# PITT COUNTY

# COMPREHENSIVE TRANSPORTATION PLAN















**MARCH** 2024

### **ACKNOWLEDGEMENTS**

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

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Town of Bethel

Town of Falkland

Town of Farmville

Town of Fountain

City of Greenville

Town of Grifton

Town of Grimesland

Village of Simpson

Town of Winterville

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### **EXECUTIVE SUMMARY**

In 2020, the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Pitt County, its municipalities, the Mid-East Rural Planning Organization, and the Greenville Urban Area Metropolitan Planning Organization began a Comprehensive Transportation Plan (CTP) study for Pitt County.



The Pitt County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development through 2045. Various modes of transportation were evaluated, and recommendations made, including highway, public transportation, and bicycle/pedestrian. The impact of other modes of travel, such as airports, play significant roles in moving people and freight in North Carolina and in the CTP area.

The Pitt 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 <u>Contact Information</u> <u>Appendix</u> for contact information on these types of issues.



"Pitt County seeks to provide a safe, accessible, resilient, efficient, multi-modal transportation system that promotes economic vitality, and protects the environment."

- Vision statement from the Pitt County CTP Steering Committee





# STUDY APPROACH

- oncrease the **safety** for users of multiple transportation systems
- of Increase the accessibility for users of the transportation systems
- **Strengthen the resiliency** of the transportation systems
- **Solution** Increase the **efficiency** of the motor vehicular transportation systems
- **Ø** Provide and promote more **integrated and multi-modal** transportation systems
- **Toster transportation systems that facilitate economic development**
- **Section** Establish future transportation systems that **minimize impacts** to the natural and human environments

- 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:

**Steering committee members** 



Total Survey Respondents

Survey Comments

1800

4100+



Improve intersections
and traffic flow were the
top two survey results for
desired transportation
improvements

~70% Respondents
live in the
Greenville Urban
Area MPO
boundaries

Respondents primary mode of transportation is a personal motor vehicle

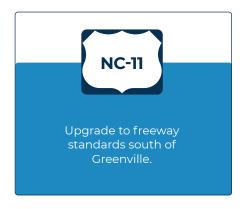
See Chapter 2 for more on this topic.

### PRINCIPAL RECOMMENDATIONS

These are some of the principal recommendations of the Pitt County CTP. They are not listed in any priority order and more information can be found in Chapter 3 and in the CTP Projects Appendix.







### **PROJECT SHEETS**

215

### **CTP Project Sheets**

feature individual project maps, recommendation details, and can be found in the <u>CTP Projects Appendix</u>.

### **APPROVALS**

☑ This information will be added after mutual adoption.

# Chapter ONE Introductions and Overview

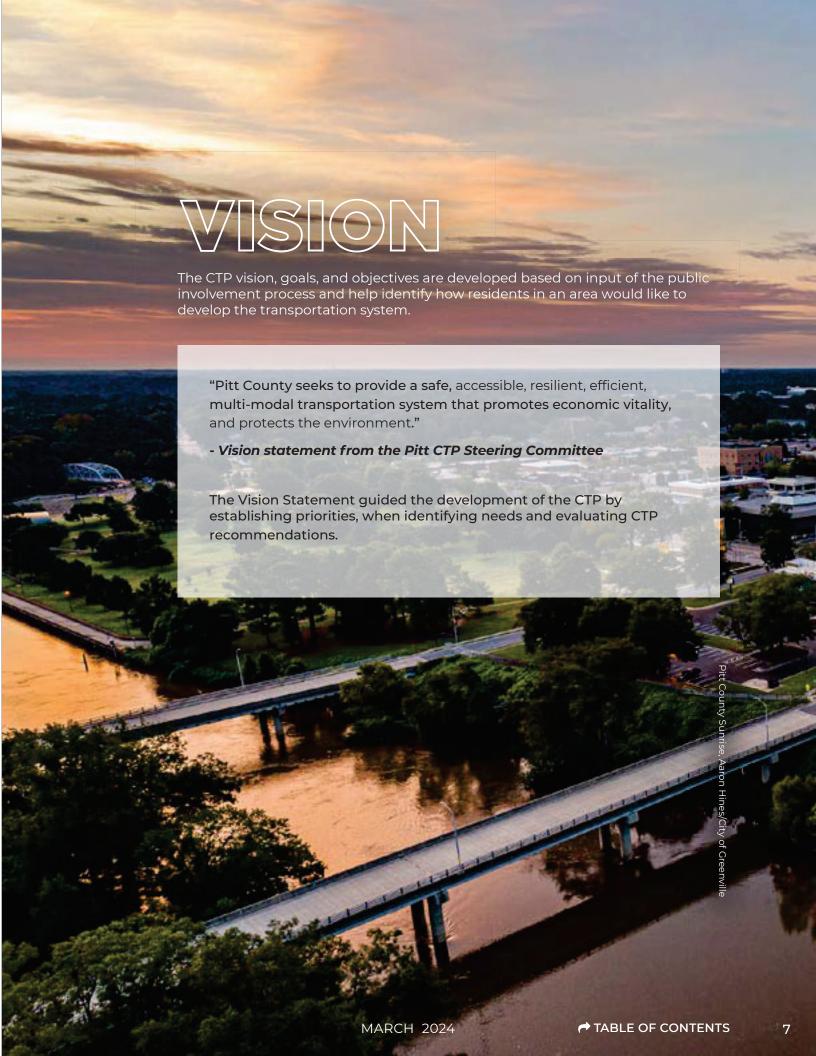
The Comprehensive Transportation Plan (CTP) is North Carolina's multimodal long-range transportation plan. The CTP is mutually adopted and identifies transportation system needs, as well as solutions, to support anticipated growth and development through 2045.

### **PURPOSE AND OVERVIEW**

This plan is developed by NCDOT, Mid-East Rural Planning Organization, and Greenville Urban Area Metropolitan Planning Organization with the support of the Pitt County CTP Steering Committee and Pitt County as lead agency.

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.



# STUDY GOALS AND OBJECTIVES

INCREASE THE SAFETY for users of multiple transportation systems

**INCREASE THE ACCESSIBILITY** for users of

the transportation systems

**STRENGTHEN THE RESILIENCY** of the

transportation systems

**INCREASE THE EFFICIENCY** of the motor

vehicular transportation systems

**PROVIDE** and promote more integrated and

multi-modal transportation systems

FOSTER transportation systems that

facilitate economic development

**ESTABLISH FUTURE** transportation systems that minimize impacts to the natural and

human environments

Objectives are detailed in the <u>Public</u> Involvement Appendix.

# 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 Pitt County CTP.

See the <u>CTP Process Appendix</u> 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

### **THIS PLAN FEATURES:**





A recommended comprehensive transportation network for Pitt County



A list of recommendations



Supporting documentation of the plan, study process, and recommendations

### **CTP PROCESS SUMMARY**

The development of this plan was open and participatory, with area residents providing input through surveys, public engagement meetings, committee meetings, and an online input map. The overall process and timeline are summarized in the list below:



# 2020

Began analyzing existing conditions and initiating committee meetings and public outreach through the public input survey

### WINTER/ SPRING 2021

Continued public outreach, reviewed existing and future conditions, and reviewed survey results to assist with vision, goals, and objectives

#### 2021-2022

Developed draft multi-modal recommendations

### **FALL 2022**

Held public meetings on recommended plan

#### 2023

Developed CTP Documentation

### SPRING 2024

Local and Board of Transportation adoptions



# **LOCAL POLICIES AND PLANS**

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

Greenville Metropolitan Transportation Plan 2045 Update

2030 Pitt County CTP

Great Trails State Network

**ECU Transit** 

East Coast Greenway

Pitt County Greenway Plan 2025

**NCDOT Current STIP** 

Farmville Comprehensive Bicycle and Pedestrian Plan

2008 Grifton Pedestrian Master Plan

**NC Bike Routes** 





# Chapter TWO Existing and Future Conditions

This chapter summarizes the current and future conditions of the transportation system in the Pitt County CTP with consideration of public involvement.

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

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.

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.

# PUBLIC, COMMUNITY, 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 Pitt 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 <a href="Public Involvement Appendix">Public Involvement Appendix</a>.

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Pitt County Steering Committee. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and put forth <a href="https://creativecommendations.">CTP Project Recommendations.</a>

### **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 Public Involvement Appendix.

### The steering committee was involved during the process using:

- ☑ Committee meetings
- ☑ Email and phone
- ✓ Surveys

### The public was involved using:

- ✓ Study website
- ✓ Local news/TV
- ☑ Local government notices and websites
- ✓ Youtube
- ☑ Surveys (English and Spanish, online, paper)
- ☑ Public Meetings (Virtual and In-person)
- ☑ Draft and final plan presentations

More information can be found in the Public Involvement Appendix.



# **WHAT WE HEARD**



"We need to consider traffic when approving new residential developments. Farmland is continuously being turned into residential, but no improvements are made on the surrounding roads."



"We need an **Amtrak station**. Amtrak would **connect us to Charlotte, Raleigh, and all of the major cities** north and south of North Carolina."



"Sidewalks should be added along both sides of Fire Tower Road."

# **Pedestrian**



### **Bicycle**

"In heavily populated areas, there should be a **place for bicycling**. The faster moving traffic is a serious threat for slow moving vehicles."



### **Public Transit**

"Wilson's on-demand transit system seems to be working out really well. It seems like a good model for Greenville."

# COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2016 to 2045, which was also the timeframe utilized by the Travel Demand Model, a traffic analysis tool that supported the CTP process. Growth in Pitt County is expected to occur in the MPO.

PITT COUNTY					
2016 POPULATION	168,820	2016 EMPLOYMENT	83,032		
<b>2022</b> POPULATION	173,481	<b>2022</b> EMPLOYMENT	84,546		
2045 PROJECTED POPULATION	216,760	2045 PROJECTED EMPLOYMENT	106,212		

More information can be found in the <u>Socio-Economic Data Forecast and Methodology Appendix</u> about the methodology that was used to project the population and employment to 2045.

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 Envision Pitt County 2045 Comprehensive Land Use plan, adopted by the Board of Commissioners on March 20, 2023, meets that requirement.

### TRANSPORTATION NETWORK SUMMARY

An important stage in the development of the 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. 13   ♥ U.S. 258   ♥ N.C. 11	
Primary East-West Roadways	<b>♀</b> I-587   <b>♀</b> U.S. 264	
Strategic Transportation Corridors	♥ U.S. 13/N.C. 11   ♥ I-587   ♥ U.S. 264	
Public Transportation Services (Demand Response)	<b>♥</b> Pitt Area Transit	
Fixed Route Bus	<b>Q</b> Greenville Area Transit   <b>Q</b> ECU Transit	
General Aviation Airports	<b>♥</b> Pitt-Greenville Airport	
Park and Ride Lots	<b>♀</b> N/A	
Freight Railroads	♥ CSX Transportation   ♥ Carolina Coastal Railway	
Passenger Railroads	<b>♥</b> N/A	
Primary Freight Movement	<b>♀</b> I-587   <b>♀</b> U.S. 13   <b>♀</b> U.S. 264   <b>♀</b> N.C. 11	
Sidewalks	♥ Most located in municipalities and MPO	
Bicycle Lanes	<b>♥</b> Most located in Greenville	
Statewide Bicycle Routes	♥ N.C. Bike Route 2	
Greenways	<b>♥</b> East Coast Greenway   <b>♥</b> Greenville	
Ferries	♥ N/A	

Each mode of travel covered by the comprehensive transportation plan has been independently analyzed for both current and forecast conditions, as well as in relation to each other as a comprehensive system.

### **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 projects in Greenville MPO's 2045 MTP and NCDOT's 2024-2033 STIP are open to traffic. More information on the STIP projects can be found in the STIP Projects and Unaddressed Deficiencies Appendix.

# Key highway capacity deficiencies for the **Pitt County CTP**



### **9** East Fire Tower Road (from Evans Street to **Portertown Road)**

2022 - over capacity

2045 – over capacity

### **Evans Street (from East Fire Tower Road** to Greenville Boulevard)

2022 - near capacity

2045 – over capacity

### Forlines Road (from NC 11 Bypass to Reedy **Branch Road**)

2045 - over capacity

Refer to the Multimodal Analysis Appendix for existing and future capacity deficiencies.

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## **Planning Level Intersection Assessment**

Roadway intersections in Pitt County were assessed using 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 the Definitions Appendix for definitions of any terms.

╬

The major intersections identified for improvement in the CTP are:

**9** U.S. 13 and U.S. 264

♥ U.S. 13 and Staton Mill Road

**9** U.S. 13 and U.S. 64 Alternate

# **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 locations in Pitt County which occurred between January 1, 2016 and December 31, 2019 are shown on Figure 5. Figure 3 shows bicycle crash locations and pedestrian crash locations. This 5-year dataset excludes the irregularities present during COVID. The CTP Steering Committee reviewed Figure 5 and commented that Pitt County's incidents occur mostly in the MPO. Several locations were identified during the development of this CTP and recommended for improvements.

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 Pitt County CTP were also shared with NCDOT Division 2 for review and consideration.

More discussion of Traffic Crashes can be found in the <u>Transportation Planning</u>
<u>Analysis Data Appendix</u> and the recommended improvements are described in the <u>CTP Projects Appendix</u>.

## **Bridge Deficiency Assessment**

There are 39 structurally deficient and functionally obsolete bridges that were identified. Of these, six are scheduled for improvements in the 2024-2033 State Transportation Improvement Program (STIP). Refer to the <u>Transportation Planning Analysis Data Appendix</u> for more detailed bridge deficiency information and its relationship/proximity to the CTP project proposals described in the <u>CTP Projects Appendix</u>.



# **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 bicyclists and pedestrians.

The N.C. 2 Bike Route runs through Pitt County from Edgecombe County to Beaufort County. Increased separation from automotive traffic would help bikers stay safe. The East Coast Greenway and Greenville Greenways are important facilities that provides active transportation options to the community such as walking and biking.

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

Refer to the Multimodal Analysis Appendix for additional information.

# **Key bicycle & pedestrian recommendations** for the Pitt County CTP

N.C. 2 Bike Route (Mountains to Sea) improvements

**East Coast Greenway improvements** 



# PUBLIC TRANSPORTATION ANALYSIS SUMMARY



Pitt Area Transit is an on-demand public transportation system open to all citizens of Pitt County living outside the city limits of Greenville.

Greenville Area Transit has six fixed bus routes in Greenville arriving at various intervals. Various stops include: G.K. Butterfield Center, Pitt Community College, Thomas Langston Park, NC Works Career Center, Greenville Mall, Council on Aging, University Commons, East Carolina University, Vidant Hospital, and the VA Clinic. The bus routes currently operate on weekdays from 7:25 a.m. to 5:15 p.m.

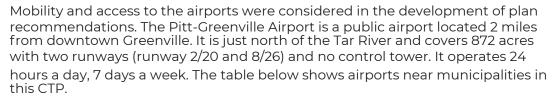
East Carolina University Transit offers a wide variety of travel options on a comprehensive system which provides more than 2.5 million rides each year with service both on and off campus. Throughout the academic year and both summer sessions, buses operate on several fixed routes which circulate around main campus and connect to outlying areas, such as the health sciences campus and commuter park-and-ride lots. Service is also provided to off-campus housing and several shopping, dining and entertainment areas around Greenville. Additionally, a point-to-point, Transit On-Demand van service works in conjunction with the bus system to help ensure safe connections to evening routes, as well as safe travel around campus and adjacent areas at night after most regular daytime service has ended.

The vision for the future is to provide transit services to all transit riders and improve the efficiency of the transit system through emerging technology, seamless transportation, and expansion of services.

Refer to the Multimodal Analysis Appendix for additional information.

<b>Urban Transportation</b> (provide both urban and rural transportation)	Greenville Area Transit and ECU Transit
Rural Transportation (provide both rural and local transportation)	Pitt Area Transit
Regional Transportation (Operate in multiple areas of the state and connect multiple municipalities and counties)	None
Intercity Transportation (Greyhound and Amtrak)	Amtrak bus service to Wilson, NC

### **AIRPORTS**





Type of Airport	Name	Location	Distance
Public General Airport	Pitt-Greenville Airport	Greenville, N.C.	2 miles
	Washington-Warren Field Airport	Washington, N.C.	20 miles
	Martin County Airport	Williamston, N.C.	20 miles
	Plymouth Municipal Airport	Plymouth, N.C.	45 miles
	Coastal Carolina Regional Airport	New Bern, N.C.	45 miles
	Tarboro-Edgecombe Airport	Tarboro, N.C.	30 miles
	Rocky Mount-Wilson Regional Airport	Elm City, N.C.	40 miles
	Wilson Industrial Air Center	Wilson, N.C.	40 miles
	Wayne Executive Jetport	Pikeville, N.C.	30 miles
	Kinston Regional Jetport	Kinston, N.C.	30 miles
Private Airport	Flanagan Field Airport	Farmville, N.C.	10 miles
	Boyd Field Airport	Grimesland, N.C.	10 miles
	South Oak Aerodrome Airport	Winterville, N.C.	10 miles
Closest International Airport	Raleigh-Durham International Airport	Morrisville, N.C.	90 miles

# **GOODS MOVEMENT / FREIGHT**

Major generators of goods in Pitt County CTP were identified, along with their proximity to nearby major roadways. There are also rail services in Pitt County, including CSX and Norfolk Southern.

