVE STREET AND
PEDESTRIAN DESIGN - N 7TH AVENUE**

WHEREAS, an application was submitted by Forbes Realty Consultants, Ken Mackovic Jr., requesting a Special Use Permit to allow alternative street and pedestrian design for a proposed single-family residential subdivision at property located at N 7th Avenue (GIS ID: 791715543127; Parcel 167889); and

WHEREAS, the subject property is located within the R-12 Residential (Low Density) zoning district, where single-family residential use is permitted by right and the requested alternative street and pedestrian design standards are permitted pursuant to a Special Use under the Town of Mayodan Zoning Ordinance; and

WHEREAS, the application proposes the use of open-section streets (ditch sections with reduced pavement width) in lieu of curb and gutter, and the omission of sidewalks for a single-family residential subdivision on currently vacant land within the Mayo River WS-IV Critical Area; and

WHEREAS, notice of the public hearing was duly provided in accordance with applicable law, and a public hearing was held by the Town Council at which all persons wishing to be heard were given the opportunity, and all competent, material, and substantial evidence was received; and

WHEREAS, the Planning Board reviewed the application on April 20, 2026, and voted 4:2 to recommend approval of the Special Use Permit with conditions; and

WHEREAS, the Town Council, having considered the application, staff report, Planning Board recommendation, and all evidence presented, makes the following findings in accordance with N.C.G.S. § 160D-705(c):

FINDINGS OF FACT

1. Public Health and Safety

The proposed use will not materially endanger the public health or safety. The proposed roadway widths, cul-de-sac dimensions, and fire hydrant placement are adequate for emergency response. Adequate provisions for access, stormwater management, erosion control, and utility infrastructure can be met through compliance with applicable codes and the conditions imposed herein.

- 2. Compliance with Ordinance Standards** The proposed development complies with all applicable requirements of the Town of Mayodan Zoning Ordinance for the R-12 district. The alternative street and pedestrian design standards are consistent with Section 5.25 – Alternative Street and Pedestrian Design Standards, as adopted by Text Amendment TA-001-2026 on May 11, 2026. The development is capable of meeting all applicable development standards.

3. **Impact on Adjacent Property Values**

The proposed use will not substantially injure the value of adjoining properties. The surrounding area consists of vacant and residential properties in the R-12 zoning district, and the proposed single-family residential subdivision utilizing open-section street design is consistent with the low-density rural character of the area.

4. **Harmony with Surrounding Area**

The proposed use is in harmony with the area in which it is located. The open-section street design reflects the rural character of the surrounding neighborhood along N 7th Avenue, where no existing sidewalks or pedestrian facilities are present and no planned pedestrian improvements are identified in the Draft Rockingham County Comprehensive Transportation Plan. The development is consistent with the zoning designation and surrounding land uses.

NOW, THEREFORE, BE IT RESOLVED

That the Town of Mayodan Town Council hereby **APPROVES** Special Use Permit SU-002-2026 for property located at **N 7th Avenue**, to allow alternative street and pedestrian design for a single-family residential subdivision, as shown on the site plan submitted with the application, subject to the following conditions:

CONDITIONS

1. **Street Width – Internal Roads** Final roadway design shall demonstrate adequate access of twenty (20) feet in width for emergency vehicles and be maintained in accordance with applicable fire code requirements.
2. **Drainage Plan** A drainage plan shall be prepared by a licensed engineer demonstrating that the proposed open-section street and ditch system will adequately manage stormwater and not create adverse impacts to adjacent properties or the un-named tributary. Final drainage design shall be subject to Technical Review Committee approval.
3. **Stream Buffer** The final plat shall delineate a 30-foot undisturbed stream buffer along the un-named tributary to the Mayo River. No grading or construction shall occur within this buffer.
4. **Cemetery Easement** A minimum 40' x 80' easement shall be recorded around the identified headstones. No grading or construction shall occur within the easement area. An access easement of 10 feet to the cemetery shall be provided.

5. **Utility Infrastructure** All utility infrastructure and connections shall be reviewed and approved by the Town prior to final plat approval.
6. **Erosion and Sedimentation Control** The developer shall obtain E&S permit approval from the appropriate authority prior to any land disturbance.

Adopted this 8th day of June 2026.

E. Dwight Lake, Mayor

ATTEST:

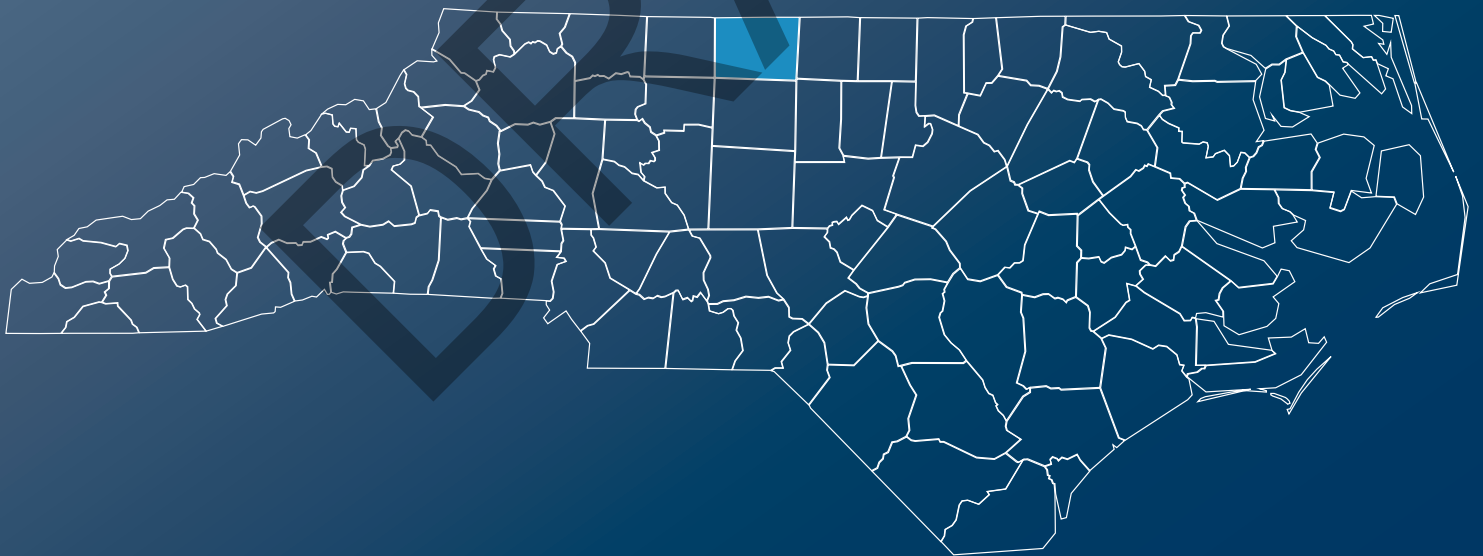
Sarah Hopper, Town Clerk

AGENDA ITEM COVER

Item for Agenda:	Rockingham County Comprehensive Transportation Plan
Placement on Agenda:	New Business
Presenter:	Emily Stupka, NCDOT
Description of Agenda Item or Other Pertinent Information for Council:	<p>BACKGROUND:</p> <p>The Town of Mayodan, in coordination with Rockingham County, the Piedmont Triad Rural Planning Organization, and the North Carolina Department of Transportation, has participated in the development of a Comprehensive Transportation Plan. The plan serves as a long-range guide for transportation improvements and future growth throughout the Town and County. The proposed resolution formally adopts the Comprehensive Transportation Plan as recommended by the North Carolina Department of Transportation and supports its submission for subsequent adoption by NCDOT.</p> <p>RECOMMENDED ACTION:</p> <p>Approve the Resolution Adopting the Rockingham County Comprehensive Transportation Plan for the Town of Mayodan, North Carolina.</p>

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.

PREPARED BY

- Emily Stupka**, Project Engineer
- Pam R. Cook**, PE, Project Manager (former)
- John A. (Andy) Bailey**, CPM, Western Piedmont Planning Group Supervisor
- Alena Cook**, PE, CPM, Planning Unit Head
- Alpesh Patel**, Director

SPECIAL ASSISTANCE BY

- Carter Spradling**, AICP, Piedmont Triad Regional Planning Organization (PTRPO) (acting)
- Dawn Vallieres**, Piedmont Triad Rural Planning Organization (PTRPO) (former)
- Chad Reimakoski**, NCDOT Division 7 Planning Engineer
- Nishant Shah**, NCDOT Division 7 Corridor Engineer
- Jeremey Delapp**, Division 7 District Engineer

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

STEERING COMMITTEE MEMBERS

- Adam Barr**, Rockingham County
- Cathy Powers**, Aging, Disability & Transit Services Executive Director
- Cris Cox**, Rockingham County Schools
- Dillon Brown**, Director, Parks and Recreation, Stoneville
- Erselle Young**, Rockingham County Schools
- Gini Cardwell**, Farm Bureau Insurance, Madison
- Hiram Marziano**, Rockingham County Community Development Director (former)
- James "Michael" Sands**, Town of Stoneville
- Jason Hardin**, Reidsville Planning & Community Development Director
- Kelly Stultz**, Town of Eden
- Lee Mitchell**, Director, Madison-Mayodan Rec Dept, Mayodan
- Lindsay Pegg**, Rockingham County Tourism
- Lynn Cochran**, Rockingham County
- Melody Shuler**, Town of Mayodan
- Yvonne Russell**, Town of Wentworth



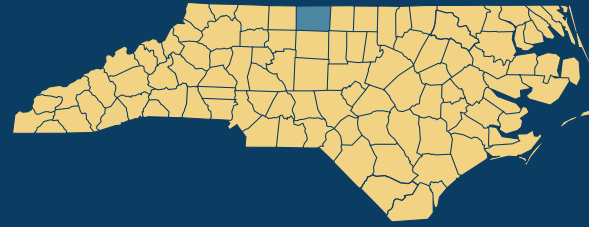
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[Click here to view Appendix](#)

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 score of **4.66 out of 5** rating.

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

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

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 St.</p>	<p>U.S. 29 Bus/U.S. 158 </p> <p>Consolidate driveways and improve traffic signal operations along U.S. 29 Business between S Scales St (SR 2670) and W Harrison St (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 Rd/Carlton Rd, Sardis Church Rd/Baggage Rd, and Martinsville Lp.</p>	<p>U.S. 311 (W Academy St) </p> <p>Widen U.S. 311 (E Academy St) to 4-lanes with a raised median from U.S. 220 Business/N.C. 704 to U.S. 220 and improve 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

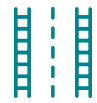
The CTP vision, goals, and objectives are developed based on input of the public involvement process and help identify how residents in an area would like to develop the transportation system.

“Rockingham County has a safe, well-maintained, accessible, efficient, and convenient 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*

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.
Identify and avoid environmentally sensitive areas (e.g., wetlands, floodplains, historic sites) during project planning.



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

Kick-off CTP Steering Committee meeting, 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.
- Supporting documentation of the plan, study process, and recommendations
- A list of 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 US 220
- “The design of this road is awful” – about US 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 [Area].

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.



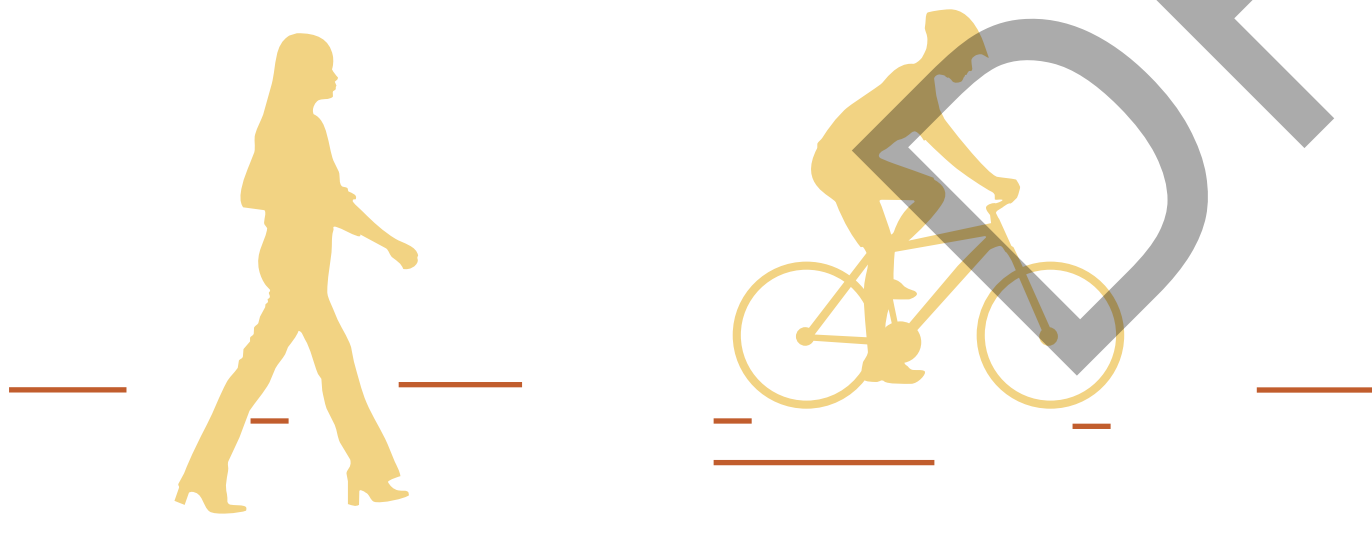
PUBLIC TRANSPORTATION ANALYSIS SUMMARY

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 around a ¾ 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.



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



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 9:00 am to 5:00 pm, 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](#).