Based on the data, most truck freight movement used the following roadways: U.S. 13, N.C. 11, U.S. 264, and I-587. Most freight generators and shippers were clustered in Greenville.

Refer to the Transportation Planning Analysis Data Appendix for more information.



# Chapter THREE

# CTP Project Proposals

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











Projected 2045 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 the Multimodal Analysis Appendix.

### **NCDOT PROJECT DELIVERY PROCESS**

Years of extensive planning, study and work occur before NCDOT begins building a transportation project. The process, known as the Project Development Process, begins with the department assisting municipalities, counties, 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 further 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"), then, construction begins.

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

### CTP PROJECT RECOMMENDATIONS LIST

The CTP Project Recommendations list contains information about Pitt County Comprehensive Transportation Plan recommendations. These recommendations represent an agreement (between NCDOT and local community) of identified transportation deficiencies and potential solutions.

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 improvement 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 list is not in any priority order. Additional information about each recommendation can be found in the <u>CTP Projects Appendix</u>. Detailed additional information about the studied roads and recommendations can also be found in the <u>Inventory Table Appendix</u>.

### **NCDOT PROJECT DELIVERY PROCESS**



### CTP MAPS

The mutually adopted Pitt County CTP Maps are found in Figure 1. Definitions of terms on these maps can be found in the <u>Definitions and Resources Appendix</u>.

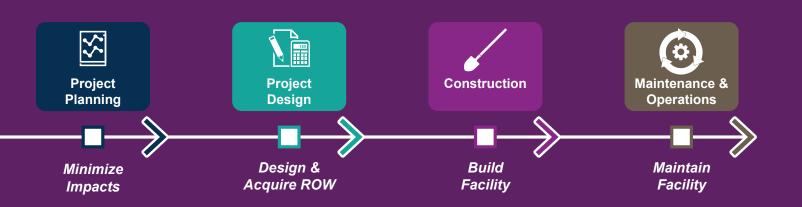
### The maps included are:

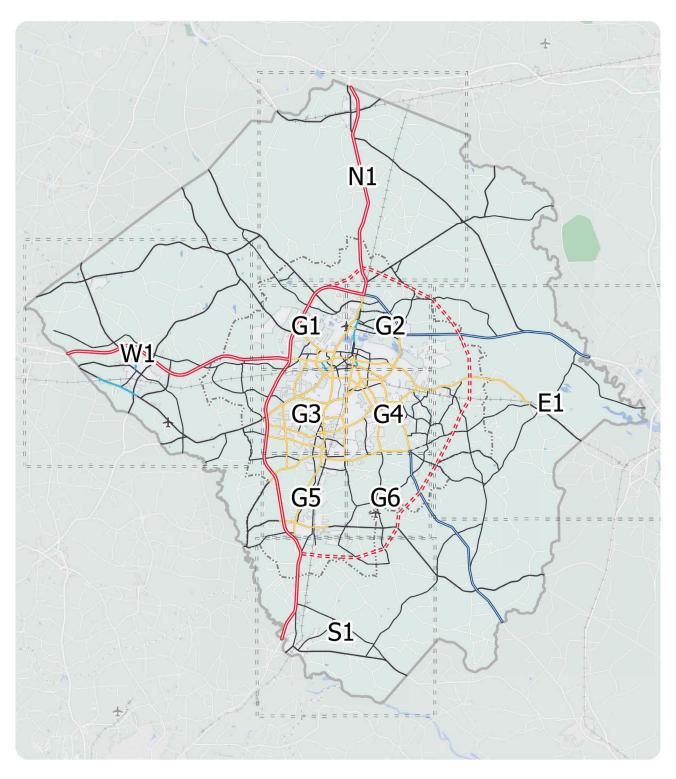
- **2 Highway Recommendations**
- **3 Public Transportation Recommendations**
- **4 Bicycle / Pedestrian Recommendations**

The Facility Type and Control of Access map is important for planning, design, and operations. The various Recommendations Maps identify an agreement of identified transportation deficiencies and potential solutions.

For more information, see the CTP Projects Appendix.







Facility classifications for mobility and control of access planning through 2045



PITT COUNTY

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 26, 2024



Other Features





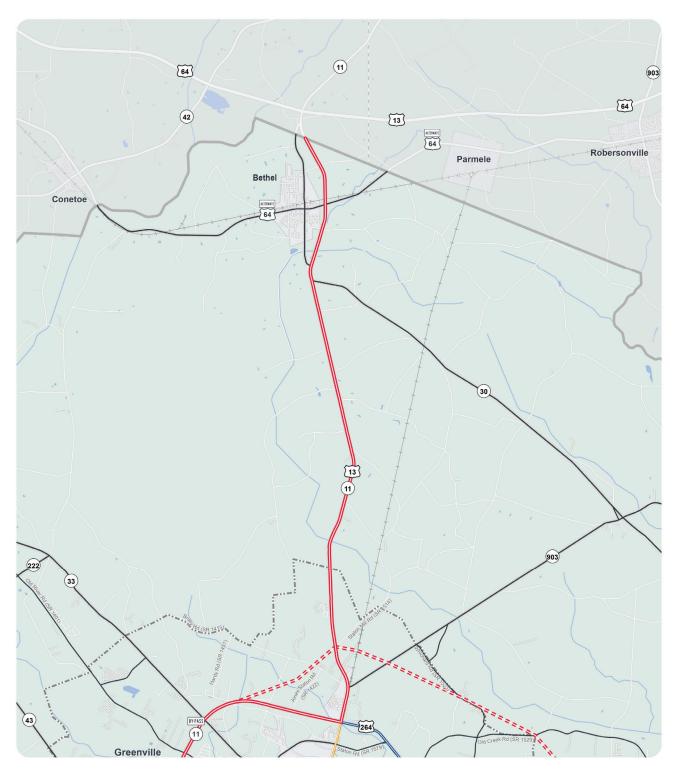




Sheet 1 of 4

Base map date: March 13, 2020

### Legal Disclaimer



Facility classifications for mobility and control of access planning through 2045



### PITT COUNTY INSET: N1

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 26, 2024







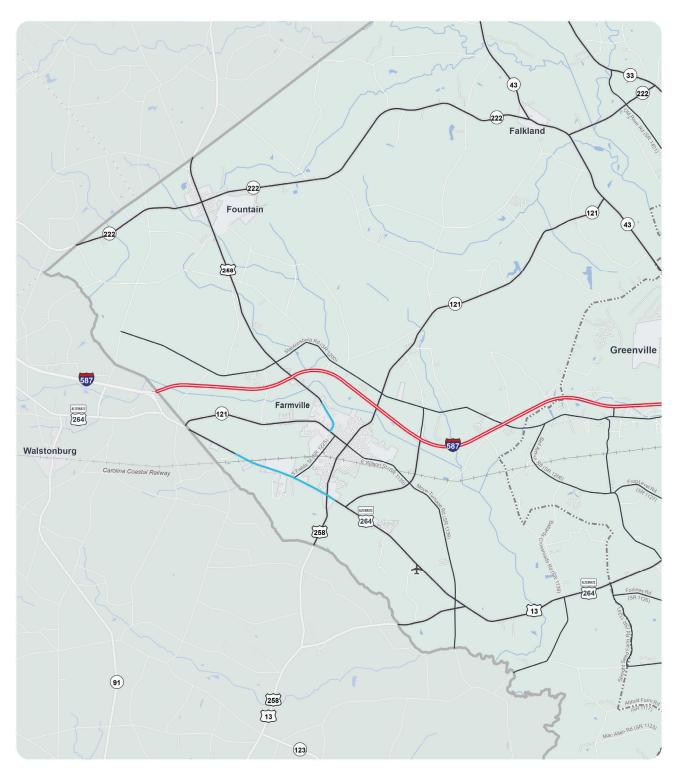




Sheet 1 of 4

Base map date: March 13, 2020

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Facility classifications for mobility and control of access planning through 2045



### PITT COUNTY INSET: W1

Comprehensive Transportation Plan

**DRAFT COPY** Plan Date: February 26, 2024





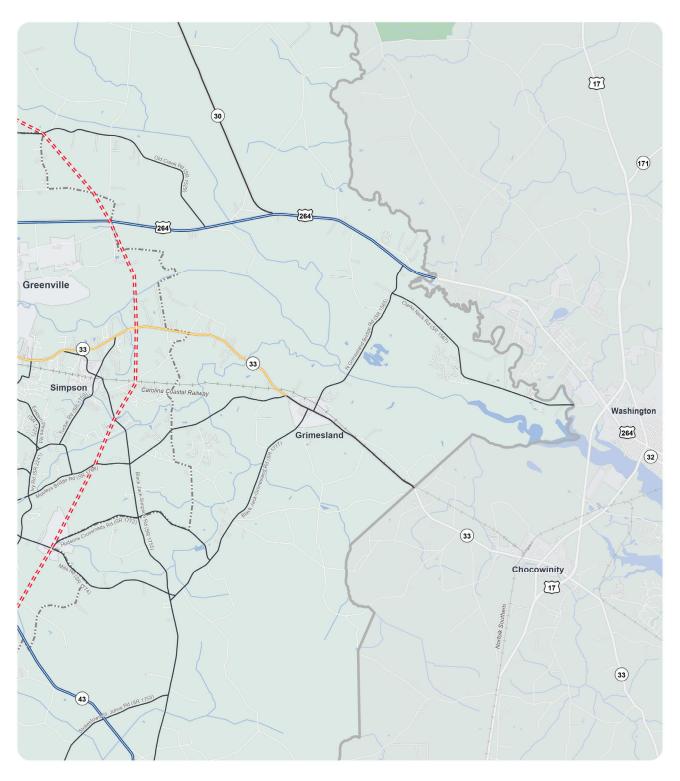




Sheet 1 of 4

Base map date: March 13, 2020

### Legal Disclaimer



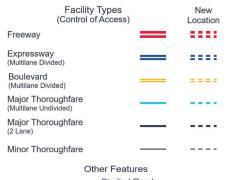
Facility classifications for mobility and control of access planning through 2045



### PITT COUNTY INSET: E1

Comprehensive Transportation Plan

**DRAFT COPY** Plan Date: February 26, 2024







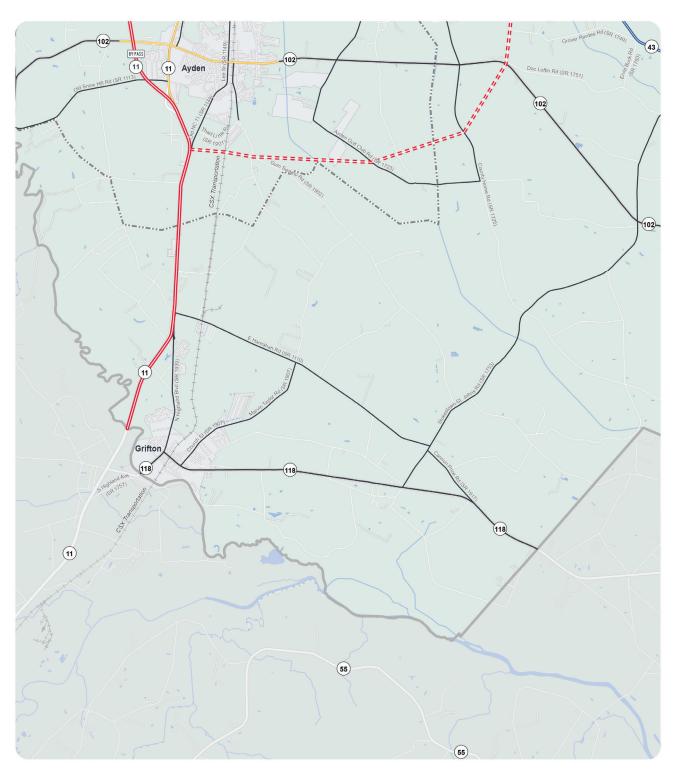
Full report at: tinyurl.com/pittctp



Sheet 1 of 4

Base map date: March 13, 2020

### Legal Disclaimer



Facility classifications for mobility and control of access planning through 2045



### PITT COUNTY INSET: S1

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 26, 2024







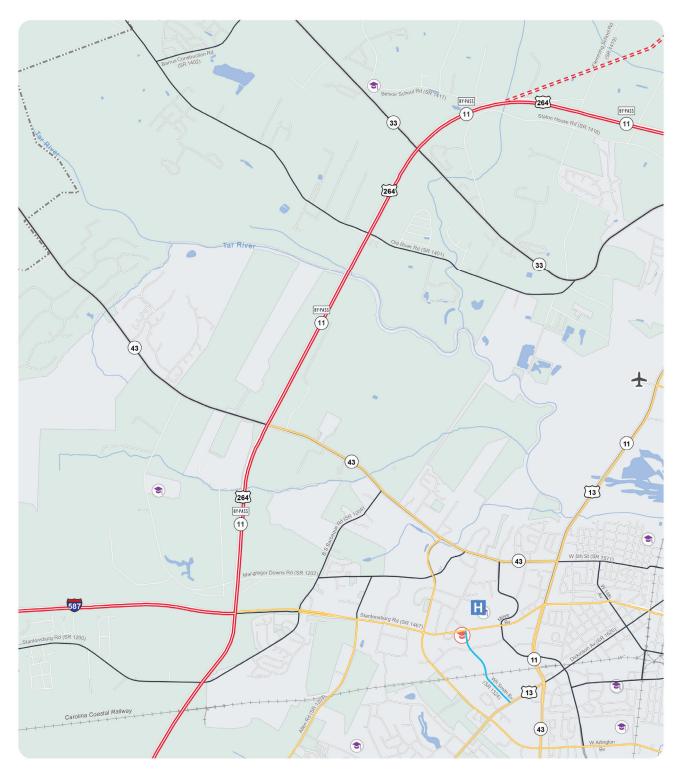




Sheet 1 of 4

Base map date: March 13, 2020

### Legal Disclaimer



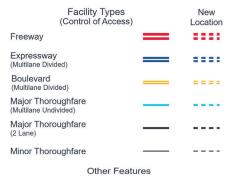
Facility classifications for mobility and control of access planning through 2045



### PITT COUNTY INSET: G1

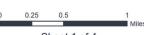
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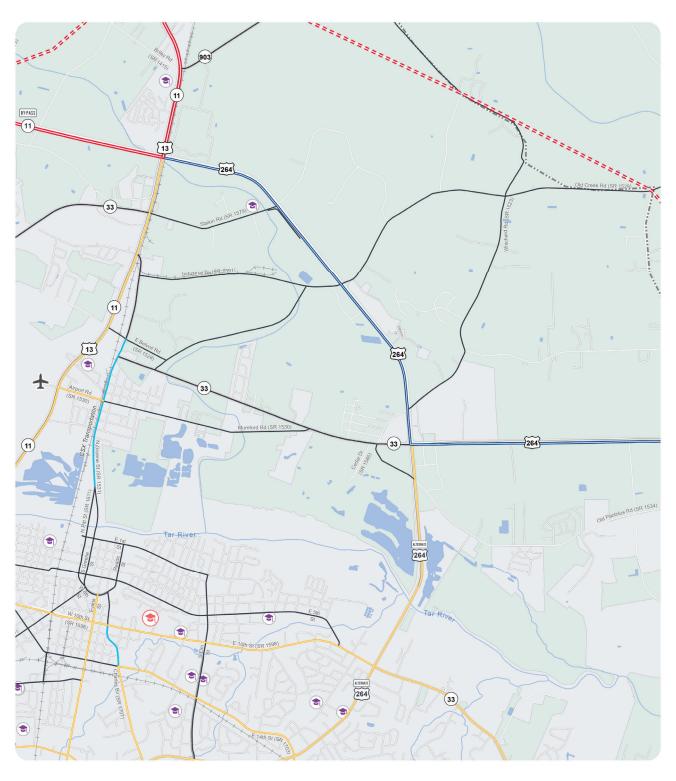




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Base map date: March 13, 2020

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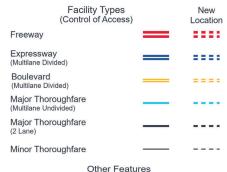
Facility classifications for mobility and control of access planning through 2045