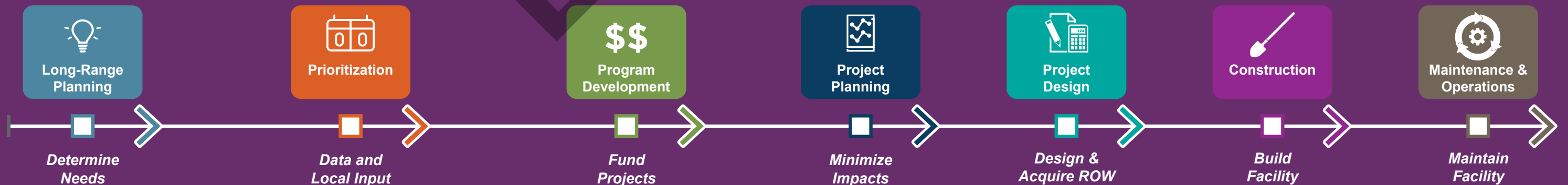
CTP PROJECT RECOMMENDATIONS LIST

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



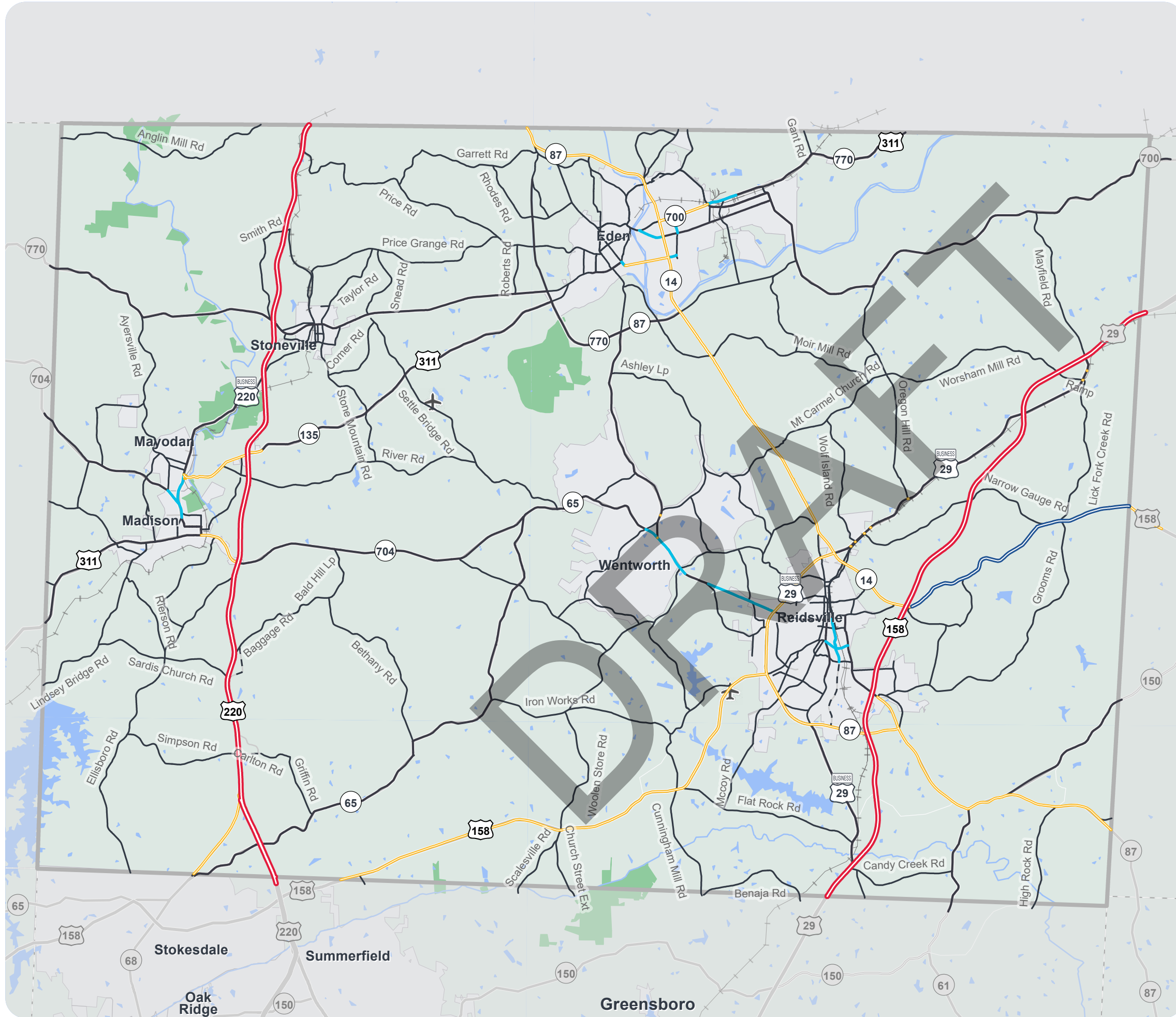
FACILITY TYPES

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>

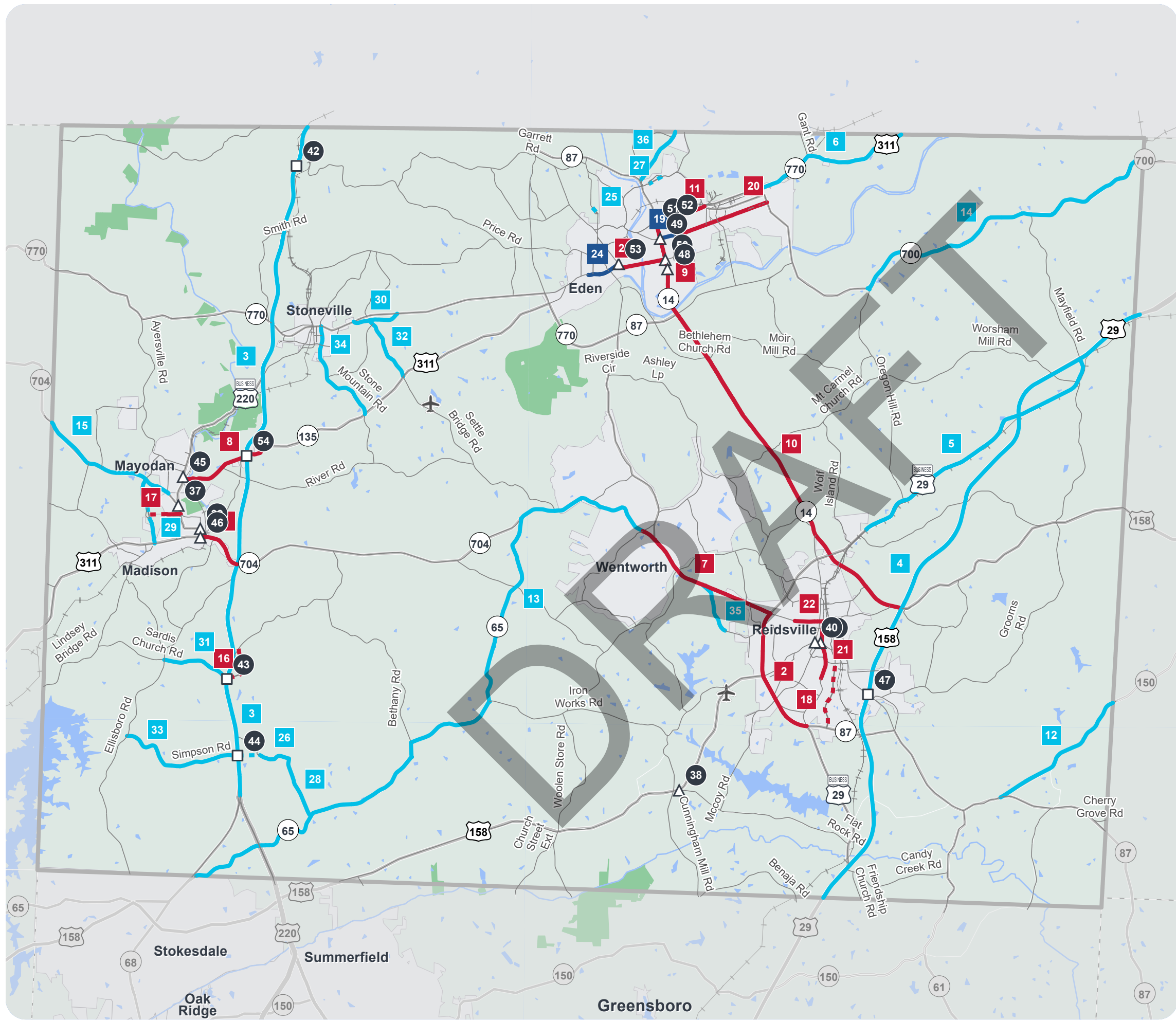


Sheet 2 of 4

Base map date: August 11, 2023

Legal Disclaimer

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WORKING COPY
Plan Date: February 25, 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

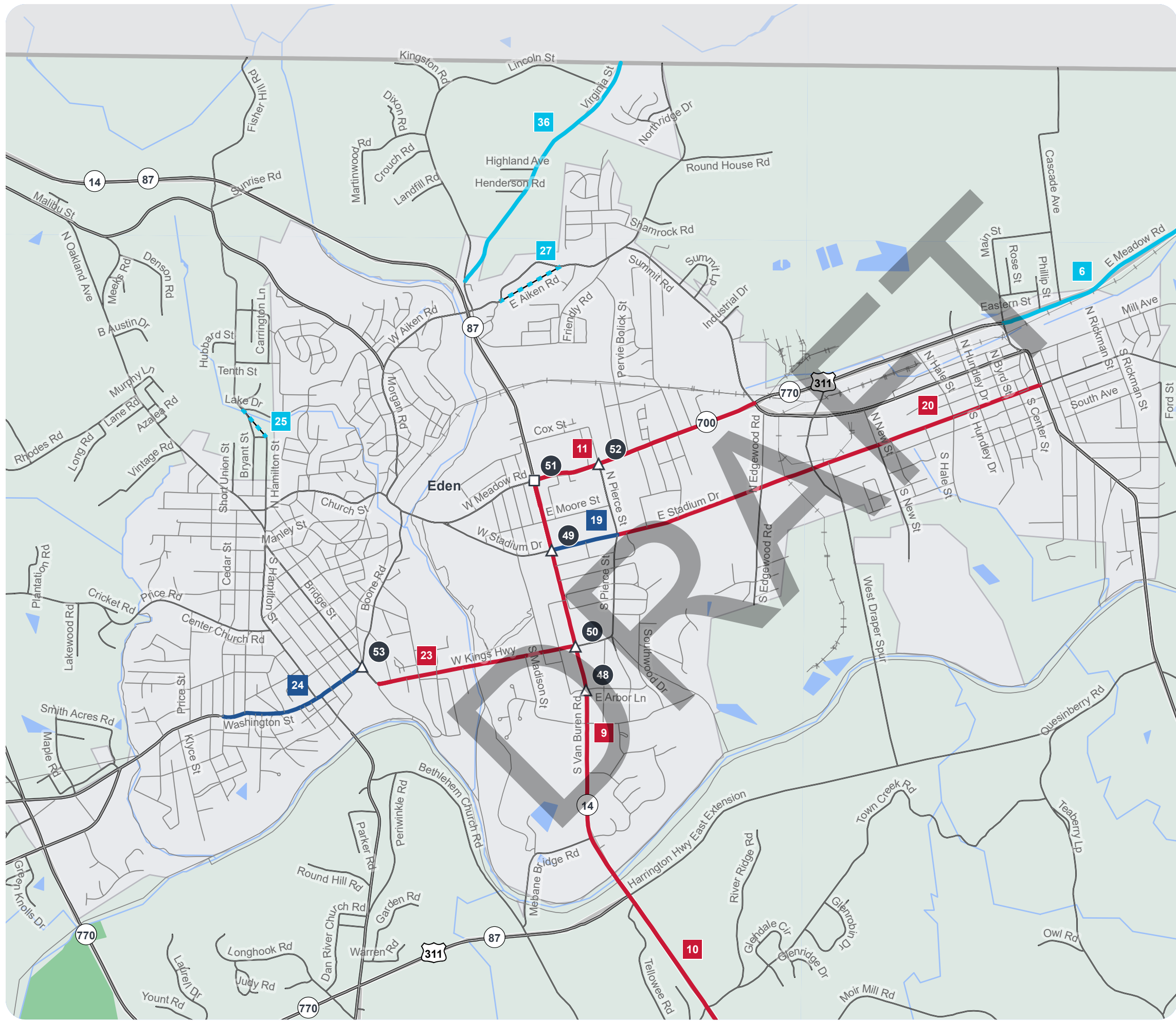
Congestion / Mobility (e.g., add lanes)	#	—	---
Access Management / Operations (e.g., add median)	#	—	---
Modernization (e.g., widen lanes, add turn lanes)	#	—	---
Other (e.g., safety, economic development)	#	—	---
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

- Studied Roads
- MPO Boundary
- Piedmont Triad RPO

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

0 0.17 0.35 0.7 1.05 1.4 Miles



Sheet 2 of 4
Base map date: August 11, 2023

Legal Disclaimer

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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



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



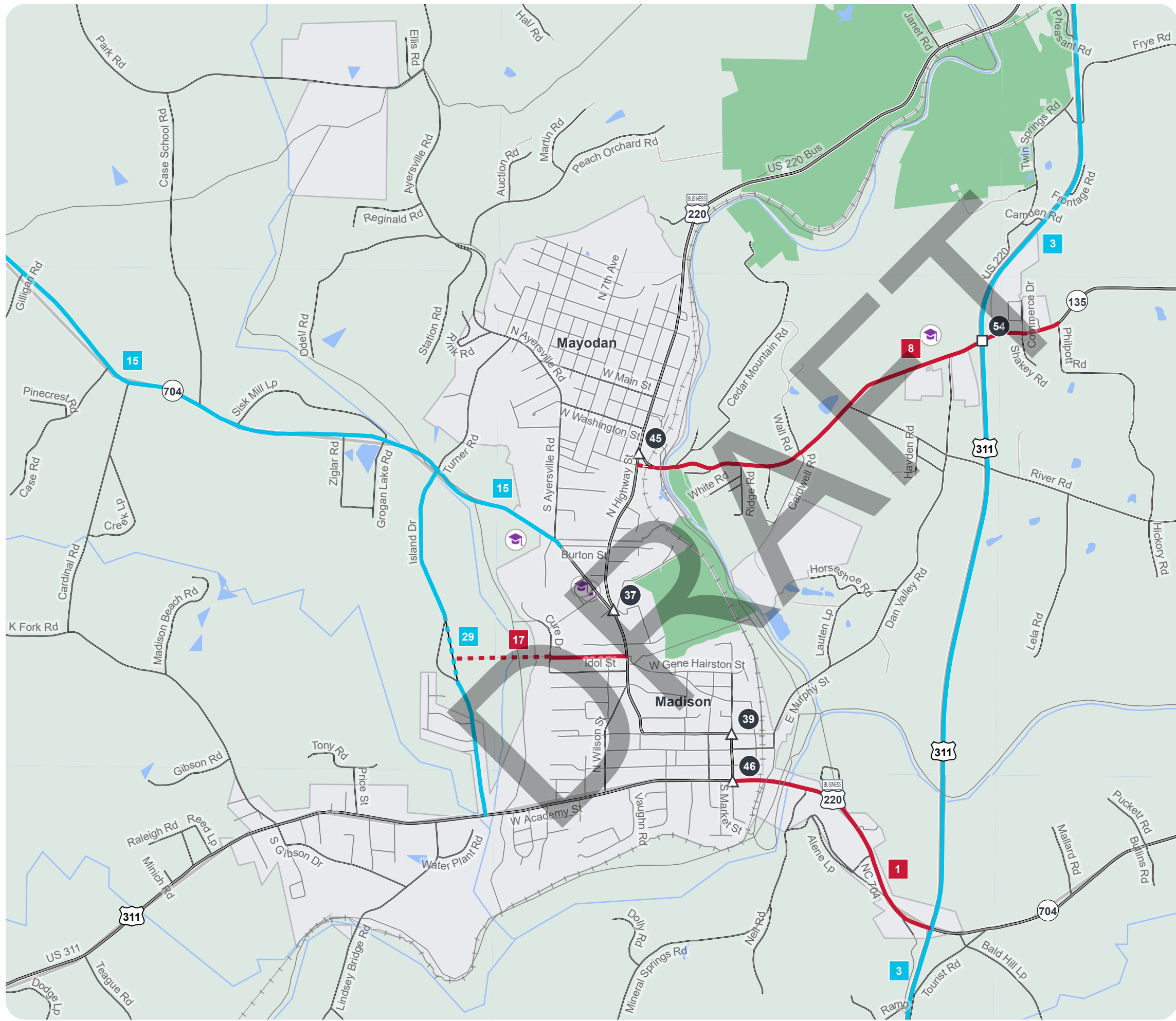
Sheet 2 of 4

Base map date: August 11, 2023

Legal Disclaimer

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WORKING COPY
Plan Date: February 25, 2026