### PITT COUNTY INSET: G2

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Other Features





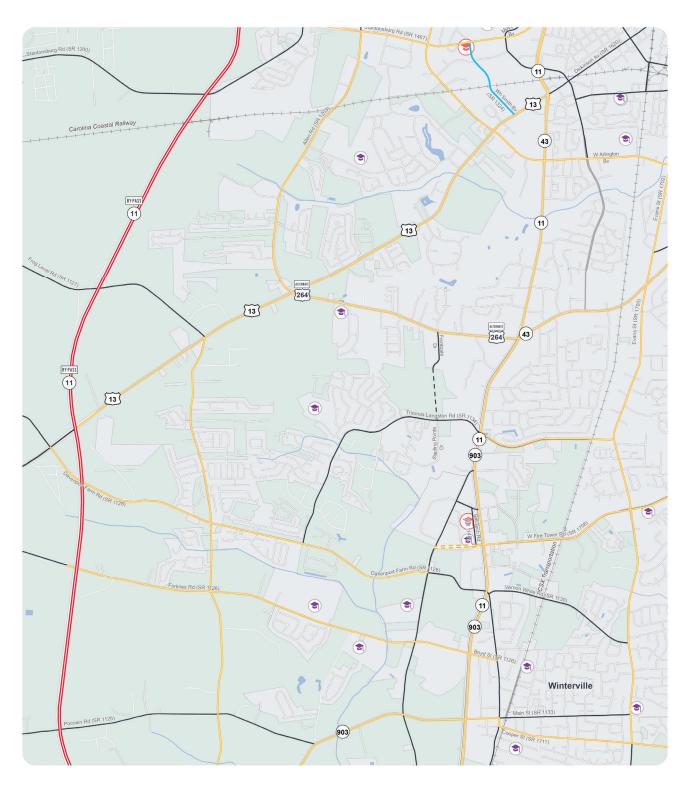
Full report at: tinyurl.com/pittctp



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Facility classifications for mobility and control of access planning through 2045



### PITT COUNTY INSET: G3

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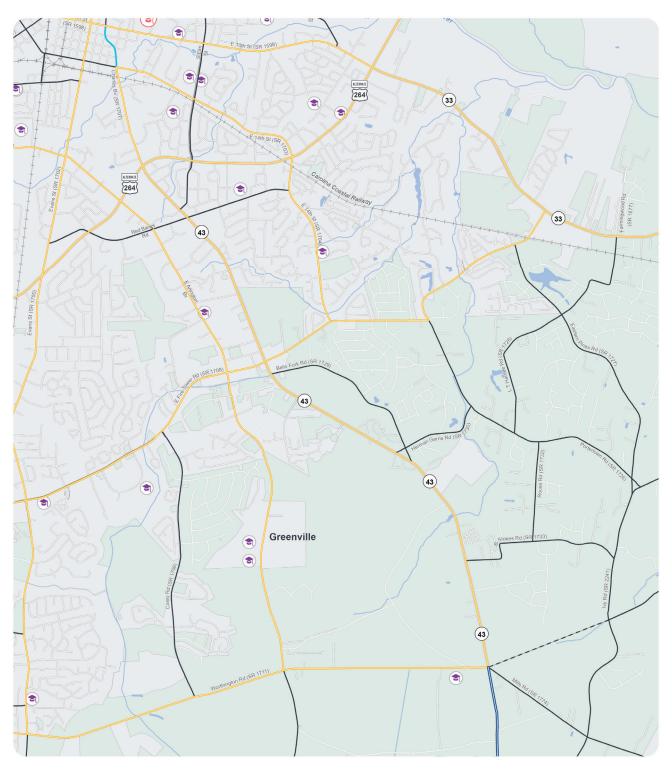
Full report at: tinyurl.com/pittctp



Sheet 1 of 4

Base map date: March 13, 2020

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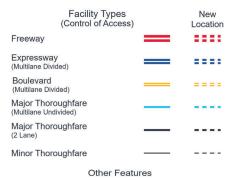
Facility classifications for mobility and control of access planning through 2045



### PITT COUNTY INSET: G4

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Facility classifications for mobility and control of access planning through 2045



### PITT COUNTY **INSET: G5**

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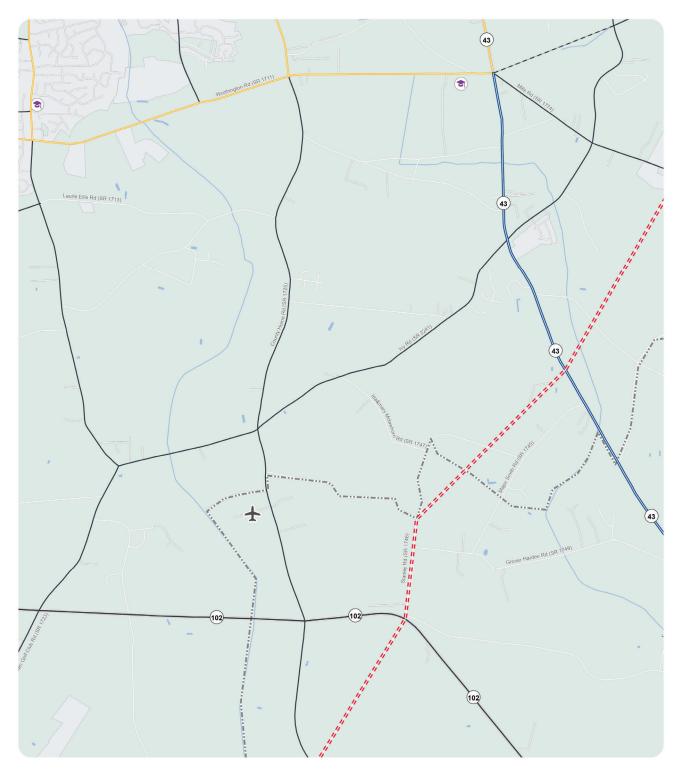




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Base map date: March 13, 2020

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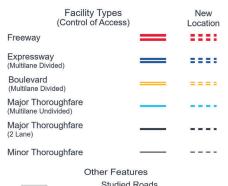
Facility classifications for mobility and control of access planning through 2045



### PITT COUNTY INSET: G6

Comprehensive Transportation Plan

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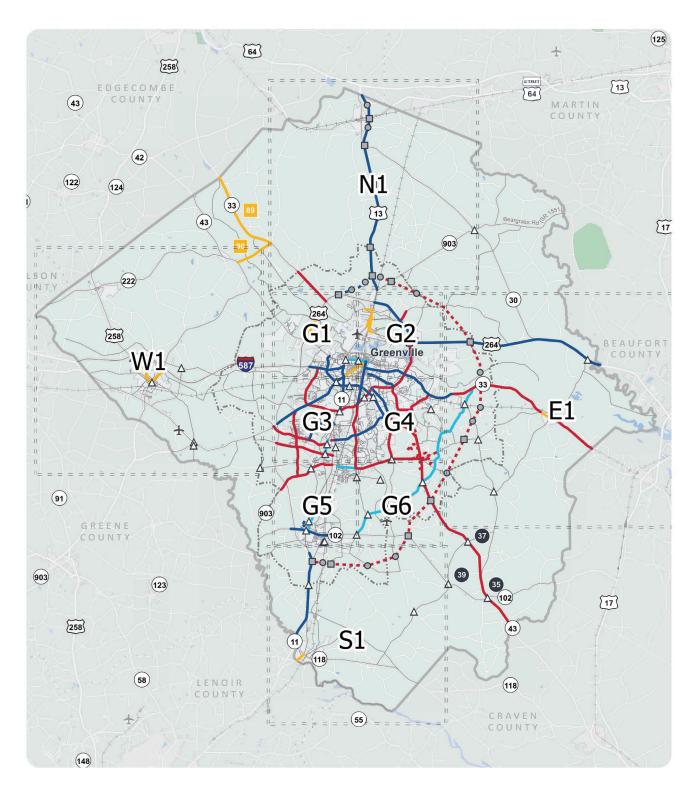


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### Base map date: March 13, 2020 Legal Disclaimer



Proposals that address identified needs through 2045



### PITT COUNTY

Comprehensive Transportation Plan

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#### 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 **(** 0 0 0 Bridge / Overpass Intersection Studied Roads Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)





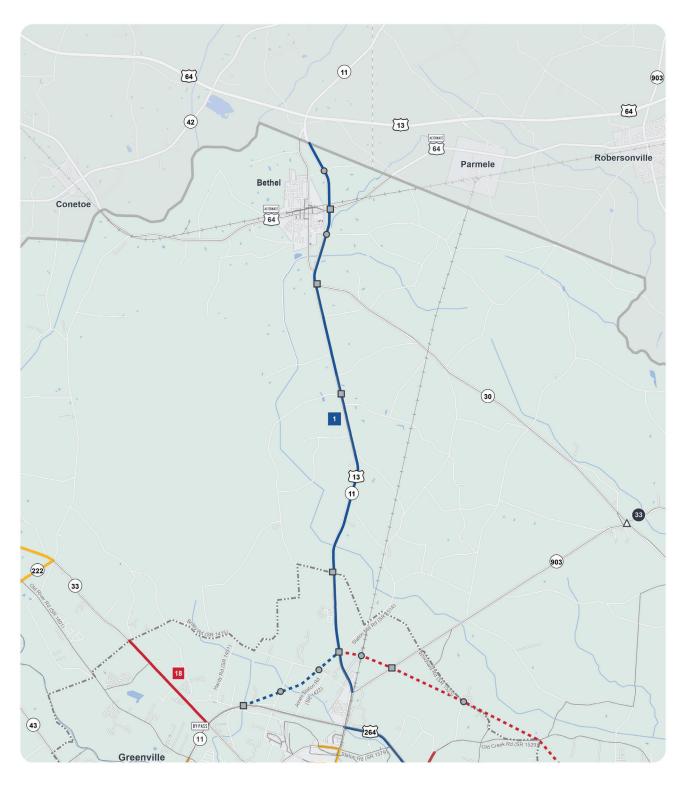


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Base map date: March 13, 2020

#### Legal Disclaimer



Proposals that address identified needs through 2045



## INSET: N1 PITT COUNTY

Comprehensive Transportation Plan

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#### 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 0 Intersection Studied Roads Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)





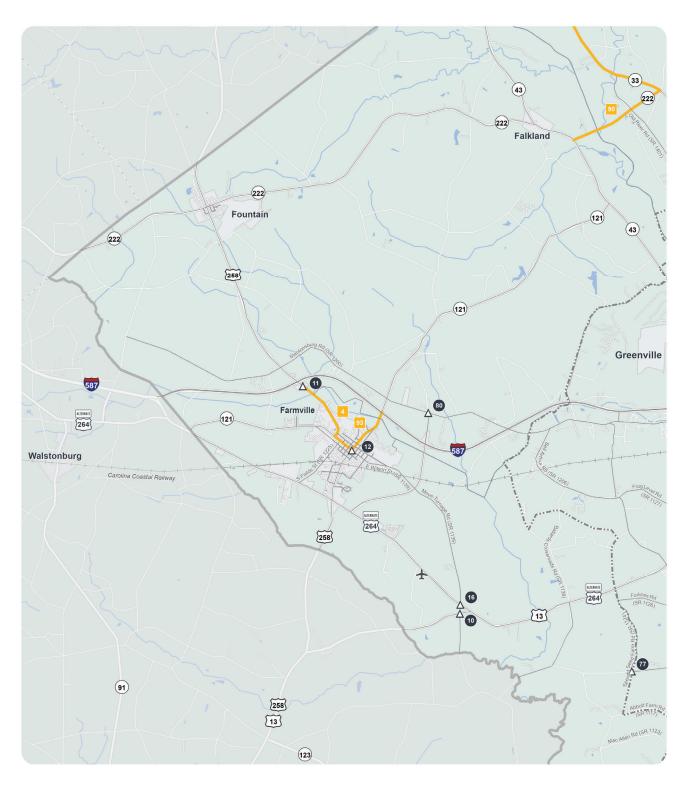


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Base map date: March 13, 2020

#### Legal Disclaimer



Proposals that address identified needs through 2045



## INSET: W1 PITT COUNTY

Comprehensive Transportation Plan

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#### 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 0 Intersection Studied Roads Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)





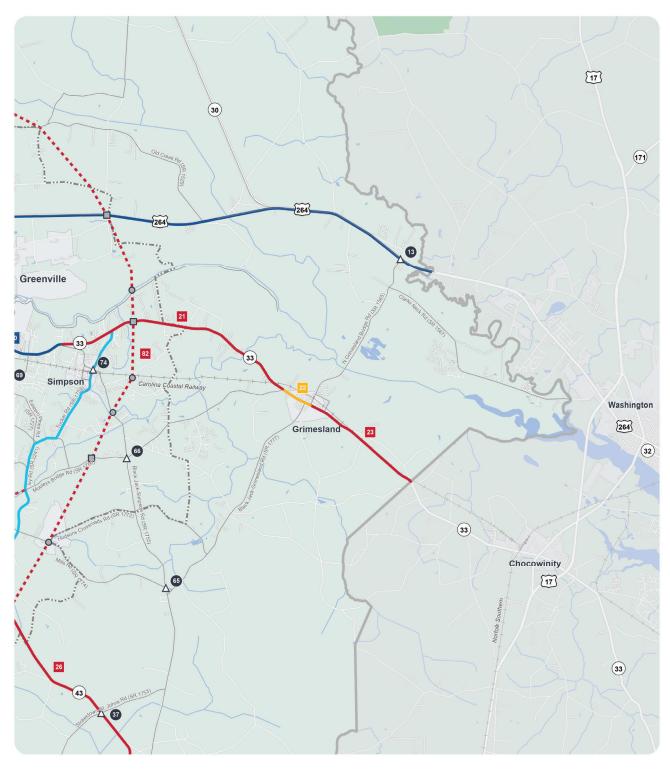


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#### **HIGHWAY** RECOMMENDATIONS Proposals that address identified needs through 2045



## INSET: E1 PITT COUNTY

Comprehensive Transportation Plan

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#### 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 0 Intersection Studied Roads Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)





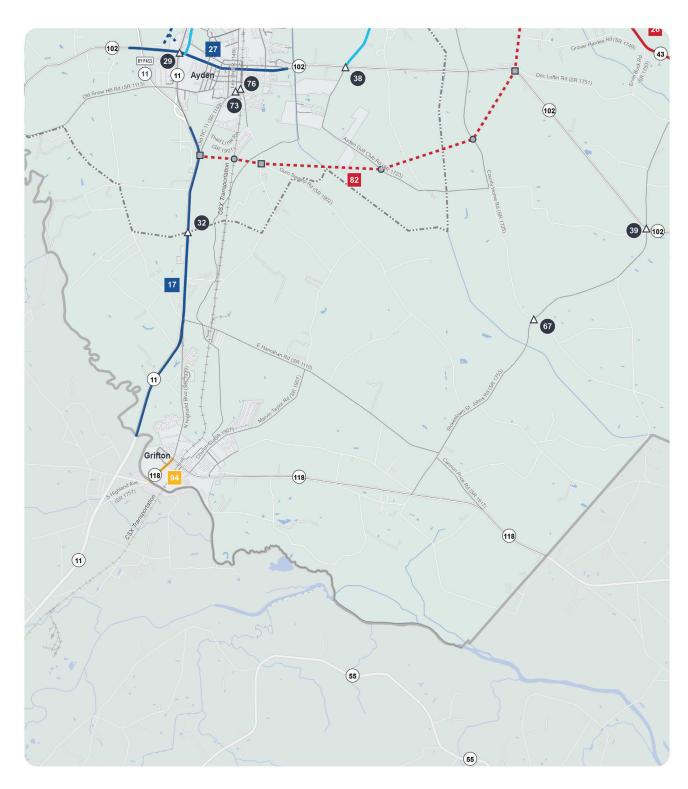
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Proposals that address identified needs through 2045



## INSET: S1 PITT COUNTY

Comprehensive Transportation Plan

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#### 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 0 Intersection Studied Roads Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)





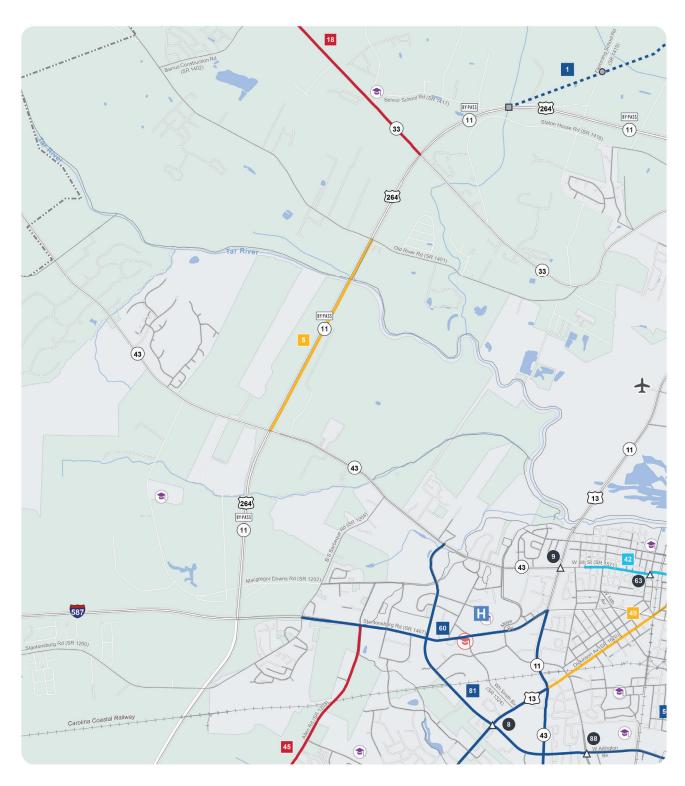


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Base map date: March 13, 2020

#### Legal Disclaimer



Proposals that address identified needs through 2045



## INSET: G1 PITT COUNTY

Comprehensive Transportation Plan

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#### 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 0 0 Intersection Studied Roads Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)







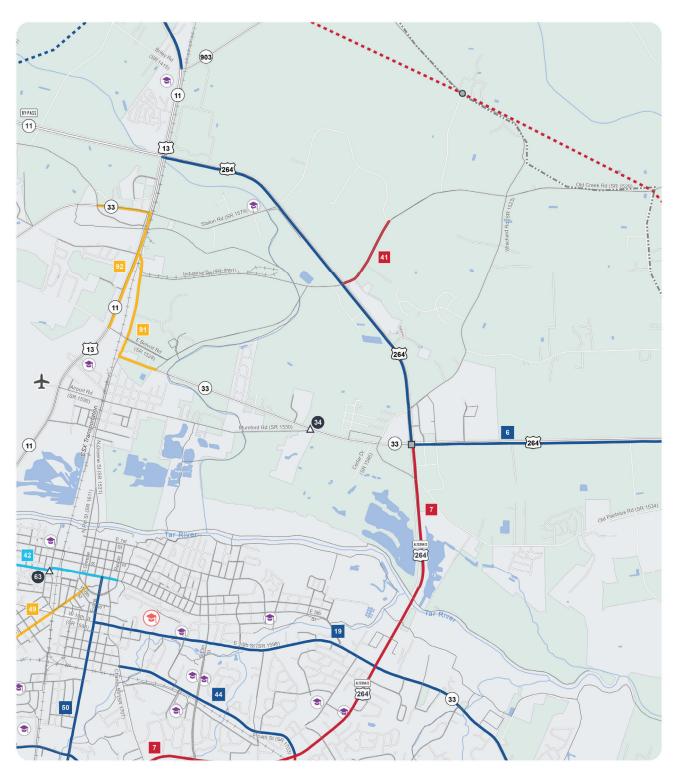






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## INSET: G2 PITT COUNTY

Comprehensive Transportation Plan

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#### 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 0 Intersection Studied Roads Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)





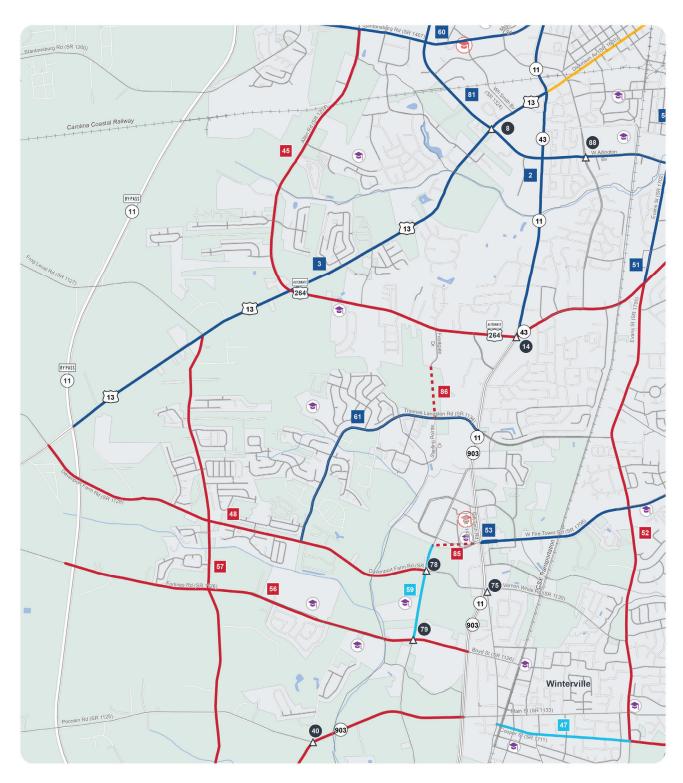


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#### Legal Disclaimer



Proposals that address identified needs through 2045



## INSET: G3 PITT COUNTY

Comprehensive Transportation Plan

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#### 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 **#** 0 0 Intersection Studied Roads Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)





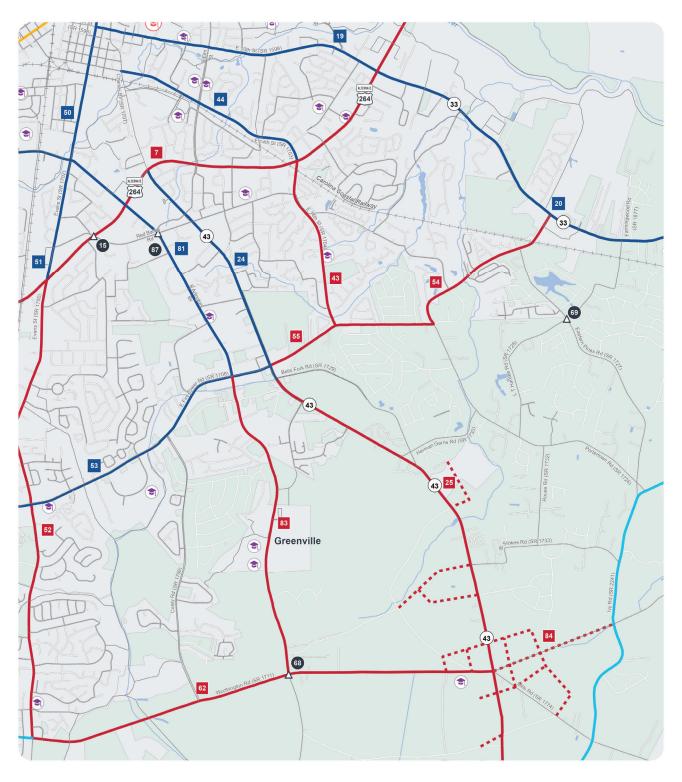


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Base map date: March 13, 2020

#### Legal Disclaimer



Proposals that address identified needs through 2045



## INSET: G4 PITT COUNTY

Comprehensive Transportation Plan

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#### 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 0 0 Intersection Studied Roads Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)





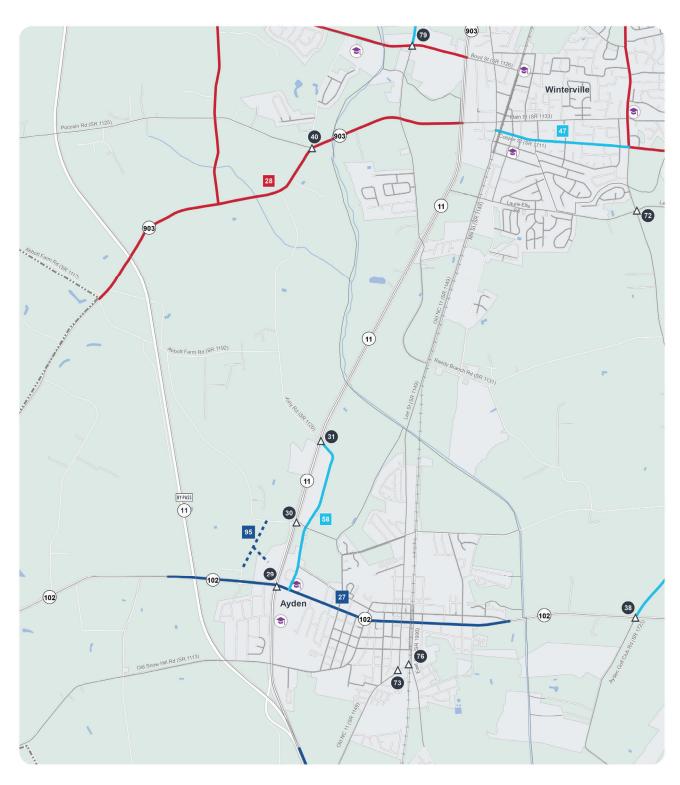






Base map date: March 13, 2020

#### Legal Disclaimer



Proposals that address identified needs through 2045



# INSET: G5 PITT COUNTY

Comprehensive Transportation Plan

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#### 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

O

Intersection

Studied Roads

Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)





Full report at: tinyurl.com/pittctp



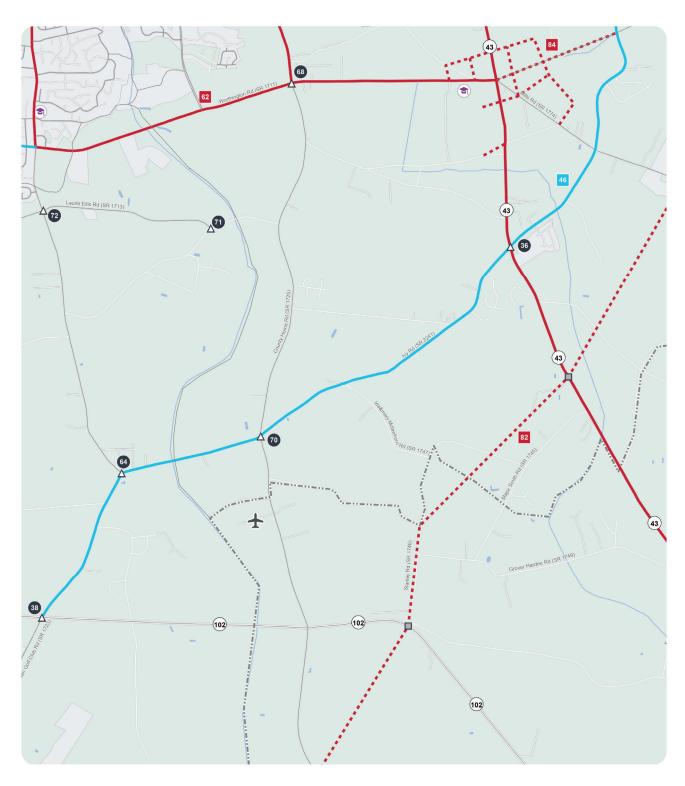
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#### Legal Disclaimer

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.

Base map date: March 13, 2020



Proposals that address identified needs through 2045



## **INSET: G6** PITT COUNTY

Comprehensive Transportation Plan

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#### 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 0 Intersection Studied Roads Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)













Base map date: March 13, 2020

#### Legal Disclaimer



## Pitt County **Highway Recommendations**



#### **US 13:**

From Edgecombe County to US 264 | 14.14 miles

Upgrade to a 4-lane freeway, per NCDOT Express Design H150861.

### US 13/NC 11: 66 🏌

From Stantonsburg Road (SR 1200) to US 264 ALT | 2.59 miles

Add medians and protected left turn lanes at Farmville Boulevard, Moye Boulevard, Dickinson Avenue, Arlington Boulevard, and US 264 ALT, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

## US 13: 6 🏌

From NC 11 to Davenport Farm Road (SR 1128) | 4.63 miles

Widen to a consistent 4-lane divided facility with access management improvements, per GUAMPO's 2045 MTP. Add sidepaths for pedestrian and bicycle use.

### US 258 BUS: 🔥 🏌

From US 264 to NC 121 | 1.89 miles

Improve the intersections along the corridor. Add multi-use paths for pedestrian and bicycle use. Construct sidewalk as necessary to close gaps in Farmville.

#### US 264:

From NC 43 to Old River Road (SR 1401) | 1.71 miles

Upgrade facility. Options could include elevating the roadway.

#### US 264:

From US 13 to Beaufort County Line | 14.34 miles

Upgrade to limited control-of-access expressway with service roads. Upgrade facility for resiliency to flooding where necessary. Options could include elevating the roadway. Add sidepaths for bicycle and pedestrian use as part of NC Bike Route 2.







Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection









## Modernization, FS1002-B: 🏂 🏌

From US 264 to US 13 | 8.18 miles

Widen to 6 lanes and improve intersections, per GUAMPO's 2045 MTP and Feasibility Study. Add sidepaths for pedestrian and bicycle use.

### **US 13 & West Arlington Boulevard:**

Intersection | 0.0 miles

Improve intersection, per GUAMPO's 2045 MTP.

#### US 13 & NC 43, U-5730:

Intersection | 0.0 miles

Upgrade intersection, per NCDOT STIP Project U-5730.

#### US 13 & Moye-Turnage Road (SR 1139):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

#### US 258 BUS & Cooperative Way:

Intersection | 0.0 miles

Improve intersection.

## US 258 BUS & NC 121 (North Main Street):

Intersection | 0.0 miles

Improve intersection's sight distance.

## US 264 & North Grimesland Bridge Road (SR 1565):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

#### **US 264 ALT & NC 11:**

Intersection | 0.0 miles

Improve intersection, per GUAMPO's 2045 MTP.

Highway Class:

Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection





#### **US 264 ALT & Red Banks Road:**

Intersection | 0.0 miles

Improve intersection, per GUAMPO's 2045 MTP.



### US 264 ALT & Moye-Turnage Road (SR 1139):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.



#### NC 11, R-5815:

From NC 11 BYP to Lenoir County Line | 5.48 miles

Upgrade to interstate standards, per NCDOT STIP Project R-5815.

18

#### NC 33, R-3407:

From MPO Boundary (near NC 222) to US 264 | 2.28 miles

Widen to a four-lane boulevard with a median, per NCDOT STIP Project R-3407. Entire project limits extend into Edgecombe County to NC 33 near Tarboro.

19

## NC 33 and East 10th Street (SR 1598), U-6125: 🔥 🏌

From Evans Street (SR 1702) to Oxford Road | 3.02 miles

Access Management, per NCDOT STIP Project U-6125. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.

20

## NC 33: 66 🏌

From Oxford Road to Blackjack-Simpson Road (SR 1755) | 2.5 miles

Replace the existing center left-turn lane with a median and improve the intersections, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.



## NC 33, U-6215: 🏠 🏌

From Blackjack-Simpson Road (SR 1755) to Mobleys Bridge Road (SR 1760) | 5.6 miles

Widen to multi-lanes, per NCDOT STIP Project U-6215. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.







NC 33: 6 1

From Mobleys Bridge Road (SR 1760) to Beaufort Street (SR 1565) | 0.71 miles

Implement traffic calming measures, per Division support. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.

NC 33: 66 🏌

From Beaufort Street (SR 1565) to Beaufort County Line | 2.89 miles

Widen roadway to three lanes. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.

NC 43, U-6147: 6

From US 264 ALT to Bells Fork Road (SR 1729) | 1.97 miles

Access Management, per NCDOT STIP Project U-6147. Add sidepaths for bicycle and pedestrian use.

25

NC 43, U-5991: 🔥 🏌

From Firetower Road (SR 1708) to Worthington Road (SR 1711) | 3.07 miles

Widen to multi-lanes, per NCDOT STIP Project U-5991. Add sidepaths for bicycle and pedestrian use.

26

NC 43:

From Worthington Road (SR 1711) to Craven County Line | 11.41 miles

Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP.

NC 102: 🏂 🏌

From NC 11 BYP to Ayden Town Limits | 2.75 miles

Install median, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

NC 903: 66 🏌

From NC 11 to MPO Boundary | 3.44 miles

Widen to multi-lanes, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

NC 11 & NC 102:

Intersection | 0.0 miles

Add new turn lanes, per GUAMPO's 2045 MTP.

Highway Class:

Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection





30

### NC 11 & Dennis McLawhorn Road (SR 1119):

Intersection | 0.0 miles

Construct Reduced-Conflict Intersection (RCI).

#### NC 11 & Jolly Road (SR 1120):

Intersection | 0.0 miles

Construct Reduced-Conflict Intersection (RCI).

#### NC 11 & Littlefield Road (SR 1108):

Intersection | 0.0 miles

Construct Reduced-Conflict Intersection (RCI).

#### NC 30 & NC 903:

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

#### NC 33 & Mumford Road (SR 1530):

Intersection | 0.0 miles

Install a roundabout, per GUAMPO's 2045 MTP.

#### NC 43 & NC 102:

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

## NC 43 & Ivy Road (SR 1774):

Intersection | 0.0 miles

Improve intersection, per GUAMPO's 2045 MTP.

## NC 43 & Stokestown Saint John Road (SR 1753):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

Highway Class:







#### NC 102 & Ayden Golf Club Road (SR 1723):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.



#### NC 102 & Stokestown Saint John Road (SR 1753):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.



#### NC 903 & Pocosin Road (SR 1125):

Intersection | 0.0 miles

Widen radii around Pocosin Rd and Red Forbes Rd and slightly realign NC 903. Convert to an all-way stop intersection. This project is planned to be constructed Summer 2024.

### Old Creek Rd (SR 1529): 6 1

From US 264 to Sugg Parkway | 0.65 miles

Widen roadway and add sidepath for bicycle and pedestrian use.