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



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



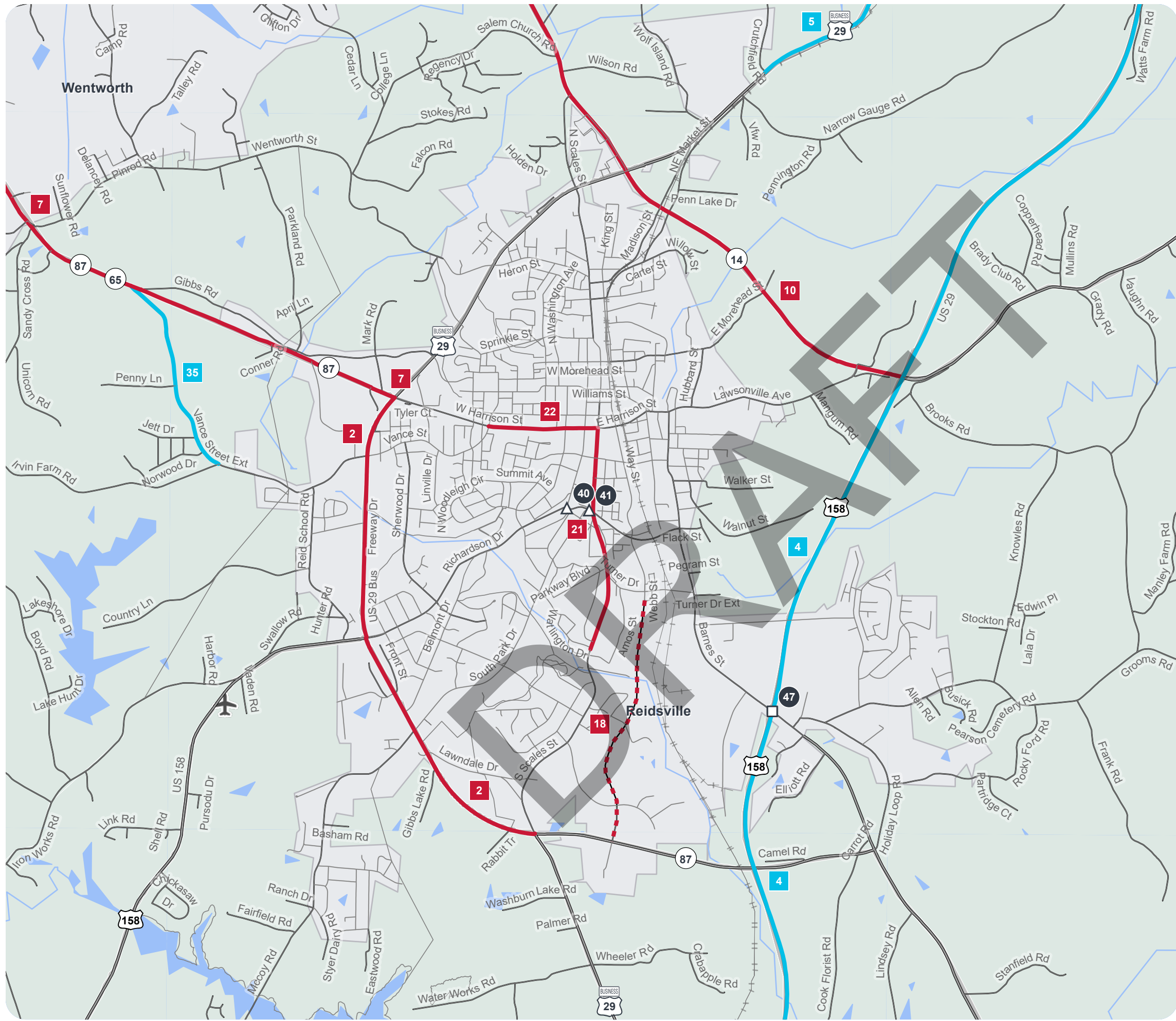
Sheet 2 of 4

Base map date: August 11, 2023

Legal Disclaimer

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WORKING COPY
Plan Date: February 25, 2026



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

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

Sheet 2 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.

WORKING COPY
Plan Date: February 25, 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



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



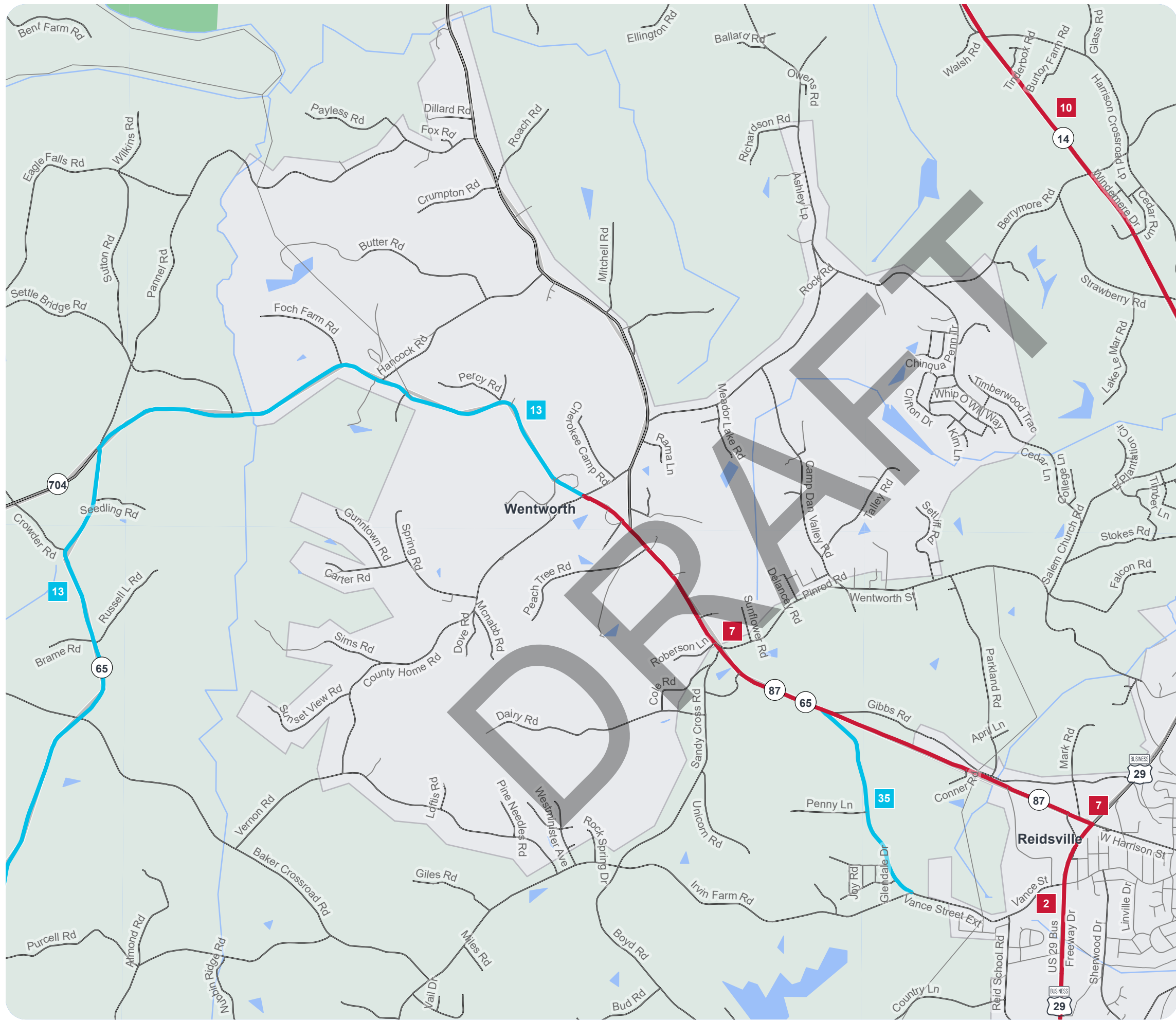
Sheet 2 of 4

Base map date: August 11, 2023

Legal Disclaimer

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WORKING COPY
Plan Date: February 25, 2026



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, 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

Church St/Stone Mountain Rd (SR 2154):*From NC 770 to NC 135 | 2.94 miles*

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

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.

**PUBLIC TRANSPORTATION
AND RAIL RECOMMENDATIONS**
Proposals that address identified needs through 2050



ROCKINGHAM COUNTY
Rockingham County

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		
MPO Boundary			
Piedmont Triad RPO			
Studied Roads			
Denotes Highway Incidental	★		



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



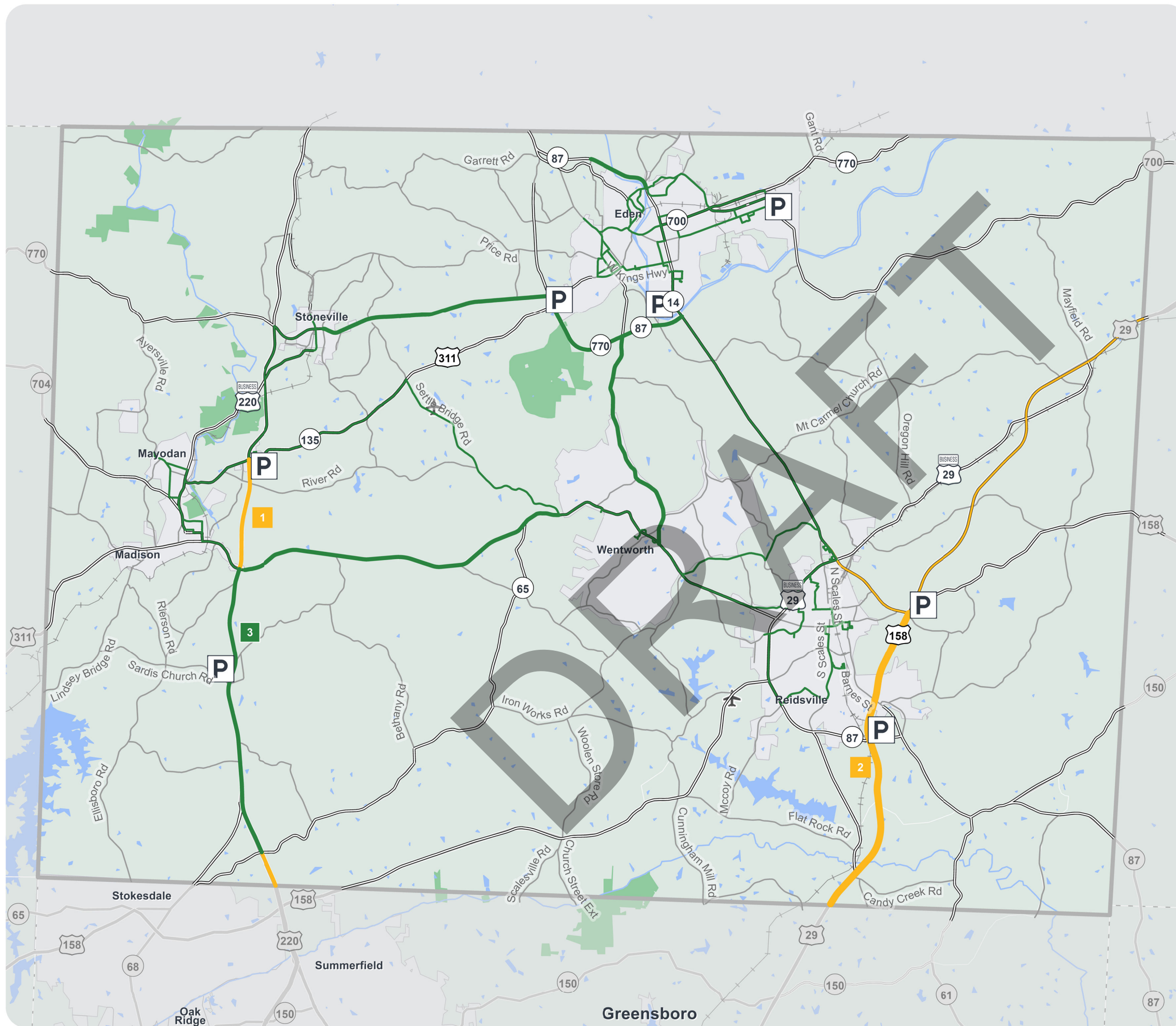
Sheet 3 of 4

Base map date: August 11, 2023

Legal Disclaimer

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WORKING COPY
Plan Date: October 29, 2025





Rockingham County Public Transportation and Rail Recommendations

2

★ **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.

3

★ **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, and Simpson Rd to improve statewide reliability and connectivity. This project includes transit recommendations.

DRAFT

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



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



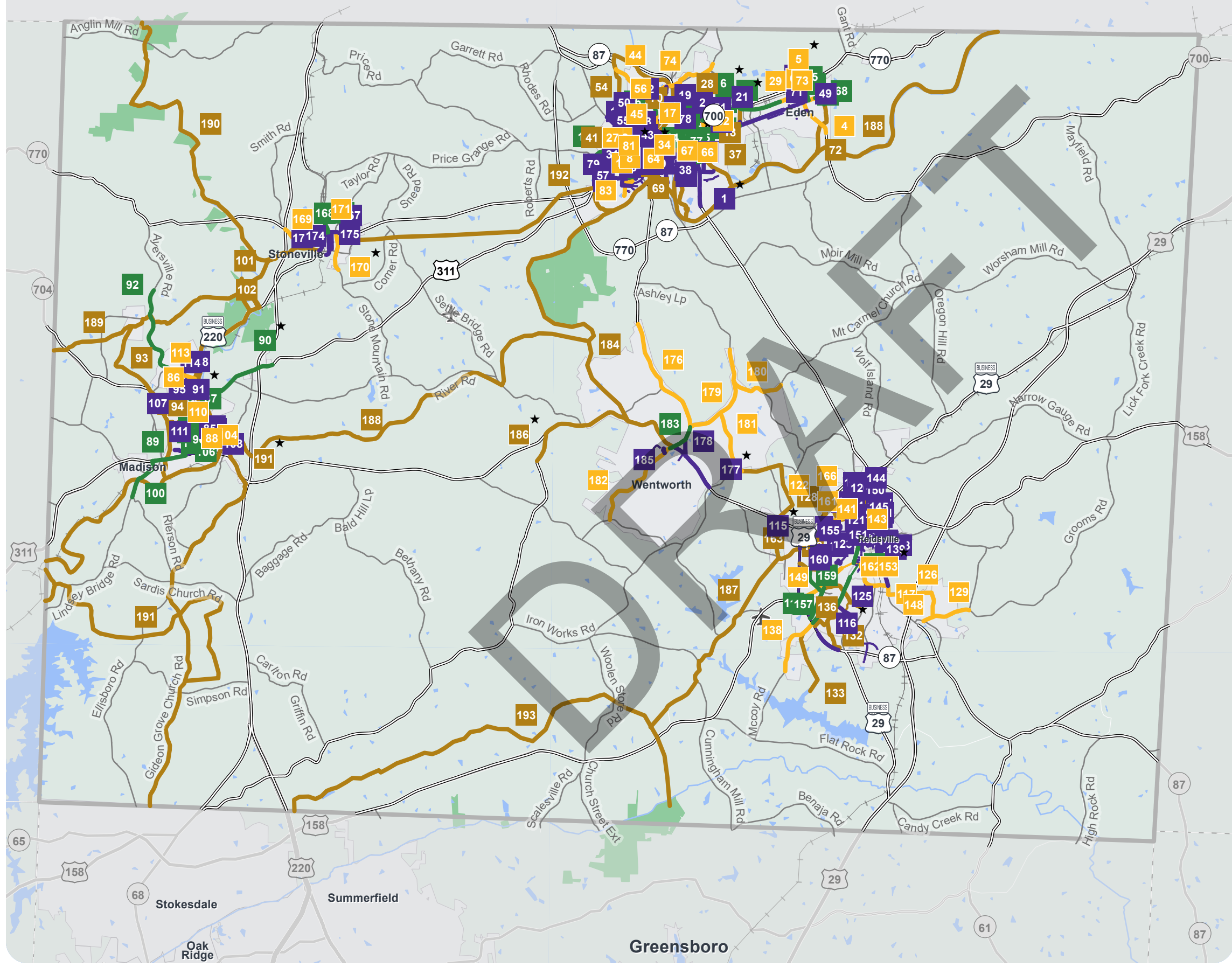
Sheet 4 of 4

Base map date: August 11, 2023

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WORKING COPY
Plan Date: February 25, 2026