42

## West 5th Street (SR 1571), U-6240: &

From Cadillac Street to Reade Street | 1.07 miles

Rehabilitate and realign West 5th Street (SR 1571), per NCDOT STIP Project U-6240. Add appropriate bicycle facilities. Under Construction.

43

## East 14th Street (SR 1704), U-5917:

From East Firetower Road (SR 1708) to US 264 ALT | 1.37 miles

Widen to a two-lane median divided facility with bicycle lanes, per NCDOT STIP Project U-5917.

## East 14th Street (SR 1704): 6 1

From US 264 ALT to Charles Boulevard (SR 1707) | 1.61 miles

Add medians along the corridor with protected left turn lanes at the Elm Street intersection, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.



















## Allen Road (SR 1203), U-5875: 5 1/2

From Stantonsburg Road (SR 1200) to US 13 | 2.3 miles

Widen to a four-lane median divided roadway and upgrade the intersections at Stantonsburg Road (SR 1200) and US 13, per NCDOT STIP Project U-5875. Add bicycle lanes and sidewalks for bicycle and pedestrian use.

46

## Ayden Golf Club Road / Ivy Road / Tucker Road (SR 1723/1174/1759): ਨੂੰ ਨੂੰ

From NC 102 to NC 33 | 11.4 miles

Potential for intermittent turn lanes, lane windening, and edge treatments per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

47

## Cooper Street (SR 1711): 6 1

From Old Tar Road (SR 1700) to Mill Street (SR 1149) | 1.06 miles

Potential modernization options include restriping, lane reconfiguration, and partial curb and gutter enhancements per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

48

### Davenport Farm Road (SR 1128): 66 16

From US 13 to Reedy Branch Road (SR 1131) | 3.25 miles

Widen to a 4-lane divided facility. Add sidepaths for bicycle and pedestrian use.

49

## Dickinson Avenue (SR 1620), U-5606: 5 1620

From Reade Circle to US 13 | 1.34 miles

Improve curb and gutters, the storm drainage system, sidewalks, and replace roadway subgrade, per NCDOT STIP Project U-5606. Under construction.

50

## Evans Street (SR 1700), U-6196: 🔥 🏌

From 5th Street (SR 1571) to Red Banks Road | 2.13 miles

Access Management, per NCDOT STIP Project U-6196. Add sidepaths for bicycle and pedestrian use.

51

## Evans Street (SR 1700): 🔥 🏌

From Red Banks Road to US 264 ALT | 0.27 miles

Access Management, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

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



## Evans Street / Old Tar Road (SR 1700), U-2817: 🏡 🏌

From US 264 ALT to Worthington Road (SR 1711) | 3.69 miles

Widen to 4 lanes, per NCDOT STIP Project U-2817. Add sidepaths for bicycle and pedestrian use.

53

## Firetower Road (SR 1708): 66 🏌

From NC 11 to NC 43 | 3.62 miles

Replace the existing center turn lane with a median and improve the intersections along the corridor, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

54

## East Firetower Road/Portertown Road (SR 1726), U-5870: 🏠 🏌

From East 14th Street (SR 1704) to NC 33 | 2.17 miles

Widen to 4 lanes, per NCDOT STIP Project U-5870.

55

### East Firetower Road (SR 1708), U-5785: 🎊 🏌

From NC 43 to East 14th Street (SR 1704) | 0.6 miles

Widen to 4 lanes and improve the Charles Boulevard and Arlington Boulevard intersections, per NCDOT STIP Project U-5785.

56

### Forlines Road (SR 1126): 🏠 🏌

From NC 11 BYP to NC 11 | 3.27 miles

Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

57

## Frog Level Road (SR 1127): 6 1

From US 13 to NC 903 | 3.7 miles

Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

58

## Jolly Road (SR 1120): 🔥 🏌

From NC 102 to NC 11 | 1.27 miles

Modernize and upgrade the roadway with with edge treatments and lane widening, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.



Highway Class:









59

## Reedy Branch Road (SR 1131): 🏂 🏌

From Forlines Road (SR 1126) to West Firetower Rd (SR 1708) | 0.76 miles

Modernization may include turn lane improvements, edge treatments, lane widening, etc. per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

60

## Stantonsburg Road (SR 1200), U-6195: 🔥 🏌

From B's Barbeque Road (SR 1204) to US 13 | 1.99 miles

Access Management, per NCDOT STIP Project U-6195. Add sidepaths for bicycle and pedestrian use.

61

## Thomas Langston Road (SR 1134): 🔥 🏌

From Davenport Farm Road (SR 1128) to NC 11 | 2.08 miles

Modernize to a divided 2-lane roadway with curb and gutter. Add protected left turning movements at specified intersections, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

62

## Worthington Road (SR 1711): 🔥 🏌

From Old Tar Road (SR 1700) to NC 43 | 3.71 miles

Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

63

## West 5th Street (SR 1571) & Albemarle Avenue (SR 1571) / Elizabeth St:

Intersection | 0.0 miles

Install a roundabout, per GUAMPO's 2045 MTP.

## Ayden Golf Club Road (SR 1723) & Old Tar Road (SR 1700):

Intersection | 0.0 miles

Improve intersection geometrics, per GUAMPO's 2045 MTP.

## Blackjack-Simpson Road (SR 1755) & Mills Road (SR 1774):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

66

## Blackjack-Simpson Road (SR 1755) & Mobleys Bridge Road (SR 1760):

Intersection | 0.0 miles

Improve intersection by constructing roundabout, per NCDOT's conceptual plan.

Highway Class:

Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection



67

## County Home Road (SR 1725) & Stokestown Saint John Road (SR 1753):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

68

### County Home Road (SR 1725) & Worthington Road (SR 1711), U-6197:

Intersection | 0.0 miles

Upgrade intersection, per NCDOT STIP Project U-6197.

69

#### Eastern Pines Road (SR 1727) & Lt Hardee Road (SR 1728):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

70

## Ivy Road (SR 1774) & County Home Road (SR 1725):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

71

## Laurie Ellis Road (SR 1713) & Jack Jones Road (SR 1715):

Intersection | 0.0 miles

Improve intersection by installing a roundabout, per GUAMPO's 2045 MTP.

72

## Laurie Ellis Road (SR 1713) & Old Tar Road (SR 1700):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

73

## South Lee Street (SR 1149) & Planters Street:

Intersection | 0.0 miles

Improve intersection, per GUAMPO's 2045 MTP.

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

HIGHWAY RECOMMENDATIONS PAGE 59



### McDonald Street (SR 1755) & Simpson Street (SR 1759):

Intersection | 0.0 miles

Construct roundabout, per GUAMPO's 2045 MTP.

### Mill Street (SR 1149) & Vernon White Road (SR 1130):

Intersection | 0.0 miles

Improve intersection, per NCDOT Congestion Management's conceputal design.

### Mill Street (SR 1149) & West Avenue:

Intersection | 0.0 miles

Improve intersection sight distance, per GUAMPO's 2045 MTP.

#### Pocosin Road (SR 1125) & Speight Seed Farm Road (SR 1124):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

#### Reedy Branch Road (SR 1131) & Davenport Farm Road (SR 1128):

Intersection | 0.0 miles

Improve intersection by installing a roundabout, per GUAMPO's 2045 MTP.

## Reedy Branch Road (SR 1131) & Forlines Road (SR 1126):

Intersection | 0.0 miles

Improve intersection by installing a roundabout, per GUAMPO's 2045 MTP.

80

## Stantonsburg Road (SR 1200) & Wesley Church Road (SR 1221):

Intersection | 0.0 miles

Highway Safety Improvement Program initiative with Division support to analyze and improve select intersections, potentially installing all-way stops.

81

## Arlington Boulevard: 🏠 🏌

From NC 43 to East Fire Tower Road (SR 1708) | 5.37 miles

Access management improvements, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

Highway Class:

Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection







#### **Greenville East BYP:**

From NC 11 to US 264 ALT | 25.06 miles

Construct a controlled-access bypass east of Greenville.

83

### County Home Rd (SR 1725): 🏠 🏌

From Fire Tower Road (SR 1708) to Worthington Road (SR 1711) | 2.47 miles

Widen to a 4-lane median divided facility.

#### Mobleys Bridge Road Extension:

From Ivy Road (SR 1774) to Worthington Road (SR 1711) | 1.02 miles

Construct extension. Refer to NC 43 South Corridor Study for potential collector street network.

85

#### West Firetower Road Extension: \*

From NC 11 to Reedy Branch Road (SR 1131) | 0.33 miles

Construct a 4-lane divided roadway on new location to connect Firetower Road (SR 1708) to Reedy Branch Road (SR 1131). Add sidewalks for pedestrian use.

86

#### Frontgate Drive Extension:

From Frontgate Drive to Thomas Langston Road (SR 1134) | 0.41 miles

Construct extension.

## East Arlington Boulevad & Red Banks Road:

Intersection | 0.0 miles

Improve intersection of two major 5-lane corridors, per GUAMPO's 2045 MTP.

## West Arlington Boulevard & Hooker Road:

Intersection | 0.0 miles

Improve intersection, per GUAMPO's 2045 MTP.

89

#### NC 33 Resilience A:

From Edgecombe County Line to NC 222 | 4.94 miles

Upgrade facility. Options could include elevating the roadway. Add appropriate bicycle facilities to NC Bike Route 2.

Highway Class:



Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection



90

#### NC 222 Resilience:

From NC 33 to NC 43 | 2.16 miles

Upgrade facility. Options could include elevating the roadway.

91

### NC 33 Resilience B: 65 🏌

From West of US 13 to East of US 13 | 1.58 miles

Upgrade facility. Options could include elevating the roadway. Add sidepath for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.

92

### US 13 Resilience: 🔥 🏌

From NC 33 to Belvoir Road (SR 1528) | 0.96 miles

Upgrade facility. Options could include elevating the roadway. Add sidepath for bicycle and pedestrian use.

93

#### NC 121 Resilience: 🏌

From US 264 to US 258 BUS | 1.07 miles

Upgrade facility. Options could include elevating the roadway. Construct sidewalk as necessary to close gaps in Farmville.

94

#### NC 118 Resilience:

From Lenoir County Line to Queen Street (NC 118) | 0.54 miles

Upgrade facility. Options could include elevating the roadway.

95

**HIGHWAY RECOMMENDATIONS** 

#### Frederick Drive Extension:

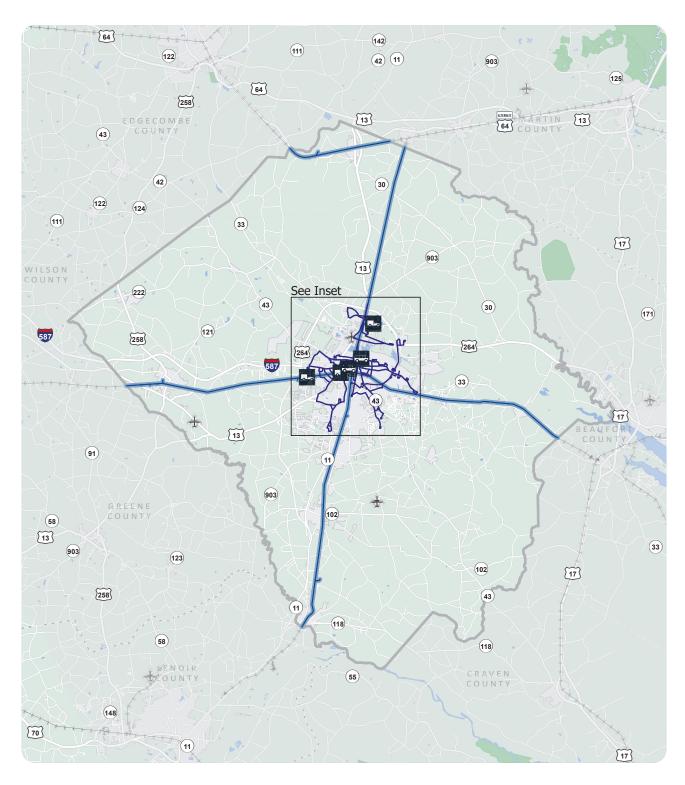
From NC 102 to Dennis McLawhorn Rd | 0.42 miles

Add roadway extension to gap between roadway limits.





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#### **PUBLIC TRANSPORTATION** AND RAIL RECOMMENDATIONS Proposals that address identified needs through 2045



## PITT COUNTY

Comprehensive Transportation Plan

DRAFT COPY Plan Date: December 12, 2023

#### Public Transportation and Rail Features

Urban Fixed Bus Corridors # Current Railroad # Transit Facility # -Play # Intermodal Terminal

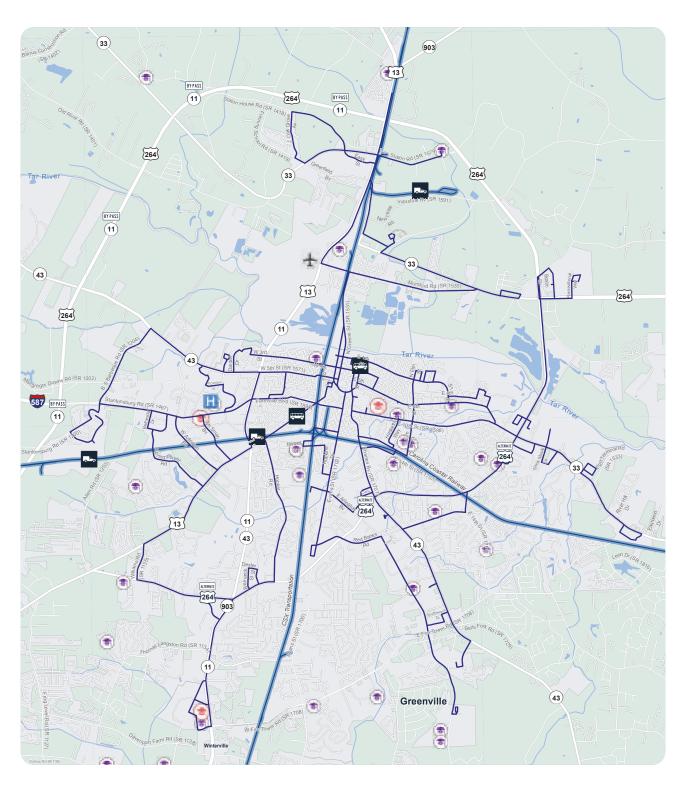






Sheet 3 of 4 Base map date: March 13, 2020

#### Legal Disclaimer



#### **PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS** Proposals that address identified needs through 2045



PITT COUNTY

**INSET** 

Comprehensive Transportation Plan

DRAFT COPY Plan Date: December 12, 2023

#### Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Current Railroad	#		
Transit Facility	#	-	-
Intermodal Terminal	#		Fig.



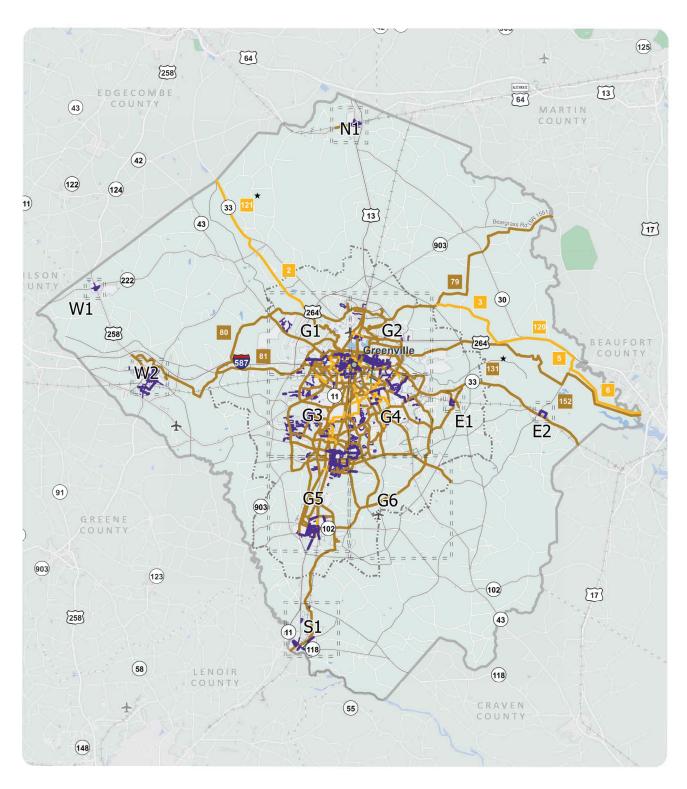
## **INSET A**

Base map date: March 13, 2020

#### Legal Disclaimer

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Denotes Highway Incidental



#### BICYCLE / PEDESTRIAN RECOMMENDATIONS Proposals that address identified needs through 204



## PITT COUNTY

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)

# Full tinyurl

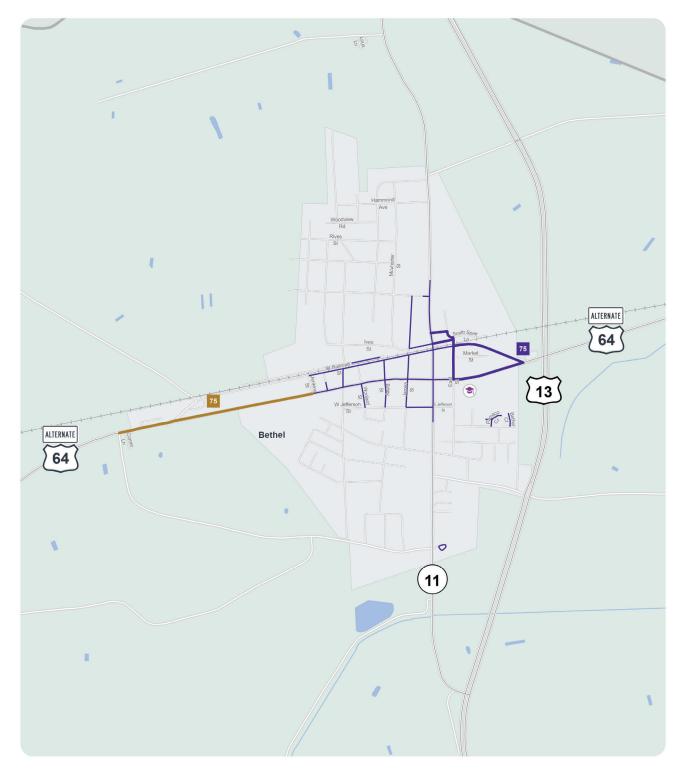




Sheet 4 of 4

Base map date: March 13, 2020

#### Legal Disclaimer



## BICYCLE / PEDESTRIAN RECOMMENDATIONS



## PITT COUNTY INSET: N1

Comprehensive Transportation Plan

**DRAFT COPY** Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)



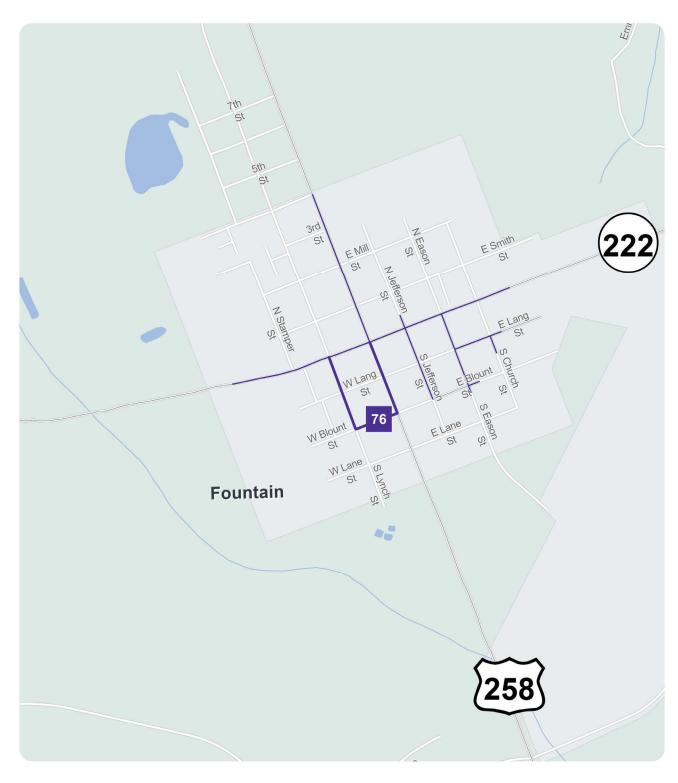




Sheet 4 of 4

Base map date: March 13, 2020

#### Legal Disclaimer



## **BICYCLE / PEDESTRIAN RECOMMENDATIONS**



## PITT COUNTY INSET: W1

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)









Base map date: March 13, 2020

#### Legal Disclaimer



## BICYCLE / PEDESTRIAN RECOMMENDATIONS



## PITT COUNTY INSET: W2

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)



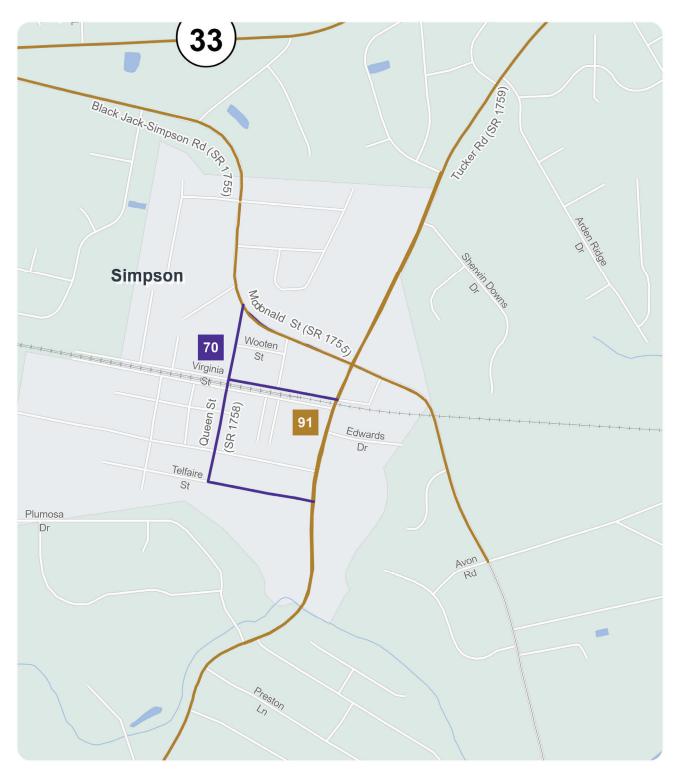




Sheet 4 of 4

Base map date: March 13, 2020

#### Legal Disclaimer



## BICYCLE / PEDESTRIAN RECOMMENDATIONS



## PITT COUNTY INSET: E1

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

> Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)



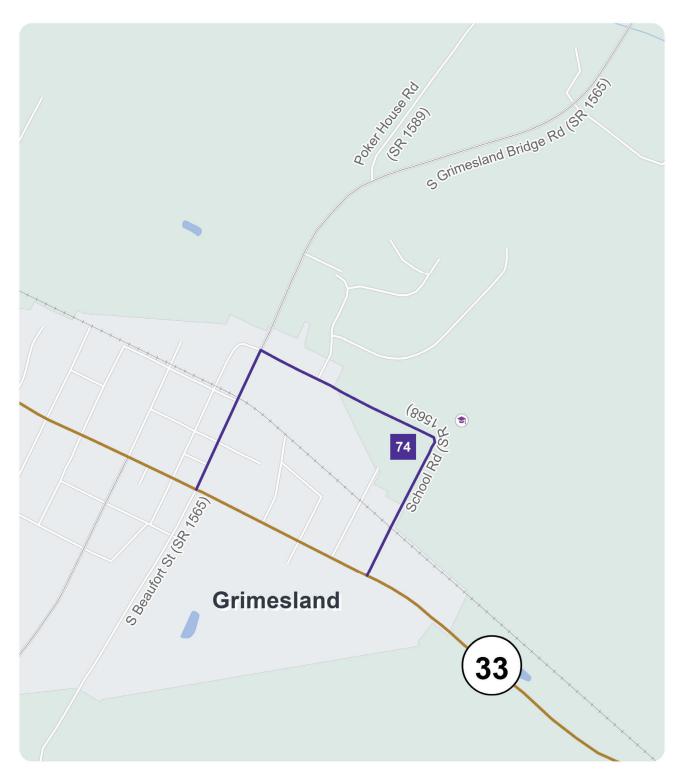




Sheet 4 of 4

Base map date: March 13, 2020

#### Legal Disclaimer



## **BICYCLE / PEDESTRIAN RECOMMENDATIONS**



## PITT COUNTY INSET: E2

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)







Sheet 4 of 4

Base map date: March 13, 2020

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## BICYCLE / PEDESTRIAN RECOMMENDATIONS



## PITT COUNTY INSET: S1

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)



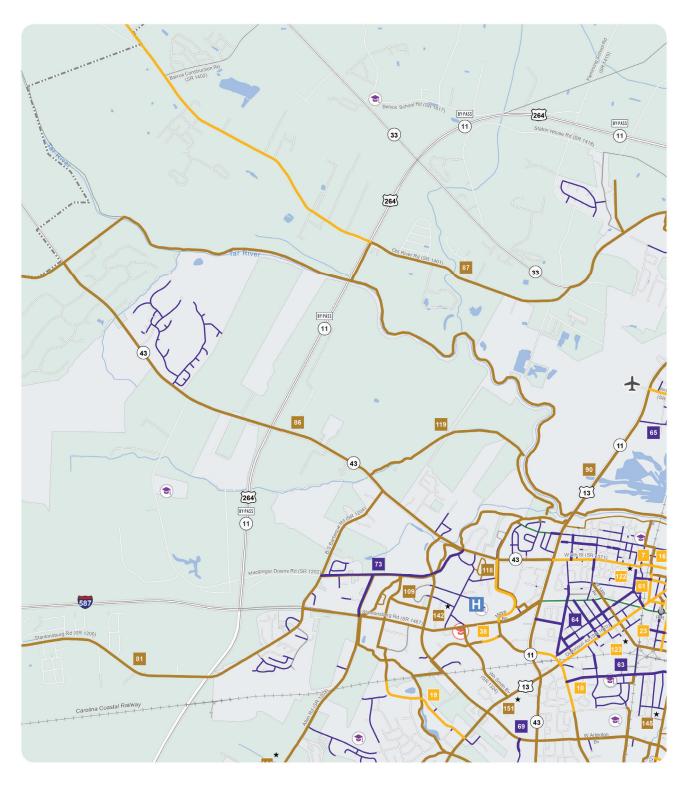




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Base map date: March 13, 2020

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## BICYCLE / PEDESTRIAN RECOMMENDATIONS



## PITT COUNTY INSET: G1

Comprehensive Transportation Plan

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#### Bicycle and Pedestrian Features



Other Features Studied Roads

> Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)

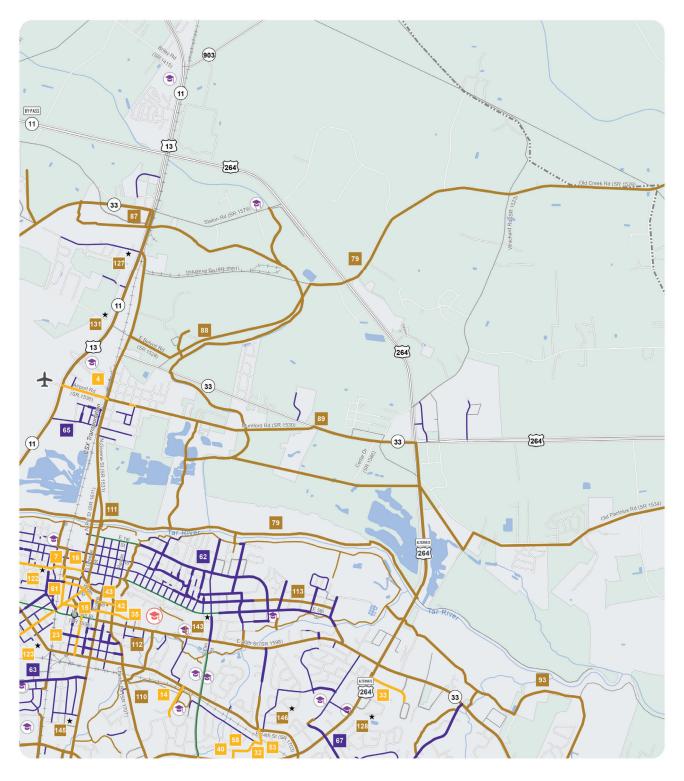




Sheet 4 of 4

Base map date: March 13, 2020

#### Legal Disclaimer



# BICYCLE / PEDESTRIAN RECOMMENDATIONS opposals that address identified needs through 2045



## PITT COUNTY INSET: G2

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)

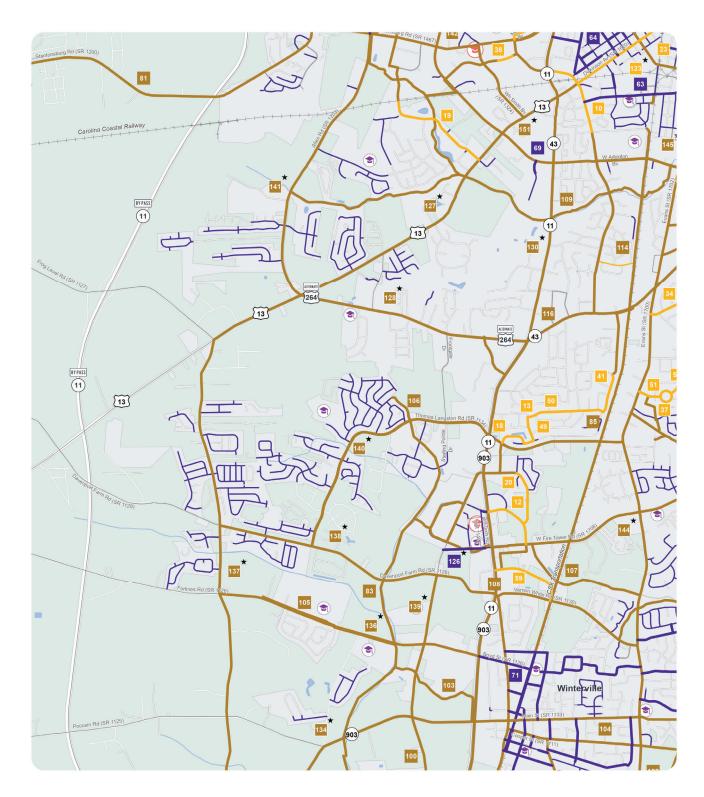




Sheet 4 of 4

Base map date: March 13, 2020

#### Legal Disclaimer



#### **BICYCLE / PEDESTRIAN** RECOMMENDATIONS



## PITT COUNTY INSET: G3

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

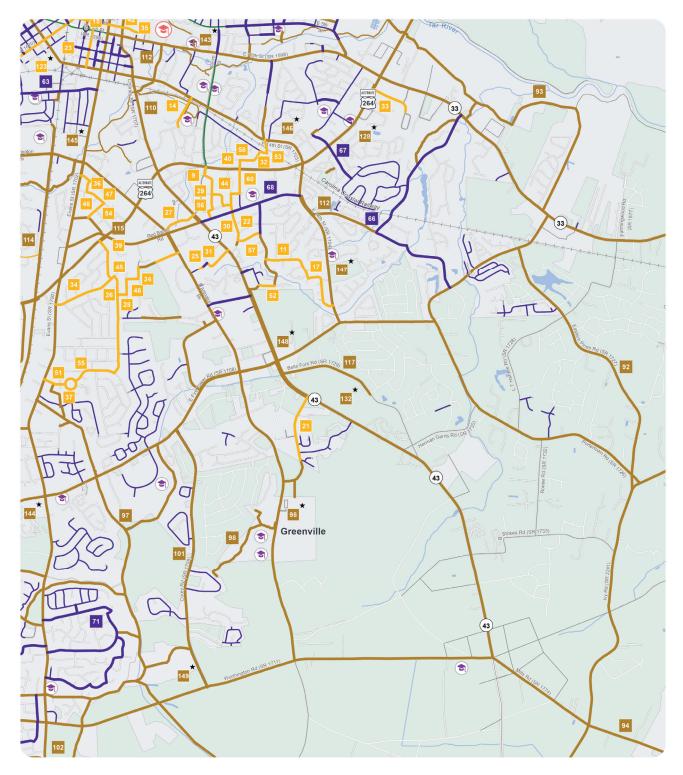
Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)





Base map date: March 13, 2020

#### Legal Disclaimer



#### **BICYCLE / PEDESTRIAN** RECOMMENDATIONS



## PITT COUNTY INSET: G4

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)