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

- Studied Roads
- MPO Boundary
- Piedmont Triad RPO



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



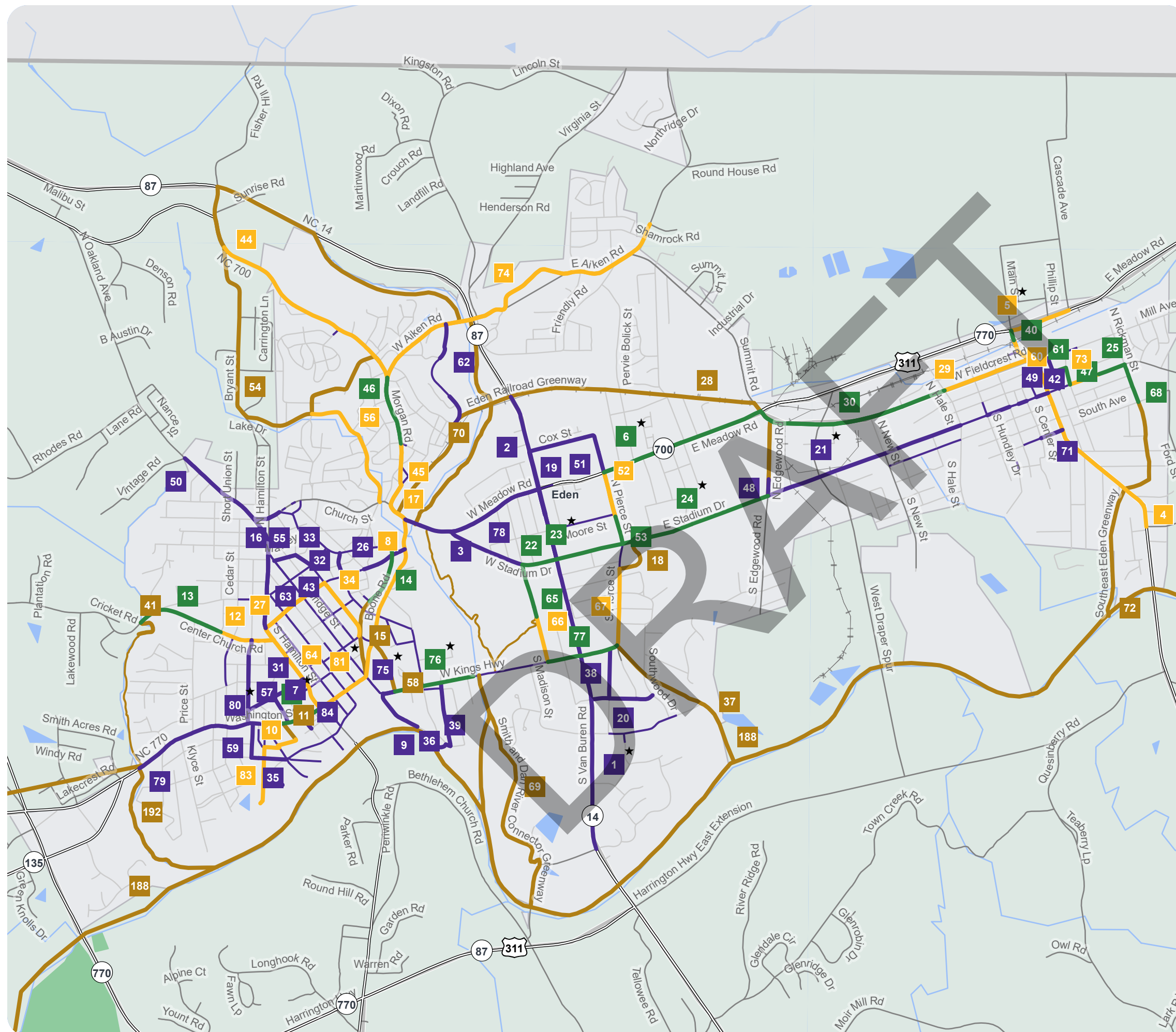
Sheet 4 of 4

Base map date: August 11, 2023

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WORKING COPY
Plan Date: February 25, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



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

- Studied Roads
- MPO Boundary
- Piedmont Triad RPO



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



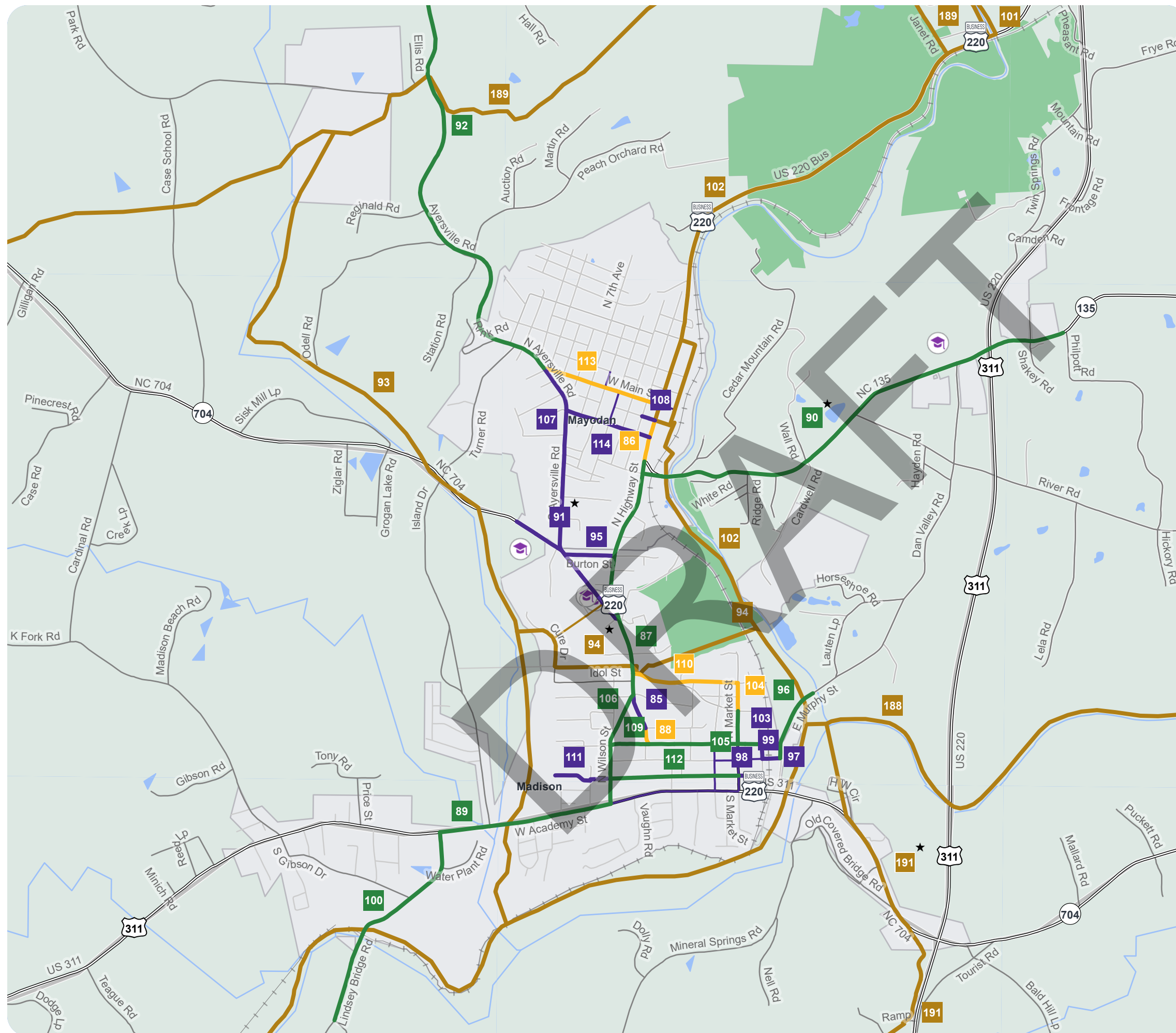
Sheet 4 of 4

Base map date: August 11, 2023

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Plan Date: February 25, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



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

- Studied Roads
- MPO Boundary
- Piedmont Triad RPO



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



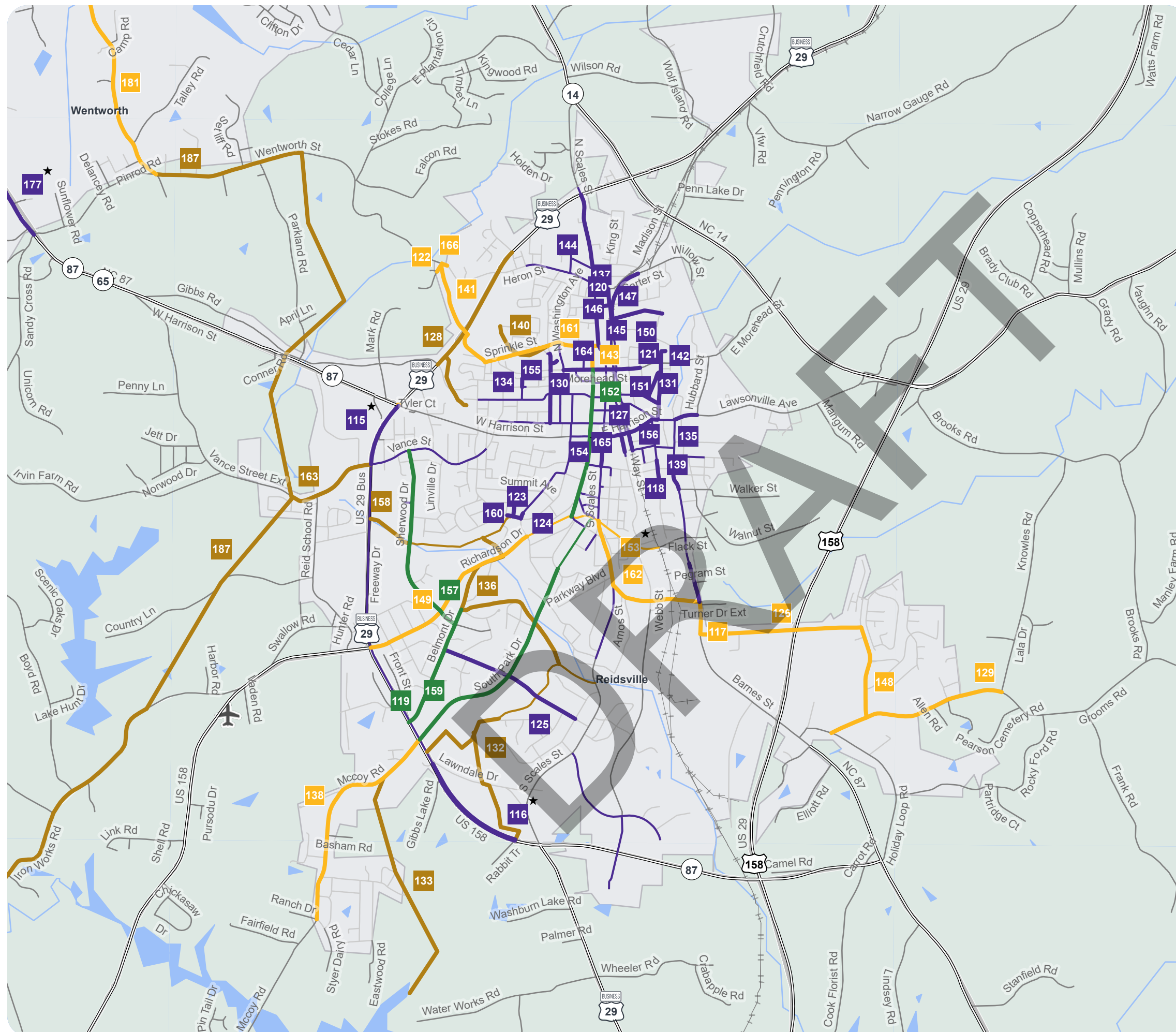
Sheet 4 of 4

Base map date: August 11, 2023

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Plan Date: February 25, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



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

- Studied Roads
- MPO Boundary
- Piedmont Triad RPO



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



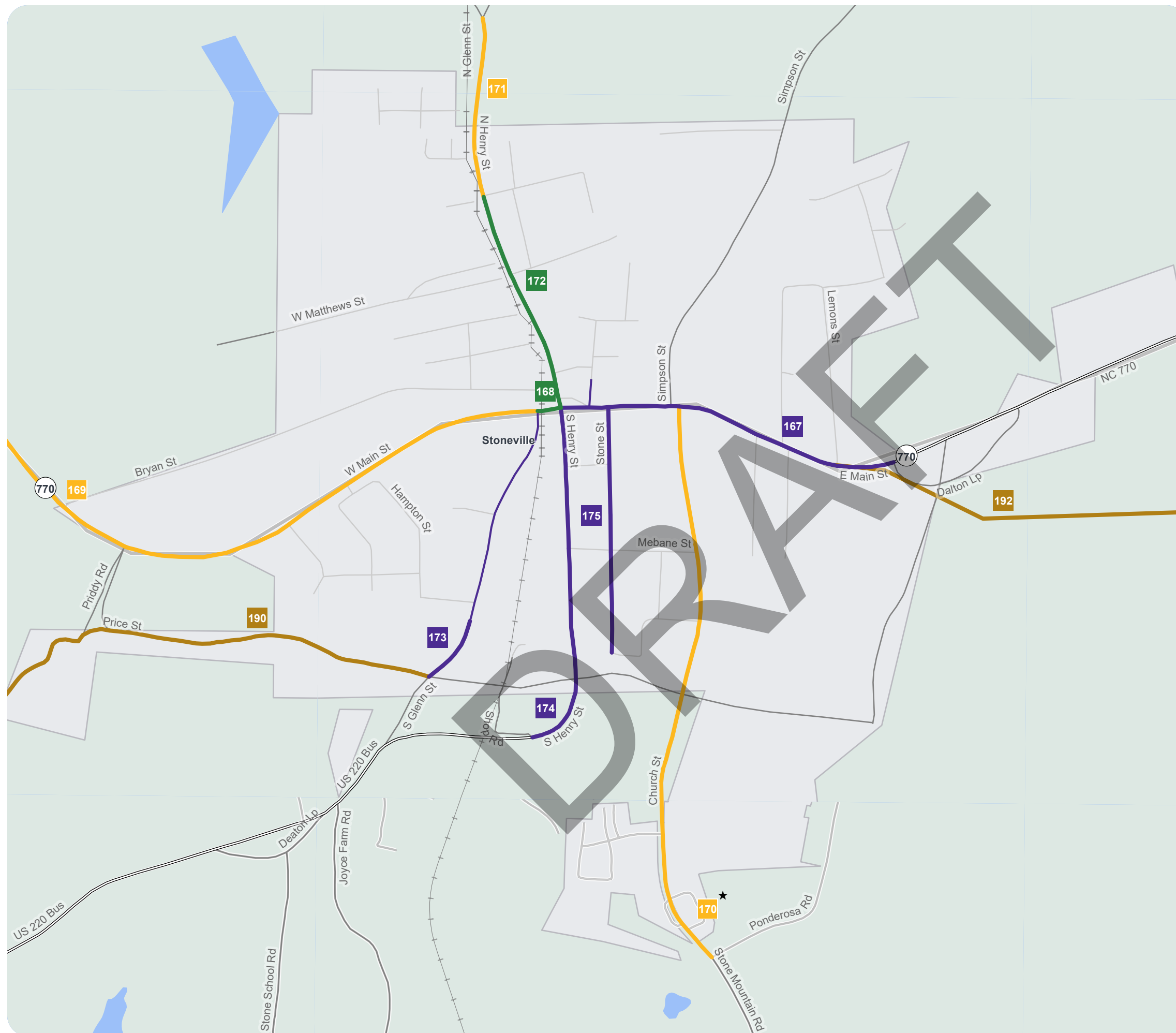
Sheet 4 of 4

Base map date: August 11, 2023

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Plan Date: February 25, 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>