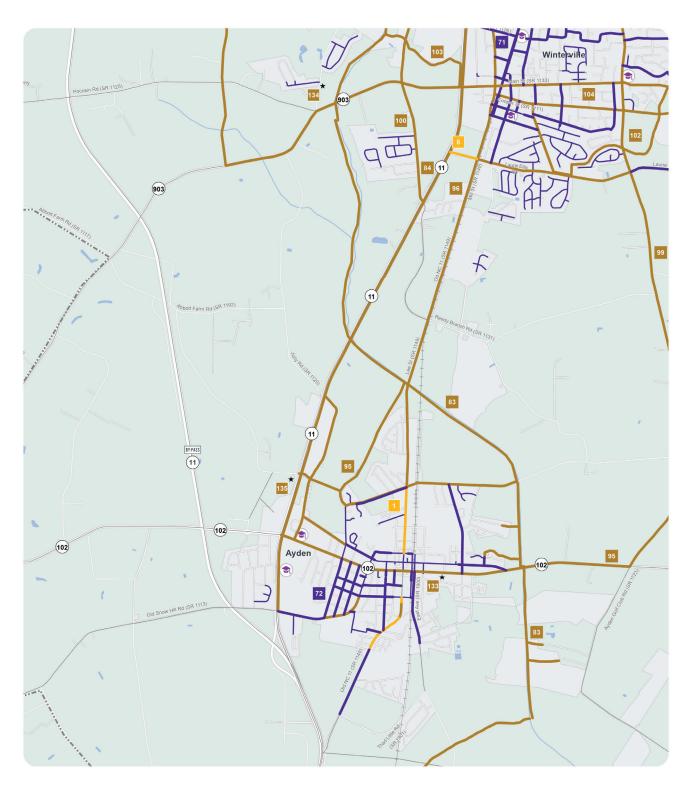
Sheet 4 of 4

Base map date: March 13, 2020

#### Legal Disclaimer

Legal Disclaimer

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## **BICYCLE / PEDESTRIAN RECOMMENDATIONS**



## PITT COUNTY **INSET: G5**

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

> Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)



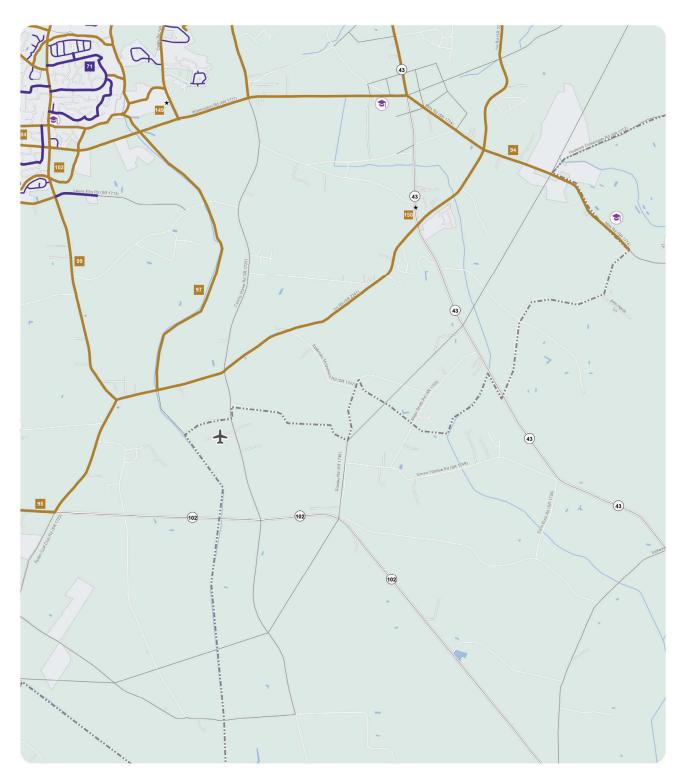
Sheet 4 of 4

Base map date: March 13, 2020

#### Legal Disclaimer

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.



## **BICYCLE / PEDESTRIAN RECOMMENDATIONS**



## PITT COUNTY INSET: G6

Comprehensive Transportation Plan

DRAFT COPY Plan Date: February 27, 2024

#### Bicycle and Pedestrian Features



Other Features Studied Roads

> Greenville MPO (area outside MPO in Pitt County served by Mid-East RPO)







Sheet 4 of 4

0.65

Base map date: March 13, 2020

#### Legal Disclaimer

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.

# Pitt County Bicycle and Pedestrian Recommendations

- Lee Street (SR 1149) [Ayden Inset]: 65
  From Jackson Street to Hines Drive Extension (SR 1122) | 0.94 miles
  Add separated bicycle lanes.
- Old River Road (SR 1401): 66

  From NC 33 to US 264 | 5.83 miles

  Add separated bicycle lanes.
- Old Creek Road (SR 1529): 66

  From Mason School Road (SR 1541) to US 264 | 4.69 miles

  Add separated bicycle lanes.
- 4 Airport Road (SR 1530): 66
  From North Greene Street (SR 1531) to US 13 | 0.41 miles
  Add separated bicycle lanes.
- North Grimesland Bridge Road (SR 1565): 65

  From Clarks Neck Rd (SR 1567) to US 264 | 0.73 miles

  Add separated bicycle lanes.
- 6 Clarks Neck Road (SR 1567): 6 From County Boundary to Marva Drive (SR 2256) | 5.15 miles Add separated bicycle lanes.
- West 5th Street (SR 1571) [Greenville Inset]: 65
  From US 13 to Cadillac Street | 0.19 miles
  Add separated bicycle lanes.

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



- B Laurie Ellis Road (SR 1713) [Winterville Inset]: 6 From Old NC 11 to NC 11 (Winterville Parkway) | 0.23 miles
  Add separated bicycle lanes.
- South Elm Street [Greenville Inset]: &
  From Pinecrest Drive to US 264 | 0.06 miles
  Add separated bicycle lanes.
- Moye Boulevard [Greenville Inset]: 65
  From NC 43 to Marvin Jarman Drive | 1.34 miles
  Add separated bicycle lanes.
- Woodwind Drive [Greenville Inset]: 65
  From Tuckahoe Drive to Tucker Drive | 0.44 miles
  Add separated bicycle lanes.
- Whitley Drive (SR 1147) [Greenville Inset]: 65
  From West Fire Tower Road (SR 1708) to NC 11 | 0.48 miles
  Add separated bicycle lanes.
- Westhaven Road [Winterville Inset]: 65
  From Cheltenham Drive to Cedarhurst Road | 0.2 miles
  Add separated bicycle lanes.
- West Berkley Road [Greenville Inset]: 65
  From Fieldside Street to East 14th Street (SR 1703) | 0.26 miles
  Add separated bicycle lanes.
- West 9th Street [Greenville Inset]: 65
  From Evans Street (SR 1702) to Dickinson Avenue (SR 1620) | 0.27 miles
  Add separated bicycle lanes.





- West 8th Street [Greenville Inset]: 66
  From Evans Street (SR 1702) to Atlantic Avenue | 0.34 miles
  Add separated bicycle lanes.
- Tuckahoe Drive [Greenville Inset]: 6
  From Woodwind Drive to East 14th Street (SR 1704) | 0.4 miles
  Add separated bicycle lanes.
- Thornbrook Drive [Winterville Inset]: 65
  From Regency Boulevard (SR 1134) to Cheltenham Drive | 0.23 miles
  Add separated bicycle lanes.
- Spring Forest Road [Greenville Inset]: 65
  From Nantucket Road to Ellsworth Drive | 0.84 miles
  Add separated bicycle lanes.
- South Square Drive (SR 1131) [Winterville Inset]: 65

  From Granada Drive to Whitley Drive | 0.44 miles

  Add separated bicycle lanes.
- Signature Drive [Greenville Inset]: 65
  From NC 43 to Hillard Lane | 0.55 miles
  Add separated bicycle lanes.
- Sherwood Drive [Greenville Inset]: 65
  From Aycock Drive to Fantasia Street | 0.37 miles
  Add separated bicycle lanes.
- South Greene Street [Greenville Inset]: %
  From West 10th Street (SR 1598) to West 14th Street (SR 1703) | 0.37 miles
  Add separated bicycle lanes.





- Remington Drive [Greenville Inset]: From Compton Road to Cromwell Drive | 0.1 miles Add separated bicycle lanes.
- Turtle Creek Road [Greenville Inset]: 🐔 From Turtle Creek Road to Oakmont Drive | 0.08 miles Add separated bicycle lanes.
- Salem Road [Greenville Inset]: From Queen Annes Road to Compton Road | 0.08 miles Add separated bicycle lanes.
- Wall Street [Greenville Inset]: 🐔 From East Arlington Boulevard to NC 43 | 0.28 miles Add separated bicycle lanes.
- Queen Annes Road [Greenville Inset]: 🐔 From Martinsborough Road to Bremerton Drive | 0.81 miles Add separated bicycle lanes.
- Pinecrest Drive [Greenville Inset]: From South Elm Street to Churchside Drive | 0.36 miles Add separated bicycle lanes.
- Oakview Drive [Greenville Inset]: **30** From Drexel Lane to Sherwood Drive | 0.06 miles Add separated bicycle lanes.
- Oakmont Drive [Greenville Inset]: From Turtle Creek Road to NC 43 (Charles Boulevard) | 0.23 miles Add separated bicycle lanes.

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







- North Overlook Drive [Greenville Inset]: 65

  From Beaumont Drive to Brownlea Drive | 0.06 miles

  Add separated bicycle lanes.
- Moseley Drive [Greenville Inset]: 65

  From US 264 to Moseley Drive | 0.35 miles

  Add separated bicycle lanes.
- Martinsborough Road [Greenville Inset]: 65
  From Evans Street (SR 1700) to Queen Annes Road | 0.53 miles
  Add separated bicycle lanes.
- Library Drive [Greenville Inset]: 65

  From Cotanche Street to Charles Street | 0.12 miles

  Add separated bicycle lanes.
- Kirkland Drive [Greenville Inset]: 6
  From Evans Street (SR 1702) to US 264 | 0.17 miles
  Add separated bicycle lanes.
- Kineton Circle [Greenville Inset]: 65
  From Caversham Road to Caversham Road | 0.27 miles
  Add separated bicycle lanes.
- Hemby Lane [Greenville Inset]: 66

  From WH Smith Boulevard to Moye Boulevard | 0.12 miles

  Add separated bicycle lanes.
- Granville Drive [Greenville Inset]: 65
  From US 264 to Martinsborough Road | 0.35 miles
  Add separated bicycle lanes.





- 40
- Merry Lane [Greenville Inset]: 🖧

From East Arlington Boulevard to Southgate Apartments | 0.47 miles Add separated bicycle lanes.

- East Baywood Lane [Greenville Inset]: 65
  From Landmark Street to Cedarhurst Road | 0.31 miles
  Add separated bicycle lanes.
- East 9th Street [Greenville Inset]: 65
  From Evans Street (SR 1702) to Cotanche Street | 0.11 miles
  Add separated bicycle lanes.
- East 8th Street [Greenville Inset]: 6
  From Evans Street (SR 1702) to Cotanche Street | 0.11 miles
  Add separated bicycle lanes.
- Drexel Lane [Greenville Inset]: 65
  From Pinecrest Drive to Oakview Drive | 0.17 miles
  Add separated bicycle lanes.
- 45 Cromwell Drive [Greenville Inset]: 65
  From Lynndale Court to Remington Drive | 0.1 miles
  Add separated bicycle lanes.
- Compton Road [Greenville Inset]: 65
  From Remington Drive to Rupert Drive | 0.13 miles
  Add separated bicycle lanes.
- 47 Commerce Street [Greenville Inset]: 65
  From Evans Street (SR 1702) to Clifton Street | 0.09 miles
  Add separated bicycle lanes.





- Clifton Street [Greenville Inset]: 65
  From Commerce St to Kirkland Drive | 0.09 miles
  Add separated bicycle lanes.
- Cheltenham Drive [Winterville Inset]: 6
  From Thornbrook Drive to Westhaven Road | 0.08 miles
  Add separated bicycle lanes.
- Cedarhurst Road [Winterville Inset]: 65
  From Westhaven Road to E Baywood Lane | 0.61 miles
  Add separated bicycle lanes.
- Caversham Road [Winterville Inset]: 65
  From Evans Street (SR 1700) to Kineton Circle | 0.18 miles
  Add separated bicycle lanes.
- **Cantata Drive [Greenville Inset]:** 6

  From Cancion Street to Tucker Drive | 0.13 miles

  Add separated bicycle lanes.
- Brownlea Drive [Greenville Inset]: 6
  From East 14th Street (SR 1703) to North Overlook Drive | 0.11 miles
  Add separated bicycle lanes.
- Brinkley Road [Greenville Inset]: 65

  From Plaza Drive to Kirkland Drive | 0.17 miles

  Add separated bicycle lanes.
- Bremerton Drive [Greenville Inset]: 65
  From Kineton Circle to Queen Annes Road | 0.35 miles
  Add separated bicycle lanes.





- Churchside Drive [Greenville Inset]: 65
  From Oakview Drive to Red Banks Road | 0.07 miles
  Add separated bicycle lanes.
- Fantasia Street [Greenville Inset]: 65
  From Sherwood Drive to Tucker Drive | 0.2 miles
  Add separated bicycle lanes.
- Beaumont Drive [Greenville Inset]: 65
  From Fairview Way to North Overlook Drive | 0.21 miles
  Add separated bicycle lanes.
- Beacon Drive [Winterville Inset]: 65
  From NC 11 to Vernon White Road (SR 1130) | 0.59 miles
  Add separated bicycle lanes.
- Aycock Drive [Greenville Inset]: 60

  From Sherwood Drive to Fairview Way | 0.07 miles
  Add separated bicycle lanes.
- Atlantic Avenue [Greenville Inset]: 60
  From Bonners Lane to Dickinson Avenue (SR 1620) | 0.24 miles
  Add separated bicycle lanes.
- Greenville: 

  East of Uptown area | 6.22 miles

  Add sidewalks where there are gaps east of Uptown Greenville.
- Greenville: 
  South of Uptown area | 1.92 miles

  Add sidewalks where there are gaps south of Uptown Greenville.





Greenville: 🏌

Dickinson Ave District area | 3.27 miles

Add sidewalks where there are gaps near the Dickinson Ave District.

- Greenville: \*

North of Uptown area | 0.17 miles

Add sidewalks where there are gaps north of Uptown Greenville.

- Greenville: \*

Brook Valley area | 2.08 miles

Add sidewalks where there are gaps in the Brook Valley area of Greenville.

- Greenville: 🏌
- East of ECU area | 0.49 miles

Add sidewalks where there are gaps east of ECU.

- Greenville: \*

Greenville Mall area | 1.59 miles

Add sidewalks where there are gaps in the Greenville Mall area.

- Greenville: \*
- Central Greenville area | 0.1 miles

Add sidewalks where there are gaps in central Greenville.

- Simpson: 🏌

Simpson area | 0.72 miles

Add sidewalks where there are gaps in Simpson.

Winterville: \*

Winterville area | 9.73 miles

Add sidewalks where there are gaps in Winterville.

**RECOMMENDATIONS** 





Ayden: 🏌

Ayden area | 6.9 miles

Add sidewalks where there are gaps in Ayden.

- Greenville: \*

West Greenville area | 1.59 miles

Add sidewalks where there are gaps in west Greenville.

- Grimesland: \*
  - Grimesland area | 0.89 miles

Add sidewalks where there are gaps in Grimesland.

- Bethel: 🏌
  - Bethel area | 0.84 miles

Add sidewalks and multi-use path where there are gaps in Bethel.

- Fountain: 🏌
  - Fountain area | 0.36 miles

Add sidewalks where there are gaps in Fountain.

Farmville: 🏌

West Farmville area | 4.28 miles

Add sidewalks where there are gaps in west Farmville.

Grifton: \* Grifton area | 2.55 miles

Add sidewalks where there are gaps in Grifton.

East Coast Greenway Connector: 6 1 From County Boundary to US 264 ALT (Greenville Boulevard) | 20.3 miles Add multi-use paths.

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



- Farmville-Greenville Connector [Farmville & Greenville Insets]: 6 1/1 From US 258 BUS (May Boulevard) to North Greene Street (SR 1531) | 19.8 miles

  Add multi-use paths.
- Stantonsburg Road (SR 1200)/B's Barbeque Road (SR 1204): 6 From V O A Site C Road (SR 1212) to NC 43 (West 5th Street) | 6.55 miles Add multi-use paths.
- Grifton-Ayden Connector [Grifton & Ayden Insets]: & \*
  From County Boundary to Swift Creek | 7.8 miles
  Add multi-use paths.
- Swift Creek Connector [Ayden & Winterville Insets]: & \*\*
  From Swift Creek to Stillwood Dr | 9.41 miles
  Add multi-use paths.
- Winterville Parkway [Ayden & Winterville Insets]: 6 From Snow Hill St (SR 1113) to US 264 ALT (Greenville Boulevard) | 7.68 miles Add multi-use paths.
- Rail Trail [Winterville Inset]: 6 †
  From Bradley Street to Worthington Street | 4.25 miles
  Add multi-use paths.
- NC 43: % From US 13 (Memorial Drive) to V O A Site C Road (SR 1212) | 4.84 miles Add multi-use paths.
- Old River Road (SR 1401)/Belvoir Highway: 6 16 17 From US 13 (Memorial Drive) to Tar River | 4.32 miles

  Add multi-use paths.

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





- Parker Creek Connector: 6.65 from Belvoir Highway to Tar River | 6.65 miles
  Add multi-use paths.
- NC 33 [Greenville Inset]: 6 1/2 From US 264 ALT (Greenville Boulevard) to North Greene Street (SR 1531) | 2.49 miles Add multi-use paths.
- US 13 (Memorial Drive) [Greenville Inset]: 6 †

  From West Belvoir Road (SR 1528) to Stantonsburg Road (SR 1467) | 2.59 miles

  Add multi-use paths.
- 91 Simpson: 6 1 1 Simpson area | 2.44 miles Add multi-use paths.
- 92 Arbor Hills: 6 1 1 Arbor Hills area | 4.68 miles Add multi-use paths.
- 94 Mills Rd (SR 1774): 66 from Lester Mills Road (SR 1744) to NC 43 | 2.82 miles Add multi-use paths.
- Ayden [Ayden Inset]: 6 1 1 Ayden area gaps | 5.21 miles
  Add multi-use paths.

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





- 96
- Old NC 11 [Ayden & Winterville Inset]: &

From Hines Drive (SR 1122) to Vernon White Road (SR 1130) | 4.35 miles Add multi-use paths.

- 97
- Fork Swamp Connector [Winterville Inset]: 6 1

From Ayden Golf Club Road (SR 1723) to East Fire Tower Road (SR 1708) | 7.59 miles Add multi-use paths.

- 98
- County Home Road (SR 1725): 6 1

From East Fire Tower Road (SR 1708) to Worthington Road (SR 1711) | 3.83 miles Add multi-use paths.

99

Old Tar Road (SR 1700) [Ayden & Winterville Inset]: 🖧 🏌 From Worthington Road (SR 1711) to Ayden Golf Club Road (SR 1723) | 2.72 miles Add multi-use paths.

100

Reedy Branch Road (SR 1131) [Winterville Inset]: 🔥 🏌 From NC 11 (Winterville Parkway) to Forlines Road (SR 1126) | 1.57 miles Add multi-use paths.

101

Corey Road (SR 1709) [Winterville Inset]: 🔥 🏌

From Worthington Road (SR 1711) to East Fire Tower Road (SR 1708) | 2.17 miles Add multi-use paths.

102

H. Boyd Lee Park Connector [Winterville Inset]: 🔥 🏌 From Corey Road (SR 1709) to Laurie Ellis Road (SR 1713) | 2.71 miles Add multi-use paths.

Premier Sports Academy Connector [Winterville Inset]: & 🕆 From US 13 (Memorial Drive) to Swift Creek | 0.97 miles Add multi-use paths.

★ Denotes Highway Incidental



104

## Winterville [Winterville Inset]: 🔊 🏌

Winterville area gaps | 3.29 miles Add multi-use paths.

105

## South Central High School / Creekside Elementary Connector [Winterville Inset]: 🖒 🏌

From Mayfield Drive to Swift Creek | 1.12 miles Add multi-use paths.

106

## Thomas Langston Rd (SR 1134) / Regency Blvd (SR 1134) [Winterville Inset]:

From Davenport Farm Road (SR 1128) to Evans Street (SR 1700) | 3.66 miles Add multi-use paths.

107

## Pitt Community College [Winterville Inset]: 🖧 🏌

Pitt Community College area gaps | 3.14 miles Add multi-use paths.

108

## Davenport Farm Road [Greenville Inset]: 🔥 🏌

From Reedy Branch Road (SR 1131) to Fork Swamp | 2.78 miles Add multi-use paths.

109

## Greens Mill Run [Greenville Inset]: 🖧 🏌

From West Arlington Boulevard to Macgregor Downs Road (SR 1202) | 5.9 miles Add multi-use paths.

110

## Charles Boulevard [Greenville Inset]: 🖧 🏌

From Reade Circle to US 264 ALT (Greenville Boulevard) | 1.41 miles Add multi-use paths.

111

## Uptown Greenville [Greenville Inset]: 🔥 🏌

Uptown Greenville area gaps | 2.98 miles

Add multi-use paths and pedestrian bridge across 10th Street to connect gap between South Pitt Street.

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



Green Springs Park [Greenville Inset]: 6 1 112

Green Springs park area gaps | 3.11 miles

Add multi-use paths.

- ECU [Greenville Inset]: 66 16 113 ECU area gaps | 1.03 miles

  Add multi-use paths.
- Hooker Road [Greenville Inset]: 66 f

  From Marvin Jarman Drive to US 264 ALT (Greenville Boulevard) | 1.48 miles

  Add multi-use paths.
- Greenville Mall: 6 1 1.88 miles

  Add multi-use paths.
- Greenville Convention Center [Greenville Inset]: 6 116

  Greenville Convention Center area gaps | 1.58 miles

  Add multi-use paths.
- Turnbury Square: 6 †

  Turnbury Square area gaps | 4.26 miles

  Add multi-use paths.
- West Greenville [Greenville Inset]: 6 1/26 miles

  Add multi-use paths.
- Harris Mill Run/Schoolhouse Branch [Greenville Inset]: 5 17 From US 13 (Memorial Drive) to NC 43 | 3.1 miles

  Add multi-use paths.





US 264: 🏂

From US 13 to Beaufort County Line | 4.76 miles

Upgrade to limited control-of-access expressway with service roads. Upgrade facility for resiliency to flooding where necessary. Options could include elevating the roadway. Add sidepaths for bicycle and pedestrian use as part of NC Bike Route 2.

NC 33 Resilience A:

From Edgecombe County Line to NC 222 | 3.94 miles

Upgrade facility. Options could include elevating the roadway. Add appropriate bicycle facilities to NC Bike Route 2.

West 5th Street (SR 1571), U-6240: 5

From Cadillac Street to Reade Street | 0.77 miles

Rehabilitate and realign West 5th Street (SR 1571), per NCDOT STIP Project U-6240. Add appropriate bicycle facilities. Under Construction.

Dickinson Avenue (SR 1620), U-5606: 🏂 🏌

From Reade Circle to US 13 | 1.34 miles

Improve curb and gutters, the storm drainage system, sidewalks, and replace roadway subgrade, per NCDOT STIP Project U-5606. Under construction.

US 258 BUS: 🔥 🏌

From US 264 to NC 121 | 1.48 miles

Improve the intersections along the corridor. Add multi-use paths for pedestrian and bicycle use. Construct sidewalk as necessary to close gaps in Farmville.

NC 121 Resilience: 🏌

From US 264 to US 258 BUS | 0.41 miles

Upgrade facility. Options could include elevating the roadway. Construct sidewalk as necessary to close gaps in Farmville.

West Firetower Road Extension: \*\*

From NC 11 to Reedy Branch Road (SR 1131) | 0.33 miles

Construct a 4-lane divided roadway on new location to connect Firetower Road (SR 1708) to Reedy Branch Road (SR 1131). Add sidewalks for pedestrian use.







US 13: 🔥 🏌

#### From NC 11 to Davenport Farm Road (SR 1128) | 3.39 miles

Widen to a consistent 4-lane divided facility with access management improvements, per GUAMPO's 2045 MTP. Add sidepaths for pedestrian and bicycle use.

## US 13 Resilience: 🔥 🏌

#### From NC 33 to Belvoir Road (SR 1528) | 0.96 miles

Upgrade facility. Options could include elevating the roadway. Add sidepath for bicycle and pedestrian use.

## US 13/NC 11: 66 1

#### From Stantonsburg Road (SR 1200) to US 264 ALT | 2.59 miles

Add medians and protected left turn lanes at Farmville Boulevard, Moye Boulevard, Dickinson Avenue, Arlington Boulevard, and US 264 ALT, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.



## Modernization, FS1002-B: 🖒 🏌

#### From US 264 to US 13 | 7.92 miles

Widen to 6 lanes and improve intersections, per GUAMPO's 2045 MTP and Feasibility Study. Add sidepaths for pedestrian and bicycle use.



### US 258 BUS: 🔥 🏌

#### From US 264 to NC 121 | 1.48 miles

Improve the intersections along the corridor. Add multi-use paths for pedestrian and bicycle use. Construct sidewalk as necessary to close gaps in Farmville.



## US 13/NC 11: 66 1

#### From Stantonsburg Road (SR 1200) to US 264 ALT | 2.59 miles

Add medians and protected left turn lanes at Farmville Boulevard, Moye Boulevard, Dickinson Avenue, Arlington Boulevard, and US 264 ALT, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.





### NC 33: 66 🏌

#### From Mobleys Bridge Road (SR 1760) to Beaufort Street (SR 1565) | 0.71 miles

Implement traffic calming measures, per Division support. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.

## NC 33: 6 1

#### From Beaufort Street (SR 1565) to Beaufort County Line | 2.89 miles

Widen roadway to three lanes. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.

## NC 33 Resilience B: 🔥 🏌

#### From West of US 13 to East of US 13 | 1.27 miles

Upgrade facility. Options could include elevating the roadway. Add sidepath for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.

## NC 33, U-6215: 🏡 🏌

#### From Blackjack-Simpson Road (SR 1755) to Mobleys Bridge Road (SR 1760) | 5.6 miles

Widen to multi-lanes, per NCDOT STIP Project U-6215. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.

## NC 33: 🔥 🏌

#### From Oxford Road to Blackjack-Simpson Road (SR 1755) | 2.5 miles

Replace the existing center left-turn lane with a median and improve the intersections, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.

## NC 33 and East 10th Street (SR 1598), U-6125: 💰 🏌

From Evans Street (SR 1702) to Oxford Road | 3.02 miles

Access Management, per NCDOT STIP Project U-6125. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.



## NC 43, U-6147: 🏡 🏌

#### From US 264 ALT to Bells Fork Road (SR 1729) | 1.97 miles

Access Management, per NCDOT STIP Project U-6147. Add sidepaths for bicycle and pedestrian use.

## NC 43, U-5991: 🔥 🏌

#### From Firetower Road (SR 1708) to Worthington Road (SR 1711) | 3.07 miles

Widen to multi-lanes, per NCDOT STIP Project U-5991. Add sidepaths for bicycle and pedestrian use.



NC 102: 66 🏌

From NC 11 BYP to Ayden Town Limits | 1.9 miles

Install median, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

NC 903: 🏠 🏌

From NC 11 to MPO Boundary | 2.16 miles

Widen to multi-lanes, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

Jolly Road (SR 1120): 🔥 🏌

From NC 102 to NC 11 | 1.27 miles

Modernize and upgrade the roadway with with edge treatments and lane widening, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

Forlines Road (SR 1126): 6 1

From NC 11 BYP to NC 11 | 2.12 miles

Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

Frog Level Road (SR 1127): 6 1



From US 13 to NC 903 | 3.7 miles

Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

Davenport Farm Road (SR 1128): 🔥 🏌

From US 13 to Reedy Branch Road (SR 1131) | 1.8 miles

Widen to a 4-lane divided facility. Add sidepaths for bicycle and pedestrian use.

Reedy Branch Road (SR 1131): 6 1

From Forlines Road (SR 1126) to West Firetower Rd (SR 1708) | 0.55 miles

Modernization may include turn lane improvements, edge treatments, lane widening, etc. per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.



★ Denotes Highway Incidental



## Thomas Langston Road (SR 1134): 🖧 🏌

From Davenport Farm Road (SR 1128) to NC 11 | 2.07 miles

Modernize to a divided 2-lane roadway with curb and gutter. Add protected left turning movements at specified intersections, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.



## 🌣 Allen Road (SR 1203), U-5875: 🖧 🏌

From Stantonsburg Road (SR 1200) to US 13 | 2.3 miles

Widen to a four-lane median divided roadway and upgrade the intersections at Stantonsburg Road (SR 1200) and US 13, per NCDOT STIP Project U-5875. Add bicycle lanes and sidewalks for bicycle and pedestrian use.



## Stantonsburg Road (SR 1200), U-6195: 🖧 🏌

From B's Barbeque Road (SR 1204) to US 13 | 1.99 miles

Access Management, per NCDOT STIP Project U-6195. Add sidepaths for bicycle and pedestrian use.



## NC 33 and East 10th Street (SR 1598), U-6125: 💰 🏌

From Evans Street (SR 1702) to Oxford Road | 3.02 miles

Access Management, per NCDOT STIP Project U-6125. Add sidepaths for bicycle and pedestrian use. Potential Washington-Greenville Greenway route. Refer to Feasibility Study for details.

## Dickinson Avenue (SR 1620), U-5606: 💰 🏌

From Reade Circle to US 13 | 1.34 miles

Improve curb and gutters, the storm drainage system, sidewalks, and replace roadway subgrade, per NCDOT STIP Project U-5606. Under construction.



## Evans Street / Old Tar Road (SR 1700), U-2817: 🔥 🏌

From US 264 ALT to Worthington Road (SR 1711) | 3.69 miles

Widen to 4 lanes, per NCDOT STIP Project U-2817. Add sidepaths for bicycle and pedestrian use.

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





## Evans Street (SR 1700), U-6196: 🔥 🏌

From 5th Street (SR 1571) to Red Banks Road | 1.99 miles

Access Management, per NCDOT STIP Project U-6196. Add sidepaths for bicycle and pedestrian

## Evans Street (SR 1700): 6 1

From Red Banks Road to US 264 ALT | 0.27 miles

Access Management, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.



## East 14th Street (SR 1704): 🔥 🏌

From US 264 ALT to Charles Boulevard (SR 1707) | 1.6 miles

Add medians along the corridor with protected left turn lanes at the Elm Street intersection, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.



## East 14th Street (SR 1704), U-5917: 🔥 🏌

From East Firetower Road (SR 1708) to US 264 ALT | 1.37 miles

Widen to a two-lane median divided facility with bicycle lanes, per NCDOT STIP Project U-5917.



## Firetower Road (SR 1708): 🖒 🏌

From NC 11 to NC 43 | 3.49 miles

Replace the existing center turn lane with a median and improve the intersections along the corridor, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

## East Firetower Road/Portertown Road (SR 1726), U-5870: 🏡 🏌

From East 14th Street (SR 1704) to NC 33 | 2.17 miles

Widen to 4 lanes, per NCDOT STIP Project U-5870.

## East Firetower Road (SR 1708), U-5785: 🏂 🏌

From NC 43 to East 14th Street (SR 1704) | 0.6 miles

Widen to 4 lanes and improve the Charles Boulevard and Arlington Boulevard intersections, per NCDOT STIP Project U-5785.





## Cooper Street (SR 1711): 36 🏌

From Old Tar Road (SR 1700) to Mill Street (SR 1149) | 1.06 miles

Potential modernization options include restriping, lane reconfiguration, and partial curb and gutter enhancements per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.

## Worthington Road (SR 1711): 🏡 🏌

From Old Tar Road (SR 1700) to NC 43 | 3.71 miles

Widen to a 4-lane median divided facility, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.



#### Ayden Golf Club Road / Ivy Road / Tucker Road (SR 1723/1174/1759): 🔥 🏌

From NC 102 to NC 33 | 11.4 miles

Potential for intermittent turn lanes, lane windening, and edge treatments per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.



## Arlington Boulevard: 🔥 🏌

From NC 43 to East Fire Tower Road (SR 1708) | 5.37 miles

Access management improvements, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.



## Washington-Greenville Greenway: 🔥 🏌

From Greenville to Washington | 18.93 miles

Potential route for Washington-Greenville Greenway. Refer to Feasibility Study for details.

★ Denotes Highway Incidental



## 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 Pitt County CTP.

Area	Dates	Туре
Town of Bethel	[Month/Year]	Adoption
Town of Falkland	[Month/Year]	Adoption
Town of Farmville	[Month/Year]	Adoption
Town of Fountain	[Month/Year]	Adoption
Town of Grifton	[Month/Year]	Adoption
Town of Grimesland	[Month/Year]	Adoption
Pitt County	[Month/Year]	Adoption
Greenville Urban Area Metropolitan Planning Organization	[Month/Year]	Adoption
Mid-East Rural Planning Organization	[Month/Year]	Endorsement
N.C. Board of Transportation	[Month/Year]	Adoption

Adoption and endorsement resolutions are available in the Approvals/Resolutions Appendix.

## OTHER COMMUNITY INTERESTS

Occasionally, a Comprehensive Transportation Plan cannot satisfy all the of the varied needs of a community. This section identifies any local desires that did not meet the criteria to be a recommendation, or local interests that are outside of the scope of the plan.

#### **?** They are:

The Town of Winterville is very concerned about Park Road and sees it as an important corridor. It is currently unpaved and significant residential growth is projected in the vicinity. The roadway carries significant safety, maintenance, access, mobility, and economic development concern within the Town of Winterville. Existing and projected traffic and crash data do not warrant a recommendation. Traffic volumes and crash data in this area will be monitored.

Concerns were brought up about ADA accessibility throughout Pitt County. Accessible roadways, sidewalks, intersections, and crosswalks for all users should be incorporated into project development and design.

Bicycle detection at traffic signals can be improved throughout Pitt County, as not all intersections are equipped with the necessary equipment to detect a bicycle.

Local issues are addressed through the appropriate NCDOT Division. Contact information can be found in the Contact Information Appendix.

#### **DISCLAIMER**

This report documents the work of the Pitt County Comprehensive Transportation Plan study. The N.C. Department of Transportation and any of the adopting/endorsing organizations of the Pitt County Comprehensive Transportation Plan:

- 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.
- 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.