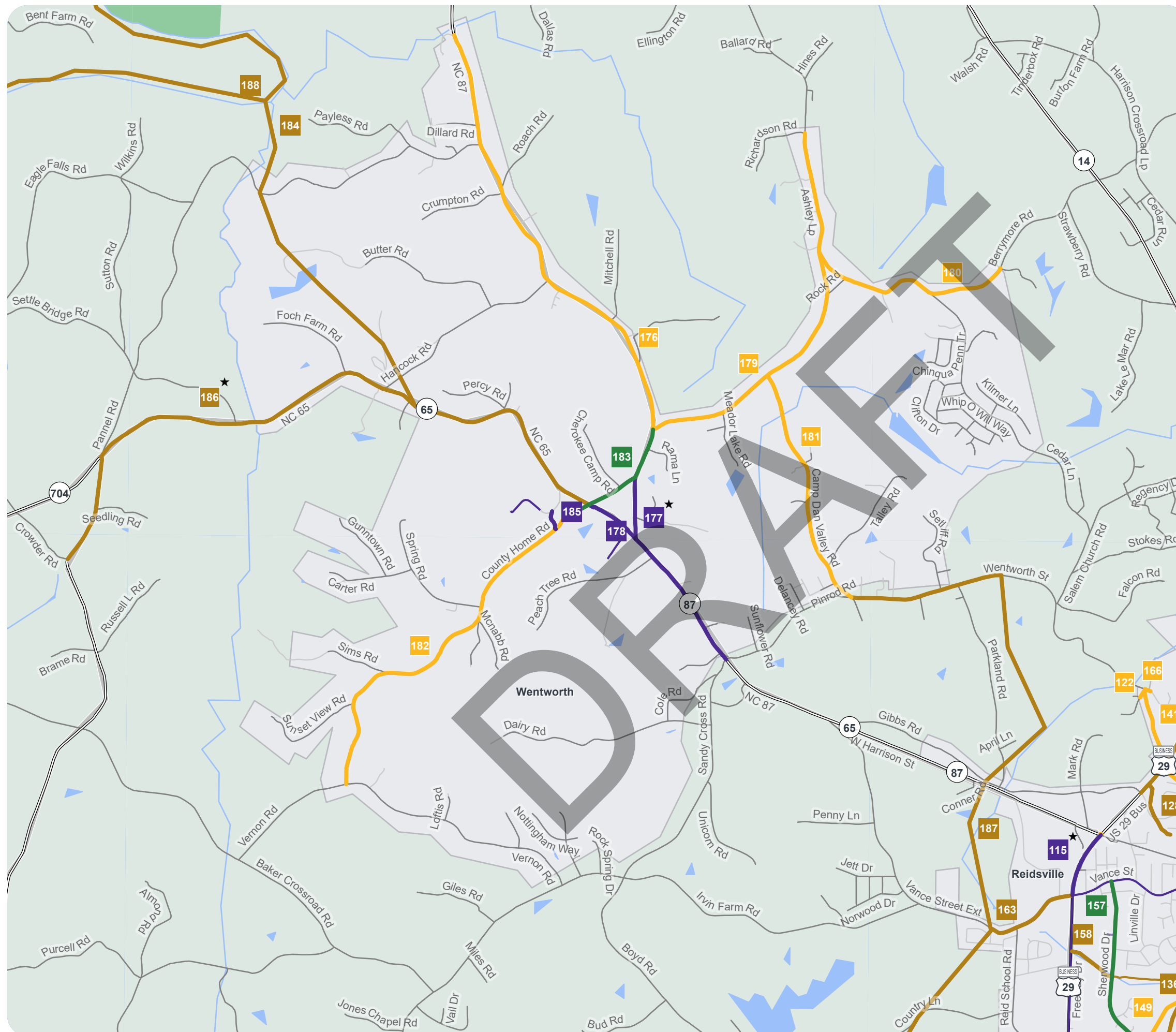
Sheet 4 of 4

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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.



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.



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.



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


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.



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 Dectaur St to E Murphy St (SR 2177) | 0.07 miles

Construct new sidewalks from E Dectaur 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.



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.



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 Reidsville 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) | 1.24 miles

Construct bike lanes from US 220 to S Glenn St (SR 1405) to connect businesses and residents in western Stoneville.


170

Church St/Stone Mountain Rd (SR 2154): 

From NC 770 to NC 135 | 1.98 miles

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

171

N Henry St (SR 1603): 

From Price Grange Rd (SR 1516) to Thomas St | 0.31 miles

Construct bike lanes from Price Grange Rd (SR 1516) to Thomas St to connect residents and businesses in northern Stoneville.


172

N Henry St (SR 1603): 

From Thomas St to NC 770 | 0.78 miles

Construct bike lanes and improve sidewalks from Thomas St to NC 770 to connect residents and businesses in Stoneville.


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 Elemenary 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

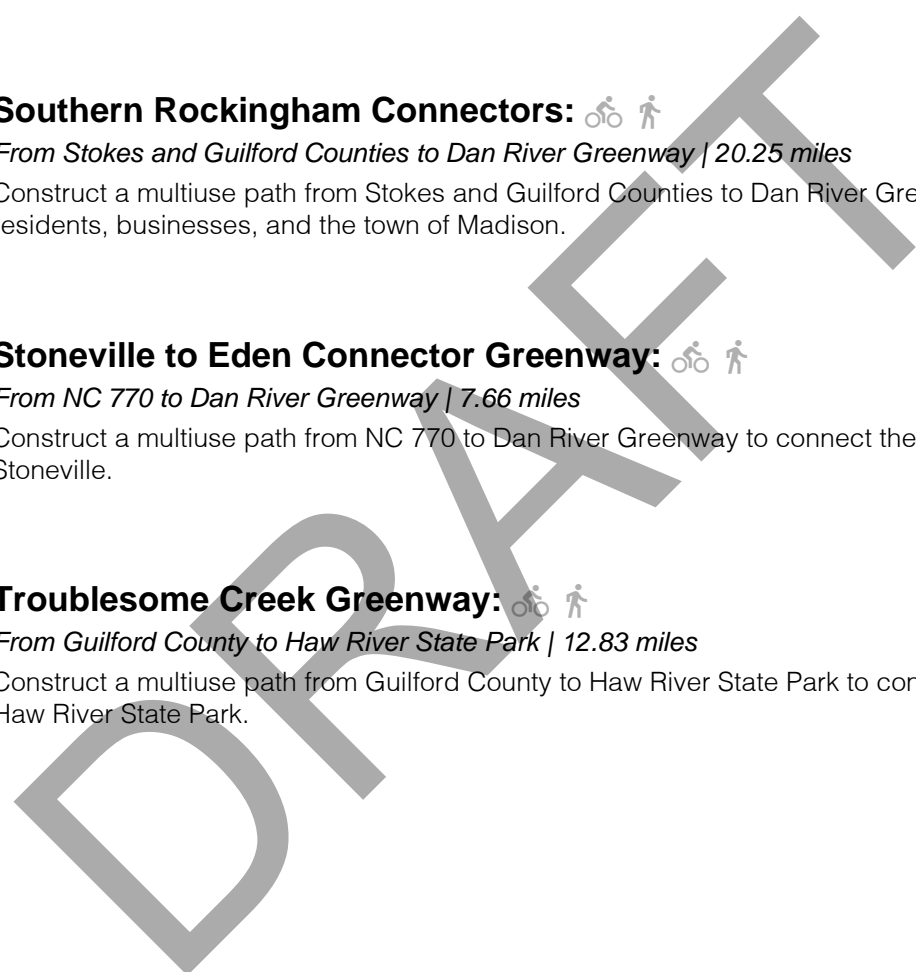
Construct a multiuse path from NC 770 to Dan River Greenway to connect the towns of Eden and Stoneville.

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.

DRAFT





NORTH CAROLINA
Department of Transportation

Rockingham County Comprehensive Transportation Plan (CTP) - Mayodan Adoption

Emily Stupka, Andy Bailey, Devin Jones

June 8, 2026

Presentation Outline

- **What is a Comprehensive Transportation Plan (CTP)?**
- **Rockingham County CTP Process**
- **Mayodan Recommendations**
- **Consideration to adopt CTP**
- **Questions**

What is a CTP?

- Long range, needs-based plan
- A community's consensus on their future transportation system over the **next 25-30 years**
- Developed cooperatively through local stakeholders, MPOs/RPOs, and NCDOT
- Multimodal plan
 - Highway, Bicycle, Pedestrian, Public Transit, Rail, Airports, Ferries



Why is it Important?

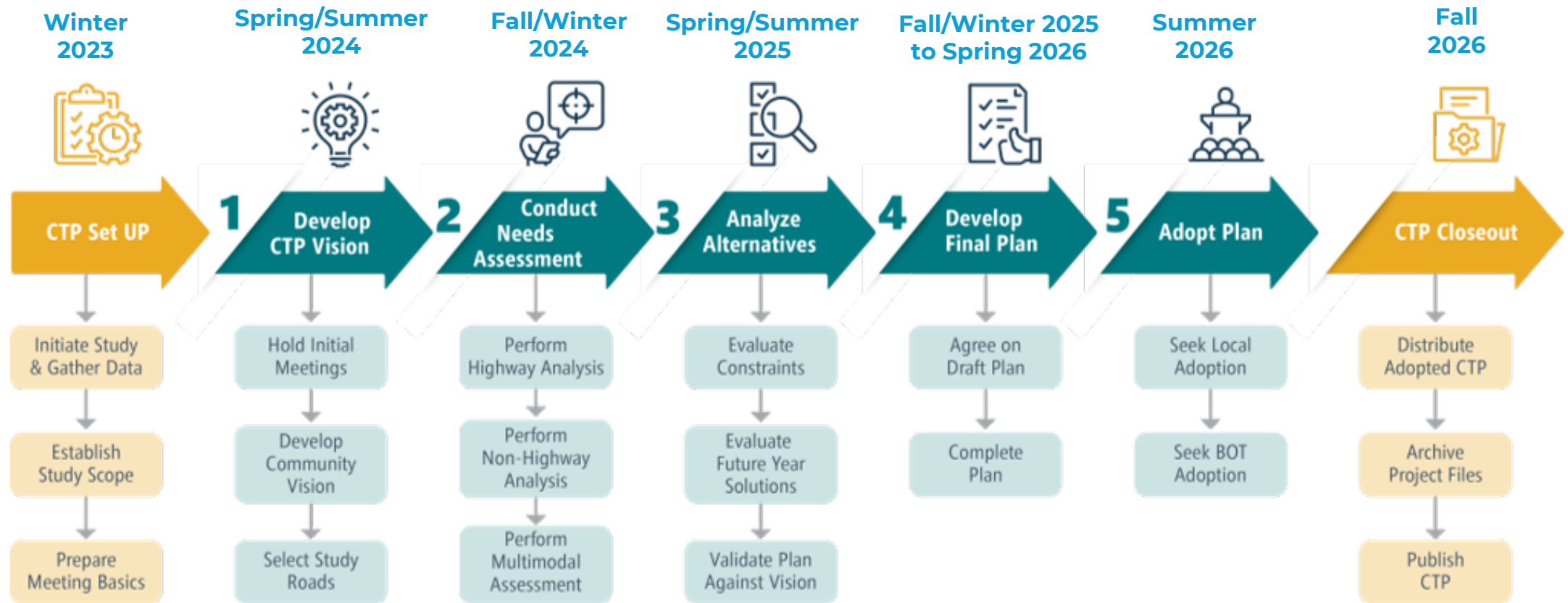
- Identify existing and future transportation needs
- CTP recommendations can be submitted for future funding available through NCDOT
- Complete Streets Policy
- Informs prioritization, project development, and design
- Inform land use decisions
- NCGS§136-66.2
 - “...shall develop a comprehensive transportation plan that will serve present and anticipated travel demand...”

Comprehensive Transportation Plans are the first step in the project delivery process.

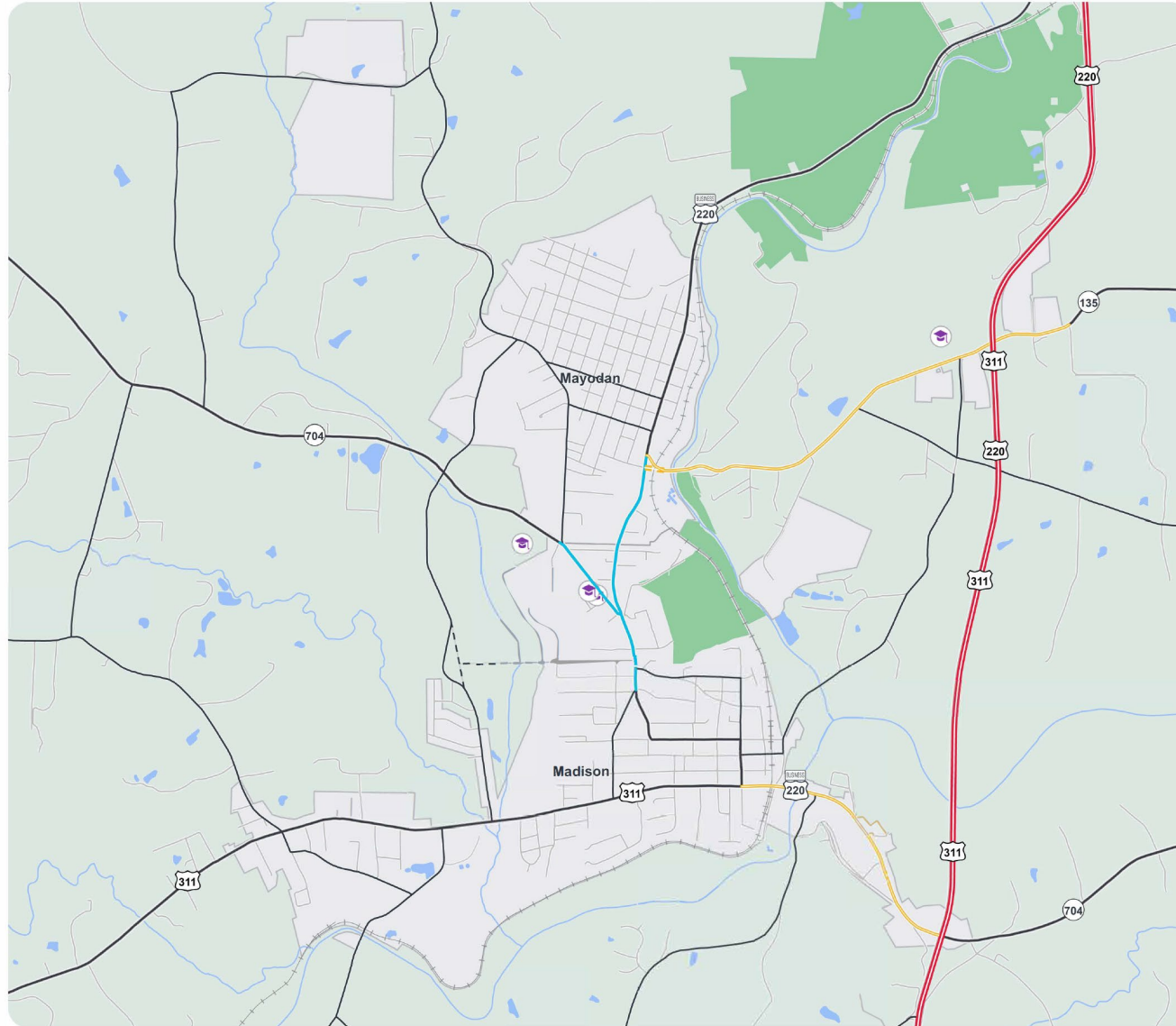
NCDOT PROJECT DELIVERY PROCESS



CTP Process



Facility Types



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



ROCKINGHAM COUNTY Inset 2: Madison and Mayodan Comprehensive Transportation Plan

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

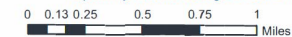
	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

- Studied Roads
- MPO Boundary
- Piedmont Triad RPO



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



Sheet 1 of 4

Legal Disclaimer Base map date: August 11, 2023

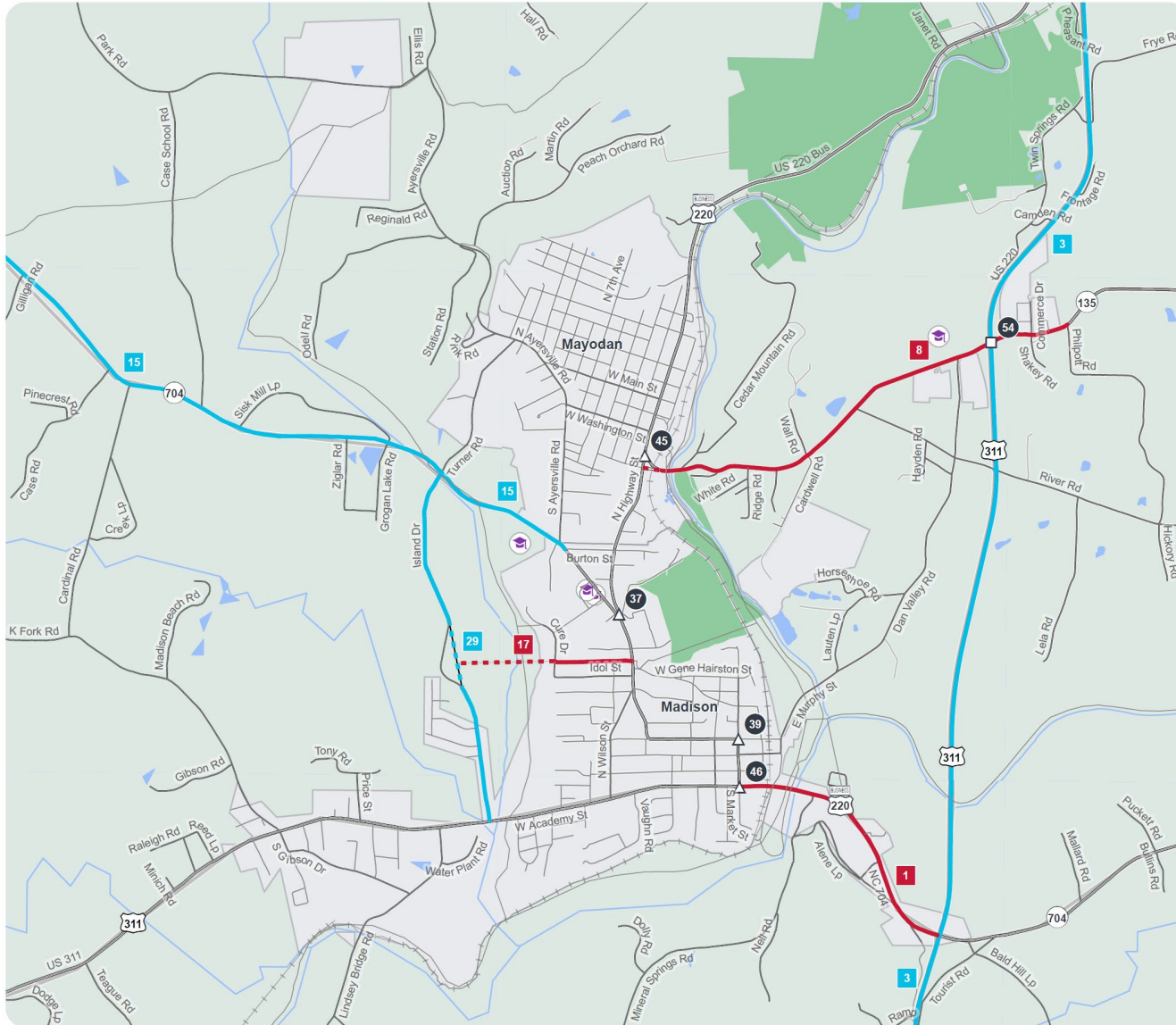
These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive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

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Plan Date: May 01, 2026

Modernization and Intersection Improvements

- Modernization improvements typically address substandard roadway design, including, but not limited to inadequate lane widths, limited/no shoulders (paved and/or unpaved), and horizontal/vertical alignment issues.
- Intersection improvements typically involve an identified deficiency including but not limited to high frequency and/or severe accidents, traffic congestion, storage capacity issues, or alignment issues.
- Recommendations are at a planning level analysis. Project specific analysis will render more specific solutions.

Highway Recommendations



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



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



Sheet 2 of 4

Base map date: August 11, 2023

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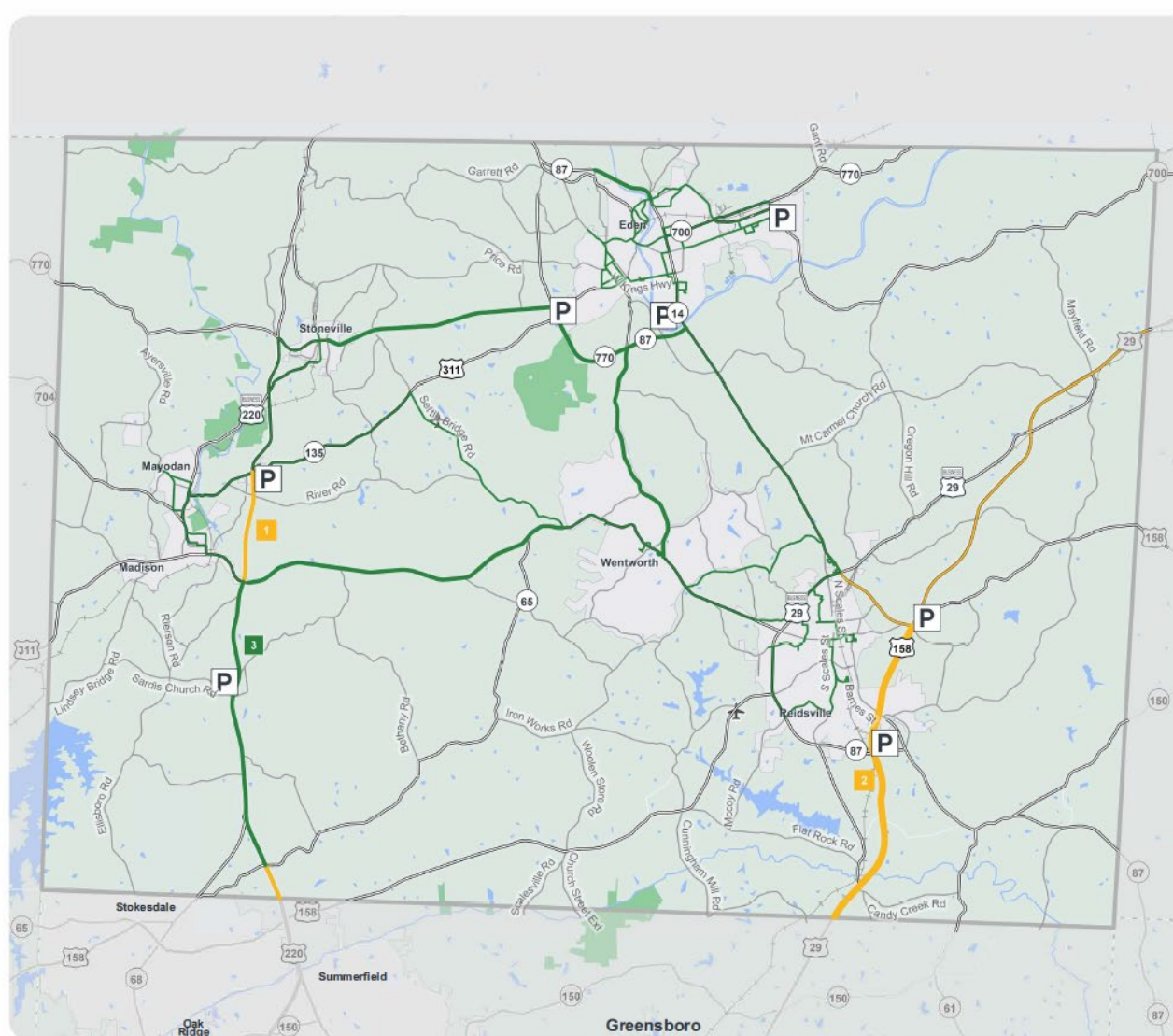
Highway Recommendations

Highway Recommendations

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

Map ID	Improvement Type	Recommendation Name	Limits	Description	Identified Need
3	Modernization	US 220	<i>From Virginia Stateline to NC 68 Interchange</i>	Upgrade US 220 to Interstate standards from NC 68 to Virginia and construct interchanges at Martinsville Loop, Sardis Church Rd, and Simpson Rd to improve statewide reliability and connectivity. This project includes transit recommendations.	US 220 is a major corridor in Rockingham County and is identified as NCDOT Strategic Transportation Corridor H, envisioning I-73 from South Carolina to Virginia. US 220 is not up to interstate standard from NC 68 to Virginia, which inhibits statewide reliability, safety, and connectivity.
8	Congestion	NC 135	<i>From US 220 BUS to Philpott Rd (SR 2178)</i>	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.	NC 135 is projected to be over capacity from US 220 Business to Philpott Rd (SR 2178) in Mayodan.
15	Modernization	NC 704	<i>From Stokes County to S Ayersville Rd</i>	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.	Currently, there are limited facilities between Stokes County and the Madison/Mayodan area, including industrial areas, creating reliability and connectivity issues. Also, there is a high amount of crashes on this segment.
29	Modernization	Island Dr (SR 1169)	<i>From NC 704 to US 311</i>	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.	Island Dr (SR 1169) from US 311 to NC 704 acts as a bypass to downtown Madison. Island Dr passes industrial areas, and carries truck traffic, which causes reliability issues.
37	Bridge/Intersection	US 220 Bus and NC 704 and Ridge St		Improve the US 220 Bus, NC 704, and Ridge St intersection for safety, travel-time reliability, and regional mobility on this corridor	The US 220 Bus, NC 704, and Ridge St intersection has a high amount of accidents and does not conform to modern design standards, thus impacting mobility and safety.
45	Bridge/Intersection	US 220 Bus and NC 135		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.	NC 135 is projected to be over capacity from US 220 Business to Philpott Rd (SR 2178) in Mayodan.
54	Bridge/Intersection	US 220 and US 311		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.	US 220 is a major corridor in Rockingham County and is identified as NCDOT Strategic Transportation Corridor H, envisioning I-73 from South Carolina to Virginia. US 220 is not up to interstate standard from NC 68 to Virginia, which inhibits statewide reliability, safety, and connectivity.

Public Transit and Rail Recommendations



PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS
Proposals that address identified needs through 2050



ROCKINGHAM COUNTY
Rockingham County

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID#	Existing	Proposed
Urban Fixed Bus Corridors	P		
Regional Bus Corridors	1		
Rural Fixed Bus Corridors	2		
Fixed Guideway	3		
Amtrak / Freight Route	4		
Current Railroad	5		
Transit Facility	P		
Park and Ride Lot	P		
Amtrak Station	P		
Intermodal Terminal	P		
MPO Boundary			
Piedmont Triad RPO			
Studied Roads			
Denotes Highway Incidental			



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



Sheet 3 of 4

Legal Disclaimer: Base map date: August 11, 2023

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Plan Date: October 29, 2025

Public Transit and Rail Recommendations

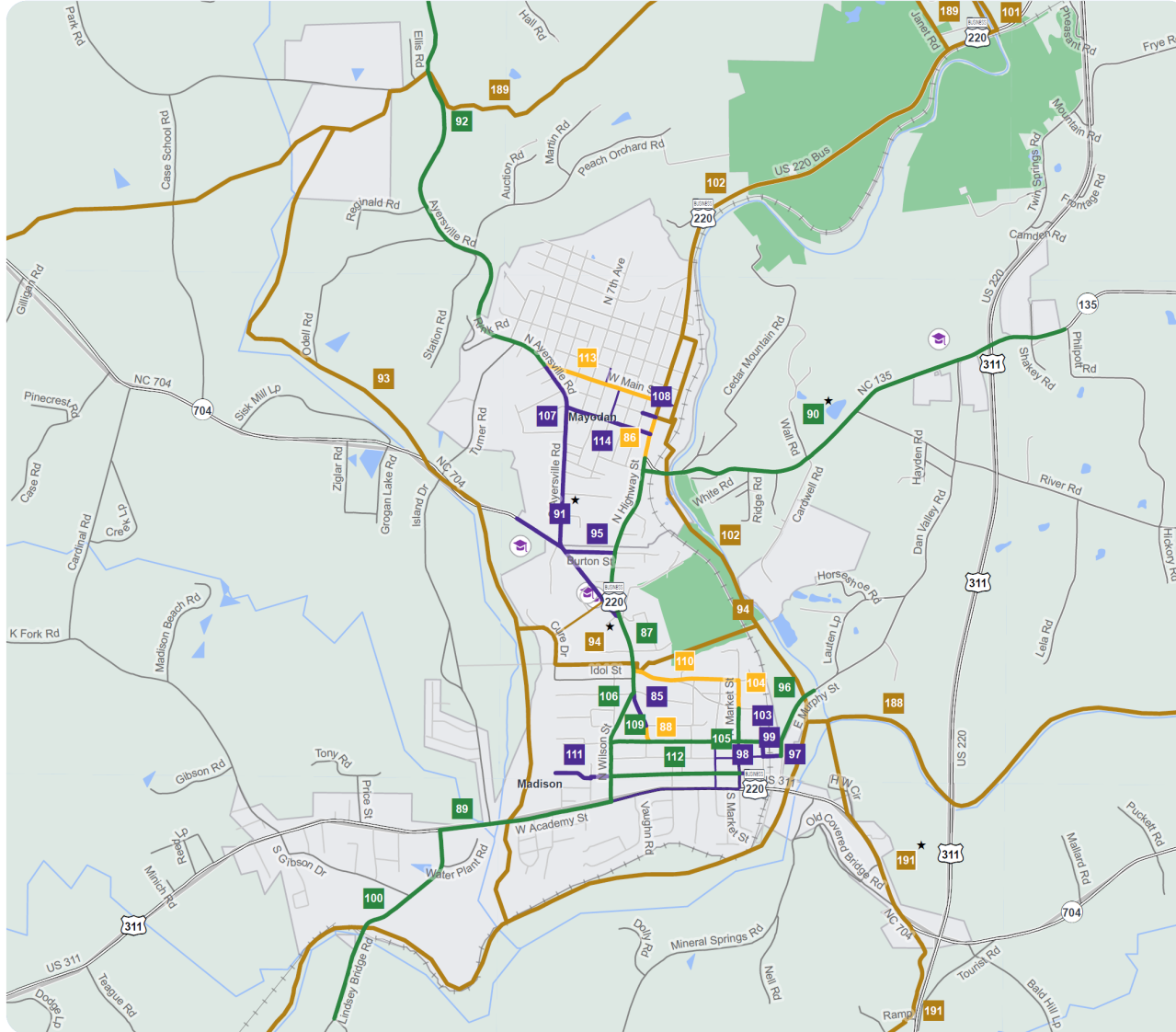
Public Transportation and Rail Recommendations

Public Transit/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

Map ID	Improvement Type	Recommendation Name	Limits	Description	Identified Need
3*	Rural Bus Corridor	SKAT Route Expansion	<i>Between towns in the County</i>	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.	SKAT provides important connections between towns in Rockingham. Expanding the SKAT routes to connect towns more directly would provide a more efficient service.

Bicycle and Pedestrian Recommendations



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



ROCKINGHAM COUNTY Inset 2: Madison and Mayodan Comprehensive Transportation Plan

Bicycle and Pedestrian Features

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

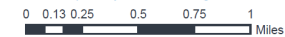
Denotes Highway Incidental ★

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

Legal Disclaimer

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DRAFT
Plan Date: February 25, 2026

Bicycle and Pedestrian Recommendations

Bicycle and Pedestrian Recommendations

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

Map ID	Improvement Type	Recommendation Name	Limits	Description	Identified Need
86	Bicycle	US 220 BUS	From E Adams St to NC 135	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.	There is a lack of multmodal connections between churches, residents, businesses, and the Madison Mayodan Recreational Department and Senior Center in eastern Mayodan.
87	Bike and Ped	US 220 BUS	From NC 135 to N Wilson St (SR 1752)	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.	There is a lack of multmodal connections between businesses, residents, Food Lion, and the Madison Mayodan Recreational Department and Senior Center in eastern Mayodan.
90*	Bike and Ped	NC 135	From US 220 BUS to Philpott Rd (SR 2178)	Widen NC 135 to 4 lanes with median from US 220 Business to Philpott Rd (SR 2178), including the realignment of the NC 135/US 220 Business intersection to improve mobility in and around Mayodan. This project also includes bicycle and pedestrian facility recommendations.	NC 135 is projected to be over capacity from US 220 Business to Philpott Rd (SR 2178) in Mayodan.
91*	Pedestrian	NC 704	From Stokes County to S Ayersville Rd	Widen NC 704 to 12-foot lanes with paved shoulder from Stokes County to S Ayersville Rd (SR 1300) to improve reliability and connectivity. This project also includes a pedestrian facility recommendation from Mayodan Town Limits to S Ayersville Rd.	Currently, there are limited facilities between Stokes County and the Madison/Mayodan area, including industrial areas, creating reliability and connectivity issues. Also, there is a high amount of crashes on this segment.
92	Bike and Ped	Ayersville Rd (SR 1300)	From Manuel Rd (SR 1335) to W Main St (SR 1305)	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.	There is a lack of multimodal connections between residents, churches, businesses, and a cemetery in northern Mayodan.
93	Multiuse Path	Big Beaver Island Creek Greenway	From Dan River Greenway to Farris Park	Construct a multiuse path from Dan River Greenway to Farris Park to connect Madison River Park, Faris Park and residents.	There is a lack of multimodal connections between Madison River Park, Faris Park and residents.
94	Multiuse Path	Big Beaver to Mayo River Sidepath	From Big Beaver Island Creek Greenway to Mayodan Connector	Construct a multiuse path from Big Beaver Island Creek Greenway to Mayodan Connector to connect residents, businesses, and downtown Madison.	There is a lack of multimodal connections between residents, businesses, and downtown Madison.
95	Pedestrian	Burton St	From NC 704 to Hwy St	Construct new sidewalks from NC 704 to Hwy St to connect a library, residents, and several businesses, including including Food Lion.	There is a lack of multimodal connections between a library, residents, and several businesses, including including Food Lion.
101	Multiuse Path	Mayo River Connector	From US 220 Bus to Northwest Rockingham Greenway	Construct a multiuse path from US 220 Bus to Northwest Rockingham Greenway to connect residents and the Mayo River State Park.	There is a lack of multimodal connections between residents and the Mayo River State Park.
102	Multiuse Path	Mayodan Connector	From Dan River Greeway to Farris Park to State Park Connector	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.	There is a lack of multimodal connections between the towns of Mayodan and Madison, as well as the Mayor River State Park.
107	Pedestrian	S Ayersville Rd (SR 1300)	From Main St (1305) to US 220 BUS	Construct new sidewalks where needed from Main St (1305) to NC 704 to connect residents, the fire department, churches, and industrial sites.	There is a lack of multimodal connections between residents, the fire department, churches, and industrial sites.
108	Pedestrian	W Adams St	From S 3rd Ave to US 220 BUS	Construct new sidewalks where needed from S 3rd Ave to US 220 BUS to connect residents and several churches in eastern Mayodan.	There is a lack of multimodal connections between residents and several churches in eastern Mayodan.
113	Bicycle	W Main St (SR 1305)	From N Ayersville Rd (SR 1300) to US 220 BUS	Construct bike lanes from N Ayersville Rd (SR 1300) to US 220 BUS to connect businesses, residents, a church and a park.	There is a lack of multimodal connections between businesses, residents, a church and a park.
114	Pedestrian	W Washington St (SR 1302)	From S Ayersville Rd (SR 1300) to US 220 BUS	Construct new sidewalks where needed from S Ayersville Rd (SR 1300) to US 220 BUS to better connect residents in southern Mayodan.	There is a lack of multimodal connections between residents in southern Mayodan.
189	Multiuse Path	Farris Park to State Park Connector	From Stokes County to Mayodan Connector	Construct a multiuse path from Stokes County to Mayodan Connector to connect residents, Farris Park and Mayo River State Park.	There is a lack of multitmodal connections between residents, Farris Park and Mayo River State Park.

Action Requested: Adoption of the Rockingham County CTP for Mayodan

Contact Us

John A. (Andy) Bailey, Supervisor
jabailey@ncdot.gov
(919)707-0991

Emily Stupka, Project Engineer
elstupka@ncdot.gov
(919)707-0985

Temilope Animashaun, PTRPO Coordinator
tmanimashaun@ncdot.gov
(919)707-0993

For more information, visit:
connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Rockingham+County

or scan the QR code below:




 [ncdot.gov](https://www.ncdot.gov)

 @NCDOT

 NCDOT

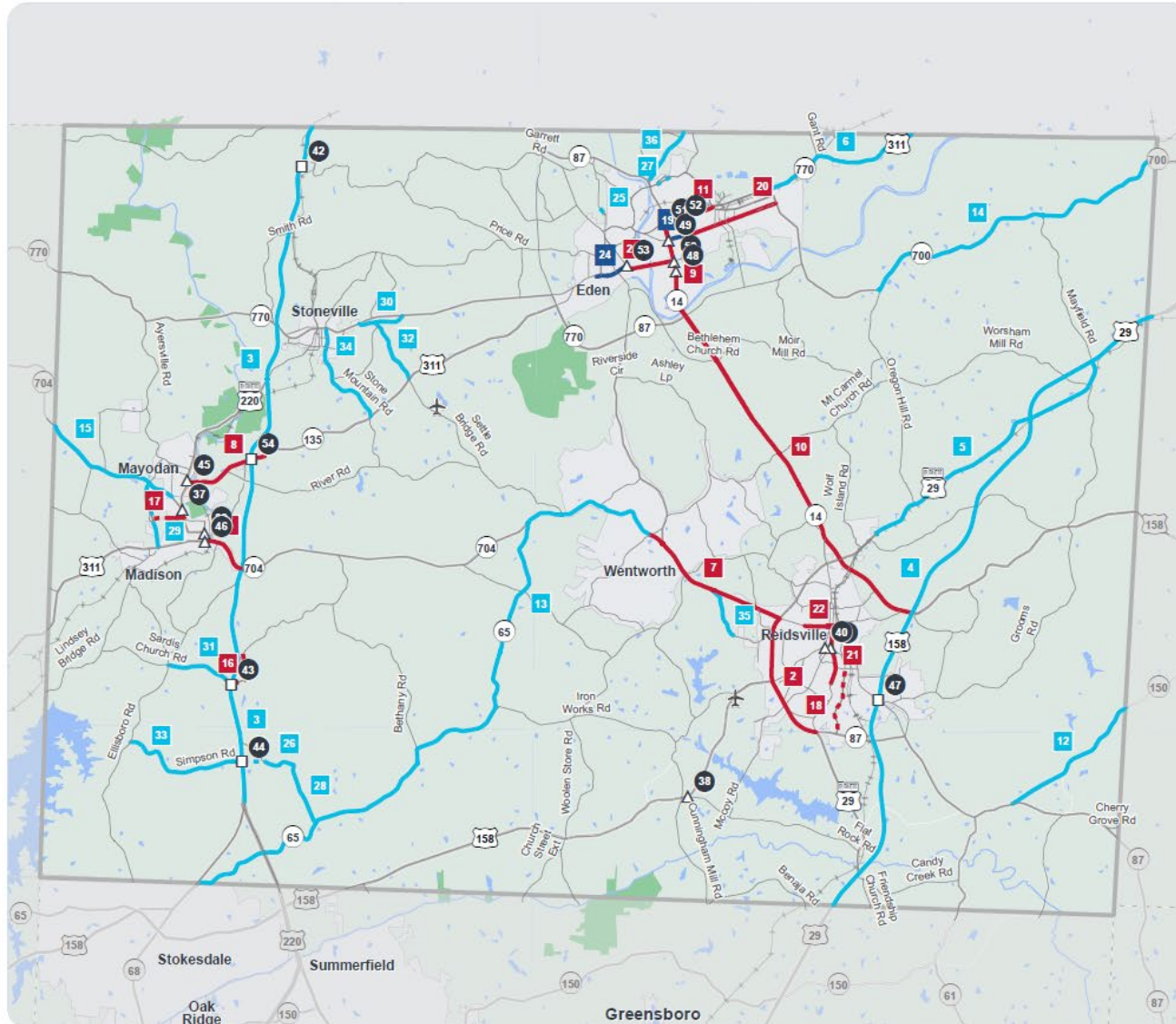
 NCDOTcommunications

 @NCDOT

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Highway Recommendations



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



ROCKINGHAM COUNTY Rockingham County Comprehensive Transportation Plan

Highway Features

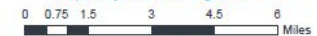
	Proposal ID#	Improve	New Location
Congestion / Mobility (e.g., add lanes)			
Access Management / Operations (e.g., add median)			
Modernization (e.g., widen lanes, add turn lanes)			
Other (e.g., safety, economic development)			
Interchange			
Bridge / Overpass			
Intersection			

Other Features

- Studied Roads
- MPO Boundary
- Piedmont Triad RPO



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



Sheet 2 of 4

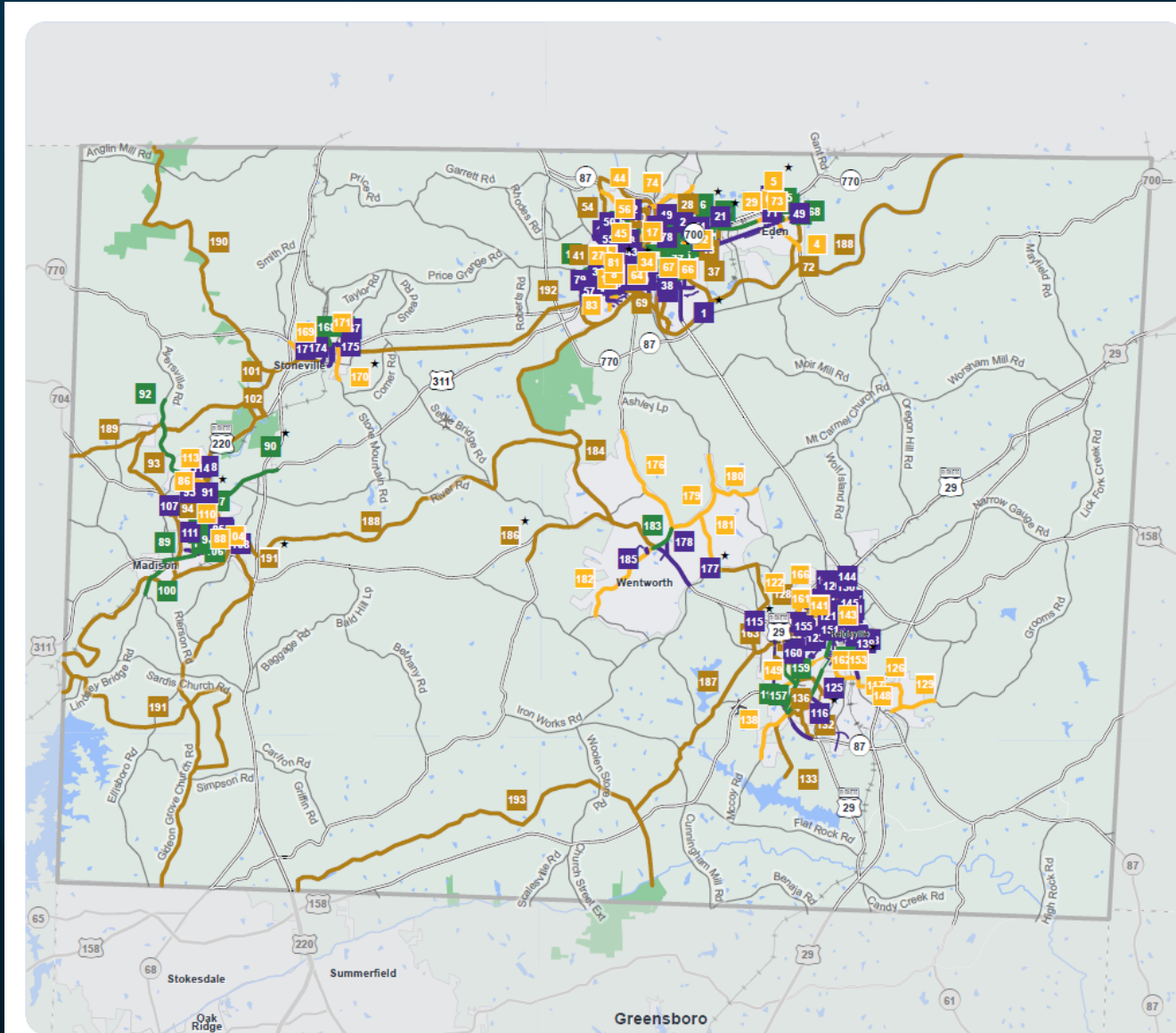
Base map date: August 11, 2023

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WORKING COPY
Plan Date: February 25, 2026

Bicycle and Pedestrian Recommendations



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	1	Orange line	Orange line
Pedestrian	2	Purple line	Purple line
Bicycle and Pedestrian	3	Green line	Green line
Multiuse Path	4	Brown line	Brown line

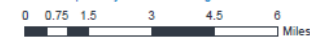
Denotes Highway Incidental ★

Other Features

- Studied Roads (dashed line)
- MPO Boundary (dotted line)
- Piedmont Triad RPO (dashed line)



Full report at:
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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.

WORKING COPY
Plan Date: February 25, 2026

**RESOLUTION ADOPTING THE ROCKINGHAM COUNTY COMPREHENSIVE
TRANSPORTATION PLAN FOR THE TOWN OF MAYODAN, NORTH CAROLINA**

This matter being presented to the Town Council of Mayodan within Rockingham County; and

WHEREAS, the Town of Mayodan, Rockingham County, the Piedmont Triad Rural Planning Organization, and the Transportation Planning Division of the North Carolina Department of Transportation have actively worked to develop a Comprehensive Transportation Plan for the Town of Mayodan and Rockingham County; and

WHEREAS, the Town, the County, and the Department of Transportation are directed by North Carolina General Statutes §136-66.2 to reach agreement for a transportation system that will serve present and anticipated volumes of traffic in and around the Town of Mayodan and throughout Rockingham County; and

WHEREAS, it is recognized that the proper movement of pedestrians, bicycles, and motor vehicles is highly desirable to promote the orderly growth and development of the Town of Mayodan and Rockingham County; and

WHEREAS, after study of the plan, and following a duly advertised public hearing, it is in the best interests of the Town of Mayodan and Rockingham County to adopt a Comprehensive Transportation Plan pursuant to N.C.G.S. §136-66.2.

NOW, THEREFORE, BE IT RESOLVED, that the Rockingham County Comprehensive Transportation Plan, as recommended by the North Carolina Department of Transportation, be and hereby is APPROVED AND ADOPTED as a guide for the development of the transportation system serving the Town of Mayodan and Rockingham County, and the same is hereby recommended to the North Carolina Department of Transportation for its subsequent adoption.

ADOPTED this on the 8th day of June 2026.

E. Dwight Lake, Mayor

Attest: _____
Sarah Hopper, Town Clerk



Mayodan Fire Department

100 North Ayersville Road
Mayodan, NC 27027
(336) 427-5977

Chief Dylan Garner
(336) 552-3215

dgarner@mayodannc.org



To: Mayodan Town Council, Mayor, and Town Manager

From: Dylan Garner, Fire Chief

Date: May, 2026

Subject: Emergency Calls and Training Report for May 2026

Emergency Calls for May 2026

1. 5/2/2026 – 10:02 PM – Hemorrhage
 - 6970 NC 135, Mayodan
 - Station 60 was dispatched to assist RCEMS
 - Station 60 personnel assisted EMS as needed
 - 2 Personnel (1 EMT, 1 EMC)
2. 5/2/2026 – 7:50 PM – Diabetic Problem
 - 127 Boles St. Mayodan
 - Assisted RCEMS with a Diabetic Problem
 - Station 60 personnel assisted EMS as needed
 - 2 Personnel (1 EMT, 1 EMC)
3. 5/2/2026 – 8:52 PM – Breathing Problem
 - 809 W Jackson St. Mayodan
 - Station 60 was dispatched to assist EMS
 - Station 60 personnel arrived and assisted EMS as needed
 - 2 Personnel (1 EMT, 1 EMC)
4. 5/2/2026 – 9:41 PM – Transportation Accident
 - Ayersville Road/Squire Loop
 - Responded to a transportation accident
 - Car was on its side in a ditch, patient was free! Station 60 personnel-controlled traffic and cleared debris from roadway
 - 4 Personnel (1 FF, 1 D/O 2 Support)

5. 5/3/2025 – 8:54 PM – Alarms Residential
 - 201 N 3rd Ave, Mayodan
 - Responded to smoke detector sounding on a porch of a vacant home
 - Station 60 arrived at the vacant home and removed the battery from the smoke detector.
 - 5 Personnel (2 FF, 2 D/O 1 Support)
6. 5/3/2026 – 2:49 PM – Hemorrhage
 - 6970 NC 135, Mayodan
 - Assisted RCEMS with a Hemorrhage
 - RCEMS arrived on scene and assumed all patient care.
 - The patient refused transport and RCEMS cleared Station 60 personnel
 - Personnel (1 EMT, 1 EMC)
7. 5/4/2026 – 3:03 PM – Commercial Alarm
 - 620 Wonderland Dr. Madison
 - Engine 63 proceeded and was cancelled due to false alarm
 - 6 Personnel (1 FF 2 D/O, 3 Support)
8. 5/5/2026 – 11:20 AM – Electrical Hazard
 - 104 W Washington St, Mayodan
 - Arrived on scene to find blown Transformer.
 - Contacted Duke Energy
 - 7 Personnel (1 FF, 2 D/O, 4 Support)
9. 5/6/2026 – 12:24 AM – Service Call
 - 443 Cedar Mountain Rd, Mayodan
 - Responded to assist RCSD with lighting of scene during investigation and investigate home structure due to truck crashing into it
 - 6 Personnel (2 FF, 1 D/O, 3 Support)
10. 5/6/2026 – 8:43 AM – Alarm Commercial
 - 621 Wonderland Dr, Madison
 - Responded to assist Station 50 with alarm
 - Cancelled en-route due to alarm malfunction
 - 3 Personnel (1 FF, 1 D/O, 1 Support)
11. 5/6/2026 – 9:02 AM – Breathing Problem
 - 501 N Ayersville Rd. Mayodan
 - Responded to assist Rockingham County EMS with a breathing problem
 - RCEMS assumed all patient care.
 - Fire department personnel assisted the patient on the stretcher and into the ambulance
 - 3 Personnel (2 EMT, 1 EMC)
12. 5/6/2026 – 7:13 PM – Outside Fire
 - Turner Rd, Mayodan
 - Responded to a resident burning in a fire pit
 - Extinguished fire due to burn ban in effect

- 7 Personnel (2 FF, 2 D/O, 3 Support)
13. 5/7/2026 – 8:30 AM – Alarm Commercial
- 6845 NC 135, Mayodan
 - Units arrived on scene and investigated. Found a smoke detector malfunction
 - Alarm company was called to check alarm system faults
 - 5 Personnel (2 FF, 2 D/O, 1 Support)
14. 5/7/2026 – 8:49 PM – Vehicle Fire
- 402 W Main St, Mayodan
 - Units arrived on scene at a working vehicle fire
 - Using attack lines from Engine 61 fire was extinguished
 - 11 Personnel (3 FF, 3 D/O, 5 Support)
15. 5/8/2026 – 9:16 AM – No incident found
- 199 Horner Johnson Lane, Madison
 - Responded to a possible Brush Fire
 - Units arrived on scene to find steam coming from the grass due to sun shining on moisture no fire
 - 7 Personnel (3 FF, 2 D/O, 2 Support)
16. 5/8/2026 – 1:48 PAM – Breathing Problem
- 404 W Main St. Mayodan
 - Arrived on scene and gathered vitals. EMS arrived and assumed patient care
 - 1 Station 60 Personnel had to drive ambulance to Anne Penn.
 - 3 Personnel (2 EMT, 1 EMC)
17. 5/8/2026 – 10:15 PM – Overdose
- 1204 Virginia St, Mayodan
 - Responded to assist RCEMS on a Overdose
 - Arrived on scene with EMS. The patient was not overdosing and refused transport
 - 2 Personnel (1 EMT, 1 EMC)
18. 5/9/2026 – 12:35 PM – Transportation Accident
- 704/Cardinal Rd, Madison
 - Truck 67 arrived on scene to find vehicles off roadway with no injuries
 - NCSHP arrived on scene and cleared Station 60
 - 3 Personnel (2 FF, 1 Support)
19. 5/9/2026 – 9:53 PM – Investigation
- 6665 NC 135, Mayodan
 - Responded to possible Structure fire at Taco Bell called in by citizen
 - Units arrived on scene to find light smoke in building due to appliances being cleaned no fire
 - 7 Personnel (2 FF, 1 D/O, 4 Support)
20. 5/12/2026 – 9:09 AM – Outside Tank Fire
- 703 W Decatur St. Madison
 - Assisted Station 50 with possible tank fire

- Units arrived on scene to find no fire but possible hazardous smoke coming from tank. Units investigated to find no hazard from smoke
 - 5 Personnel (1 FF, 2 D/O, 2 Support)
21. 5/12/2026 – 5:38 PM – Structure Fire
- 804 Pineland Ave, Madison
 - Responded and cancelled En-Route due to no fire cooking incident
 - 5 Personnel (1 FF, 2 D/O, 2 Support)
22. 5/13/2026 – 5:40 AM – Transportation Accident
- US 220/NC 135, Mayodan
 - Responded to a possible transportation accident
 - Engine 61 arrived on scene to find debris just off the roadway no accident
 - 7 Personnel (2 FF, 2 D/O, 3 Support)
23. 5/13/2026 – 9:19 AM – Alarm Residential
- 309 Galloway St. Madison
 - Responded to assist Station 50 with a Alarm Residential
 - Engine 63 proceeded and was cancelled En-route due to cooking incident
 - 3 Personnel (2 FF, 1 Support)
24. 5/14/2026 – 6:46 PM – Alarm Residential
- 1492 NC 770, Mayodan
 - Responded to assist Station 130 on residential alarm and was cancelled En-route
 - 3 Personnel (1 FF, 2 Support)
25. 5/15/2026 – 11:13 AM – Overdose
- 7641 NC 704, Madison
 - Responded to assist RCEMS on a overdose
 - Station 60 assisted as needed
 - 2 Personnel (1 EMT, 1EMC)
26. 5/15/2026 – 5:02 PM – Hemorrhage
- 307 Whitbeck Dr. Mayodan
 - Responded to assist EMS and was cancelled En-route
 - 2 Personnel (1 EMT, 1EMC)
27. 5/17/2026 – 6:59 PM – Electrocution
- 605 Roach St. Mayodan
 - Responded to assist RCEMS with electrocution
 - Squad 68 arrived on scene to find patient conscious and walking to stretcher
 - EMS cleared Station 60 personnel
 - 5 Personnel (1 EMT, 4 EMC)
28. 5/17/2026 – 7:43 PM– Transportation Accident
- Ayersville Rd/Long St, Mayodan
 - Station 60 responded to possible Transportation accident
 - MPD cancelled fire due to unfounded
 - 6 Personnel (2 FF, 2 D/O 2 Support)
29. 5/18/2026 – 6:52 AM – Unconscious

- 271 Cardwell Rd, Mayodan
 - Responded to assist RCEMS on a unconscious
 - Arrived on scene, to find RCEMS with patient
 - Fire personnel assisted the patient onto stretcher and into transport unit
 - 2 Personnel (1 EMT, 1 EMC)
30. 5/18/2026 – 3:42 PM – Overdose
- 388 Case Rd, Madison
 - Responded to assist RCEMS with overdose
 - Arrived on scene and staged until RCSD cleared the scene
 - Station 60 personnel made entry and assisted EMS as needed
 - 5 Personnel (3 EMT 2 EMC)
31. 5/18/2026 – 7:22 PM – Chest Pain
- 7080 NC 704, Madison
 - Responded to assist RCEMS on a Chest Pain.
 - Squad 68 arrived on scene and gathered vitals until EMS arrival.
 - Assisted patient to the stretcher and onto transport unit
 - 3 Personnel (1 EMT, 2 EMC)
32. 5/19/2026 – 8:06 PM – Hemorrhage
- 307 Whitbeck Dr. Mayodan
 - Responded to assist EMS
 - Squad was cancelled after arrival due to patient walked to transport unit
 - 2 Personnel (1 EMT, 1 EMC)
33. 5/20/2026 – 2:16 AM – Alarms Commercial
- 6844 NC 135, Mayodan
 - Responded to commercial alarm at Lowes
 - Fire department personnel investigated and found a broken sprinkler pipe
 - 3 Personnel (1 FF, 1 D/O, 1 Support)
34. 5/20/2026 – 8:24 AM – Sick Person
- 180 Cardwell Rd, Mayodan
 - Responded to assist Rockingham County EMS with a lift assist
 - Assisted patient from to the stretcher and onto transport unit
 - 3 Personnel (3 EMT,)
35. 5/20/2026 – 3:46 PM – Citizen Assist
- 614 Burton St, Madison
 - Responded to assist with vehicle lockout with dog inside
 - Unlocked vehicle door with lockout kit
 - 2 personnel (1 FF, 1 Support)
36. 5/20/2026– 3:47 PM – Citizen assist service call
- 303 Wray St, Mayodan
 - Responded to a smoke detector install
 - 3 personnel (1FF, 2 support)
37. 5/21/2026 – 2:18 AM – Commercial Alarm

- 404 Decatur St. Madison
 - Responded to assist Station 50 with a commercial alarm
 - Engine 63 was cancelled En-route due to alarm malfunction
 - 3 Personnel (2 FF, 1 D/O,)
38. 5/21/2026 – 4:31 PM – Service Call
- 518 Cedar Mountain Rd, Mayodan
 - Responded to a tree in the roadway
 - Fire units arrived and removed tree from roadway
 - 4 Personnel (2 FF, 2 Support)
39. 5/21/2026 – 5:15 PM – Service Call
- 2nd Ave/NC 135, Mayodan
 - Responded to a stuck tractor trailer in roadway
 - Controlled traffic along with Mayodan PD until tractor trailer was removed
 - 6 Personnel (2 FF, 2 D/O, 2 Support)
40. 5/21/2026 – 7:07 PM – Overdose
- 307 Whitbeck Dr, Mayodan
 - Responded to assist RCEMS with overdose
 - personnel arrived on scene and assisted EMS as needed
 - 1 Personnel (1 EMT)
41. 5/22/2026 – 9:57 PM – Breathing Problem
- 421 N 2nd Ave, Mayodan
 - Station 60 Responded to assist EMS
 - Squad 68 arrived and gathered vitals until EMS arrival. Assisted loading patient
 - 2 personnel (1 EMT, 1 EMC)
42. 5/24/2026 – 7:38 AM – Alarm Commercial
- 109 Turner Rd, Mayodan
 - Responded to Commercial Alarm at Milliken
 - Units arrived on scene and investigated. Alarm malfunctioned in riser 3
 - 6 Personnel (2 FF, 2 D/O 2 Support)
43. 5/24/2026 – 7:40 PM – Alarm Commercial
- 109 Turner Rd, Mayodan
 - Responded a second time to Commercial alarm at Milliken
 - Units arrived and found same malfunction with riser 3
 - 5 Personnel (1 FF, 2 D/O, 2 Support)
44. 5/24/2026 – 9:32 PM – Convulsion Seizures
- 6711 NC 135, Mayodan
 - Responded to assist Rockingham County EMS with a Seizure
 - Station 60 personnel arrived and was cancelled upon arrival
 - 3 Personnel (1 EMT 2 EMC)
45. 5/25/2026 – 1:26 PM – Chest Pain
- 209 N 13th Ave. Mayodan
 - Responded to assist EMS with Chest Pain

- Squad 68 personnel gathered vitals until EMS arrival
 - 3 personnel (2 EMT, 1 EMC)
46. 5/26/2026 – 2:48 PM – CO alarm
- 245 Island Dr, Madison
 - Responded to assist Station 50 with CO Alarm
 - Engine 61 arrived and personnel investigated. No CO found
 - 5 Personnel (1 FF, 2 D/O 2 Support)
47. 5/26/2026 – 5:14 PM – Seizure
- 170 Shakey Rd, Stoneville
 - Cancelled after arriving on scene by EMS
 - 4 personnel (2 EMT, 2 EMC)
48. 5/27/2026 – 10:52 AM Chest Pain
- 804 W Jackson St, Mayodan
 - Assisted RCEMS on a Chest Pain
 - Personnel assisted EMS as needed
 - 2 Personnel (1EMT, 2 EMC)
49. 5/27/2026 – 5:40 PM Chest Pain
- 6706 NC 704, Madison
 - Assisted RCEMS with a Chest Pain
 - Squad 68 arrived on scene and was cancelled due to patient walked to transport unit
 - 2 personnel (1 EMT, 1 EMC)
50. 5/27/2026 – 11:21 PM – Breathing Problem
- 604 N 10th Ave, Mayodan
 - Assisted RCEMS with a breathing problem
 - Squad 68 arrived on scene with RCEMS.
 - RCEMS assumed all patient care Squad 68 personnel assisted as needed
 - 1 Personnel (1EMT)
51. 5/28/2026 – 2:21 PM – Stoke
- 209 N 5th Ave, Mayodan
 - Assisted RCEMS on a Stroke
 - Station 60 personnel arrived on scene with RCEMS. Station 60 personnel assisted as needed.
 - 4 personnel (2 EMT, 2 EMC)
52. 5/30/2026 – 7:33 AM – Mutual Aid Assist
- 1785 Brim Rd, Madison
 - Assisted Station 36 with possible Structure Fire
 - Station 60 cancelled En-Route due to no Fire
 - 2 personnel (1 D/O, 1 Support)

53. 5/30/2026 – 4:13 PM – Citizen Assist Service Call
- 800 W Monroe St. Mayodan
 - Assisted Mayodan PD with entry into residence
 - 2 personnel (1 FF, 1 Support)
54. 5/30/2026 – 8:08 PM – Unknown Man Down
- 501 W Main St, Maydan
 - Responded to unknown man down and was cancelled by Mayodan PD
 - 2 Personnel (1 EMT, 1 EMC)
55. 5/31/2026 – 10:25 AM – Breathing Problem
- 809 W Main St, Mayodan
 - Responded to assist RCEMS on a Breathing Problem
 - Station 60 personnel arrived on scene with RCEMS and assisted as needed
 - 2 personnel (1 EMT, 1 EMC)
56. 5-31-2026 – 11:40 AM – Lift Assist
- 1789 Reynolds Rd, Madison
 - Station 60 personnel responded to assist Station 37 with a lift assist
 - 2 personnel (1 EMT, 1 EMC)
57. 5-31-2026 – 3:07P M – Alarm Residential
- 245 Island Dr. Madison
 - Station 60 personnel responded to assist Station 50 with Alarm Residential
 - Station 60 personnel cancelled En-route due to CO alarm
 - 3 personnel (1 FF, 1 D/O, 1 Support)
58. 5-31-2026 – 8:51 PM - Unconscious
- 616 N 3rd Ave, Mayodan
 - Station 60 dispatched to Assist RCEMS
 - Squad 68 arrived and assisted RCEMS as needed
 - 3 personnel (1 EMT, 2 EMC)

Drills and Training for May 2026

Drills:

- 5/11/2026 – Vehicle Extrication
 - Held at Mayodan Fire Department
 - Trained in techniques using tools for vehicle extrication
 - Used E tools and Hydraulic Tools to extricate a vehicle
 - Led by C. Joyce
- 5/26/2026 – Hazmat diking and diverting
 - Held at Mayodan Fire Department
 - Watched training video on hazmat diverting and diking
 - Setup a diking system using ladders and a tarp
 - Led by C. Joyce